

Master Plan

For the Town of

Haverhill, New Hampshire



Update Adopted: April 15, 2008

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Foreword

In November of 1978, the Haverhill Planning Board initiated the effort to draft a master plan as required by state law. A 40-member master plan Advisory Committee was formed to aid the Planning Board in their efforts. The Advisory Committee, with the assistance of the North Country Council, Inc., submitted their recommendations and draft of the proposed Haverhill Master Plan to the Planning Board in December, 1980 after meeting for nearly 19 months on a regular basis. The Master Plan was approved by the Planning Board and published in January, 1981.

In 1991 the Planning Board engaged Lobdell Associates to compile an update of the more than 100 pages of inventory information contained in the 1981 plan. Sections were added to reflect changes in RSA 674:2 concerning what a master plan should include. Sections of the 1981 plan that needed no updating were not changed. The authors of the Inventory Update recommended that "the Planning Board should use this updated inventory, including the consultant's recommendations and analysis to formulate new goals, objectives and a future land use plan." A revision of this plan was undertaken and adopted by the Planning Board on December 7, 1999.

During the Summer and Fall of 2006, a survey committee worked on the Haverhill Master Plan Implementation Survey with the help of Andrew E. Smith, Ph.D. of the University of New Hampshire Survey Center. The information compiled has been the catalyst for the current revision of the Master Plan. Diligence and hard work by the Master Plan Committee along with the support of the Planning Board, town employees and citizens of Haverhill has resulted in the Revised Master Plan. The Updated Master Plan was adopted by the Planning Board after a public hearing (March, 2008).

Haverhill Master Plan Advisory Committee

Selectboard

Peter Conrad Joel Dupuis David Joslin Roderick Ladd Peter Heilemann

Planning Board

Thomas Friel Joel Godston Donald Hammond Sandra Schmid
Melissa Walker Steven Wheeler Roderick Ladd (Ex Officio)

Committee

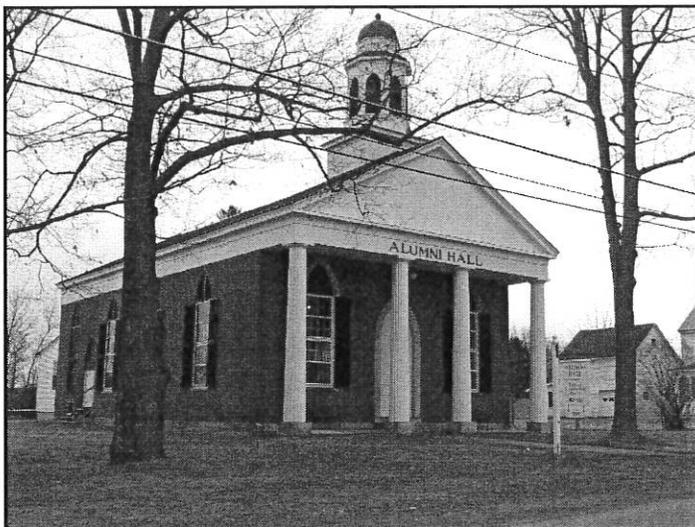
Barbara Bullard Chris Demers Barbara Dutile Richard Guy Richard McDanolds
Gary Scruton Kevin Shelton Lynn Wheeler, Chairperson

Resource People

Glenn Hatch, Recreation Dept.
Howard Hatch, Business & Farming
Andrew Smith, UNH
Gary Fournier, Town Assessor
Jo Lacaillade, Town Finance Officer

Bob Stoddard, Conservation Commission
Glenn English, Town Manager
Tara Bamford, North Country Council
Karen Whalen, Chamber of Commerce
Sam Clough, Town Road Agent

Introduction



One of the most vital factors for orderly community growth, whether it be a rural county, suburban town, urban city, metropolitan or regional area, is master planning involving all the community. The development of a Master Plan is the process whereby a community seeks to understand where it is today – its assets and its problems – and where it is going – the plan of its future needs. The community then develops a program which is sufficiently comprehensive to

seek solutions and to provide for the future needs through the utilization of all its assets – human, natural, and material.

There are certain things that must be understood about this Master Plan in order to make it fit properly into our Haverhill community scheme of things.

The Haverhill Master Plan is...

1. A collection of plans, maps, tables and reports that provide a guide to visualizing the long-range growth of our community. It considers past trends, future potentials, and major problems. It provides directions and objectives that can be developed as guides to new growth.
2. A framework or guide for the community to use for near-term (within 5 years) and long-term (10 to 20 years) shaping of our future. As such, it must be sufficiently detailed to address near-term problems and solutions, and general enough to permit the filling in of such details as may arise in the long term.
3. A document that is flexible enough to permit modification and adjustment to all of its parts without unduly compromising its basic structure.
4. A far-reaching document. It must deal with all aspects of the community's growth, not just one small area. The guiding principle for the plan's decision is, as it should be, "What is in the best interest of the community as a whole, not just one property owner or interest group?"
5. A document which utilizes input provided by all Haverhill citizens, previous master plans (1981, 1991, 1999), Haverhill Community Profile Report – March 1996, and master plans from Haverhill Corner and Mountain Lakes.

The Haverhill Master Plan is NOT...

1. A legally binding document such as a regulation (though it may recommend certain regulations as a means of implementing the Plan).
2. A straightjacket that prescribes a rigid formula for achieving municipal reforms.
3. A panacea for solving all municipal problems. It is a guide to be used by the town officials and the community. If it is not used, it is worthless.

The Haverhill Master Plan is divided into eleven sections:

- I. General Statement of Objectives and Vision
- II. Summary of Recommendations
- III. Land Use
- IV. Housing
- V. Utilities and Public Services
- VI. Transportation
- VII. Recreation and Community Facilities
- VIII. Conservation and Preservation
- IX. Historic Preservation
- X. Economic Development
- XI. Regional Development

Sections III through X contain the following sub-sections:

- A. An update of existing facilities, organizations, resources, ordinances, etc.
- B. A statement of where we would like Haverhill to be in 10 to 20 years.
- C. Recommended specific actions or projects.

As one might expect, there is some overlap, which the communities and Planning Board felt was a good thing, and therefore it remains in the Plan.

The Haverhill Plan is only the beginning of the process. The Plan is only valid – and up to date – the day it is printed. Changes and revisions are expected and in fact required to insure that it is a living document that will help provide for the orderly development of Haverhill for the whole community to be excited about and be proud to be a part of. This update puts us in compliance with the recommendations of RSA 674:2.

What Is Haverhill?

Haverhill, New Hampshire is located in Grafton County with the Connecticut River to the west and the White Mountain National Forest to the east.

The town was chartered in 1763 and named after Haverhill, Massachusetts, home of many of the first settlers. In 1773, Haverhill became the county seat of Grafton County. It was also the terminus of the Old Province Road, which connected the northern and western settlements with the Atlantic seacoast. These first settlers, locating in the North Haverhill area, came to farm the fertile flood plain along the Connecticut River, but by the 1790's, greater growth encouraged by Colonel Charles Johnston, was taking place in Haverhill Corner.



Several public buildings, as well as numerous handsome, private residences built during the colonial era, can be found in the Haverhill Historic District that surrounds the common. The moving of the railroad in 1853, initiated great changes with Woodsville developing as a rail junction. By the late 1800's, Woodsville had become Haverhill's commercial center and the county court system was moved to Woodsville from Haverhill Corner. Future employees of the Pike Manufacturing Company settled the village of Pike, which for a time, was the world's leading manufacturer of whetstones.

Haverhill's population grew significantly during the last fifty years. From a population of 3,357 in 1950 to an estimated population of 4,729 residents in 2006, the Town of Haverhill is a vibrant community that values its rural character and quality of life.

Residents of Haverhill are closely linked to local village and district government. There are currently six unique communities within the town's boundaries: Woodsville, North Haverhill, Mountain Lakes, Haverhill Corner, Pike, and East Haverhill. Commissioners are elected in Woodsville, Haverhill Corner, North Haverhill, and Mountain Lakes, and each of the village/district governmental units has varying degrees of municipal responsibility. The Precinct of Haverhill Corner and the District of Mountain Lakes manage land use through zoning ordinances. Woodsville maintains its roads and the sewer system that extends to North Haverhill and Wells River, Vermont. Each precinct has its own water district. There is one police department for the entire community with three precinct volunteer fire departments located in Woodsville, North Haverhill, and Haverhill Corner. The Town of Haverhill employs a full-time town manager with a five member elected Selectboard.

It is generally accepted that after five years, and if a master plan is older than seven years and there has been significant development within a community, that the master plan should be updated. This is the case for Haverhill. A good plan conveys a sense of place and understanding of what is special about the community and region. I believe that this plan describes Haverhill and provides information to better guide residents in determining what is best for Haverhill and the Region in the upcoming years.

Roderick M. Ladd, Jr.
Selectboard Chairman

I. General Statement of Objectives and Vision

In compiling this Master Plan, our objective is to create a self-reliant, economically healthy, environmentally sound, rural community – a desirable place in which to raise a family. Specifically we seek to:

1. Preserve the rural atmosphere and scenic beauty of Haverhill.
2. Promote economic expansion in keeping with our rural character and accepted lifestyle.
3. Improve the tax base.

To accomplish these goals, we specifically seek to accomplish the following objectives:

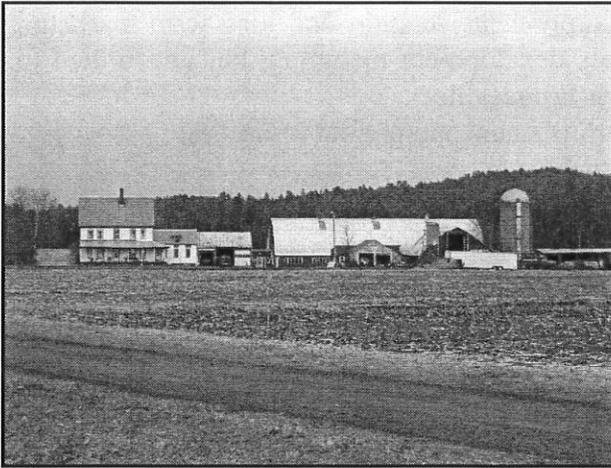
1. Preserve historic buildings and sites.
2. Preserve agricultural land and open space.
3. Promote comprehensive land use (zoning), water and wildlife ordinances.
4. Support improvement of quality education for our youth.
5. Expand recreational facilities and programs for all ages.
6. Facilitate the development of businesses, industries, and institutions leading to increased employment opportunities.
7. Continue to support the development of the arts, music, and cultural facilities and programs for all ages.

II. Summary of Recommendations

The following Summary of Recommendations reflects a consolidation from all the subsequent sections of the Master Plan.

1. In the year 2008 the Town should form ‘balanced’ committees or commissions to:
 - a. Define specific land use tax implications for retention of open space and agricultural lands.
 - b. Establish a list of fair and enforceable guidelines for home owners and renters to (a) eliminate substandard conditions and (b) maintain improved housing.

- c. Develop and implement a comprehensive short and long term marketing plan for tourism and business development including, but not limited to, re-development of downtown Woodsville.
 - d. Preserve and conserve Haverhill's land and natural resources.
2. In 2008/2009 the Town should initiate work on and apply for grants to:
 - a. Encourage the Department of Transportation to rehabilitate the railway bridge between Wells River and Woodsville to support a recreational trail and/or excursion trains.
 - b. Continue development of the Dean Memorial Airport to promote tourism and serve as the gateway to the North Country.
 - c. Encourage the state to rehabilitate or rebuild US Route 302 and NH Routes 135, 25, and 10 to meet current and projected traffic demands.
3. In the future, hire an economic development coordinator with fund-raising and grant-writing expertise and a detailed knowledge of governmental and private-sector services available to businesses.
4. Encourage citizens to apply for grants (a) to assist in home repairs to improve housing conditions, (b) to make possible the building of new housing units for needy families, and (c) to obtain more lenient home mortgage payment terms.
5. Organize a citizens group to further study the possibility of a Land Use Ordinance (zoning). The citizens group would then hold informational forums to discuss the pros and cons of adopting said Land Use Regulations.
6. Pursue 100 percent coverage of cellular communications and high-speed internet.
7. Develop a Recreational Center and a year-round covered pool.
8. Create programs to educate and inform the general public, including our youth, as to the importance of conservation and preservation.
9. Establish historical districts throughout the town.



III. Land Use

A. Update of existing facilities, resources, organizations, etc.

Haverhill is greater in size and more complex in its makeup than most rural towns. The Town of Haverhill is comprised of the following communities: Center Haverhill, East Haverhill, Haverhill Corner, Mountain Lakes, North Haverhill, Pike and

Woodsville. There are several hundred specific land uses which can be grouped into a manageable number of categories. The following pages, tables and maps contain a generalized description of existing land use in Haverhill. Present land use patterns are important to evaluate in order to identify trends which may affect future planning decisions.

1. Factors Influencing Land Use

In 1919 William F. Whitcher wrote in A History of Haverhill:

Towns, like people, differ. Each has a life peculiarly its own, depending upon geographical location, physical features, time and manner of its founding, characters of its founders, the industries and customs of its people, its institutions, religious, educational, and political.

What was true in 1919 is still true today. Existing land use patterns in Haverhill are the result of natural factors such as topography and geology, as well as human factors including transportation, politics and economics.

