

2018 Master Plan Update



Planning Board:


Michael Jean, Chair
Gary Anderson, Vice Chair
Roy Buttrick, Member
Gabriel Jerome, Member
Shane Bruneau, Member
Marshall Bishop, Selectmen's Rep.

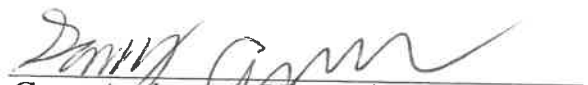
Board of Selectmen:


Stephen McWhinnie, Chair
Michael Wilson
Marshall Bishop

December 13, 2018

*Be it known, on this day,
December 13, 2018,
the Gilmanton Planning Board
voted to adopt the
Master Plan Update.*


Michael Jean, Chairman


Gary Andersen, Vice-Chairman


Marshall Bishop, Selectmen's Rep.


Gabriel Jerome


Roy Buttrick

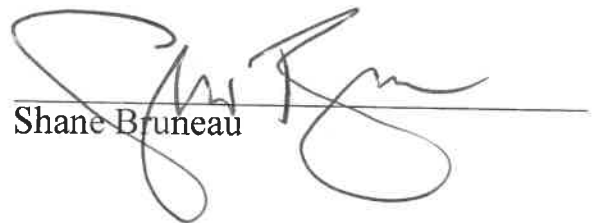

Shane Bruneau

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1. A Vision for Gilmanton

The Visioning Process

RSA 674:2, which sets forth the purpose and description of a master plan, states that a master plan as a minimum shall include a vision and land use section. Section (a) states “*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.*”

To obtain community input, the Planning Board developed a comprehensive survey which was mailed to over 1,630 residents, as well as being available on the town’s website. The surveys were collected over a 4 week period and resulted in 226 completed surveys; a 13.7% response rate.

Visioning Process Highlights

From the data received in the various outreach efforts, a few trends emerged that had strong support from the vast majority of the respondents.

When asked “Why do you feel Gilmanton is a desirable place to live?” the top responses included the following:

- a. Small town/rural atmosphere.
- b. Scenic beauty/natural resources.
- c. Historic Character
- d. Education System
- e. Proximity to New Hampshire cities

Overall Community Vision

The following points are intended to reflect the vision of the citizens of Gilmanton regarding the overall growth and development of the town. They are the overarching characteristics that define the quality of life, citizenry and social fabric of the community. The citizens of Gilmanton want a town with the following characteristics:

Growth and Development

- Growth of non-residential development should be directed to NH Rt. 106.
- Low impact development should be encouraged.
- Tourist related businesses and restaurants are very important to the community.
- The historic character of Village plays a strong role in the Town's identity.
- Appropriate land use regulations can guide new development at a rate and in locations that will maintain the "look and feel of our Town."
- Agriculture is a vital part of the local economy and preserving our farming community should be supported.

The Natural Environment

- Respect and maintain important environmental features in the community.

Population & Housing

- Well-planned residential development will not negatively impact areas of sensitive open space, wildlife corridors, working forests and farms, aquifers, rivers, wetlands, steep slopes, and viewsheds.
- The reuse and adaptation for older housing should be encouraged.

Traffic & Transportation

- Improvements to dangerous intersections should be addressed through a thoughtful planning process.
- While maintaining public safety, continue to support road design standards that maintain and enhance the rural character of the community.

Water Resources

- The protection of our aquifers is critical to meeting the current and future needs for water.

Historic Resources

- Historic resources are important to Gilmanston because they provide a tangible link to the past, thereby creating a sense of continuity of time and place.

Community Facilities

- The maintenance of public facilities is a sound investment and in the long run, reduces future tax ramifications.
- The availability of recreational assets for all age groups should be maintained and when appropriate, expanded to meet demand.
- School enrollment levels and projections should continue to be monitored to anticipate potential capital facility needs.

2: Community Survey

During late summer of 2017, a community wide survey was undertaken to gauge citizen's opinions on land use related issues in the Gilmanton. To reach out to the community to the maximum extent possible, paper surveys were mailed to 1,638 town residents. To collect the responses, Survey Monkey was used to create an easy tabulation program. Residents could either conduct the survey online or submit the written survey that was then entered into Survey Monkey.

A total of 226 responses were received resulting in a response rate of 13.7%. The full survey responses are outlined in the Appendix, but are partially summarized here.

- Residents believe in encouraging low impact businesses and commercial land uses.
- Economic development goals with the highest level of support include eating establishments, tourist related businesses and new light business developments.
- New commercial development should be concentrated along Rt. 106 and 140.
- Gilmanton is a desirable place to live because of its small town rural and historic character.
- Current growth rates are acceptable to a majority of the citizens.
- A majority of residents believe Gilmanton's roads are in fair to good condition.
- Safety Intersection improvements to "four corners" drew the highest response rate to the four written response questions.

The survey questions, responses and written comments are contained in the Appendix.

3. Population and Housing

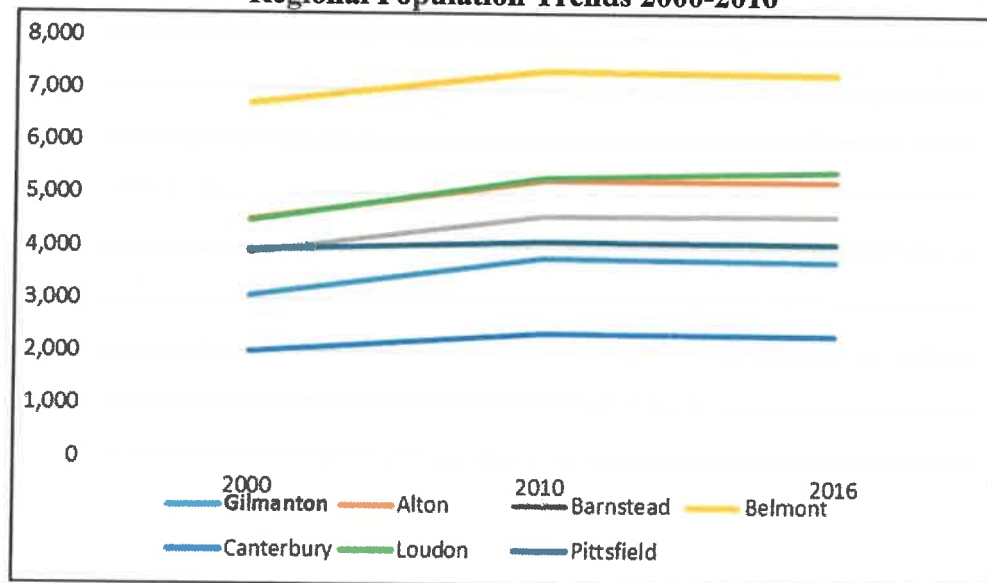
Population

Since 2000, the Town of Gilmanton's population has increased by 21.93%, most of which occurred from 2000-2010; Table One and Figure One. Over this timeframe, Gilmanton rank second in the region in population growth rate, but dropped to 8th in the region since 2010.

Table One
Population Trends 2000 - 2016¹

Town	2000	2010	2016	2000 - 2016	Ranking	2010-2016	Ranking
Gilmanton	3,060	3,777	3,731	21.93%	2	-1.22%	8
Alton	4,502	5,250	5,256	16.75%	5	0.11%	3
Barnstead	3,886	4,593	4,617	18.81%	4	0.52%	4
Belmont	6,716	7,356	7,300	8.70%	5	-0.76%	7
Gilford	6,803	7,126	7,153	5.14%	6	0.38%	5
Canterbury	1,979	2,352	2,336	18.04%	3	-0.68%	2
Loudon	4,481	5,317	5,466	21.98%	1	2.80%	1
Pittsfield	3,931	4,106	4,072	3.59%	7	-0.83%	6

Figure One
Regional Population Trends 2000-2016



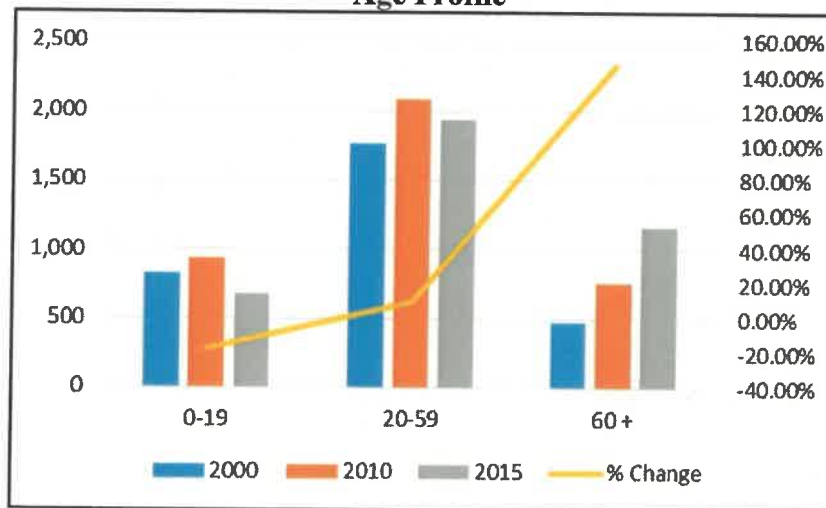
¹ US Census Bureau, American Factfinder 2011-2015 American Community Survey & OEP

As with many communities in New Hampshire and New England, Gilmanton is greying and is doing so rapidly. As outlined in Table Two and Figure Two, since 2000 those under the age of 19 has decreased by 17.76% and those over the age of 60 has increased an astonishingly 146.93%. Not surprisingly, the median age increased from 40.1 to 50.9 between 2000 and 2015.

**Table Two
Age Trends**

Age Range	2000	2010	2015	% Change
0-19	822	933	676	-17.76%
20-59	1,765	2,083	1,935	9.63%
60 +	473	761	1,168	146.93%
Median Age	40.1	43.1	50.9	

**Figure Two
Age Profile**



This trend not only impacts school enrollments, but also the real estate market. If a significant number of the over 60 age group decide to downsize or relocate within the same timeframe, the market may become oversaturated; impacting pricing and time on market. In addition, the need to address services related to older residents may increase placing further demands on some town departments.

Housing

As a rural community with no public utilities, single family homes dominate as the main housing type in Gilmanton, with multi-family units and manufactured housing significantly lower; Table Four.

**Table Four
Housing Unit Breakdown²**

	2016
Single Family	2,149
Multi-family	12
Manufactured	36
	2,197

Since 2010, Gilmanton has added 31 housing units, increasing its housing stock by 1.46%. Based upon regional housing data, Gilmanton was ranked 6th out of 8 area communities in new housing growth; Table Five.

**Table Five
Regional Housing Growth Rates**

Town	Total ³	2010	2011	2012	2013	2014	2015	2016	Total	Total Units	% Increase	Ranking
Gilmanton	2,118	1	0	1	5	5	6	13	31	2,149	1.46%	6
Alton	4,281	7	25	6	11	18	5	42	114	4,395	2.66%	3
Barnstead	2,319	4	9	7	4	6	15	16	61	2,380	2.63%	4
Belmont	3,615	3	5	-9	3	4	12	6	24	3,639	0.66%	7
Gilford	5,111	17	3	17	17	13	25	22	114	5,225	2.23%	2
Pittsfield	1,769	-1	2	1	2	1	3	1	9	2,090	0.43%	8
Loudon	2,081	6	5	12	22	22	24	34	125	2,206	6.01%	1
Canterbury	1,002	3	3	0	4	4	2	6	22	1,024	2.20%	5

With the abundance of lakes in the region, vacation homes play a significant role in the local housing market. Approximately 65% of the homes in Gilmanton are owner occupied, while less than half of the homes in Alton are owner occupied; Table Six and Figure Three.