The Connecticut River was and is the single largest factor affecting Haverhill's land use. Farming developed in its fertile valley, and its waters provided transportation for early settlers. The swift-flowing waters of its tributaries provided power for early industries such as sawmills and gristmills located on the Oliverian Stream, Clark Brook, and Ammonoosuc River

Where and how the Connecticut River could be crossed also played a major part in developing land use patterns. Haverhill Corner was one of the most important economic centers north of Concord in the early 1800's owing in part to the operation of ferries and the Bedell Bridge. But in 1848 the railroad companies decided to cross the river at Woodsville instead of at Haverhill Corner, and commercial and industrial growth shifted. Had the railroad crossed the Connecticut River at Haverhill Corner, land use patterns in Haverhill for commercial, industrial, and residential uses would be dramatically different today.

Areas of Haverhill not along the Connecticut River developed land use patterns based on localized natural features. East Haverhill once prospered because of its lime kilns, but they are long since gone. Pike, once the world's leading producer of whetstone, declined when competition from synthetic abrasives and from the west forced the stone business to close.

The most recent shift in land use patterns in Haverhill and Northern New England as a whole has been the result of an increase in the mechanization of the farm and at the same time an increased emphasis on recreation. Hillside farms that once would support a family became uneconomical to operate in the 1950's, and many marginal farms were abandoned. However, increases in leisure time brought "city folks" to the North Country seeking seasonal homes – often buying old farm houses and abandoned agricultural and forest lands. In the northeastern corner of Haverhill in the early 1970's, a 1,000 acre recreational development centered around a man-made pond changed land use from essentially forest-oriented use to recreational and leisure uses such as skiing, swimming tennis, hiking, etc.

The 1980's saw an increase in recreational land uses and escalating land values throughout New England. Land was sold, subdivided, and sold again as land became a commodity whose value was increasing faster than the rate of inflation or income levels. Many local residents were forced out of the home market by downstate prices.

The 1990's saw the recreational land and home values decrease significantly, allowing many local first-time home buyers to purchase Haverhill property. Since the turn of the century, we have seen land and home values go up. More recently, we have seen a downslide which may be a correction in the real estate market.

Thus land use in Haverhill over the past 200 years has changed significantly and will undoubtedly continue to change in the future. Table III-1 shows trends in land use.

Table III-1
Major Land Use Categories

<u>Use</u>	<u>Acres</u>	<u>2007%</u>	<u>1998-2007</u>	<u>Trend</u>
	<u>1998</u>	<u>2007</u>	<u>of Town</u>	
Total Area	33,356	33,356	100.0	33,356
Single-Family Homes	850	1,274	3.8	+50%
Multi-Family Homes	40	204	.6	+410%
Streets & Utilities	1,030	1,030	3.1	-0-
Public Buildings	55	78	.2	+42%
Commercial & Industrial	215	1,558	4.6	+62%
Agricultural Land	5,600	6,311	18.9	+13%
Private Wooded/Undeveloped	21,500	20,789	62.3	-3%
Public & Semi-Public	2,700	1,242	3.7	-54%
Water	870	870	2.6	-0-

Source: Windshield Survey, '90; '90 ASCS Aerial Photo, Master Plan Comm. Assessment, '97 Assessor's Tax Records

2. Forest Land

By far the dominant land use in Haverhill is forests. About 65% of Haverhill is tree-covered and about equal areas of softwood and hardwood. Some of the areas now wooded were once open pasture lands, but increased mechanization of the farm removed some marginal areas from production, and they reverted to their natural forest cover. The greatest area of forest cover is along the eastern boundary in the mountainous areas of town. Steep slopes and shallow soil conditions predominate in these areas. Land that is unsuitable for other uses has generally been left for forest cover. Most forest land losses over the past decade have been to residential uses.

3. Agricultural Land

In 1880, 64% of New Hampshire's land was in farms. Today, only about 15% remains in farming, with most of the remaining agricultural land having reverted to forest. Of the 6,311 acres in agricultural use in the Town of Haverhill, about 16% of this is in crops and the remainder in hay and pasture. Most of the land is utilized by the 8 dairy farmers in Haverhill, while small amounts are used for Christmas tree production; orchards, raising beef, sheep and horses and for commercial nurseries, specialty crops and gardens.

Farm land is scattered throughout the town. The floodplains contain the best agricultural land and most of this is under cultivation. The largest contiguous area of agricultural land is located in the North Haverhill area extending north to Briar Hill. Other large areas exist along the Oliverian Stream. Appendix 1 contains a list of farming operations in Haverhill. Appendix 2 gives one farmer's view of the dairy industry in Haverhill.

Much of the agricultural land has frontage on town and state roads, and because it is flat, dry and level, it is constantly under pressure to be used for other purposes. However, compared to other towns in the state, Haverhill has not lost substantial amounts of agricultural land in the past decade.

There is more land suitable for agriculture today than is presently being utilized. Of the 9,400 acres of this land, about two-thirds of it is actually farmed. Most of the remaining land with agricultural potential is in forest. Additionally, some residential, business, industrial and public uses have occurred on productive agricultural lands.

4. Residential Land

Over 1,000 acres of Haverhill's land is devoted to residential use. Although residences are scattered throughout the town, Woodsville, North Haverhill and Haverhill Corner each contain approximately equal acreage of residential land, with East Haverhill and Pike having smaller residential areas. Woodsville has by far the greatest density of residences with many purely residential streets. North Haverhill and Haverhill Corner on the other hand, have a lower density of housing spread out along Route 10, Route 116 and Court Street.

Residential uses include single family, multi-family, second homes, and mobile or manufactured homes. About one third of the single-family homes in the town are on small (1/4 acre) lots in Woodsville. Woodsville also contains approximately 85% of the multi-family units and about 25% of the mobile homes, an increase of 20% in 1999.

North Haverhill contains approximately 170 single family homes, 40 multi-family units and 48 mobile homes.

Haverhill Corner is predominately single-family housing on larger lots with less than 15 multi-family units present. It has 21 manufactured (mobile) homes, all but a few of which are located in the mobile home park off Route 10.

Mountain Lakes contains no multi-family homes or mobile homes due to restrictive covenants. It does contain 350 single family dwellings of which an increasing number are being used as year round residences.

For a further discussion of residential land uses, see Section IV, Housing.

5. Retail and Commercial Land

Woodsville and North Haverhill contain most of the land in retail and commercial use, much of which is located along Routes 302, 10 and 135. Twenty-two recently-surveyed businesses occupied 103.84 acres and employed over 250 people. Haverhill also has a significant number of home-based businesses.

Table III-2 shows land usage for a sample of commercial and retail businesses in the town. Appendix 3 lists additional retail and service businesses.



Table III-2
Commercial and Retail Land Use

Business	Location	Acres	Sq. Ft.	Type of Business
Foggs	Woodsville	1.9 16	10,500	Hardware, Lumber
Central Supply	Woodsville	1	27,000	Plumbing, Appliances
	Woodsville	1	4,500	Hardware, sheet metal
Royal Electric	Woodsville	3	3,700	Electrical contractor
Railway Farm and Garden	Woodsville	1	4,300	Livestock supplies
GRS	Woodsville	1	4,546	Auto Repair
Outdoor Country Sports	Woodsville	1.5	3,120	Small Engine Repair
Agway	N. Haverhill	2	7,680	Livestock supply
Budget Lumber	N. Haverhill	3	8,640	Lumber
Rite Aid	Woodsville	3	10,645	Variety and drug store
Bradford Pratts/Dead River	N. Haverhill	6.5	12,480	Oil and Gas
Ocean State Job Lot	Woodsville	4	47,000	Department Store
Blackmount Equipment	N. Haverhill	1.5	25,000	John Deere Sales and Service
Morrill Construction	N. Haverhill	3	5,400	Construction Contractor
Bigelow Paving	N. Haverhill	3	4,000	Paving
H.P.Cummings	Woodsville	1	1,500	Construction
Monadnock Forest Prod.	Woodsville	5		Log Transfer

North Haverhill Fuels	N. Haverhill	3	8,084	Fuel distributor
Hatchland Farms	N. Haverhill	25	14,084	Milk retail
Saffo Concrete Form	N. Haverhill	8	3,000	Concrete Foundations
Wal-Mart	Woodsville	21. 12 4	251,641	Department/Grocery
Shaws	Woodsville	3.5	38,692	Grocery
River View Market	Woodsville	.8	7,770	Grocery

6. Industrial Land

Haverhill has approximately 74.68 acres devoted to industrial activity. The total building space is approximately 78,697 square feet. For large industrial operations, Table III-3 lists the company name, location, size in acres, building square footage and type of business. It is significant to note that in the past decade, there has been a decrease in industrial land use in Haverhill.

The Town of Haverhill does have a Business Park. Infrastructure is in place and sites are being marketed for development.

Table III-3
Industrial Land Use

Business	Location	Acres	Sq. Ft.	Type of Business
Whitcomb Concrete	Woodsville	26	9,330	Concrete Products
Coventry Log Homes	Woodsville	21.68	6,367	Sawmill, home manufacturing
Upper Valley Press	N. Haverhill	27	63,000	Printing

7. Public and Semi-Public Land

Public and semi-public uses include the land and buildings owned and used by local, county, state, and federal agencies. Included in this category are municipal buildings, schools, churches, cemeteries, etc. This category makes up about 8% of Haverhill or

about 2,600 acres. Unlike many towns in northern New Hampshire, Haverhill has no land in the White Mountain National Forest; the National Forest boundary begins just east of Haverhill's eastern boundary.

Of the 2,600 acres of public land, about one third is state land, one third is county land, and the remaining third is municipal, district, or semi-public. The largest properties are the Black Mountain State Forest (729 acres), the Mountain Lakes common land (570 acres), and the Dean Memorial Airport property (65 acres).

8. Land Ownership

Unlike many towns in New Hampshire, Haverhill does not have a large area in either federal or forest industry holdings. Except for 2,600 acres of public and semi-public lands, all of the land in Haverhill is in private ownership. Haverhill still has a remarkable amount of land in large, undeveloped tracts which are susceptible to fragmentation due to a variety of reasons including estate settlements, economic pressures on individual owners, population growth, etc.

The information in table III-4 identifies the following major points. The overwhelming majority of large parcels of land are in the areas called "town." Currently, a majority of large (100 acres or more) land tracts are owned by Haverhill residents.

Table III-4 – Largest Land Parcels in Haverhill

Acres	Name of Owner	Address of Owner	Land Classification
872	Pike School	Pike	Fm, FrAO
772	Grafton County Farm	Woodsville	Fm, FrAO
540	John Wolter Trust	Pike	Fm, FrAO
441	Grimes	Pike	Fm, FR, W
384	Becket Institute	Pike	Fm, FrAO
334	Page	N. Haverhill	Fm, FmSPI, Fr, FrAO
267	Moulton	N. Haverhill	Fm, FmSPI, FrAO, Xmas
432	Thayer	N. Haverhill	Fm, FrAO
402	Stoddard	N. Haverhill	Fm, Fr, FrAO, W
356	McDanolds	N. Haverhill	Fm, FmSPI, FrAO
355	Horne	N. Haverhill	Fm, FrAO, W
313	Elms	N. Haverhill	Fm, FrAO
306	Hall	Pike	Fm, FrAO
104	Hatch	N. Haverhill	Fm, FrAO

151	Clark	N. Haverhill	Fm, FrAO
311	Martel	Haverhill	Fm, FrAO
308	Lewis	Haverhill	Fm, FrAO
283	Willoughy	N. Haverhill	Fm
272	I. Thayer	N. Haverhill	Fm
113	O. Thayer	N. Haverhill	Fm
260	Scaife	N. Haverhill	Fm, FrPine, FrAO, W
235	Candlewood Club	N. Haverhill & CT	FmSPI, FrAO
248	Schraut	Carver, MA	FrAO
236	Miller	Georgetown, MA	FrAO
490	Keyes	Devon, PA	Fm, FrAO
115	Howard	Meredith, NH	FrAO
169	Thompson	N. Haverhill	Fm, FrAO
196	Maurer	Pike	Fm, Fr, W
100- 200	27 Owners	NH, MA, NV, VA	Fm, FmSPI, FrH, FrAO, W
222	Hatch	N. Haverhill	Fm, FrAO
318	Conklin	Haverhill	Fm, FrAO
138	Hastings	Woodsville	Fm, FrAO
204	Forcier	Ohio	Fm, Fr
111	Guy	Woodsville	

Key: Fm: Farm; FmSPI: Farm Soil Potential Index; Fr: Forest; FrAO: Forest & All Other; FrH: Forest, Hardwood; W: Wetland; Xmas: Christmas trees. Source: Town Tax Records.

9. Manufactured Housing

Land used for manufactured housing units has steadily increased over the recent years in Haverhill. The total now represents over 13% of the total housing, which is substantially higher than the 8.5% share of total housing units found in the North Country region. From 1990 to 2000 there was a 3% increase in the number of manufactured homes in Haverhill. Of the surrounding towns, Haverhill has the highest percentage of manufactured housing units. This is partly because Haverhill has no zoning or site plan regulations pertaining to manufactured housing.

Table III-5 shows the distribution of manufactured housing in each of the districts, precincts, and communities within Haverhill. It also shows that about two thirds of the units are on individual lots. This points to the need (1) to define areas where manufactured housing should or should not be located in order to meet the overall objectives of the Master Plan and (2) to define appropriate land use ordinances.

Table III-5
Distribution of Manufactured Homes

Community	Units	Community	Units
Center Haverhill		Pike	
A.H. Burbank	25	Individual	12
Individual	0	Woodsville	
East Haverhill		Mitch's	37
Individual	6	Nathan Pines	4
Haverhill Corner		Individual	29
Pleasant View	21	"Town"	
Pine Park	14	Oak Ridge	17
Mountain Lakes none		Green Acres	1
North Haverhill		Individual	112
Herb Reed's	7	Total – Parks	126
Individual	22	Total – Individual	181
Grand Total			307

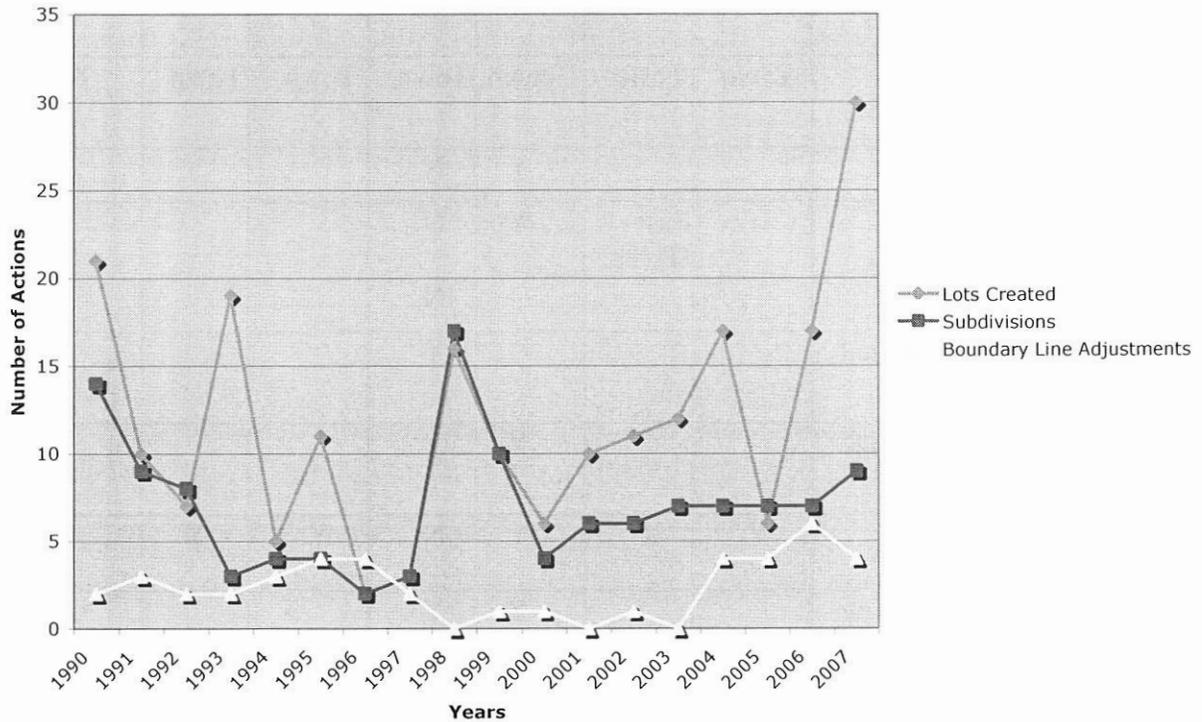
10. Subdivision of Land

Land is subdivided when one piece of land is divided into two or more parcels.

Figure 1 shows the subdivision activity in Haverhill over the past 16 years. Since 1990 approximately 190 lots have been created compared to 417 in the time period from 1984 through 1990. Most of the subdivision activity in Haverhill is for small residential subdivisions. Since 1990 all but a few of the subdivisions were classified as minor and involved three or fewer lots.

The Mountain Lakes district contains approximately 1200 lots with an average size less than an acre. Homes have been constructed on about 350 of these lots. A majority of those remaining can be developed although some are on steep terrain or undeveloped roads and may be difficult to develop.

Figure 1 - Subdivision Activities



11. Existing Land Use Regulation

Haverhill has no zoning regulations except with regards to wetlands, aquifer and flood plain areas. It has no town-wide building codes. However, the precincts of Haverhill Corner and Mountain Lakes have land use regulations of their own.

Table III-6 shows the land use zoning presently in effect in each of the seven communities within the town of Haverhill.

Table III-6
Land Use Ordinances in the Communities of Haverhill

Type of Regulation			Corner	Mtn. Lakes	North Haver.	Pike	Woods-ville
Wetland/Aquifer	Town	Town	Town	Town	Town	Town	Town
Floodplain	Town	Town	Town	Town	Town	Town	Town
Historical Areas			Y	N			
Agricultural Areas		East Haver.	Y	N			
Woodland Areas				N			
Greenbelt/Recreational Areas				Y			
Industrial/Commercial Areas			Y	Y			
Town Land Subdivision	Y	Y	Y	N	Y	Y	Y
Manufactured Housing			Y	Y			
Water District or Department			Y	Y		Y	
Building & Usage							
Minimum Lot Size			Y	N			
Power Boat Use			N	Y			
Front & Side Setback			Y	Y			
Minimum Floor Size				Y			
Construction Details				Y			
Use Limitations			Y	Y			
Appearance Limitations			Y	Y			
Vehicle Parking			Y	Y			
Signage			Y	Y			

Haverhill town subdivision regulations were developed in 1974 by the Planning Board and have been amended many times since. A complete revision of the regulations was done in early 1990 and updated in 1999.

In the fall of 1990, the Selectboard adopted a building permit system in order to administer the wetlands and flood-prone area ordinances and to monitor – but not regulate – building activity in town.

The Precinct of Haverhill Corner established its own planning board and established a zoning ordinance in 1987 and revised it in 2007. It defines zoning districts (historic, residential/agricultural, wetlands/floodplain and the Commons) and requires minimum lot sizes, setbacks and road frontages. It also regulates uses, parking and signage. Presently, Haverhill Corner is in the process of revising their regulations. Mountain Lakes has land use ordinances established by covenants and easements conveyed by deeds.

12. Planning in Surrounding Towns

Haverhill has five towns adjacent to it in New Hampshire, each with varying degrees of planning as shown in Table III-7. All towns have or are working on Master Plans and all have subdivision regulations. Only Haverhill does not have a comprehensive zoning ordinance which controls frontage, lot size and land use.

To the north of Haverhill, Bath has a comprehensive zoning ordinance with most of the land abutting Haverhill being Rural/Agricultural zone, except for the area abutting Mountain Lakes, which is Village/Business District and includes “downtown” Swiftwater. To the south, Piermont’s entire boundary with Haverhill is zoned rural. To the east, Landaff and Benton also have rural residential zones where they abut Haverhill. Of course much of this land is in the White Mountain National Forest. Warren has no zoning regulations.

Table III-7
Planning in Surrounding Towns

Town	1990 Census Popu- lation	OSP 1996 Popu- lation	2000 Census	Master Plan	Zoning	Sub- division Reg.	Conser- vation Comm.	Town Building Code
Haverhill	4,164	4,203	4416	1981	Overlay	Yes	Yes	No
Bath	784	808	893	1987	Yes	Yes	Yes	Yes
Landaff	350	353	378	1985	Yes	Yes	Yes	No
Benton	330	327	314	1989	Yes	Yes	No	Yes
Piermont	624	647	709	1968	Yes	Yes	Yes	Yes
Warren	820	829	873	Pending	No	Yes	No	No

Statewide, 96% of all towns now have Master Plans, 90% have zoning ordinances and 98% have subdivision regulations. Haverhill is the only town of over 3,000 persons that does not have a town-wide zoning ordinance; its current ordinance defines overlay zones for wetlands, aquifer boundaries and flood areas.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

Haverhill should retain the rural look it has in 2007 – its vistas of the White Mountains and the river valley across an expanse of open space supporting a thriving agriculture. Dairy farming is one of the agricultural activities, followed by raising beef, cattle and horses, growing orchards and raising specialty crops.

It continues to be important to have Haverhill expand its industrial base. The Haverhill Business Park should be developed with light manufacturing and technology businesses.

The citizens of Haverhill need to have appropriately defined land use ordinances to ensure that our community remains a place where we can “live free” while still living in harmony with our neighbors.

Specifically, in the next 10 to 20 years, Haverhill should:

1. Define areas for agricultural, commercial, industrial, residential and woodland uses.
2. Define specific areas for industrial, commercial and retail development.
3. Promote a comprehensive zoning ordinance to encourage planned growth and desirable land use.
4. Promote the retention of open space and agricultural lands by working with the organizations which purchase development rights, including, but not limited to, the Land Conservation Investment Program, the Trust for NH Lands, the Society for the Preservation of NH Forests, the Grafton County Conservation District and the Upper Valley Land Trust.

C. Recommended Specific Actions and Projects.

1. Continue to work towards an acceptable, comprehensive Land Use Ordinance (zoning) to be presented to the Haverhill citizens.
2. Establish a map of Haverhill defining the land use areas mentioned in (1) above.
3. Form a committee to define specific land use tax implications.

IV. Housing

A. Update of Existing Facilities, Resources, Organizations, etc.

1. Introduction

Haverhill's natural resources, land capability and land use are important components of a comprehensive plan. Equally important are how those natural resources are utilized. The Town of Haverhill is made up not only of land, vegetation and water, but also of people. In this section we will look at Haverhill's people; how many there are, what are their characteristics, where and in what type of housing units they reside.

2. Population Trends



The permanent population of Haverhill remained relatively constant during the period from 1900 to 1950, with population fluctuating around 3,400 residents. See Figure IV-1. The twenty year period following 1950 saw the population drop 8.5% as it did in most of northern New England, due to an out-migration of residents. The bulk of the out-migration was persons between the ages of 20 and 30. As a

result, the average age of Haverhill's residents increased. The out-migration can be attributed to an attraction to the larger economic centers in southern New England.

The growth patterns in the 1970's and 80's changed. Populations increased by 11.5% from 1970 to 1980. From 1980 to 1990 the population increased from 3,444 to 4,164 or 21%, representing a 2% increase per year. This is somewhat higher than the average population growth rate of towns throughout the State. It is also higher than the most optimistic projections (1.65%) of the original Master Plan.

From 1998 to 2006 the population growth rate was approximately 1.5%

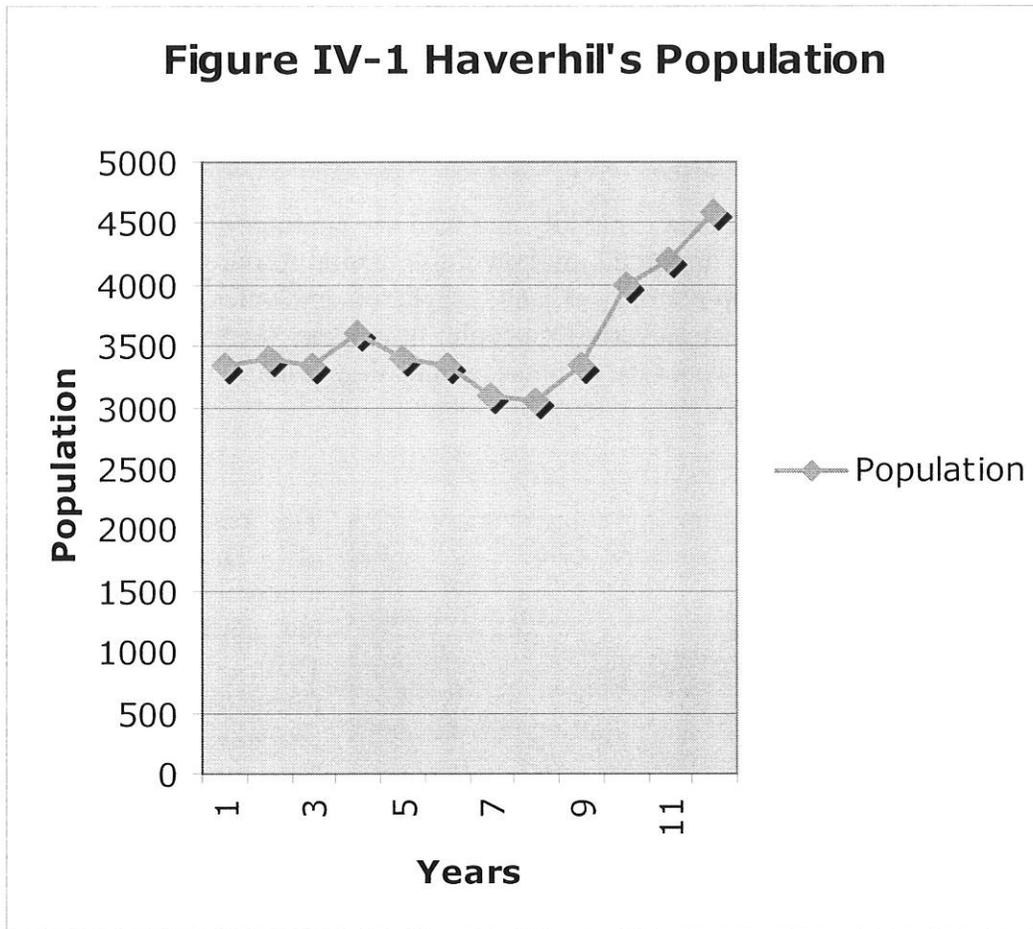


Figure IV-1
Haverhill's Population - (Source: US Census)

a. Net Migration

An analysis of birth and death statistics for Haverhill indicates that during the 8 year period from 1980 to 1988 births exceeded deaths, resulting in a natural increase of 41 persons. This is exactly the opposite of the 1970's, when deaths exceeded births by 42 persons. When this information is compared to the population change during this period, it can be determined whether population change is the result of natural growth or the product of migration. As Table IV-1 shows, Haverhill has experienced a dramatic net in-migration of 395 new residents in the 1980-88 time period. The trend, while slightly less, continued in the 1990's. One of the reasons for this increase is a change in the attitudes toward rural living and an increase in leisure time. Some of those in-migrating have done so to escape urban life. Often those who own seasonal homes or have vacationed in the North Country have decided to move into the area permanently. Additionally, advances in technology have enabled home-based businesses to locate within our area.