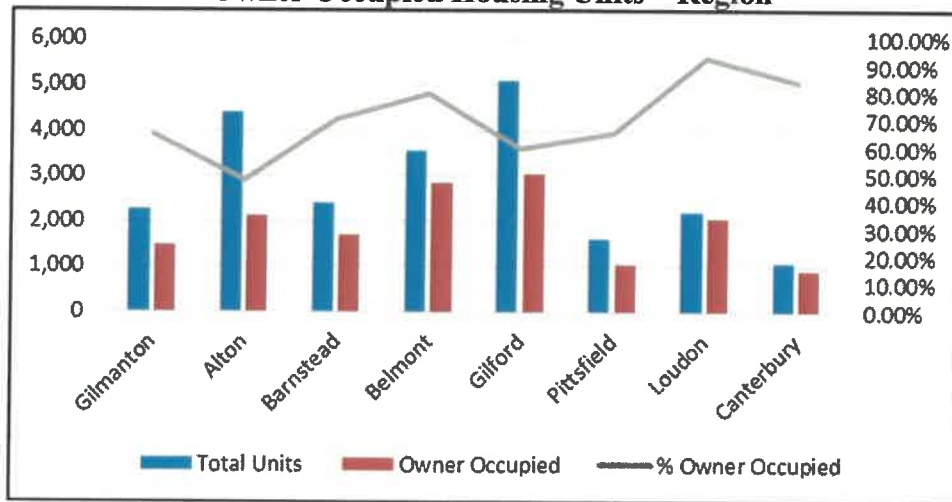
² Gilmanton Assessing Office

³ 2010

**Table Six
Owner Occupied Housing Units - Region**

Town	Total Units	Owner Occupied	% Owner Occupied ⁴
Gilmanton	2,247	1,464	65.15%
Alton	4,400	2,124	48.27%
Barnstead	2,395	1,701	71.02%
Belmont	3,545	2,839	80.08%
Gilford	5,100	3,055	59.90%
Pittsfield	1,612	1,056	65.51%
Loudon	2,204	2,062	93.56%
Canterbury	1,064	898	84.40%

**Figure Three
Owner Occupied Housing Units – Region**



Workforce Housing

The Workforce Housing legislation took effect on January 1, 2010. (RSA 674:58 – 674:61). This statute requires that communities allow for a reasonable and realistic opportunity for

⁴ US Census Bureau

the development of workforce housing, including multi-family housing. Owner occupied workforce housing units must be permitted in a majority of the land area zoned for residential uses. In addition, multi-family uses must be permitted, although a specific minimum community land area is not required.

For the town of Gilmanton, workforce housing is defined as being affordable to a family earning \$71,600⁵ a year (owner occupied), which translate into a maximum affordable home purchase price of approximately \$251,500. For lower income families (\$38,600), the maximum affordable rent including utilities is \$970.

Workforce housing applications that are denied or are approved with conditions that have a substantial adverse effect on the viability of a project have the right to petition the court for a hearing within 6 months. If a hearing is not granted within this time frame, a referee may be appointed to decide the case. The statute does provide a provision that allows communities to take into consideration their existing housing stock if it is “sufficient to accommodate its fair share of the current and reasonable foreseeable regional need”. If such a finding is determined, then “the municipality shall be deemed to be in compliance with...the statute”.

Gilmanton’s existing zoning is reasonable, allowing single family homes on both one and two acre minimum lot areas. Duplex units are also allowed by right and by Conditional Use Permit (CUP); multi-family units are also allowed by CUP.

Based upon data from the New Hampshire Housing Finance Authority, the median sale price for homes in Gilmanton in 2016 was \$182,500, well below the required “affordable” cost noted above. Given the limited number of multi-family units in the community, the ability to determine median rental rates is challenging to obtain.

The Town of Gilmanton’s existing housing stock provides ample workforce housing opportunities for owner occupied housing units. Zoning provides opportunity for the addition of new housing units, including duplex and multi-family. Given the rural nature of the community few multi-family units exist but these unit types are allowed by zoning. Given these findings, the Town of Gilmanton is in compliance with the Workforce Housing statute as the existing housing stock can accommodate its fair share of current and reasonable foreseeable regional need.

It should be pointed out, for owner occupied housing units, the 2016 median unit price in all communities in the region, except Alton, fell below the estimated maximum affordable purchase price.

⁵ HUD & NHHFA income and purchase price estimate, 2016.

4. Facilities

Academy Building

The Academy Building is the official “town hall” for the community and houses the offices of the Town Administrator, Clerk, Finance, Assessing and Land Use. Many of the town’s boards and committee’s also use the auditorium for meetings. The structure was built in 1894 and lies on a 1.3 acre site. It is a two story building totaling 11,785 square feet and also includes a basement used for storage.

Because of a major sprinkler break in 2015 that caused significant damage to all areas of the structure, the interior of the building was totally renovated. In 2017 the exterior was painted and the roof may need to be shingled within 5 – 7 years. No other near term changes are anticipated. The small playground located on the site was upgraded by the Recreation Department in 2017.

Old Town Hall

Built in 1840, the Old Town Hall lies on a .7 acre site and is a two story 5,587 square foot building. The building is primarily used for back up meeting space. The future use of Old Town Hall is unknown at this point in time. The building is in need of significant work if it is going to be utilized for anything more regular than current activities. The Historical Society Museum is functioning well in the lower level; the main floor is rented out for community events, but the upper floors are not currently used. The building has only been maintained at basic levels for several years. Funds have been budgeted to provide minimum maintenance, but major renovations have not been planned. This building is on the State Historic Register.

Fire Department

The Fire Department has two facilities in town, an unmanned “new” building at the Public Safety Complex (Corner Station) and the main administrative facility located in the Iron Works which is occupied by full time staff during the day and is supported through On Call members during the evening.

The Iron Works building was constructed in 1973 (owned by the Gilmanton Fireman’s Association), has three bays and totals 10,729 square feet. Primary fire equipment and an ambulance are located within this facility and a majority of emergency calls are handled from this building.

The Public Safety Complex (Corner Station) was constructed in 2010, has three bays and lies on a 3 acre site. The building stores back up equipment and is unmanned. In the event

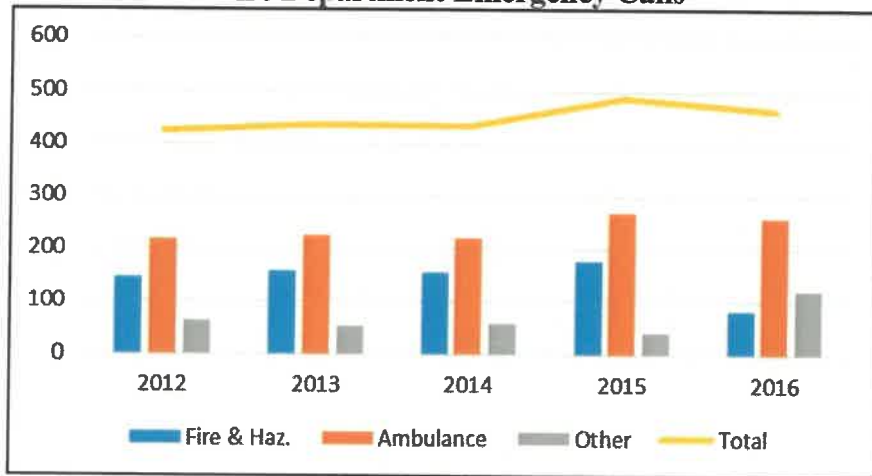
of a major emergency, this station is used. The 14,984 square foot building also houses the Police Station which occupies 6,720 sq. ft..

Fire Department calls have increased over the last five years, particularly ambulance calls, Table Seven and Figure Four. Given the communities demographics, the Chief believes that demand for ambulance services will continue to increase in future years.

Table Seven
Fire Department Emergency Calls 2012 - 2016

	2012	2013	2014	2015	2016
Fire & Haz.	145	158	156	177	83
Ambulance	218	226	221	269	260
Other	63	54	58	42	122
Total	426	438	435	488	465

Figure Four
Fire Department Emergency Calls



The Fire Chief believes over the next 10 years that the Iron Works building will need a new roof along with energy efficiency improvements.

Police Department

As noted above, the Police Station is located within the Public Safety Complex, of which the Department occupies 6,720 square feet of space. The Chief believes that the existing facility should serve the Department adequately over the next ten years provided activity does not increase significantly. Evidence storage demands may drive the need to expand the square footage they currently occupy.

Table Eight outlines emergency call volume over the last five years, with calls increasing by 14.8% since 2012.

Table Eight
Police Calls 2012 - 2016

2012	2013	2014	2015	2016
2,287	2,371	2,353	2,354	2,627

Highway Department

The Public Works facility is located on Stage Road on a 4.8 acre site. The Department maintains approximately 68 miles of town roads, 24.8 paved and 43.2 gravel. The office and equipment storage building is 7,488 square feet and was constructed in 1996; the building has three bays. In addition there are two salt/sand sheds; a 3,700 square foot building constructed in 2011 and a 2,300 shed constructed in the 1970's. Additional winter sand/salt is stored at a 7,800 square foot building located off of Allens Mill Road. In addition the Department uses a 1,400 square foot cold storage building located at 19 Church Street.

The Road Agent believes the Departments existing facilities are adequate to address their needs over the next 10 years. Capital reserve accounts are set up to purchase major equipment for the Department.

Recycling Facility

The Town's recycling and trash transfer station facilities lie on an 8.4 acre site, with a 6,866 square foot building constructed in 2003. All town recycling and trash collections take place at this facility. Table Nine outlines the waste stream over the last four years, with tonnage remaining fairly except for the uptick in 2016.

Table Nine
Waste Stream 2013-2016

	Waste/Tons	Recyclables/Tons
2013	1,145	264
2014	1,246	264
2015	1,241	275
2016	1,458	382

The Facility Manager believes the recent increase in the waste/recycling volumes is from new larger families moving to town replacing older resident. The Manager does not see any large capital needs over the next 10 years.

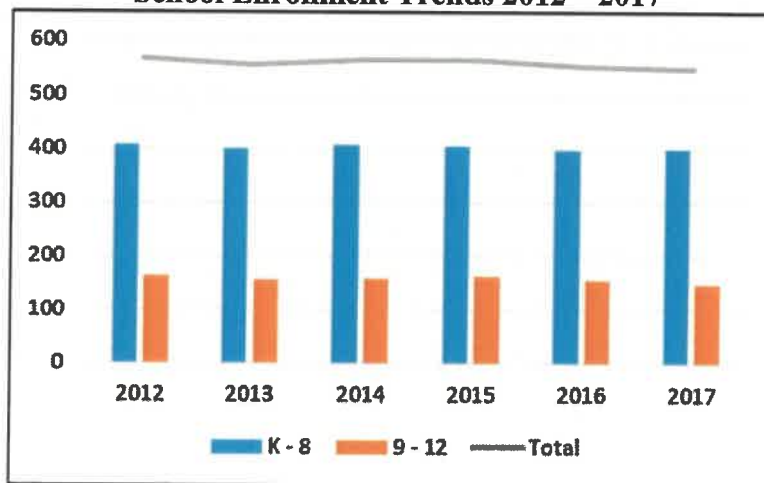
Schools

Gilmanton’s school facilities consist of an 111,458 square foot elementary school lying on a 27-acre site. The main portion of the school was constructed in 1966 and was expanded in 1978 and again in 1998. This facility houses grades K – 8. Through a tuition agreement with the Town of Gilford, high school students attend Gilford High School. The District also owns a 46-acre property on White Oak Road that is available for future use. Enrollments have remained steady for grades K- 8 over the last six years and have decreased slightly for high school students; Table Ten and Figure Five.