Table IV-1
Net Migration Trends

Births, 1980-1988	465
Deaths, 1980-1988	424
Net Difference	+41
Births, 1988-1998	321
Deaths, 1988-1998	597
Net Difference	-276
Births, 1999-2006	231
Death, 1999-2006	410
Net Difference	-179
1997 Population	4192
2006 Population	4729
Net Difference	+537
1980-1988 Net Migration	+395
1988-1998 Net Migration	+304
1999-2006 Net Migration	+716

Source: Haverhill Annual Reports and NH-OEP, US Census

b. Age Structure

The age structure of a population reveals many characteristics of the community's population. Generally, the younger age groups are the largest, but their numbers decline due to deaths as they age. Therefore, a "typical" distribution by age and gender very closely resembles a pyramid. However, various factors (wars, social turmoil, migration) can cause discrepancies. For example, if an area is attractive to retirees, there may be proportionately fewer young people and a "typical" situation would not exist.

Table IV-2 shows the population make-up for Haverhill in 1970, 1980, 1990 and 2000. Between 1970 and 1980 the population increased in each age group except in school-age children. As a percentage of population, the 18-64 age group and the elderly segment are increasing. Most of these increases were due to in-migration of young families and retirees.

In the 1980's the elderly population of Haverhill was about 18% of the population. In the 1990's it had risen to about 19% and in 2000 decreased to 18% of the population. The number of elderly is expected to rise as an increasing proportion of the upper-middle age group advances in years. The increasing retirement age population will place growing demands on the town's medical, welfare and community service facilities.

Table IV-2
Haverhill Age Group Distribution

Groups	Number				Percentage of Population			
	1980	1970	1990	2005	1970	1980	1990	2005
Birth – 5	231	206	332	217	7	7	8	5
6 – 17	672	741	681	912	24	20	16	20
18 – 64	1,911	1,618	2,383	2,509	52	55	57	57
65 – up	631	525	768	778	17	18	19	18
Total	3,445	3,090	4,168	4,416	100	100	100	100

c. Population Projections

Forecasting population changes is not an exact science by any means. It is usually assumed that trends which have shaped growth patterns in the past will continue. Since in-migration has been the major source of additional population in the last few years, projecting the future population is difficult. For example, the NH Office of State Planning projected in 1981 that the population of Haverhill would be 3,791 in the year 2000. Haverhill passed that population level in the mid-1980's. Therefore, any population projection for a small community like Haverhill should be approached with caution.

Table IV-3 presents population projections by OEP based on detailed evaluations of historical data of North Country Towns. Seven towns within a 20-mile radius of Haverhill have growth patterns similar to Haverhill's.

Table IV-3
Population Projections

	1990 Census	2000 Census	2005	2010
Bath	784	893	859	868
Haverhill	4,164	4,416	4,475	4,521
Landaff	350	328	376	380
Littleton	5,827	6,319	6,461	6,520
Lyme	1,496	1,575	1,613	1,630
Monroe	746	759	881	820
Piermont	624	709	680	695
Warren	820	873	890	900

3. Housing

a. Type, Changes

Like population, housing growth was dramatic in Haverhill in the 1990 – 2006 period, exceeding all predictions. Table IV-4 shows the number of housing units in Haverhill in 1990 through 2006. There was an average of 26 new housing units per year constructed during this time period.

Table IV-4
New Housing Units in Haverhill

	'90	'97	'01	'02	'03	'04	'05	'06	Total 2006
Single-Family	1301	1338	+13	+30	+23	+30	+31	+30	1495
Multi-Family	404	399	+0	+0	+1	+0	+0	+3	403
Manufactured	324	358	+10	+10	+5	+10	+8	+10	411
Total	2029	2095	+23	+40	+29	+40	+39	+43	2309

Source: 2001-2006 Town Building Permit Records

Table IV-4 shows the distribution of structures throughout the town. The areas that grew the most in the 1990 to 2006 time period are the rural areas of the town and Mountain Lakes. There has been steady growth in housing structures with single-family homes seeing the largest increase. Multi-family units have had the smallest growth. With the increased cost of single family homes, there will be a need for multi-family housing units.



Seasonal homes represent a substantial component of the Haverhill housing supply. A majority of seasonal homes are located in Mountain Lakes. In addition, a significant number of lots previously taken for unpaid taxes in Mountain Lakes are returned to the tax rolls. Many of these homes are becoming primary residences, although

probably half of them are rentals. Other seasonal homes are scattered throughout the town, and include hunting camps and cottages around French Pond.

b. Housing Condition

Haverhill, like most North Country towns has a number of issues which affect housing conditions. First, many of the housing units are old and deteriorating. About 50% of the housing stock was built before 1949 as shown in Table IV-6. In Woodsville that number is closer to 85%. Haverhill has no local building codes. Historically, the lack of site plan regulations and building codes has affected the quality of home construction throughout the North Country. More recently, there has been a trend in housing upgrades and quality of housing construction in Haverhill. The high percentage of older manufactured housing units in Haverhill also added to the housing quality problem.

Table IV-6
Housing Stock – Year Built

	Haverhill Units	% Haverhill	% North Country	% NH
Before 1940	958	42	63	47
1940-1949	20	1	6	8
1950-1959	31	1	8	10
1960-1969	75	3	12	19
1970-1979	356	16	11	16
1980-1989	580	26	n/a	n/a
1990-1999	66	3	n/a	n/a
2000-2006	187	8	n/a	n/a

Source: Census, Office of Energy and Planning.

During the past decade, with substantial growth in new single-family homes and the upgrading of many multi-family units, housing conditions have improved. However, continued conversion of existing, older single-family homes to multi-family houses without ordinances is creating Life Safety and Fire Code issues. The Town of Haverhill has been successful in receiving federal assistance for upgrading housing in the area of Woodsville that has the most deteriorated housing in Haverhill. Approximately half of the housing stock in Haverhill is 50 years old or older and a large percentage of those have problems in one or more of the following areas: electrical, plumbing, fire/safety, energy conservation or interior/exterior structural problems.

c. Housing Needs

While availability of housing is still strong, affordability is no longer a reality for many wage-earners. With the cost of housing increasing faster than incomes, more families will be renting rather than owning homes. Home repairs to eliminate substandard conditions, subsidized housing payments, new housing units and more lenient home mortgage payment terms can all be effective ways to meet this housing need.

d. Elderly Housing

One of the greatest housing needs exists among the elderly. The 2000 census data indicates that Haverhill's elderly population has increased more than 17%. Elderly persons on fixed incomes, living alone and with reduced mobility are often the first to feel a housing shortfall.

e. Opera Block Housing Project

The Opera Block, an important landmark in Woodsville, is an outstanding example of Victorian architecture. For decades, this three-story structure was under-utilized. A project rehabilitated it for multi-unit elderly and subsidized housing. Specifically, it was restored and preserved, providing approximately 34 federally-assisted dwelling units. The project included 2,000 square feet of commercial space on the first floor, and parking for residents in the contiguous parking lot at the rear of the building. Federal housing money for this project was allocated by the New Hampshire Housing Commission.

The elderly residents pay no more than 25% of their income for rent. The facility is owned by a subsidiary of the Northern Community Investment Corporation.

f. Affordability

In 2005, the average home price in Grafton County was \$196,900. Purchase of this average home required an income of between \$65,000 and \$72,000. The median family income in Grafton County was \$48,155. Clearly, the "average" family of four could not afford the "average home."

For low-income families (incomes of \$20,650 or less), the picture was even worse. The dramatic price increases in the 2000's for both land and homes put many families in the position of being unable to purchase a home. Additionally, many families have had to spend an excessively large percentage of their income for housing.

Renters fared a bit better between 2002 and 2007 with rents increasing only about 23%. In 2007, rents in Haverhill are: apartments - \$500 to \$650 per month, 1 story houses - \$750 to \$1000 per month, 2 story houses - >\$1000 per month.

The housing market in 2007 has been extremely volatile in other areas while Haverhill has been somewhat insulated. There were increases and decreases in property values based on the sub-prime lending practices, several factors including fuel prices, the economy in general and the imminent arrival of Wal-Mart.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

Based on the projected Haverhill population growth, local income levels, tourism, age of residents, etc., we want there to be:

1. A significant reduction in housing over-crowding with moves to larger units;
2. Increase in disposable income;
3. Home repairs to improve property conditions;
4. Controlled housing growth;
5. Adoption and enforcement of a comprehensive and specific Building Code;
6. Enforcement of Life Safety and Building Codes;
7. Establishment of housing opportunities for senior citizens;

These factors will make Haverhill a more attractive town to live in, encourage tourism and contribute to controlled economic development and growth.

C. Recommended Specific Actions and Projects.

In the year 2008:

1. Create or update the Haverhill land use ordinances to address all the appropriate Master Plan General Statements of Objectives.
2. Encourage citizens to apply for grants to assist in home repairs to improve housing conditions and to make possible the building of new housing units for needy families.
3. Form a diverse committee of community members to work toward a) establishing and enforcing the Building Codes, and b) enforcing Life Safety and Building Codes.



V. Utilities and Public Services

A. Update of Existing Facilities, Resources, Organizations, etc.

The Town of Haverhill is served by a myriad of public and private utilities. These services are generally provided by public utility companies or village district municipal corporations.

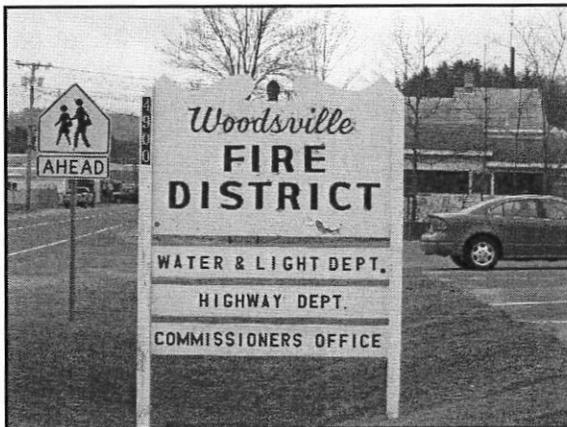
1. Electric Power

Electric power distribution in the Town is provided by three utilities. Woodsville Village is serviced by the Woodsville Water and Light Department, a municipal utility governed by three elected commissioners. Woodsville Water & Light provides electric distribution to 970 customers. Public Service Company of New Hampshire distributes electricity to 1,098 customers. The balance of the Town is served by the New Hampshire Electric Co-op with approximately 388 customers.

Three phase power is available on a limited basis throughout the Town.

2. Water

There are four village district water utilities in the Town of Haverhill. Three of these districts are presently managed with Woodsville Water and Light. Mountain Lakes manages its own system. They serve customers primarily within their district boundaries.



Woodsville Water and Light also serves customers in the Town of Bath and Haverhill Corner Precinct serves several customers in the Town of Piermont. The district water utilities include Mountain Lakes District (265 residential customers), Haverhill Corner Precinct (196 customers), North Haverhill Water and Light District (240 customers), and Woodsville Water and Light (570 customers). Woodsville Water and Light utilizes the Ammonoosuc River as a source. The other water

departments utilize wells and/or springs. The Haverhill Corner Water distribution system was partially replaced in 1998. The balance of the homes in Haverhill rely on private wells or much smaller community wells or springs.

3. Sewer

Public sewers are provided within the Woodsville Fire District by the Woodsville Waste Water Treatment Facility, a municipal facility owned and operated by the Woodsville Fire District. They currently have 430 customers. A sewer line extension has been constructed to serve the North Haverhill Business Park.

4. Telephone

Telephone service is provided by Verizon and the major long distance companies. Internet services are available by a number of suppliers. Cell communication is limited and is provided primarily by Verizon and UniceL.

5. Cable Television

TV cable is currently provided by Charter Communications, which serves most of the Town. Charter has a non-exclusive franchise to provide cable service in Haverhill. There are currently no other cable companies who have expressed an interest in a franchise in Haverhill.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

Based on the projected Haverhill population growth, a desire for public services and the growth in commercial and industrial businesses, environmental concerns, as well as public health issues, there will be a need for:

1. Further upgrading of water and sewer infrastructure, including source and distribution systems and expansion of treatment facility.
2. Fairly priced electric power, available in quantities needed and reliable in output.
3. Telecommunications services which will foster business development.
4. 100% coverage area for cell service.
5. 100% availability of high speed internet service.

C. Recommended Specific Actions and Projects.

1. Complete feasibility studies for upgrade of sewer systems and water supply systems.
2. Improve existing water and sewer systems.
3. Maximize the use of federal and state grants which may be available for capital improvements.
4. Channel industrial and commercial development to existing service areas.
5. Work with other interested towns and the North Country Council Regional Planning Commission to develop a fully functional telecommunications system for the North Country.
6. Cooperate with cellular providers to expand area coverage and enhance cell phone service.

VI. Transportation

A. Update of Existing Facilities, Resources, Organizations, etc.

The diversity and efficiency of a town's transportation system can ultimately impact the quality of life in that town. The general mobility of the residents and those who visit is a function of a town's roads and other transportation infrastructure. Additionally, there is interdependence between a town's economy and its transportation system. The development of one will influence the direction which the other takes. Therefore, it is necessary to conduct transportation planning based upon the economic environment that is projected to occur and that which is desired.



1. Streets and Highways

The task of providing a road network is a prime governmental function and responsibility. In Haverhill, the road network falls under the jurisdiction of the State of New Hampshire Department of Transportation for all state roads and under the Town of Haverhill for all town roads with the exception of the town roads within the Woodsville Fire District, which are maintained by the District. Distribution of capital expenditures and operating funds for construction and maintenance of streets and highways can have vital influence on the economic well-being and prospects of the municipality. It is therefore important for the Town to carefully assess its needs and establish an orderly and realistic range of priorities and expenditures. It is equally important for the Town to provide strong input to the State as to the construction and maintenance of state roads within the municipality.

Functional Classification of Streets and Highways

Since there are different types of movement, a highway system should be made up of roads which serve varying types of traffic and volume.

Although there are many variations in types of streets and highways, they may be subdivided into four basic categories: limited access, arterial, secondary, and local. The characteristics of each type are described below.

Limited access: designed for rapid movement of heavy volumes of traffic; no direct access to adjacent property; parking in the right-of-way prohibited.

Arterial/Primary Highways: designed for movement of through traffic and heavy local traffic; crossings at grade; construction for speed and volume; access to adjacent property generally regulated. Examples: NH Routes 10, 116, 25.

Secondary/Collector Streets: designed to link local streets to arterial highways; collect traffic from several local streets; bypass traffic around residential neighborhoods.

Examples: Brushwood Road, French Pond Road, Clark Pond Road.

Local Streets: serve traffic at a generation point; provide access to adjacent property; through traffic not desirable; parking/loading allowed in right-of-way. Examples: side streets in Woodsville such as Pine Street, Terrace Drive in North Haverhill, Ladd Lane in Haverhill Corner.

Without a planned street and highway system, certain streets will be pressed into uses for which they were not intended or designed. An arterial street, built to facilitate through movement, can easily become a local street once strip development with unlimited and uncontrolled points of access has occurred along the right-of-way. The reverse situation is also sometimes found. A local street can gradually become overburdened with heavy needs and also impose restrictions upon the smooth flow of traffic, harming not only the function of the road but also the businesses adjacent to it.

Administrative Classification of Highways

Highways are placed into several administrative classes in New Hampshire, depending upon which governmental agency is responsible for the highway. They are:

State Highways

Class I: Known as Truck Line Highways, consists of those on the State primary system except those segments lying within Department of Transportation (DOT)-designated urban compact sections of cities or towns with 7,500 or more population. Includes turnpikes and interstate highways. Includes bridges on Class I roads. DOT has full control and pays the costs of construction, reconstruction, and maintenance.

Class II: Known as State Aid Highways, consists of those on the State secondary system, except those portions DOT-designated as urban compact sections of cities and towns. The State pays the costs of reconstruction and maintenance of all Class II highways which have been improved to the satisfaction of the State Commissioner of Transportation. Other Class II highways not improved to the Commissioner's standards are maintained by the city or town in which they are located, but are eligible to receive state funds.

Class III: Known as Recreational Roads, consists of roads leading to and within State reservations designated by the Legislature. The DOT holds responsibility.

Class III-a: Boating Access Roads, consists of all new boating access roads from any existing road to any public water in the State. Such roads are limited access highways, abutters have no access to them. They may be laid out subject to gates and bars or restricted to foot travel, or travel by certain vehicles or both. The State Fish and Game Department has authority for these roads.

Local Highways

Class IV: Known as Compact Section Highways, consists of those segments of highway within the compact sections of cities and towns with over 7,500 year round residents. Compact sections are defined as the territory of any city or town where the frontage of any highway is mainly occupied by dwellings or year-round businesses. Construction, reconstruction, and maintenance is the responsibility of the city or town. Note: No such roads exist within the Town of Haverhill.

Class V: Known as Town or City Roads and Streets, consists of traveled and maintained highways for which the town or city has responsibility. Class V status does not imply any construction standards. The highway is Class V if the town or city spends any money at all on its maintenance.

Class VI: Consists of all other existing public ways, includes highways discontinued as open highways and made subject to gates and bars, and all highways which have not been maintained by the town for five or more successive years. Subject to gates and bars does not mean the highway can be closed to the public. (Unlocked gates may be erected to keep livestock in but not to keep the public out.) Class VI highways are full public highways in every sense except maintenance. The public is fully entitled to the “viatic use” of such highways. Such highways are also fully subject to the municipality’s authority to regulate.

With close proximity to two major interstate highways of New England, ground transportation tends to be the predominant form of travel in the North Country. Both Interstate 93 (accessing Concord, Manchester, and Boston metropolitan areas) and Interstate 91 (accessing the Montreal, Lebanon, Springfield and Hartford metropolitan areas) connect the area to major growth centers. For Haverhill, US Route 302 and NH Routes 10, 25, 116 and 112 serve as connectors to the Town from these major interstate highways.

Haverhill’s highway network covers approximately 113 road miles. These miles are comprised of Class I, II, V and VI roads as stipulated in Table V-1 below. State maintained roads in Haverhill are Routes 302, 10, 116, 112, 135, 25, Newbury Bridge Road, Bradley Hill Road and Mill Street Bridge, totaling 28 miles. The balance of the road miles are town-maintained.

Table V-1
Highway Mileage by Functional Classification

Class	Description	Mileage
I	State Primary System	16.02
II	State Secondary System	11.51
V	Town-maintained System	76.84
VI	Town-discontinued, G&B	8.61
Total		112.98

Source: NH DOT, May 1994, Town Road Agent.

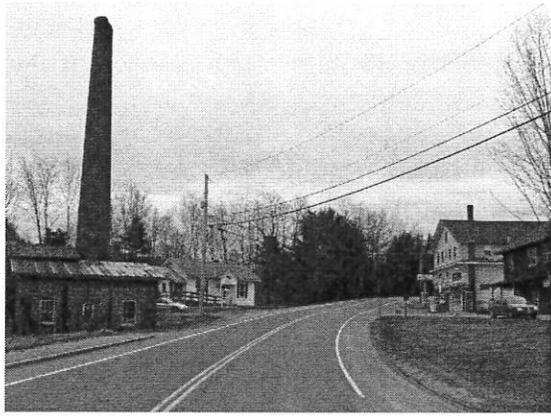
Annual average daily traffic counts along the State maintained highways have increased in recent years. A continuous traffic count determines the number of motor vehicles which pass by a given point in a year. From this data, average daily counts are computed. This count does not designate the direction of movement. Roads receiving the greatest traffic are Routes 302, 10 and 116. For more information refer to Table VI-2 below.

Table VI-2
Haverhill Traffic Counts
Average Vehicles per Day

Location	1993	1997	1999	2001	2004/2005
US 302 at Vermont State Line	8100	8400	8700	7700	8100
US 302 at Intersection NH 10	3000	5100	5500	4600	4400
NH 10 north of County Farm	3900	5300		6100	6500
NH 10 & NH 25 at Piermont Town Line	1600	2100	2100	2000	2300
NH 10 over Oliverian Brook	2900	2900		2800	3000
NH 25 at Benton Town Line	580	1200	1100	1100	1300
NH 116 at Benton Town Line	340	300			430
NH 116 over Clark Brook	2600	3000		4000	6800
NH 112 at Bath Town Line	710	1100	1300	870	680
NH 135 at Bath Town Line	1000	1100	1100	1200	1300

Source: NH DOT, 2007

These increasing traffic counts, shown in Table VI-2, represent the growing traffic pressures that Haverhill has been experiencing. The high counts on Route 302 (Central Street) in Woodsville Village is an indication of the heavy volumes of local and non-local traffic that runs east and west through the village from the Littleton area to Vermont. The accelerating traffic volumes on Route 10 (Dartmouth College Highway) at the intersection of Route 302, and at the Grafton County Complex near Horse Meadow Road, also suggest significant increases in local traffic volumes and increased volumes from outside of town, logically from Vermont via Newbury Crossing. Some of these increases may be attributable to the continued development of the two downtown centers in Woodsville and North Haverhill. The statistics also reveal increased volumes of traffic on Route 25 (Mt. Moosilauke Highway) from points south and east.



An area of concern in the growing traffic flows of Haverhill is the prevalence of truck traffic. Trucking is important to the area. Many businesses depend upon it as their means

of shipping and receiving. Routes 302 and 10, and to a lesser extent Route 25, are major trucking corridors running through Haverhill. Although this provides a high level of benefit to the Town's businesses, it simultaneously escalates the traffic flow and causes an accelerating deterioration of the pavement surfaces on Town and State roads, which for the most part are not designed or built to handle this pressure.

With the advent of the opening of Wal-Mart, traffic flow is projected to increase significantly. Traffic lights will be in place on Routes 10 and 302 to synchronize the traffic. The flow of traffic will generally affect the entire town. Towns across the Connecticut River are also concerned with the traffic flow.

An additional growth factor impacting Haverhill's traffic count is tourism. The North Country in general and the Connecticut River Valley in particular will continue to grow as a tourism area, and many visitors will continue to pass through Haverhill.

Haverhill maintains a total of 77 road miles. This total includes the Town roads in Woodsville which are maintained by the Woodsville Fire District. Most of the roads in the Woodsville Fire District are paved, however, the majority of roads in the balance of the Town are gravel.

In the event of subdivisions and development, there are Town Road Standards which govern the specifications of roads to be constructed or upgraded. These standards are contained within the Town of Haverhill Subdivision Regulations. These standards have been recently reviewed, and recommendations should be made to amend them from time to time. The Town Subdivision Regulations should control subdivisions and developments in areas of the Town that are remote and/or where there are inadequate roads to serve such development. This will avoid negative impacts on Town and Village District governments and their ability to provide emergency services. The Subdivision Regulations also address premature and scattered development pursuant to NH RSA 674:36 II (a).

The Town government should be and is working with the New Hampshire DOT to address deficiencies in State roads and bridges within the Town. The State is actively addressing its bridges in Haverhill (see below). The State has also made significant improvements to Route 302 (Central Street) in Woodsville and Route 25 in Pike and East Haverhill Villages. Clark Pond Road is no longer a state maintained road. In the near future, deficiencies in Routes 10, 302 and 135 will need to be addressed.

2. Town Bridges

The town is responsible for the maintenance of two bridges over the Oliverian River on Jeffers Hill Road and Daniels Road. Both bridges include concrete abutments and steel stringers with asphalt/steel deck. In addition, there exist many smaller box culverts and pipe culverts which convey streams and brooks under Town roads. These require regular maintenance which is funded within the annual budget appropriations made to the Highway Department. In addition the Towns of Haverhill and Bath jointly own the Haverhill-Bath Covered Bridge, which is out of active service and being renovated as a tourist attraction. The project at this time is on schedule. The Selectboards of the two

towns jointly administer the bridge by agreement.

3. State Bridges

The New Hampshire DOT owns and maintains a number of large bridges in the Town, most of which are scheduled to be replaced or renovated in the future. The State DOT is currently working on the bridge over the Oliverian River on Route 10 (Dartmouth College Highway) in Haverhill Corner. The Newbury Bridge over the Connecticut River into Newbury Village is under construction and is on schedule for Summer 2008. The State DOT also owns the Mill Street Bridge in Woodsville Village, which spans the former railroad corridor of the Woodsville to Littleton Line. There are no current plans for this bridge. The State DOT also owns and maintains a number of culverts along their roads in the town.

4. Airport

The Town of Haverhill owns and operates a municipal airport known as the Dean Memorial Airport, located in North Haverhill. It is a general aviation facility with a lighted 2,500 foot paved runway. There is an appointed Airport Commission which operates the facility with the aid of a part-time Airport Manager. The Commission members are appointed by the Selectboard. In addition to operating the airport, the commissioners are also the administrators of the Airport Zoning Regulations. The Airport Commission has completed an extensive Airport Plan.



5. Rail

There is no longer any active rail service in the Town of Haverhill. Passenger excursions and freight travel through Wells River, Vermont. Developing a shuttle for tourism and potential foot traffic across the existing Woodsville railroad bridge is being studied.

6. Bus

There is no public bus service within the Town of Haverhill.

7. School Transportation

The Haverhill Cooperative School District currently provides bus transportation to students in the elementary, middle, and high schools. The District contracts its busses.

8. Taxi

There is private taxi service available in Haverhill.

9. Social Services

The Haverhill Area Senior Services provides transportation for senior citizens in Haverhill. The program serves those aged 60 and over, as well as the physically handicapped. Priorities for service are medical, nutritional and recreational needs. Trips are provided on a demand-response basis by a van and volunteers using their own vehicles.

10. Trails and Bicycles

Multi-use trails exist within the Town of Haverhill. Future road and highway projects, whether State or Town roads, should address the needs of increasing bicycle traffic. Wider paved shoulders should be included wherever possible. Major bicycle routes in and through town include Routes 302, 116, 10, and 25 and French Pond and Brushwood Roads.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

Based on projected Haverhill population growth, increasing traffic counts, the growth in commercial and industrial businesses, and an increased emphasis on recreation and tourism, there will be a need for:

1. Continued upgrading of existing state and local roads to meet the demands of increased traffic.
2. Continued rehabilitation and maintenance of bridges.
3. Continued maintenance of existing paved town roads and continued improvement of drainage systems on gravel roads.
4. Continued improvements to Dean Memorial Airport guided by the Airport Master Plan.
5. Establish a rail line link into Wells River, VT/Woodsville area to support tourism, excursion trains, and passenger and freight service. Rehabilitate Woodsville/Wells River railroad bridge for foot traffic.
6. The further development of recreational trails to serve residential recreation needs and tourism industry.