Table Ten
School Enrollments 2012 - 2017

	2012	2013	2014	2015	2016	2017
K - 8	408	401	408	404	399	401
9 - 12	162	155	158	162	156	148
Total	570	556	566	566	555	549

Figure Five
School Enrollment Trends 2012 – 2017



In speaking with Superintendent John Fauci, he indicated Gilmanton Schools are in very good condition, as a result of needed capital projects being addressed through the years.

Recent improvements have included roof repairs, septic system upgrades, and interior improvements.

Although enrollments have not increased in recent years, changes to programming and student needs have put a strain on space needs. The existing teacher's room was converted into a class room and the teacher room was relocated to the stage. Space is needed to conduct special education services; the ability to provide services in-district vs. out of district can create budgetary challenges as out of district placements are more costly to the town of Gilmanston. In 2015, two modular classrooms were added to the site. It is expected that additional space needs at the Gilmanston School will have to be addressed in the near future.

The high school tuition agreement with Gilford is a 20-year contract, which expires in 2023. At this time the high school per student tuition cost is budgeted at \$19,000 for the 2018-2019 school year. The School Board is currently reviewing options to determine what direction the Gilmanston School District should go in at the conclusion of the Gilford contract. Several options are under review including: staying with Gilford, contracting/partnering with another district and building a new high school, or partnering with school district. These issues will be discussed and researched over the next few years.

Recreation

Parks and Recreation

The Town maintains only a few recreational facilities in the community, with a playground located at Academy Building and a summer recreation area at Crystal Lake Park. The Crystal Lake Park is an 11.9 acre property located along 800 feet of Crystal Lake shoreline. Numerous facilities exist at the Park including: a swimming area, baseball field, horseshoe area, picnic & BBQ, and playground. Swim lessons are available for ages 5 – 12. The Park also has a 4,800 square foot pavilion building and a 680 square foot bathhouse available to town residents.

Recreation Committee Chair Richard Kordas noted that the pavilion no longer has a stove in the kitchen and this area will need to be upgraded in the near future. In addition, the water system is in need of repair. The swing set area of the Park was recently upgraded, along with the swing set located at the Academy Building. No other long term needs were foreseen.

Gilmanston Youth Organization (GYO)

The Gilmanston Youth Organization (GYO) is a 501(c)(3) nonprofit entity that oversees athletic programs for the youth of the community, including basketball, soccer, softball, baseball, and T-Ball. GYO is not a Town Department but does receive an annual stipend from the town when requested. This all volunteer organization is run board of directors.

The GYO oversees a 40-acre town owned property (field usage occupies approximately 7 acres of the site) located at 182 Allens Mill Road (GYO Park). GYO Park's list of features includes: Two baseball diamonds, one softball diamond, a fully-equipped batting cage, and enough multi-purpose green space for two large and two small soccer fields. In addition, the Gilmanton School is used for basketball games and practices during the winter months. In speaking with the current GYO President Bob Mckenna, he noted that participation levels have remained steady over the years. He expects this trend to remain and that existing field space is adequate to meet their needs for the foreseeable future.

5. Transportation

The town of Gilmanton has a total of 94.5 miles of roadway⁶ within the community, 71.9 miles local Class V roads and 22.6 State roads. State roadways include NH Routes 106, 140 and 107. As a rural community, traffic volumes are generally low throughout the town as indicated in the most recent road traffic volumes⁷ reported by the New Hampshire Department of Transportation; Table 11.

Table 11
Recent Traffic Volumes

Road	2012	2015	% Change
NH 107 at Barnstead TL	1,300	1,500	+15.3%
Elm St. over Suncook River	1,100	1,000	-9%
NH 140 over Suncook River	2,300	2,400	+4.3%
Crystal Lake Rd over Suncook River	900	650	-27.7%

NH Route 140

In 2013 the Lakes Region Planning Commission completed a corridor study for NH 140, highlighting key areas of concerns along this Route. Two areas of concern were noted within Gilmanton, the intersection of NH Route 140/NH 107 and the intersection of NH 140 and Stage Road. The intersection of NH 140/107 was rated as the highest concern given its accident history and speeding. Thirty seven accidents have been reported at this key node between 2002 and 2012. The Report stated *“All LAWG members generally agreed NH107 at NH140 warrants safety review and improvements based on limited westbound and northbound site distance, lack of sidewalks and crosswalks, and the number of recurring accidents which does not account for a multitude of observed near misses. The site may be challenging to improve due to the historic district and structures, and because of the steeply sloped approaches to the intersection.”*

For the intersection of NH 140/107 short term recommendations included performing a Road Safety Audit, advance intersection warning signs and drainage improvements. Mid-term solutions recommended relocating the location of stop signs, the installation of sidewalks, crosswalks and landscaping. Long term recommendations suggested evaluating the construction of a round-about.

As part of the Master Plan Survey, open ended questions were asked of residents including one focused on dangerous intersections. By far, the greatest written response was the NH Rt. 140/107 intersection, with 68 out of 93 (73.1%) commenting that something needs to be

⁶ Lakes Region Planning Commission

⁷ NHDOT Feb. 16, 2016

done. This is clearly a high priority with the town's residents. Improvements to this intersection should be considered as soon as possible.

Key Findings of the Corridor Report Include:

Sight distance assessment: The stopping sight distance looking north along NH107 from the westbound NH140 approach is limited to approximately 190 feet, which is under the minimum required distance of 200 feet for a 30 mph posted speed. Sight distance is limited by a horizontal curve and steep side slope on the northeast corner of the intersection. Stopping sight distance looking south along NH107 from the westbound NH140 approach is limited to approximately 275 feet, which exceeds the minimum required distance of 200 feet for 30 mile per hour posted speed. Recent speed counts appear to indicate that up to 70 percent of the vehicles traversing the intersection along NH107 exceed 30 miles per hour, potentially worsening the effects of limited sight distances.

Signal warrant assessment: Based on current 2012 traffic volumes and projected 2022 volumes, we found that none of the signal warrants are met at this intersection in either 2012 or 2022. Typically, meeting two or more signal warrants indicates the need for further investigation.

Congestion analysis summary: The following scenarios were evaluated during the morning and evening peak hours: 1) existing control, 2) all-way stop (AWST), 3) traffic signal, and 4) single lane roundabout. The congestion results show that the existing intersection operates acceptably from a capacity and delay standpoint under all scenarios.

Traffic flow and intersection control: Currently, the east-west NH140 traffic has a stop control and the north-south NH107 traffic is free-flowing. However, the actual traffic distribution at the intersection shows over 60 percent of the traffic is travelling east-west and less than 40 percent is heading north-south. This traffic distribution, along with the presence of sight distance limitations on the westbound NH140 approach indicates that safety improvements could be achieved by switching the stop signs from the NH140 approaches to the NH107 approaches.

Safety assessment: During the five year period from 2007-2011, there were 12 reported crashes at this intersection, giving it one of the highest intersection crash rates (crashes/ADT) in the corridor. Despite the relatively high number of reported crashes, only two involved injuries. Nearly half of the crashes identified the failure to yield right-of-way as the main contributing factor, which is significantly higher than the statewide average of 23 percent and is typically indicative of an intersection where drivers either do not recognize the need to stop or cannot respond in time to oncoming vehicles due to visual obstructions. No pedestrians were involved in the crashes. During the field visit, local residents indicated many near misses occurring at the intersection and noted that the intersection has a reputation for being unsafe.

Corridor Study Recommendations:

- In the short-term, construct sidewalks and install landscaping (sensitive to sight distance concerns) along the various intersection approaches to improve pedestrian mobility and calm traffic speeds.
- While traffic calming is a preferred solution, advance intersection warning signs may encourage slower speeds especially southbound.
- Speed enforcement is recommended based on speed study conducted by LRPC.
- NHDOT District 3 has recently conducted a drainage assessment at and adjacent to this intersection. This information should be considered in the further development of improvements at this intersection.
- NHDOT District 3 advises that additional study would be required to consider a changed stop control from NH140 to NH107 given existing geometry, potential winter operational challenges, and potential difficulties in stopping on NH107. Given approach volume distribution, crash records, and sight distance limitations, the site should be further evaluated by NHDOT District 3 to determine practical safety improvements.
- Consider single lane roundabout as long-term solution.

Conceptual design sketches for NH140 & NH107 intersection, along with NH140 and Stage Road in the Gilmanton Iron Works are located in the Appendix.

Recommendations:

1. Recommend to the Board of Selectmen, that given the high concern of the public towards the intersection of NH Route 140 & 107, that they reach out to the Lakes Regional Planning Commission to begin the necessary steps needed to obtain funding and construction of improvements to this area.
2. Undertake a town wide analysis of stressed trees to determine if they should be removed from the public right-of-way.
3. Continue to fund critical bridge repairs required in the community.

4. Re-align the intersection of Currier Hill Road and Province Road, removing the Y connection and replacing it with a T shape intersection.

6. Historic District Resources

When people or businesses look to relocate to a town, they look at many factors such as the quality of schools, efficient town governers and services, and property tax rates. One attribute that is often overlooked by planners is the physical attractiveness of the town. Often it is this that causes people and businesses to research whether a town is suitable for re-location. The attractiveness of a town can be its physical beauty that includes the homes of residents. When someone drives into Gilmanton they are immediately struck by the beauty of the homes in the Four Corners. That the residents value the history of Gilmanton. Further it shows the pride that their owners take in maintaining their homes. This attribute tells potential new residents and businesses that people here care.

If the Townspeople are the heart of Gilmanton, our Historic Districts are the soul of Gilmanton. In a world that is constantly changing, these old places give us a sense of belonging, of being part of a continuum, while enriching our lives with great beauty. They are the landmarks of our identity, grounding us with their aura of history, permanence and continuity.

But the value of maintaining these two districts comes in more than spiritual and psychological benefits. They also grow and maintain property values. There are those who value it so highly, that they will come from across the country to invest in it.

The Townspeople so valued these districts that in 1967 they voted to create the districts and to set regulations that would protect them from demolition or decay or nonconforming alterations. It is the sworn duty of the Historic District Commission to watch over the districts and protect them for future generations.

These rare and unique Historic Districts represent an underutilized asset of the Town that deserves more investment and support, not less

7. Existing Land Use

As a rural community, the major land use in Gilmanton is single family homes; Table 12. In addition, there are 24 commercial/industrial properties in the community. Reflecting its tourism base along major water bodies, there are numerous seasonal properties in Gilmanton. Map One outlines the various land uses.

Table 12
Land Use Categories

	Parcels
Commercial/Industrial	24
Apartments	20
Single Family	2,149
Two Family	56
Multi-family	12
Manufactured	36

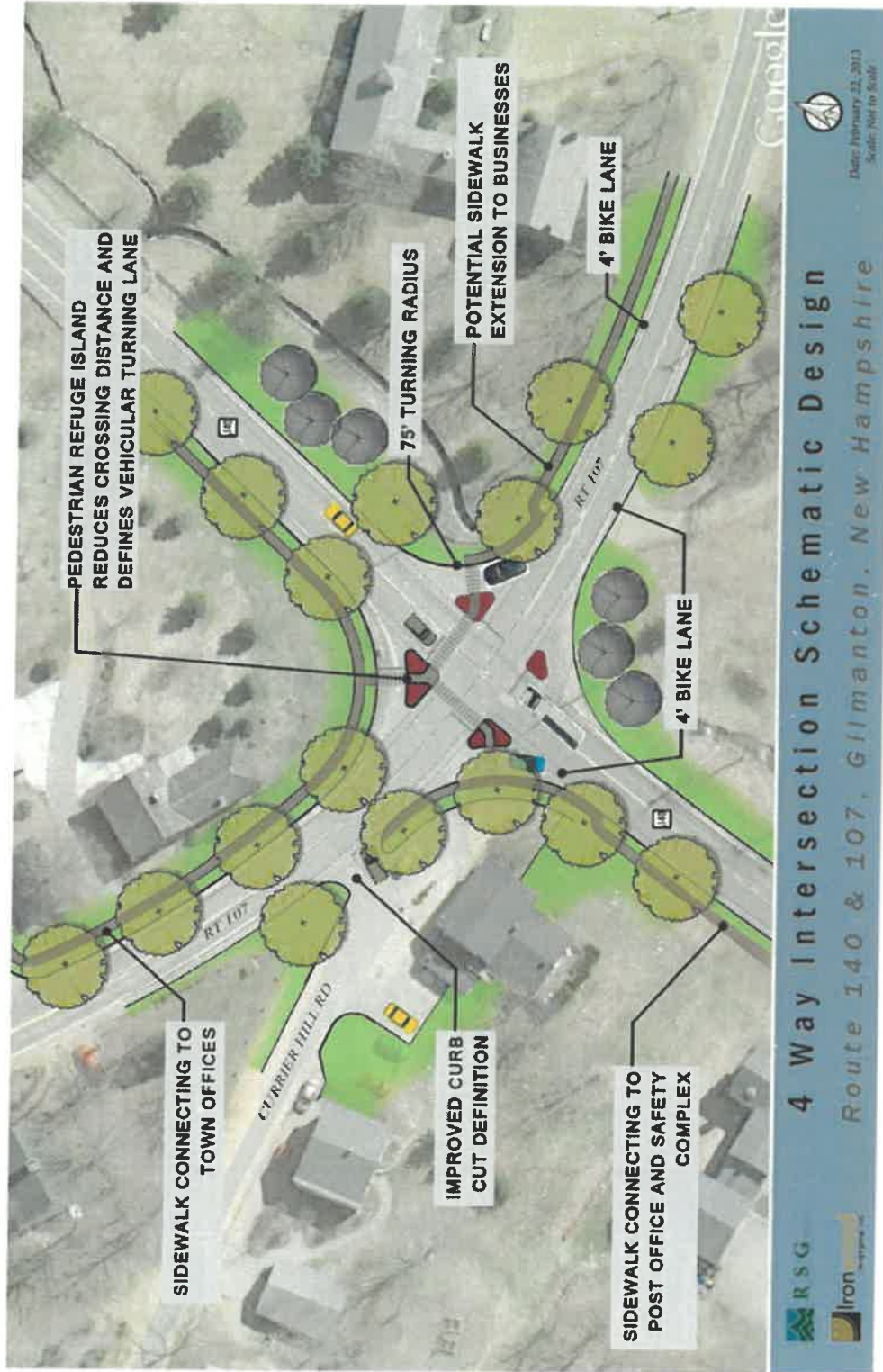
Gilmanton's zoning reflects its rural characteristics, with most areas zoned residential. Commercial areas are limited to the village area and scattered along State roadways. The commercial area that is most viable lies along Rt. 106, with higher traffic volumes and access to larger population areas. This area of the community could see additional development as the region grows.

8. Future Land Use

- Encourage low impact development in the community.
- Encourage more light business & commercial uses along NH Route 106.
- Encourage tourism based businesses.
- Support home occupations.
- Encourage additional businesses along NH Route 140.

Appendix

Figure 5.5: Gilmanton – NH140 at NH107 Conceptual Design



Site 6: Gilmanon Iron Works – NH140 at Stage Road

A concept plan was developed for the NH140/Stage Road intersection to identify opportunities to improve the configuration of the intersection and surrounding area to reduce the amount of open paved area, better channelize and direct traffic, narrow and slow traffic flows, and significantly increase landscaping opportunities within and adjacent to the intersection. No further traffic evaluations were conducted for this intersection.

Figure 5.6: Gilmanon Iron Works - NH140 at Stage Road Conceptual Design





Town of Gilmanon, New Hampshire
Planning Board
 Academy Building, 503 Province Road
 PO Box 550
 Gilmanon, New Hampshire 03237

Wayne Ogni, Chair
 Marty Martindale, Vice Chair
 Bill Mahoney, Member
 Roy Buttrick, Member
 John Weston, Member
 Justin Dalton, Member
 Steve McCormack, Alternate
 Steve McWhinnie, Selectmen Rep
 Mike Jean, Alt Select Rep
 Diane Marden, Planning Admin
 Mark Fougere, Certified Planner

Dear Gilmanon Resident:

Gilmanon's existing Master Plan was crafted in 2005 thanks to the input of individual residents within the community, like you, and resulted in being adopted into the 2005 Master Plan. Now is your chance for your voice to be heard again, as the Planning Board prepares to update the Master Plan for 2017!

The Master Plan provides a fundamental planning tool to help a community meet the challenge of making sound decisions related to its development. The Master Plan is both a reference and policy document. It contains appropriate maps, charts, and supporting text that present the recommendations of the Planning Board and offers guidelines for community decision makers. By developing coordinated policies within the Master Plan and addressing such topics as future development, transportation, environmental protection, community facilities, and fiscal management, the plan should assist a community in meeting changes responsibly, guiding its growth in an orderly, constructive manner.

To initiate the process, the Planning Board has developed an anonymous Community Survey (below), and are asking for your active participation in this process. Please fill out the survey below mail or drop it off to Town Offices. Additional paper copies will also be available at Town Offices for additional family members to fill out if more than one is needed. You may also fill it out on line at www.gilmanonnh.com. All responses must be received no later than _____, 2017. The Planning Board is very interested in hearing everyone's opinion, and look forward to hearing back from the townspeople in order to move forward with the 2017 Master Plan Update!

Respectfully,

Wayne Ogni, Chairman

Gilmanon's Business District is NH Route 106, from Rocky Pond to the Belmont Town Line.
 Gilmanon's Light Business District is NH Route 107, Province Rd. from Copp Rd. to Mansy Hill Rd.
 and NH Route 140, from the Corner Post Office to Mary Butler Lane.

2017 Master Plan Survey Glossary

*Commercial Business- A use primarily concerned with the making of profit from the sale of goods or services.
 **Low-Impact Business- A business not having a large effect or influence to the neighborhood or town resources.
 ***Industrial Business- A use involving the manufacture of a product and generally requiring many employees, extensive parking facilities, good routes of transportation and requiring other services not needed by commercial or light manufacturing uses.

Are you a full time year round resident in the Town of Gilmanon? YES NO

Please circle the number corresponding to the level of agreement or disagreement with the following statements:

Opinion	Strongly Agree				Strongly Disagree			
It is important for Gilmanon to encourage more commercial business. (*see Commercial Business definition above)	5	4	3	2	1	0	0	0
It is important for Gilmanon to encourage more low-impact business. (**see Low-Impact Business definition above)	5	4	3	2	1	0	0	0
It is important for Gilmanon to encourage industrial business development. (***)see Industrial Business definition above)	5	4	3	2	1	0	0	0
It is important to expand existing areas in which to locate business development.	5	4	3	2	1	0	0	0
Gilmanon should create a formal Economic Development Committee	5	4	3	2	1	0	0	0

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

Attract	Very Important				Unimportant			
New Office Development	5	4	3	2	1	0	0	0
New Retail Development	5	4	3	2	1	0	0	0
New Light Business Development	5	4	3	2	1	0	0	0
Tourist related business (such as Inns, B&B, Campgrounds)	5	4	3	2	1	0	0	0
Eating establishments (sit down)	5	4	3	2	1	0	0	0
Eating establishments (fast food)	5	4	3	2	1	0	0	0
Health Practices (Doctors, dentists, chiropractic, holistic, veterinary, fitness, therapy)	5	4	3	2	1	0	0	0
Small manufacturing firms	5	4	3	2	1	0	0	0
Child Care Centers	5	4	3	2	1	0	0	0
Mini storage	5	4	3	2	1	0	0	0

Should the Town

Encourage more Home Occupations	5	4	3	2	1	0	0	0
Encourage more Cottage Industry	5	4	3	2	1	0	0	0
Develop new industrial park(s) in town	5	4	3	2	1	0	0	0
Ensure there is sufficient land available for Commercial and Light Business development	5	4	3	2	1	0	0	0
Identify, in advance, locations for new Commercial and Light Business development	5	4	3	2	1	0	0	0
Expand the role of Belknap Economic Development Committee to attract new business to town	5	4	3	2	1	0	0	0

Is there a type of retail business, industry or service that does not exist in Gilmanon that you wish were available? (circle) Yes No

If yes, what kind? _____

What pattern of commercial development would you prefer to see in Gilmanon? (check all that apply)

<input type="checkbox"/> Focused within or adjacent to village center	<input type="checkbox"/> Concentrated in commercial center(s) outside the village center
<input type="checkbox"/> Commercial Development along Rt. 140	<input type="checkbox"/> Light Business Development along Rt. 140
<input type="checkbox"/> Commercial Development along Rt. 107	<input type="checkbox"/> Light Business Development along Rt. 107 (Province Road)
<input type="checkbox"/> Commercial Development along Rt. 106	<input type="checkbox"/> Light Business Development along Rt. 106
<input type="checkbox"/> Scatter throughout town	<input type="checkbox"/> No further Business/Commercial Development
<input type="checkbox"/> Other Please specify: _____	

Why do you feel Gilmanon is a desirable place to live? (check all that apply)

<input type="checkbox"/> Small town/Rural atmosphere	<input type="checkbox"/> Historical character	<input type="checkbox"/> Proximity to NH cities	<input type="checkbox"/> Business opportunities
<input type="checkbox"/> Education System	<input type="checkbox"/> Employment Opportunities	<input type="checkbox"/> People/Community Spirit	<input type="checkbox"/> Effective Town Government
<input type="checkbox"/> Town Recreational services	<input type="checkbox"/> Town Services	<input type="checkbox"/> Privately Owned Recreational Services	<input type="checkbox"/> Scenic beauty /Natural Resources

In your opinion, which statement best characterizes Gilmanon's growth rate?(check one)

Is growing too fast Is not growing fast enough Growth is realistic in relation to other towns in the area Growth is not an issue No Opinion

In your opinion, what is the general condition of the roads in Gilmanon?