C. Recommended Specific Actions and Projects.

1. Work with the State Department of Transportation and the Regional Planning Commission (North Country Council) through the transportation improvement process to rehabilitate and/or reconstruct State Routes 25 and 10 within the current 10-year plan.
2. Continue to recommend as well as provide input to the State DOT to address better controls and/or design improvements at other intersections at Routes 10 and 116 in

- North Haverhill and US 302 in Woodsville at Forest Street and Route 135 and junction of Routes 10 and 25 in Haverhill Corner.
3. Continue with the resurfacing of existing asphalt town roads.
 4. Continue the maintenance and rehabilitation of gravel roads.
 5. Focus development in areas served by existing town streets, roads, and highways.
 6. Continue to review Town Road Standards as they relate to the construction of roads in new subdivisions.
 7. Continue development of the Dean Memorial Airport by making further improvements to the runway and tie-down areas through the efforts of the Haverhill Airport Commission.
 8. Work with the State Department of Transportation and the Regional Planning Commission (North Country Council) to rehabilitate the railroad bridge between Wells River, Vermont and Woodsville Village to support a recreational trail connecting with the Cross Vermont Trail.
 9. Continue to work with the Town of Bath, and the Haverhill-Bath Covered Bridge Committee to promote the Haverhill-Bath Covered Bridge as an important historic transportation structure. Work with the committees to promote the bridge and its importance to tourism in the area.
 10. Continue the work of acquiring, developing and maintaining recreational trails through the efforts of the Haverhill Recreation Commission.

VII. Recreation and Community Facilities

A. Update of Existing Facilities, Resources, Organizations, etc.

Table VII-1 shows the 2007 inventory of outdoor recreation facilities in the Town of Haverhill.

Table VII-1
Outdoor Recreation Facilities in Haverhill

Name	Owner	Type	Acres	Fee	Uses
Blackmount Country Club	Robert & Linda Stoddard	Priv P	65	Yes	Golf
Oliverian Valley Campground	Lara Saffo	Priv P	400	Yes	Campground, trails, natural areas
Oliverian Brook	Haverhill	Muni.	1	No	Water Sports
Haverhill Academy	Haverhill Heritage	Public	1	No	Basketball, tennis, playground
Haverhill Common	Town of Haverhill	Muni.	6	No	Field sports, bandstand
Haverhill Cooperative Middle School	Haverhill Coop. School Dist.	School	6	No	Field sports, playground
Upper Valley Prop Busters	Richard McDanolds	Priv NP	0.5	No	Model airplanes
Woodsville Elementary School	Haverhill Coop. School Dist.	School	4	No	Field sports, playground
North Haverhill Fairgrounds	North Haverhill Fair Assn.	Other	37	Yes	Special event facility
Woodsville Community Field	Woodsville Fire District	Muni.	9	No	Field sports

Woodsville – A.P. Hill Community Pool	Woodsville Fire District	Muni.		Yes	Outdoor Swimming Pool
Woodsville High School	Haverhill Coop. School Dist.	School	3	No	Field sports, track & field
Oliverian Recreation Field	Oliverian Recreation Assn.	Priv NP	2	No	Soccer, family events, baseball
Bedell Bridge Park	NH DRED	State	71	No	Historic, river access
Bedell Bridge Wildlife Mgt. Area	NH Dept of Fish and Game	State	81	No	Hunting, natural area
Black Mt. State Forest	NH DRED	State	729	No	Natural area, hunting
Haverhill-Bath Covered Bridge	Towns of Bath and Haverhill	Muni.		No	Historic
VFW Memorial Field	VFW	Priv NP	6	No	Field sports
Bedell Bridge Boat Access	NH Dept of Fish and Game	Muni.	1	No	Water sports
French Pond	NH DOT	State	1	No	Water sports, fishing
Wood Pond Access	NH Dept. of Fish and Game	State	2.1	No	Natural area
Kinder Memorial Forest	Town of Haverhill	Muni.	20	No	Natural area
Mountain Lakes District	Mountain Lakes District	Priv.	570	No	Park, water sports, tennis
Railroad Park	Town Of Haverhill	Muni.		No	Park, band stand

NP = Non-Profit; P = For Profit.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

A vital part of the continued growth of Haverhill will be the perception of available facilities including medical, educational, and recreational as well as job related opportunities. Recreational facilities aiding in the wellness and health of its citizens are a vital part in drawing employers and employees to the area. Haverhill has made great strides in expanding and developing its recreational facilities. Currently, there are bike and snowmobile trails, Kinder Forest, the Connecticut and Ammonoosuc Rivers, Black Mountain State Forest, Bedell Bridge State Park, Railroad Park, VFW Field in North Haverhill, Woodsville Community Field and A.P. Hill Community Pool.

In 10 to 20 years Haverhill should look the same as it does today with a rural American look but connections to a global world. Recreational opportunities should continue to grow, be year round and embrace all our citizens.

C. Recommended Specific Actions and Projects.

1. Create an indoor swimming facility. The current community pool in Woodsville could be converted to a year-round facility. Such a facility would greatly extend the use of this pool and could quite possibly pay for itself in a relatively short time.
2. Explore the feasibility of creating a multipurpose recreation complex. This complex would include, but not be limited to, an indoor skating rink and summertime covered tennis courts. Such a facility, once constructed, could pay for itself through fees charged to individuals, schools and other interested groups. This also may allow for a game room, arts and crafts, movie nights, cooking classes and additional sports activities.

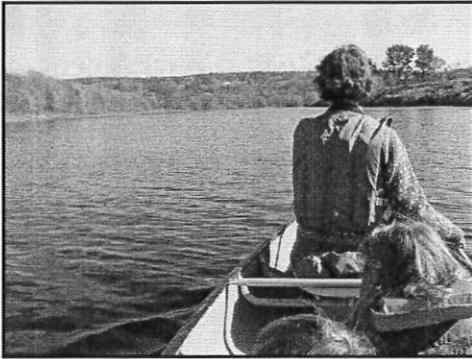


flowers and trees around the pool building.

3. Provide park benches, picnic tables and playground equipment at Railroad Park. Allow the public to adopt benches, trees, picnic tables, etc. to honor loved ones or celebrate joyous occasions.
4. Upgrade and expand Woodsville Community Field and A.P. Hill Community Pool with new playground equipment. Also, upgrade the parking area, add bushes, flowers and trees around the pool building.
5. Establish maps, brochures of different walks and bike rides within Haverhill adding signage and distance measurements.

VIII. Conservation and Preservation

A. Update of Existing Facilities, Resources, Organizations, etc.



Bordering on the Connecticut River, the Town of Haverhill has some of the best farm and forest land in the State. Haverhill is indeed blessed with many natural and scenic advantages, however these resources tend to increase development pressures. The conservation and preservation of Haverhill's land and natural resources must continue to be a top priority for its citizens and elected officials. However, the following question must be continually asked: can the constant

pressure of population and commercial growth be guided and controlled by well-informed and organized citizens bringing together a healthy social and economic climate that will foster sound conservation and preservation programs?

Programs such as the National Fish and Wildlife Refuge Act and the Connecticut River Scenic Byways encourage the town to take advantage of new resources such as grants and technical expertise to develop a viable conservation program in Haverhill.

The town needs to develop a comprehensive Conservation Plan. A priority should be to inventory the town's natural resources which should include a description of general topography, water resources, vegetation, wetlands, flood plains, fish and wildlife resources and mineral resources.

Tables VIII-1a and VIII-1b show land in Current Use program by acres and by number of parcels in 2007.

Table VIII-1a
Land in Current Use in Acres 1999/2007

	Farmland	Forested/Wild	Wetland	Total
Haverhill Corner	715/753	367/341	5/26	1087/1120
Woodsville	452/475	339/325	0/24	811/824
North Haverhill	375/637	59/200	0/26	434/836
Town	4820/4495	14824/16103	130/314	21380/20912
Total	6362/6360	15559/16969	135/390	23712/23719

Table VIII-1b
Land in Current Use in Parcels 1999/2007

	Farmland	Forested/Wild	Wetland	Total
Haverhill Corner	35/40	18/15	2/4	56/59
Woodsville	10/15	8/12	0/2	20/29
North Haverhill	15/21	6/11	0/3	21/35
Town	208/203	349/354	9/33	580/590
Total	268/279	381/392	11/42	693/713

B. What Do We Want Haverhill To Be in 10 to 20 Years?

1. A rural community with well-defined agricultural, residential, commercial/industrial and recreational borders.
2. A community that promotes Agricultural Land Preservation.
3. A Town with well-defined rules and regulations governing community planning with strong emphasis on sustainable farms and wetlands.
4. A community growth program that enhances and does not distract from its present small town atmosphere.
5. A municipality with expanded recreation opportunities such as bike trails, hiking trails, RV and snowmobile trails and Connecticut River access.
6. An area with improved forest management and wetland practices.

C. Recommended Specific Actions and Projects

1. Direct interested local landowners to resources for conservation easement buyouts and development right purchases.
2. Encourage local "planning boards" to become familiar with such government programs and agencies as the US Department of Agriculture (USDA) Natural Resource programs, the Silvio O. Conte Natural Fish and Wildlife Refuge Program, UNH Cooperative Extension Services, NH Farm Bureau and all the ramifications of the designation of the "Connecticut River Historic Classification."
3. Develop Conservation and Wetland Reserve programs which encourage landowners to convert highly erodible cropland or other environmentally sensitive acreage to vegetative cover and protect wetlands on private property.

IX. Historic Preservation

A. Update of Existing Facilities, Resources, Organizations, etc.



Preservation has become an important issue in Haverhill in recent years. As a greater awareness of the value of saving our inheritance has become more apparent to us, we actively seek ways to halt further detrimental effects to the built environment and its immediate surroundings. Very little has been done in the past, and as a result, we have lost a great many valuable buildings and seriously compromised others through thoughtless remodeling and unsuitable additions. Unless serious measures are

taken, this trend will continue. Because we have not been good about keeping our historic places intact, there are very few guidelines at present to help us. Aside from the Haverhill Historical Society, no organizations existed prior to this time. Fortunately on March 10, 1998 the Town of Haverhill voted to establish a Heritage Commission.

The following are highlights of HB 564-FN, the legislation which authorized heritage commissions:

1. The first objective is to survey and inventory all local historical and cultural resources.
2. Advise and assist other local boards and commissions, including the Planning Board, on preservation issues.
3. Accept and expend funds for a non-lapsing Heritage Fund, and to acquire and manage property and property rights.
4. Receive gifts of money and property, both real and personal, in the name of the Town, subject to the approval of the Selectboard. These gifts are to be managed and controlled by the Commission for its proper purposes.
5. The Commission may acquire, in the name of the Town, by gift, purchase, grant, bequest, devise, lease, or otherwise a fee or lessee interest, development rights, covenants, or reversions, as may be necessary to acquire, improve, protect, limit the future use of, or otherwise conserve and properly use the cultural resources of the Town and shall manage and control the same; provided, however, that the Town or Commission shall not have the right to condemn property for these purposes.
6. Coordinate activities with appropriate service organizations and non-profit groups, publicize its activities and hire consultants and contractors as needed.

At present time an inventory has been completed of all the historical structures, sites, etc., for example: the Opera Block, covered bridges, and more than 100 other structures, sites, etc.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

Americans have successively ignored and abused their traditional neighborhoods, towns, and downtowns. Our communities can be shaped by choice or by chance. We can accept what we get or we can insist on the communities we want. With this in mind, the following suggestions are what we would like Haverhill to be in 10 to 20 years.

1. Historical districts established to preserve the architectural integrity of selected sites including structures and areas.
2. Older residential neighborhoods rehabilitated and restored to provide good housing and giving those who live there a sense of belonging and pride in their historical surroundings.
3. Avoidance of unplanned development, being detrimental to our historic neighborhoods.
4. Strengthen the orderly economic growth of our community in keeping with the traditional character of our town and villages.
5. Finding new uses for old buildings so they better serve our revised needs. Not every old building deserves to be saved, but many in Haverhill do because they contain the seeds of community revival.

C. Recommended Specific Actions and Projects.

In the year 2008:

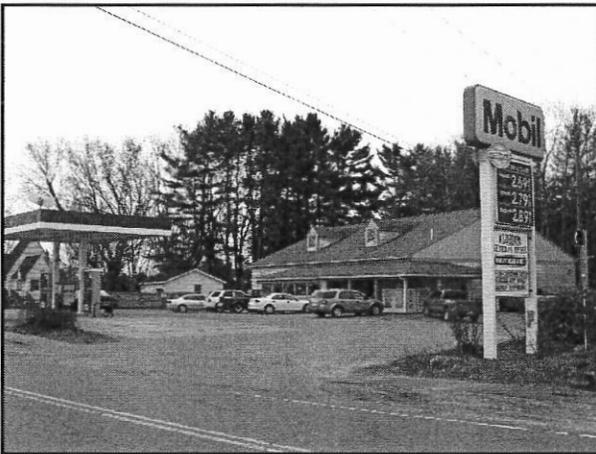
1. Establish historical districts throughout the Town of Haverhill.
2. Define appropriate and voter acceptable regulations which will address the preservation of our historical heritage.
3. The Town of Haverhill with the Lower Cohase Regional Chamber of Commerce will work to create a plan to utilize our land, buildings and historic villages to attract tourism which is of vital economic importance in northern New Hampshire.
4. Create a resource center for individuals or entities interested in preservation of historical structures or sites.
5. Support and encourage awareness and appreciation of local culture and history through continued educational programming conducted at Ladd Street School by Haverhill Historical Society.
6. Support Alumni Hall as a Cultural and Interpretive Center and Connecticut River Byway Visitor Center.