Excellent Good Fair Poor No opinion

Please identify any roads or specific road segments that you feel are particularly dangerous and should be improved: _____

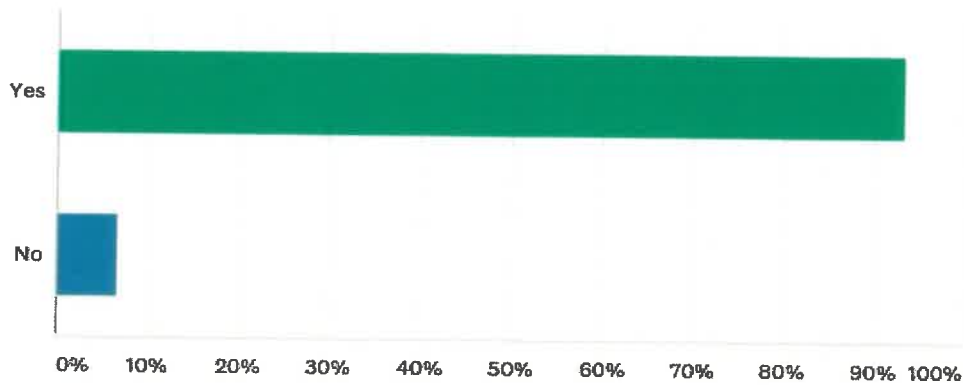
Please identify any intersections that you feel are particularly dangerous and should be improved: _____

Please comment on any services you feel are particularly important to Gilmanon: _____

Are there any environmentally sensitive properties in Town that you would like to see protected from development in some manner? _____

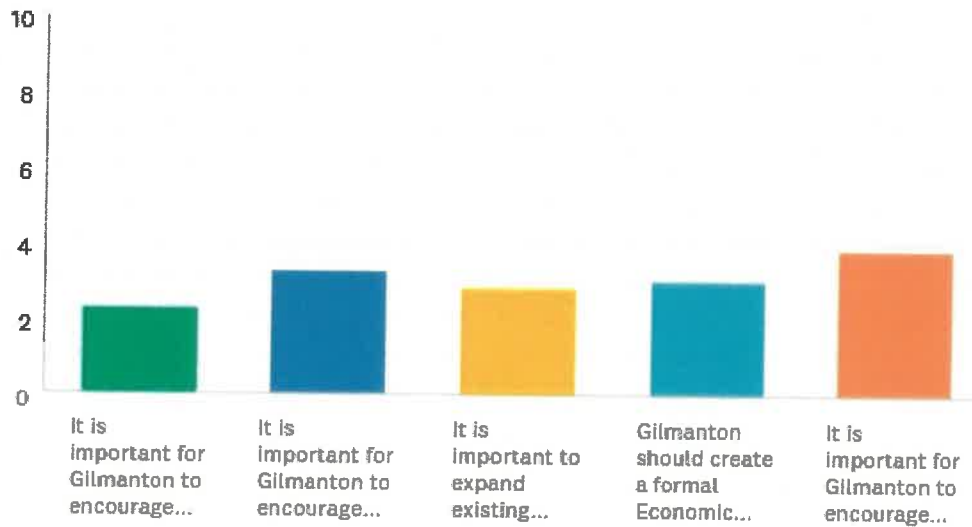
Please flip top down, then bottom up and tape shut, add postage and mail back to us! Or simply drop it off at Town Offices or in the Drop Box Outside! Thank you!

Q1 Are you a full time year round resident of the Town of Gilmanton?



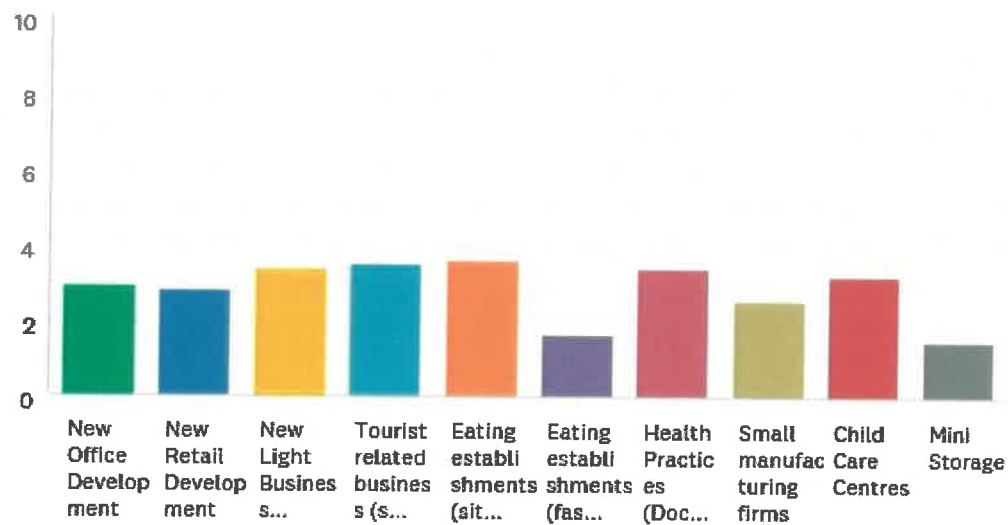
ANSWER CHOICES	RESPONSES	
Yes	93.37%	169
No	6.63%	12
TOTAL		181

Q2 Please circle the number corresponding to the level of agreement or disagreement with the following statements:



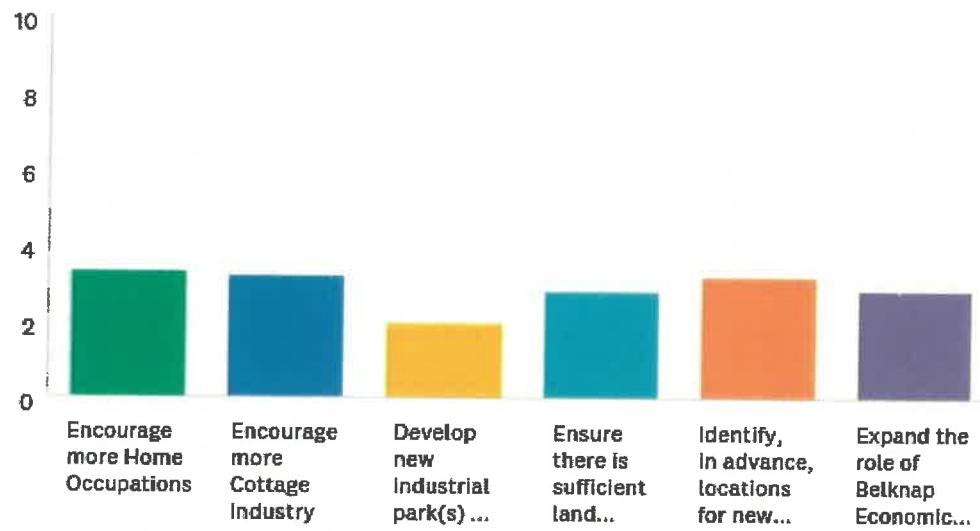
	STRONGLY AGREE	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
It is important for Gilmanton to encourage industrial business development.	21.46% 50	9.87% 23	15.86% 37	11.16% 26	10.30% 24	31.33% 73	233	2.27
It is important for Gilmanton to encourage more commercial business.	39.66% 94	14.35% 34	15.61% 37	8.02% 19	8.44% 20	13.92% 33	237	3.27
It is important to expand existing areas in which to locate business development	27.66% 65	15.74% 37	16.17% 38	9.79% 23	10.21% 24	20.43% 48	235	2.80
Gilmanton should create a formal Economic Development Committee	27.07% 62	18.34% 42	21.40% 49	10.04% 23	5.68% 13	17.47% 40	229	2.99
It is important for Gilmanton to encourage more low impact business.	48.94% 115	21.28% 50	14.04% 33	3.40% 8	3.83% 9	8.51% 20	235	3.83

Q3 Please circle the number corresponding to the level of importance that the town should give to the following economic development goals. The Town should attract:



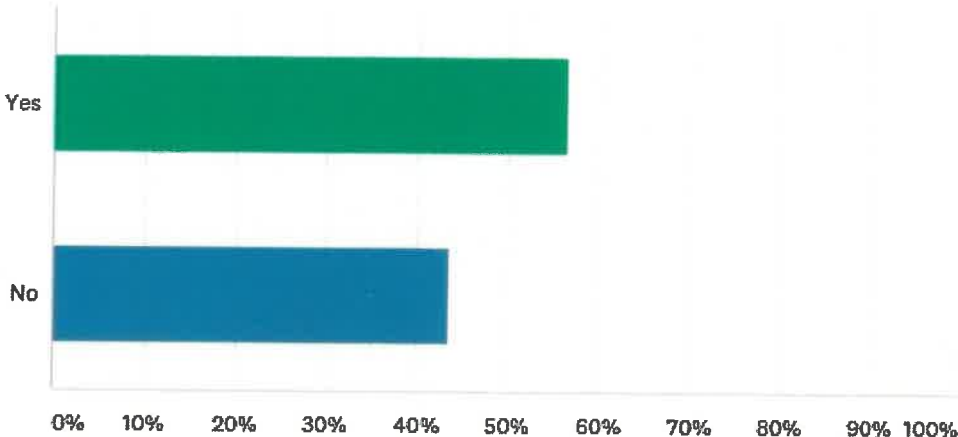
	VERY IMPORTANT	(NO LABEL)	(NO LABEL)	(NO LABEL)	(NO LABEL)	UNIMPORTANT	TOTAL	WEIGHTED AVERAGE
New Office Development	23.04% 53	22.17% 51	18.70% 43	9.57% 22	8.70% 20	17.63% 41	230	2.88
New Retail Development	25.21% 59	17.95% 42	18.38% 43	8.97% 21	8.97% 21	20.51% 48	234	2.80
New Light Business Development	33.33% 78	23.08% 54	19.66% 46	5.13% 12	5.98% 14	12.82% 30	234	3.34
Tourist related business (such as Inns, B&B, Campgrounds)	37.45% 88	24.68% 58	13.62% 32	8.51% 20	6.81% 16	8.94% 21	235	3.51
Eating establishments (sit down)	37.71% 89	24.15% 57	20.76% 49	4.66% 11	5.08% 12	7.63% 18	236	3.62
Eating establishments (fast food)	7.66% 18	7.23% 17	17.87% 42	16.60% 39	9.79% 23	40.85% 96	235	1.64
Health Practices (Doctors, dentists, chiropractic, holistic, veterinary, fitness, therapy)	33.33% 79	20.25% 48	23.21% 55	8.44% 20	5.06% 12	9.70% 23	237	3.39
Small manufacturing firms	17.87% 42	21.28% 50	16.60% 39	10.21% 24	11.49% 27	22.55% 53	235	2.56
Child Care Centres	30.30% 70	17.75% 41	19.91% 46	15.58% 36	6.93% 16	9.52% 22	231	3.20
Mini Storage	6.09% 14	7.39% 17	16.96% 39	13.48% 31	13.04% 30	43.04% 99	230	1.51

Q4 Should the Town of Gilmanton?



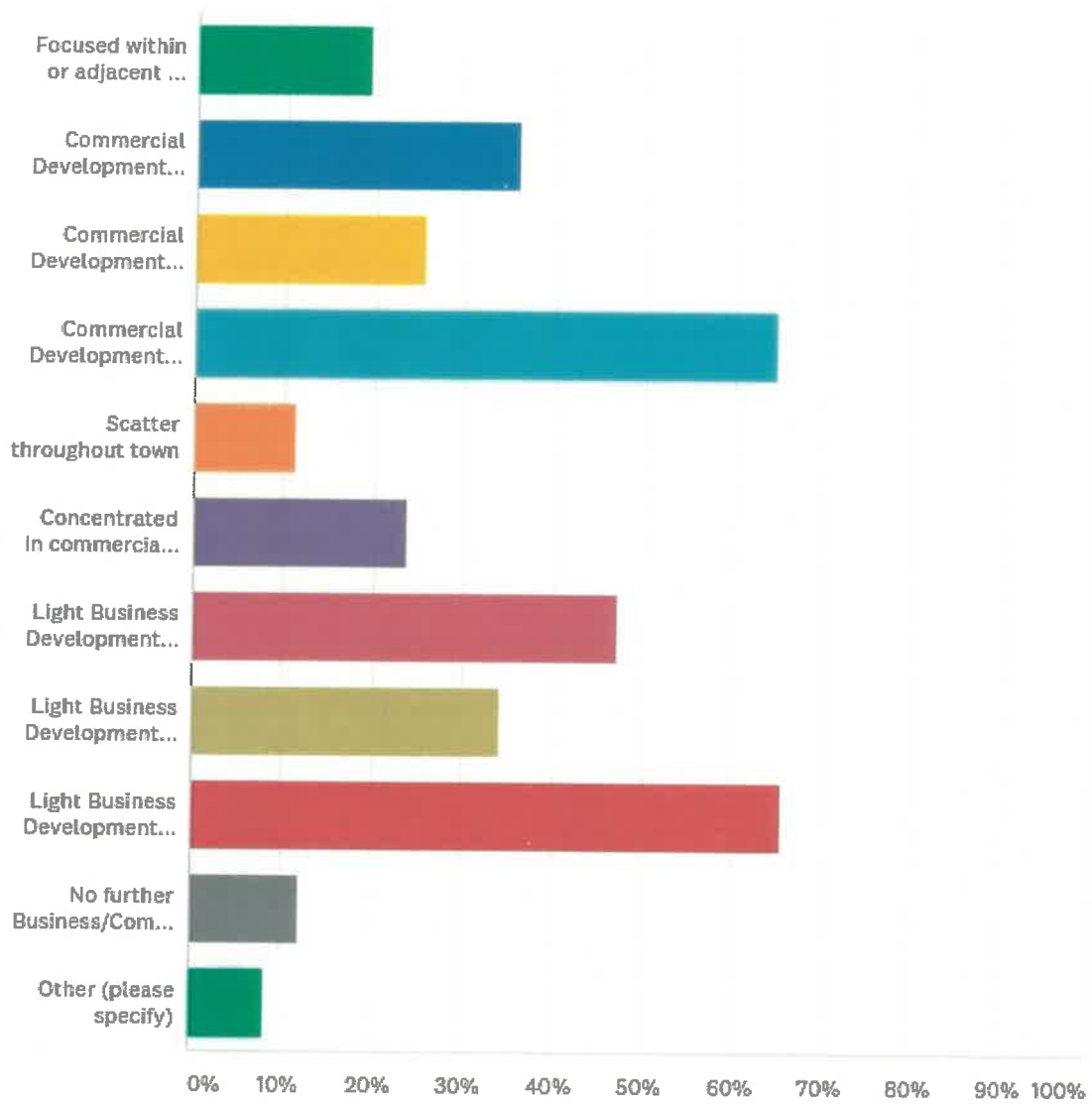
	VERY IMPORTANT	NO LABEL	NO LABEL	(NO LABEL)	(NO LABEL)	UNIMPORTANT	TOTAL	WEIGHTED AVERAGE
Encourage more Home Occupations	29.79% 70	20.85% 49	27.23% 64	6.38% 15	3.83% 9	11.91% 28	235	3.31
Encourage more Cottage Industry	26.92% 63	21.79% 51	24.79% 58	9.40% 22	4.27% 10	12.82% 30	234	3.19
Develop new industrial park(s) in town	15.02% 35	9.44% 22	15.02% 35	12.88% 30	12.45% 29	35.19% 82	233	1.96
Ensure there is sufficient land available for Commercial and Light Business development	28.09% 66	14.89% 35	15.74% 37	11.91% 28	11.06% 26	18.30% 43	235	2.82
Identify, in advance, locations for new Commercial and Light Business development	38.40% 91	16.88% 40	11.39% 27	10.13% 24	8.44% 20	14.77% 35	237	3.22
Expand the role of Belknap Economic Development Committee to attract new business to town	30.77% 68	14.48% 32	16.74% 37	7.24% 16	9.95% 22	20.81% 46	221	2.86

Q5 Is there a type of retail business, industry or service that does not exist in Gilmanton that you wish were available?



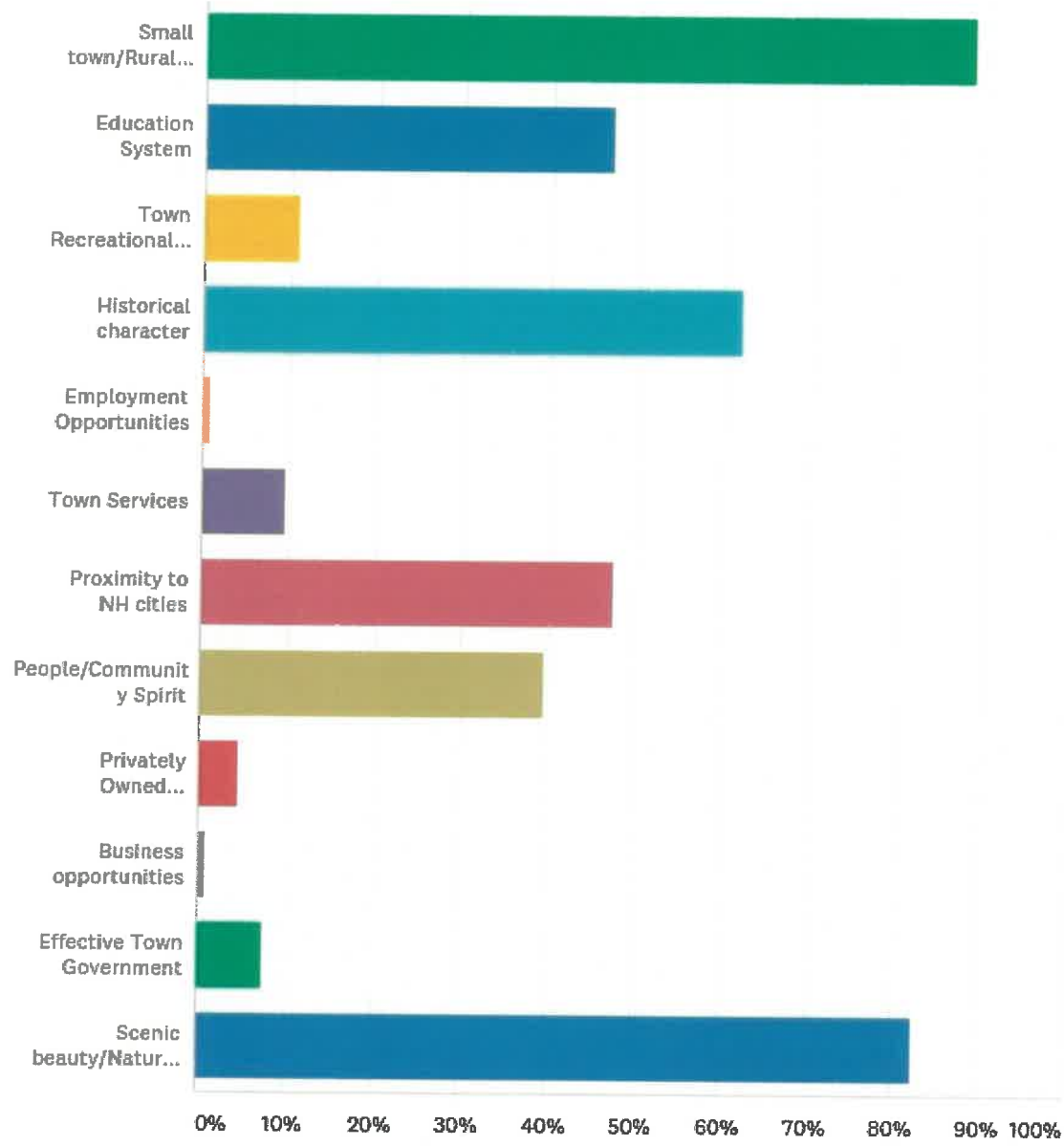
ANSWER CHOICES	RESPONSES	
Yes	56.50%	113
No	43.50%	87
TOTAL		200

Q5a What pattern of commercial business would you prefer to see in Gilmanton?



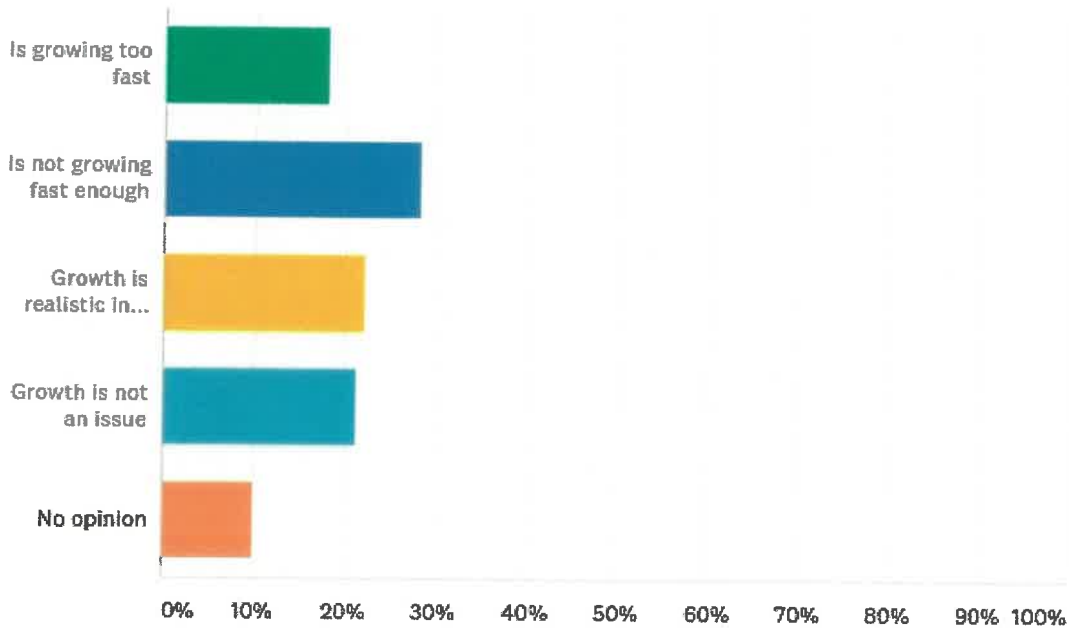
ANSWER CHOICES	RESPONSES	
Focused within or adjacent to village center	19.21%	44
Commercial Development along Rt 140	35.81%	82
Commercial Development along Rt 107	25.33%	58
Commercial Development along Rt 106	64.63%	148
Scatter throughout town	11.35%	26
Concentrated in commercial center(s) outside the village center	23.58%	54
Light Business Development along Rt 140	47.16%	108
Light Business Development along Rt 107 (Province Road)	34.06%	78
Light Business Development along Rt 106	65.50%	150
No further Business/Commercial Development	12.23%	28
Other (please specify)	8.30%	19
Total Respondents: 229		

Q6 Why do you feel Gilmanton is a desirable place to live?