X. Economic Development

A. Update of Existing Facilities, Resources, Organizations, etc.

Economic development in Haverhill has been a matter of ongoing discussion. In recent years, this issue has been the subject of several reports, including (1) *The Case for Haverhill*, prepared by the North Country Council for the Town of Haverhill and the Haverhill Economic Coordinating Committee in April, 1992, (2) *The Haverhill Community Profile Report*, March 1996, (3) the North Country Council's "Vision for Woodsville" and (4) *Lower Cohase Community Profile, 2000*. The efforts of those involved in creating these reports have not been ignored. Many of the ideas, concerns and suggestions contained in these reports have been incorporated into this section of the Master Plan.

Economic development is impacted by numerous factors. Certain factors of critical importance are not addressed in detail, primarily because they are addressed elsewhere in the Master Plan. These factors include schools, land use, housing, utilities, public services, transportation, recreation, conservation and historical preservation. The recommendations contained in these sections cannot be ignored, as they have a great impact on economic development efforts.

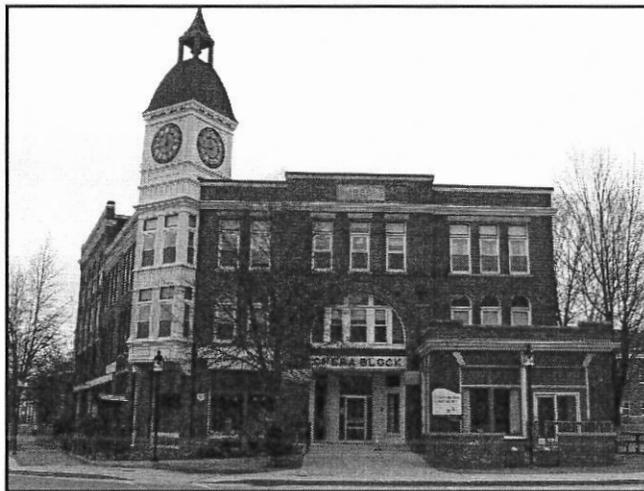


The Haverhill business landscape is dominated by small (10 or fewer full time equivalent employees), locally owned, service-oriented businesses. A review indicates that there are in excess of 200 such businesses in town. Presently, there is a growing number of "chain" businesses, ie. McDonalds, Rite Aid, Subway, Dunkin Donuts, Ocean State Job Lot, Cumberland Farms, and Wal-Mart. Please refer to Appendix 3 (providing a list of Haverhill Area Small Businesses). In terms of the larger

employers in town, several are human service oriented. This includes governmental agencies (SAU #23, Grafton County, State of New Hampshire, Cottage Hospital and the Town of Haverhill), as well as private providers such as Becket School and On the Green Retirement Home. There are relatively few medium or large industrial/commercial employers in town, with the notable exception of Upper Valley Press, Hatchland Farms and construction and logging operations that include Morrill Construction and H.P. Cummings Corp. A developing area of business appears to be specialty agricultural products, as opposed to traditional farming activities.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

We would like to develop a local economy that includes a variety of businesses, industries, and institutions which provide reasonable wages and benefits to workers, and provide those workers with opportunities to develop their skills through training, education, and other forms of assistance in order to prepare for the community's future needs. A business-friendly and supportive environment should be established in an effort to support local ownership and to attract new businesses. To help maintain and improve the tax base, a clean industrial base should continue to be developed at the present Business Park. Business expansion should be environmentally sound and otherwise consistent with this Master Plan.



C. Recommended Specific Actions and Projects.

- 1) Develop tourism
 - a) Develop an image that the town is the southwestern gateway to the White Mountains and a destination community along the Connecticut River Scenic Byway.
 - b) Develop attractions for tourists.
 - c) Make stream/river resources a focal point in the tourism effort. This will require water quality to be maintained and improved. Environmentally sound stream/river corridor practices above and beyond state-mandated levels must be implemented.
 - d) Continue to focus on development of Railroad Park.
 - e) Improve fish and game stocking practices and create "fly fishing only" sections on the Oliverian, Ammonoosuc or Wild Ammonoosuc.
 - f) Encourage businesses that focus on tourism.
 - g) Develop more "events" in Haverhill. This could include a "Black Fly Festival", a winter snowmobile event, a fishing tournament, etc.
 - h) Continue development of a town-wide trail system, with an eye toward becoming a crossroads to Vermont and the North Country (upgrading the Railroad Bridge).
 - i) Encourage local and state legislators to pursue state-funding for the North Haverhill Fair.

- j) Continue the financial support of the Woodsville/Wells River Fourth of July Celebration.

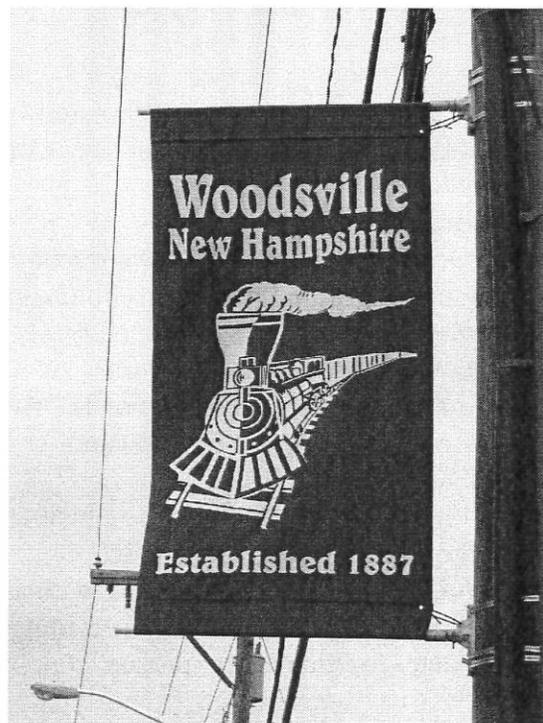
- 2) Continue re-development of “downtown” Woodsville
 - a) Pursue Main Street program.
 - b) Develop a signage ordinance at either the precinct or town level.
 - c) Promote economic vitality by supporting local Merchants Association and Chamber of Commerce.
 - d) Develop and implement a comprehensive long and short term marketing plan in conjunction with the Merchants Association and Chamber of Commerce.

- 3) Encourage business and political leaders to work with public utilities to address the utility access issues, including, by way of example:
 - a) Three phase power limitations.
 - b) Consistency of power throughout town.
 - c) Lack of cellular coverage.
 - d) Lack of hi-speed internet.

- 4) Continue to support Dean Memorial Airport in North Haverhill.

- 5) Market the Haverhill Business Park to attract business, commercial or light industrial uses while promoting the commercial qualities of the Town of Haverhill.

- 6) Encourage merchants and residents, town and municipalities to improve town-wide aesthetics so that the beauty of natural resources can be emphasized. This will require serious consideration of signage and zoning ordinances. Such ordinances need not replace, but can supplement existing precinct level ordinances.



XI. Regional Focus

A. Update of Existing Facilities, Resources, Organizations, etc.



Haverhill is the largest municipality along the Connecticut River Basin from Hanover to Littleton. Located 34 miles north of Hanover and 23 miles south of Littleton, Haverhill is a community of more than 4,600 residents that is quickly becoming a revitalized service community for the New Hampshire and Vermont Lower Cohase/Connecticut Valley Region.

Haverhill has natural resources, recreational opportunity, small and large businesses, open space, quality schools, municipal infrastructure and housing or land availability that generates regional focus. Some of these attractors include: North Haverhill Fair Grounds, Railroad Park, Alumni Hall Cultural and Interpretive Center, Haverhill-Bath Covered Bridge, Haverhill Common and associated historical buildings, the Grafton County Complex, Cottage Hospital, SAU #23, Hatchland Farms, Coventry Log Homes, Morrill Construction, a new Wal-Mart, and many other prosperous small businesses. The Connecticut River is a natural resource that enhances the natural beauty of the region while serving as a destination and recreational environment for outdoor enthusiasts.

When Haverhill residents were asked in the Master Plan Implementation Survey (UNH, November, 2006) to provide attitudinal feedback toward growth, 59% of respondents indicated that they would like to see the population of Haverhill grow slightly in the next five years. Respondents are cautious of growth at the expense of life style and loss of rural character. Residents seek growth with an environmentally cautious attitude, but to obtain this end with minimal regulation. This balancing act is difficult to maintain given the following: the demand for municipal services, state tax structure reliance upon property taxation, Haverhill's becoming a bedroom community to more commercially oriented communities located north and south, increased traffic on major transportation routes and Haverhill's expanding role as a regional service center.

The population migration north from Hanover and Lebanon places a demand on residential property values and traffic routes. The one-way commute from Haverhill to Hanover and Lebanon approximates 40 minutes via Vermont Interstate 91. The increased regional demand for Haverhill's relatively inexpensive real estate places an additional burden and stress on local property and contributes to increased valuation and directly impacts municipal budgeting for basic infrastructure needs such as: roads/traffic control, schools, police, water, etc. Between September 2006 and September 2007, the average

price for a Grafton County residence decreased by 1.3% as opposed to the State average decrease of 2.6%, (New England Real Estate Network). From 2000 to 2005, the

estimated number of households in Grafton County was projected to increase 7.5% from 31,597 to 33,974 households. Table XI-1 identifies household growth in Upper Valley municipalities:

Table XI-1

Households			
Community	2000	2005	% Growth
Lebanon	5500	5969	8.5
Orford	470	515	9.6
Piermont	294	314	6.8
Haverhill	1755	1860	6.0
Bath	350	370	5.7
Benton	91	92	1.0

Source: 2005 Household Estimates for New Hampshire Cities and Towns, September 2006, NH OEP

Based upon the above figures and supported by the Haverhill population trend since 1970, Haverhill’s population will continue to grow at a moderate pace. (Applied Economic Research, Laconia, New Hampshire)

Retail growth in Haverhill serves a geographic market of 45,500 people living within 20 miles of Woodsville. Excluding tourist revenue, this market radius has a personal income of \$1.1 billion dollars. (Applied Economic Research, Laconia, New Hampshire). Haverhill’s revitalizing retail economy will attract the region’s purchasing power. It is also estimated that the opening of Wal-Mart will generate an estimated 350 jobs to the regional economy and contribute to a community wage impact exceeding \$12 million. Although the arrival of this large retailer is projected to attract revenue and jobs, it is unlikely to have a major impact on residential construction. A possible significant benefit to local residents may result in less expenditure for vehicle fuel for retail shopping. This is especially significant with projected fuel costs attaining \$4.00 per gallon by summer, 2008 (NBC, November, 2007). The arrival of Wal-Mart will result in more regional residents being employed in Haverhill and spending income in the Town.

Haverhill’s revitalized regional shopping has a potentially fiscal outcome for property owners and in their continued preservation of open space. The Master Plan Implementation Survey (UNH, November, 2006) indicates that residents highly value quality of life and rural character. Throughout America, these values are perceived as disappearing due to urban sprawl and other economic trends. Expanding Haverhill as a regional retail hub may compliment traditional values expressed in the survey.

Revenue generated from retail properties and attracted magnet business development will assist and compliment the taxation burden presently held by residential property owners.

The full value tax rate for Haverhill in 2005 was \$17.84 as opposed to the State average of \$14.96. Haverhill's tax rate is higher than the State average, but nonetheless competitive. Expanding and encouraging business to operate in the municipality will spread the tax burden beyond the residential property owner.

The road transportation network and its capacity to bear increased traffic to this region will require ongoing attention. Due to New Hampshire's unique and mountainous topography, there are few direct north-south highways. New Hampshire's Route 10, along with Vermont Interstate 91 and US Route 5, are the region's only highways directly accessing New England's most populace south. Increased traffic volume and associated concerns have begun to occur on both sides of the Connecticut River. Respondents to the recent Haverhill Corner Master Plan Update Survey, September 2007, communicated that Route 10's traffic volume, vehicle speeds and associated noise have increased and this condition intrudes upon the community's rural character and life style.

Haverhill's future extends beyond present municipal boundaries. Marketing commercial qualities and promoting business development in the Lower Cohase/Connecticut Valley Region will result in significant regional changes. While encouraging a positive business growth attitude, the Town must also keep in perspective the desire of residents to maintain their community life style and rural character without the need for over regulation.

B. What Do We Want Haverhill To Be in 10 to 20 Years?

1. **Revitalized Community:** While regional revitalization can be addressed in many ways, the underlying premise for regional development in keeping with the nature of rural character and accepted life style is to encourage economic development within the region's historical context that is appropriate to today's market.
2. **Maintenance of Traditional Community Values:** Advocate regional economic strength through an emphasis on self reliance, empowerment, the rebuilding of areas needing revitalization and attracting new businesses willing to support the regions assets: unique architecture, personal service, local ownership and a sense of community.
3. **Regional Infrastructure:** The region's future infrastructure must provide community services, roads that meet capacity standards, schools of excellence, utilities, and life-safety and fire resources in order to meet the health, safety and general wealth of the population.

C. Recommended Specific Actions and Projects.

1. Work with local businesses, Woodsville/Wells River Merchants Association and the Lower Cohase Regional Chamber of Commerce to support commercial growth through advocating, planning and marketing of Haverhill as a revitalized regional hub.

2. Work with the State of New Hampshire and regional municipalities toward a transportation network that allows for the safe transfer of goods and people through pro-active planning that supports the region's rural character and life style.
3. Cooperate with regional organizations and commissions in an effort to promote the region's natural resources, recreational opportunities, historical attractions and business.
4. Support regional road projects that aim to decrease through traffic on local roads and in residential neighborhoods by maximizing the use of the primary transportation corridors.
5. Promote and attract regional industrial development resulting in increased employment and increased value of the tax base.
6. As demand for regional housing increases, local governments support the need for district, precinct and municipal fire departments to enforce life safety and fire codes regarding the conversion of single family dwellings to multi-family units.