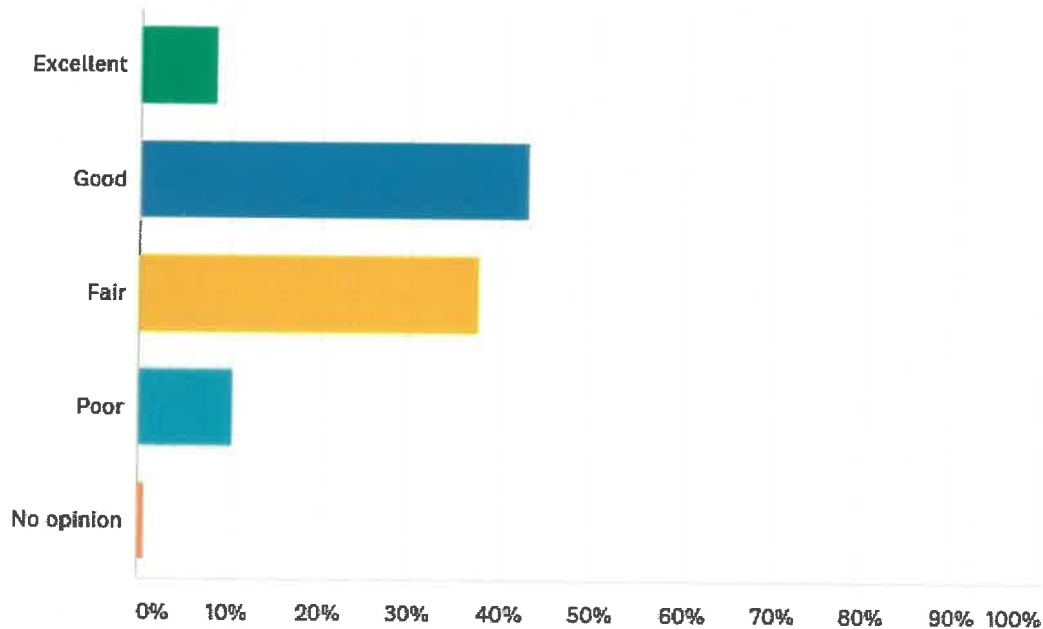
ANSWER CHOICES	RESPONSES	
Small town/Rural atmosphere	88.75%	213
Education System	47.08%	113
Town Recreational Services	10.83%	26
Historical character	62.08%	149
Employment Opportunities	0.83%	2
Town Services	9.58%	23
Proximity to NH cities	47.50%	114
People/Community Spirit	39.58%	95
Privately Owned Recreational Services	4.58%	11
Business opportunities	0.83%	2
Effective Town Government	7.50%	18
Scenic beauty/Natural Resources	82.50%	198
Total Respondents: 240		

Q7 In your opinion which statement best characterizes Gilmanton's growth rate?



ANSWER CHOICES	RESPONSES	
Is growing too fast	18.07%	43
Is not growing fast enough	28.15%	67
Growth is realistic in relation to other towns in the area	22.27%	53
Growth is not an issue	21.43%	51
No opinion	10.08%	24
TOTAL		238

Q9 In your opinion what is the general condition of the roads in Gilmanton?



ANSWER CHOICES	RESPONSES	
Excellent	8.33%	20
Good	42.92%	103
Fair	37.50%	90
Poor	10.42%	25
No opinion	0.83%	2
TOTAL		240

Q10 Please identify any roads or specific road segments that you feel are particularly dangerous and should be improved:

Answered 100

Skipped 142

Respondents	Responses
1	Stone Rd. and North Rd.
2	Bunker Lane
3	sidewalk on 107 in corners, Allen's Mills Rd., Meadow Pond Rd., and Currier Hill Rd.
4	Bridge on Stage Rd., Beauty Hill, & Stone Rd. all too narrow
5	Sargent Road
6	Back Roads
7	107 Sawyer Lake Community
8	Improve Roads around the lake
9	Remove bulge from pavement at curve East End of Middle Rt., add signs 2 sharp curves
10	Stone Rd./Smith Meeting House Rd.
11	Meadow Pond
12	Boulder at the corner of Crystal Lake Rd. & Mountain Road needs to be removed. Thank you for finally repairing Crystal Lake Rd!
13	Rt. 129, Stage Road, Bridges, Potter Rd.
14	unpaved roads
15	Middle Route, Guinea Ridge Rd, Sargent Rd. and Stone Rd.
16	White Oak Road and Stage Road
17	Loon Pond/Meadow Pond Road
18	140 North
19	People speeding through Iron Works
20	Stone Road
21	Stage Road
22	Bridges on Stage Road
23	Middle Rt.

- 24 Town Dirt Roads aren't kept very well.
- 25 Stockwell Hill and Road
- 26 Meeting House Road
- 27 Sargent Road
- 28 Stone Rd. to Rt. 107 total mud
- 29 Allens Mills (widen visibility) Stage Road
- 30 107 curve at Gardners Cove
- 31 Allens Mills Route
- 32 More speed limit signs esp. along steep hills
- 33 all dirt roads
- 34 Middle Route last .25 miles on Belmont end, Alton end of Rt. 140
- 35 Meadow Pond Road
- 36 All class 6 roads (gravel)
- 37 Meadow Pond Rd. should be grated more often
- 38 Middle Route - as it's now a short cut to Laconia, lots of traffic!!!
- 39 All of Secord Rd in GIW is in terrible condition and gets much worse depending on winter/spring weather
- 40 Allens Mills Road- wider & center line
- 41 Rt. 129
- 42 Sawyer Lake Road in Winter
- 43 Stage and Allens Mills Road should be restriped
- 44 Allens Mills Rd & 107/140
- 45 107/140
- 46 Unpaved section from Meadow Pond Rd. to Loon Pond Rd.
- 47 Stockwell Hill to Shellcamp
- 48 Pave some dirt Roads.
- 49 Winter/Frost Heaves Rt. 107
- 50 Feel free to pave Stone Road :)
- 51 Stage Road
- 52 Side roads
- 53 Stage Road

- 54 Bridge on Stage Rd by Beauty Hill Road
- 55 140 & Elm Street - I.W. Village
- 56 Crystal Lake Road, Middle Route
- 57 Road Agent does a good job
- 58 Allens Mills Road
- 59 South Road
- 60 Middle Route - Near Belmont Trenches/Puddling/Icing
- 61 Allens Mills Road
- 62 allen mills 1st mile from 106
- 63 Roads are great
- 64 Meadow Pond Road dirt portions
- 65 Meetinghouse Rd should be fully paved, Meadow Pond could use some attention too.
- 66 Lines on Allens Mills Road and Shellcamp Road
- 67 Thistle large ruts on sides
- 68 Reclaim Gravel and Paved Roads
- 69 107/140 at least a mirror if not lights
- 70 Allens Mills Road/Pave Dirt sections
- 71 Meadow Pond Rd. dirt is always eroding into the lake/streams, guardrail too low to ground
- 72 Tar meetinghouse Rd from stone Rd intersection to rt 107
- 73 Tar meetinghouse Rd from stone Rd intersection to rt 107
- 74 Allan Mills Road-repaving
- 75 Many roads need reflective side and center striping, particularly during winter.
- 76 140/107 Intersection
- 77 Sawyer Lake- Fox Drive/Beaver Ave.
- 78 Rt 129
- 79 Bunker Lane, Page Rd, most gravel roads
- 80 Road crew does a great job on our dirt road.
- 81 None that I am aware of.
- 82 Unpaved section Meadow Pond - Loon Pond - Currier Hill - Culverts Stockwell Hill - Pavement Allens Mills

- 83 Middle route and Sargent road
- 84 Sargent road, guinea ridge, middle route,
- 85 Griffin rd., Meadow pond, Pancake Hill rd.,
- 86 140 & 107 4 corners intersection
- 87 Meadow pond near the guard rails
- 88 Rt 107, people drive WAY too fast, speed should be lowered due to higher amount of motorcycles and tourists passing through
- 89 White oaks road needs to be repaved, brush needs to be cut back on first curve of Crystal Lake Road
- 90 Middle rt, stage rd
- 91 Sawyer lake
- 92 Perkins road
- 93 People should drive according to the condition of the road.
- 94 Meadow pond road
- 95 Allen Mills Road
- 96 Ask me during mud season
- 97 Meadow Pond Rd
- 98 Sargent Rd
- 99 Meeting House Road, Stone Road
- 100 129

Q11. Please identify any intersections that you feel are particularly dangerous and should be improved:

Answered 100

Skipped 142

Respondents	Responses
1	Corners & Flashing Yellow on Hill on way up hill from GIW
2	GIW-Stage Rd. & 140 by GIW Post Office
3	140 & 107 and Stage Rd., and 140!
4	Corners visitors think it is a 4 way stop
5	140-107 Province Road needs immediate attention
6	GIW Rt. 140 and Elm Street
7	Yield on Sawyer Lake and Hemlock
8	Crystal Lake Road and Rte. 140 intersection
9	Corners & Iron Works Intersections
10	140/107, G.I.W. Stage Road & 140 (really bad)
11	Allens Mills Road to Rt. 140
12	107/140
13	Stage Road & Route 107
14	Rt. 140 & Rt. 107 intersection
15	Elm Street & Rt. 140
16	Corner of Rt. 140 & Rt. 107
17	Iron Works Market
18	4 corners
19	4 Corners-needs four way STOP SIGNS or Round About

- 20 Currier Hill Rd/Rt. 107
- 21 Stone Road needs paving.
- 22 Gilmanon Corner intersection
- 23 107 & 140
- 24 Rt. 107 & Rt. 129
- 25 rt.140 & Rt.107
- 26 Middle Rt. 1/2 way & first intersection
Belmont Line
- 27 Four Corners (107&140)
- 28 107 and 140 difficult turning into traffic
- 29 140&107 & Currier Hill Road
- 30 107&140
- 31 Mtg. House Road to Rt. 107 big trees
on edge of road
- 32 Rt. 140/107 Gilmanon Corners
- 33 Rt. 107 & 140
- 34 Corners needs light
- 35 intersection at village center needs
traffic light
- 36 Gilmanon 4 Corners Intersection
- 37 107 & 140
- 38 Rush hour traffic too fast on Rt. 107
&Rt. 140
- 39 Gale Rd. & Middle Rt./140&107/107 &
129
- 40 107 / 140 - keep police here so people
don't get lazy!
- 41 140/107: speed continues to be an
issue; Cogswell/140 on upper end has
low visibility when there's a lot of snow
- 42 107/140
- 43 107/140 intersection
- 44 140 and Elm Street

- 45 Four Corners Traffic Signal- Allens Mills Rd./140
- 46 107/140
- 47 140/107
- 48 140/107 Gilmanton Corners
- 49 140/107
- 50 140/107
- 51 107/140 Should be 4 way stop
- 52 Rt. 107 & 140
- 53 140/107 Intersection is slightly dangerous
- 54 None
- 55 140/107 Province Road
- 56 Gilmanton Iron Works needs to be Patrolled vehicles traveling too fast from Alton to G.I.W.
- 57 Allens Mills Road to Rt. 106
- 58 4 Corners 107/140
- 59 140/107 (the corners)
- 60 four corners, 140 & Hall Hill Road
- 61 Corners
- 62 140/107
- 63 107/140 needs traffic light
- 64 140/107 Intersection can be scary blind spot
- 65 140/107 intersection
- 66 140/107 traffic light
- 67 140/107
- 68 140/107 four corners
- 69 Corner of 140/107
- 70 107/140 needs lights
- 71 People Drive TOO FAST on Shellcamp Road

- 72 107 and 140
- 73 107 and 140
- 74 107/140
- 75 140/107 needs a light
- 76 107/140,129/127,140/Stage Road
- 77 Middle Route and Leavitt Road
- 78 107- 140 Gilmanton Corners
- 79 140 and stage road (iron works)
- 80 140/107 -- always treacherous in winter
- 81 NA
- 82 140 & 107 4 corners intersection
- 83 107 and 140
- 84 Rt 129 and 4 corners. Speed limit should be 40 down 107 in Gilmanton and rt 140
- 85 140 and 107 really dangerous
- 86 4 corners needs a light, the iron work's intersection at the Iron Work's market. Where 140 meets Elm Street. There are no lines on the Rd, making cars entering or leaving almost collide into one another, not to mention the unlined parking from the market where they constantly back into nearly clipping cars entering or leaving that intersection as well as traffic to and from Elm Street. It's worse during winter months. .
- 87 Allen's mills
- 88 Rte 140 & Crystal lake road. Needs extended sidewalk and crosswalk. And maybe crosswalk walk signs or painted markers in road so people will slow down.
- 89 Four corners, 140/107
- 90 107 and 140 desperately needs a traffic light.

- 91 140 and 107, the corners
- 92 140/107 by Corner Slice
- 93 rt 140 & Rt107 in corners
- 94 iron works off in front of store pulling onto 140 in either direction a white line across end and yellow line down the road would be nice
- 95 N/A
- 96 4 corners needs a light
- 97 Corners four way intersection
- 98 107/140 should have 4 way stop
- 99 The Corners - an actual stoplight OR four-way stop sign would be better.
- 100 Intersections of 107 and 140, and stage rd. at 140.

Q12 Please comment on any services you feel are particularly important to Gilmanton:

Answered 92

Skipped 150

Respondents	Responses
1	Field on the corner or Stage Rd., and 107. Suncook River
2	More stable government improved Transfer station management. More professionalism and experience in Town management.
3	summer camp, recreational programs
4	GYRL, Fire-Police, Hwy.
5	Need programs, and services for elderly & handicap
6	Fire and Police
7	Historic district Rules are too restrictive
8	community center, library, sports/athletic/outdoor activity areas
9	School
10	Need a committee to review cutting property taxes.
11	School
12	Library Services
13	Love the park, beach, new playground, but get rid of the dirty, disease causing geese! Awful!

- 14 local convenience stores
- 15 More recycling facility hours of operation
- 16 Crystal Lake Park
- 17 Milfoil treatment for Gilmanton Lakes
- 18 Grocery Stores
- 19 Gilmanton Year Library
- 20 Conservation-Gilmanton's Own Market
- 21 Recycling at the Transfer Station
- 22 Need better communication about local issues & events.
- 23 I would love to see more Parks & Rec. Services & Funding of the GYRL. Also having a more professional Pre-K in town for local moms would be amazing! Helpful for the kids too!
- 24 Use better materials and gravel on back roads
- 25 Professional staff to help planning board.
- 26 eliminate PD & have County Sheriff Patrol
- 27 Need people who want to be fair to all landowners
- 28 Reasonable Police Protection
- 29 Good Police & Fire Department
- 30 School, EMS, Library
- 31 Health Services
- 32 Fire/Police
- 33 Recycling
- 34 Police, Fire, Road crew
- 35 Road services need to improve, and finances must be appropriated to properly maintain roads

- 36 Police, Fire, EMT's & Dump
- 37 Industry and Commercial
- 38 Road Agent, Town Clerk, Building Inspector
- 39 Change High School Arrangement with Gilford/Build or Align with Belmont.
- 40 Too Easy to Travel to Gilford, Concord, Laconia, there should be no commercial development in Gilmanton, that's why we live here if it starts up we move!!!
- 41 Internet
- 42 Gilmanton is growing in homes and residences. We need some business growth to offset the tremendous tax burden residents have.
- 43 Child Care and Elder Care
- 44 Library Services & Conservation Efforts
- 45 What makes Gilmanton special is that it hasn't been marred by strip malls, fast food places, or industrial buildings. That is what makes it so appealing and so unique.
- 46 Too much speed trapping, Police & Fire & Town Employees
- 47 Town Roads
- 48 All amenities at Crystal Lake Park
- 49 Any business that can elevate the tax burden on taxpayers
- 50 I find this survey inadequate. Too much focus on industrial/commercial/business development. This development is not beneficial (look at Merrimack). Gilmanton needs to keep the things that make it special, open spaces conservation lands, and views.
- 51 Police

- 52 More Parks & Recreation Programs
- 53 Transfer Station and Recycling
remain efficient
- 54 One that maintains the nature and
rural Culture of the Town
- 55 Gilmanton Year-Round-Library
- 56 Gilmanton Year-Round-Library
- 57 N/A
- 58 Police/Fire/Education
- 59 Not much in town to do for teens
- 60 Maintaining Roads
- 61 Activity Center/Recreation facility for
children & adults
- 62 Safety
- 63 Recreational sports programs
- 64 Child Care/Restaurants/Stores
- 65 Talented office holders who have
vision for future
- 66 Talented office holder who have
vision for future
- 67 Police & Fire
- 68 need for public transportation
- 69 Antique Stoves
- 70 Road maintenance
- 71 Encouragement of renewable energy
& and energy efficiency
- 72 The existing services provided are
fine and are adequate for a town our
size.
- 73 Fire, Medical, Road,
- 74 Police and fire
- 75 Child care center
- 76 I never see police enforcing speed
limit especially on high traffic
weekends such as race up by rt 129.

- 77 GYO, 4 corners library, plowing, fire department, the town dump
- 78 elderly housing and job opportunities for teens
- 79 We need a local High School, instead of paying Gilford such a high cost of tuition.
- 80 Police /fire
- 81 Get rid of 2 sand & salt storage on Sawyer Lake or we will pay dearly at some point! BS
- 82 Should have trash pick up
- 83 bank
- 84 Rubbish Removal would be wonderful
- 85 Police and Fire department
- 86 road crew - learn how to grade a road with a grader only more than once a year
- 87 With the elderly population growing it would be good to think about offering trash pickup.
- 88 more police and fire staff; Judy Williams needs to be paid to man Crystal Lake; she does a great job!
- 89 Child care, convenience store, gas
- 90 I love the GYRL. Find this. Also, would love to see a greater Parks and Recs department to service the kids in the town. Also, would be nice to have a PreK for the kids.
- 91 Community meetings and updates; I also think that if there were an interesting in running a B&B that it would draw a lot of people into the area looking for the historical information we provide

Q13 Are there any environmentally sensitive properties in Town that you would like to see protected from development in some manner?

Answered

86

Skipped 156

Respondents	Responses
1	most already are: Corners, Frisky Hill view, and 107 from GIW
2	Already doing a great job!!
3	No
4	Area around Mtg. House Church/Pond
5	No
6	Yes, remaining farmlands and trails
7	No
8	trail/hiking areas, Frisky Hill area
9	We have enough areas protected.
10	Lake Shore Areas
11	Lakes, Water, Toxic pollution of any kind.
12	Crystal Lake
13	all
14	Gilmanton's Lakes Eurasian Water milfoil Crystal Lake lacks water flow see an increase in milfoil decrease in fish and water flow
15	In and Around Bodies of Water
16	Undeveloped frontage on Crystal Lake
17	Rollins Pond-Middle Route-Wetlands w/Osprey Nests
18	our Lakes
19	wide open fields
20	Farm Land and Open Fields

- 21 Parsonage Hill Road
- 22 Parsonage Hill Road
- 23 Better Road Maintenance & protect our rural areas from businesses
- 24 Wetlands, Town Forests, Scenic Views, Historic Sites
- 25 yes
- 26 only farming and cottage industry
- 27 Town Forests & Lake shores
- 28 Why weren't housing questions asked on this survey?
- 29 All existing Farm land
- 30 Roadside trash should have an annual volunteer trash pickup day "clean your mile" day
- 31 all open areas
- 32 Lakes, dense forest and ground water
- 33 Town Pound
- 34 Nighthawk Hollow Brook Aquifer; Nelson Brook Watershed
- 35 Environmentally sensitive areas all over town, we should protect them.
- 36 The large tracts of land between Route 107 and Meadow Pond Road
- 37 Anyplace near the lakes
- 38 I don't think we need to change any zoning. Just properly use what is already available. I do not want to see more property developed just currently open property used efficiently.
- 39 Aquafer, wetland, lakes
- 40 Lake and Rural Areas.
- 41 Loon Pond and all Gilmanton Lakes.
- 42 No
- 43 Lakes
- 44 All lakes and streams

- 45 Stop Clear cutting State Forest on Sawyer Lake
Road down 107 Deer are losing their homes and
are more prevalent to be on road and hit or cause
accidents.
- 46 All
- 47 Farms/Forests/Streams
- 48 Yes
- 49 Lake Access
- 50 No, too many already
- 51 South side of Whiteface, land between Nelson
Brook, Town Forest, and lands.
- 52 No
- 53 Keep Lakes Clean
- 54 All bodies of water and tributaries
- 55 as much as possible
- 56 No
- 57 No
- 58 Most of it or as much as feasible
- 59 Jean Gallant property - Stockwell Hill Road
- 60 Willowgrass Conservation Area and the land up on
107
- 61 No
- 62 Conservation
- 63 Class 6 roads should not change. View on Frisky Hill
should not change.
- 64 Fields on Copp Road
- 65 Frisky Hill
- 66 No
- 67 if by protected, you mean rich people snapping
them up, turning them into conservation
easements with multiple restrictions that prevent
the average person from using it for recreation
(hunting, fishing, mountain bikes or horses) -- then
no.
- 68 NA

- 69 No
- 70 Rollins Pond, Meetinghouse Pond
- 71 Rt 107!
- 72 All of them. Gilmanton is beautiful because it doesn't have development and fast foods like everywhere else.
- 73 the lake districts
- 74 Would like to see town discourage spraying of herbicides by utilities to avoid runoff into wells, streams and waterways. Am also wondering if there is a way to encourage landowners to remove invasive plants. I see a ton of them around town.
- 75 The lakes and beaches
- 76 Sawyer lake association owned property
- 77 South side of Whiteface, Nelson Brook, Nighthawk Hollow Brook, steep slopes, higher elevations, farmland, large parcels of undeveloped land on lakes.
- 78 Any locations around the Watershed area in time, environmentally reasons as well as the historical and small town feel
- 79 Allens Mill Rd
- 80 Please maintain as much green space as possible
- 81 All of it, way too much clear cutting of property!
- 82 Most of it should remain forest and farmland
- 83 Manner has two "n's" ??
- 84 I would hope any environmental sensitive properties are already protected by Conservation Commission.
- 85 no
- 86 Any of the historical places.