Appendix 1 Haverhill Farm Operations

Dairy

David Keith-Briar Stone Farm
Grafton County Farm
Jeffrey Page-Thistle Knob Farm
Richard Morris-Gamblin Farm
Dale Lewis
Howard Hatch-Hatchland Farms
Miles Conklin
Kendall Emerson

Dairy Heifers

Ronald Keith
Russell Keniston
Brian Smith
Robert Stoddard-Blackmount Farm
Wild Rivers Farm (+ hay)

Land Only

Eden Aldrich (+ hay)
Edith Hastings
Maurice Horne (+ hay)
Francis Patridge (+ hay)
Dan Plourde
Vi Hatch
Page Hill Farm
Nelson Farm
Forcier (fka Waterman Farm)
Bob Chase
Paul Castello
Bertha Farnham
Walter Gladstone
Billy Engle
Louise Kimball
Paul Knox
Richard McDanolds
Richard Moulton
Guy Scaife
Irving Thayer
Isabelle Thayer
Steve Wellington
Archie Steenburgh

William Grimes
Willoughby Farm
Ron Willoughby
C.V. Elms III

Beef

PT Farms (+ pigs)
Steve Haynes (+horses)
Kathy Maurer (+exotic birds)
Jason Morrill (+hay) Cayo North Farm
Pike School (+sheep, goats)
Linda Smith (+horses)
Nancy Simmons (+boarding & veal)
Fieldstone Farm

Horses

Dean Clark
Stan Davis
Russell Keniston
Wayne LaCaillade
Jason Tann
Blaze Star Farm

Other

Richard Fabrizio - orchard/cafe
Alden Brown - greenhouse/nursery
Abbey Farm - truck garden/farm stand
David Keith - truck garden/farm stand
Russell Keniston - truck garden/farm stand
Victor Brooks – red deer

Appendix 2

A Vision of the Dairy Industry in Haverhill

These are the observations of Dick McDanolds, a life-long dairy farmer in the Town of Haverhill.

AGRICULTURAL LAND:

In 1880, 64% of New Hampshire's land was in farms. Today, about 15% remains in farming with most of the rest reverted to forest. Haverhill has around 9,400 acres of agricultural land, 2/3's of which is in use. About 25% is in crops, mostly corn, with the rest in hay and pasture. Most of this land is utilized by the 8 dairy farmers with small acreages used by orchards, raising beef, sheep, horses and deer, commercial nurseries, gardens, Christmas trees and speciality crops. The other 1/3 has mostly reverted to forest, generally in smaller plots being more difficult to farm containing stones or strips of wetlands, steep slopes or other mitigating factors.

The farm land is scattered throughout town. The flood plains along the Connecticut River are the most productive, most of which are under cultivation. The largest contiguous area of agricultural land is in North Haverhill, extending eastward to Briar Hill and out to Route 116. Other agricultural land is along the Oliverian Stream and the Court Street Extension.

Since much of this agricultural land has frontage on town or state roads, is dry and nearly level, it is under pressure for development. Some very productive areas have been lost to residential, business, industrial and public uses. Compared to other towns, Haverhill has not lost substantial percentages over the past two decades. However, it is in our best longterm interest to preserve our agricultural land for future generations, remembering that planting any development is the last crop.

Appendix 2A

Today there are 8 operating dairies with 1075 cows producing around 21,562,000 pounds of milk annually, enough to fill 362 trailer loads of 60,000 pounds each, generating \$4.3 million coming into town.

Our farm equipment dealer and the feed & seed stores seem to be secure, even with increased out-of-town competition.

New Hampshire is currently at 134 dairy producers with Vermont at 1250 dairy producers.

Appendix 3

Retail, Service, and Professional Businesses

The following is a list of most businesses & services in Haverhill compiled to the best of our knowledge at the time of printing. We apologize for any business/service not mentioned or with incorrect information.

Automotive Dealerships

Grafton Motor Sales, Inc.
Walker Motor Sales, Inc.

Grocery/Department

Aldrich General Store
Hubert's Clothing Store
Ocean State Job Lot
River View Market
Shaw's Supermarket
Wal-Mart

Restaurants

Barge Inn
Dunkin Donuts
McDonald's
New Century Chinese Restaurant
North Haverhill Pizza & Sub
Subway
Sunny Garden Chinese Restaurant
Woodsville Village Pizza

Beauty Parlors

Allison's Beauty Shop
Barb's New Creation
Bellissimo Hair & Tanning
Four Corners Beauty Salon
Joan's Hair Design
Shear Animal Styling Salon & Serenity
Day Spa

Convenience Stores

Cumberland Farms
D & P's
North Haverhill Convenience

Auto Parts Stores

Bond Auto Parts, Inc.
Parts Town

Law Offices and Sole Practitioners

Law Office of Boemig & Kinney
Law Office of Kevin R. Bruno
Law Office of Stan B. Brinkman
Timothy J. McKenna, Attorney at Law
Wood Law Office, P.C.

Banks

Laconia Savings Bank
Woodsville Guaranty Savings Bank

Physicians and Ancillary Staff
Credentialed @ Cottage Hospital

Arnow, Jonathan R., MD
 Blodgett, Holly D., ARNP
 Boardman, Maureen B., FNP
 Bolon, Claire E., MD
 Bristol, Marlene M., FNP
 Caputo, Garrett C., MD
 Cargill, Lili T., ARNP
 Chen, Andrew L., MD
 Ciampa, Armando, MD
 Connolly, Kevin J., MD
 Connolly, Priscilla S., MD
 Creighton, Thomas W., MD
 Croteau-Gorton, Sydney, MA, LADC,
 LCMHC
 Danielson, Christopher, DO
 Danielson, Kenneth S., MD
 DeFrahm, Linda S., DO
 Dragnev, Konstatin H., MD
 Elliott, Suzanne K., MD
 Eppolito, John A. Jr., MD
 Fagan, David S., MD
 Fortier, Keith, MD
 Frazer, Peter, CRNA, FAAPM
 Gardner, Timothy B., MD
 Garrell, Ronald H., MD
 Genereaux, Stephen H., MD
 Gennaro, Victor, DO
 Gibson, Pamela C., MD
 Goodwin, Andrew, MD
 Hanissian, Jeffrey A., MD
 Harris, Mark S., MD
 Holloran, Cynthia L., ARNP
 Homan, Fay F., MD
 Howard, Lon W., MD
 Jauch, Robert J., MD
 Killeen, Kevin P., MD
 Lamontagne, Denis J., DPM
 Lawrence, Melanie C., MD
 Lister, Paul, MA, SLP
 Lorenz-Armstrong, Jessica, PA-C
 Lyons, Gerald J. Jr., MD
 MacArthur, Dougald F., DO
 McLaren, George Phillip Campbell, MD
 Medlicott, Alex G. III, MD
 Mukerjee, Anil K., MD

Neary, Jack, CRNA, FAAPM
 Nelson, David L., DO
 Pollak, Emil H. Jr., MD
 Pratt, Patricia M., MD
 Rankin, Deane E., MD
 Ryan, Maria R., ARNP
 Sagar, Barbara A., FNP
 Sahlin, Peter B., MD
 Sarkis, Marlene S., MD
 Sauter, John P., MD
 Sawyer, Charles M., MD
 Scianna, Jennifer, LP
 Solnit, Aaron D., MD
 Solnit, Loren L., MD
 Tang, Mary E., MD
 Towle, Parket A., MD
 Umashankar, Golapan, MD
 Wallace, Melyinda Kaye, CRNA,
 FAAPM
 Welch, Angela, PA
 Williams, Russell S., MD
 Young-Xu, Sarah P., MD
 Yukica, Rebecca L., DO

Other Health Care Providers

Ammonoosuc Community Health
 Services
 Friendship House
 Lehane, Kevin, DC
 Lister, Carol, DC
 North Country Home Health
 White Mountain Mental Health
 Woodsville Eye Care Center
 Woodsville Optical

Other Small Businesses/Service
 Providers

Abbey Farm Stand
 Abbey Road Photography
 Affordable Yard Maintenance
 All Seasons Motel
 Allard Lumber Co.
 Allard's Construction
 Allen's Cocktails and Candlepins
 Ammonoosuc Auto

An Affair to Remember
 Anderson Sign Shop
 Antique Rose Florists
 Arthur Whitcomb-Woodsville
 Bemis Body Shop
 Bigelow Paving
 Blackmount Country Club
 Blaisdell Sand & Gravel
 Blueberry Field Storage
 Boudreault's Excavating & Septic, LLC
 Boutin Logging
 Bridget's Dog Grooming
 Brown's Concrete Products
 Budget Lumber
 C. Martin's Motorcycle Shop
 CT Valley Trucking
 C.V. Elms, Livestock
 Carl Nystrom, Carpentry, Remodeling
 Carmen's Not Just Cuts
 Carroll Concrete
 Central Supply
 Chicoine Photograph & Design Studio
 Chips Plumbing, Heating, Excavating
 Cider Mill Cafe.
 Conqueror Electric
 Corey's Car Wash
 Coventry Log Homes
 Corzilius & Hollos Plumbing and Heating
 Creamer's Collectibles
 D.C. Auto Body
 Dan's Data Destruction
 Daryl Hamlet, Mason
 Dave Allbee Guitar Repairs
 David Lackie Trucking
 Davis Realty of NH & VT
 Dead River/Bradford Pratt's
 Diane Keith Catering
 Discount Jim's
 Doug Henson Cabinetry
 DTC Trucking
 Duffy's Vintage Tractors
 Entertainment Central
 Estes Logging & Trucking
 Eve Anne Antiques
 Everything But The Cook
 Fadden Automotive
 Fadden Racing Shop
 Family Martial Arts Center
 Family Spoon Catering
 Farmer's Friend Repair
 Fogg's True Value Hardware
 Forest Street Gun Shop
 Foster Brothers Logging
 Fred DeRosia, Logging
 French Pond Crushing
 GRS Auto
 G&B Antiques
 Grafton County Nursing Home
 H & R Block
 Hemlock Pete's
 Herbert's New & Used Merchandise
 Hideaway Storage Units
 High Intensity Bike Shop (HIBS)
 H.J. Graham Insurance
 Hansen Carpentry Services
 Harbinger Realty
 Harry's Lawn Care
 Hatchland Farms
 Haverhill Home Improvement
 Haverhill House Retirement Home
 Hayloft Inn @ Blackmount, LLC
 Haynes Horse Logging
 Hebebrand's Sawmill
 Home for the Aged
 Homer May – Macintosh
 Computers/Photo
 Restoration
 Hood's Plumbing & Heating
 Horne Excavating
 Ice Cream Equipment Supply
 Indian Corn Mill
 IP Trucking
 Ironman Auto Body
 It's All Amish
 J & A Lawn Care
 Jack Brill Construction
 Jet-Star
 Jim Horne Auctions
 Jim Page's Remodeling
 John Butson, Logger
 John's Carpet Cleaning
 Johnson Contracting
 J's Rainbow
 Judy's Cakes
 Kareen Allbee Public Accountant

Ken's Barber Shop	Poulos Insurance
Ken's Burner Service	Priscilla Nystrom, Artist
Kevin Fagnant, Logger	R.E. Clifford Builder
Kiln Works, LLC.	R&M Automotive
Lavoie's Auto Care Center	Railway Farm & Garden Center
Lee Somers, Logger	Railyard Health Club
Leete & Norcross Builders	Ralph Wright, Real Estate
Lloyd Contracting	Rapid Fire Design
Log Homes Unlimited	Raymond Thayer, Auctioneer & Cattle Dealer
Lucas Builder	RE/MAX, Northern Edge Realty, LLC
Lyman Realty	Rest & Relax
Mark's Auto Detailing	Rich Clifford Concrete & Excavating
Melanie's Woven Memories	Ricker Funeral Home
Melissa M. Walker, Genex AI.	Ridgeway Building Associates
Mike Conrad - Welder	Robbins Enterprises
Mike Dannehy, Forestry Consultant	Robbins Property Maintenance, LLC
Mike Kennedy, Cabinetry	Ron Fadden, Carpentry
Mind/Body Pilates	Roy Clough Carpenters
Mitch's Classic Motorcycles	ROYal Electric Company
Mitch's Mobile Homes	Rutherford Real Estate & Appraisal
Morrill Construction Inc.	Rutherford Survey & Mapping
Mountain Milk	7 th Signature Sewing Repairs & Alterations
Mt. Moosilauke Candies	Saffo Concrete Form Co.
Nootka Lodge	Sam's Lamp & Small Appliance Repair
North Haverhill Agency	S.F. McAllister Jeweler
North Haverhill Agway	Scott Eastman – Master Electrician
Northend Enterprises	Seams So Easy
Northland Auto Body	Sedgewick Locksmith
Ocean State Job Lot	Shadow Box Art & Framing
Old Time Gun Shop	Shanka Auto
Orion Wire	Shawn McKean, Builder
Our Village School of Dance	Snowbird Plowing
Outdoor Country Sports	Steenburgh Auctioneers & Appraisers
PJ's Automotive	Still Knockin' Metal Fabrication
PT Farms	Surgical Supply
P & H Transportation	TC's
Page's Remodeling	TV Guy
Paige Computers	Ted's Excavating
Paige Property Maintenance	Terry Paye - Plumbing & Heating
Panther Automotive	Tetreault Construction
Patten's Retail & Gas	The Way We Were
Patten's Sporting Goods	The Bridge Weekly/SHO-CASE
Paul's Barber Shop	The Car Laundry
Pete's Rubbish Removal	The Green Thumb
Pete's Tire & Auto	Therapeutic Massage at Old Haverhill Inn, LLC
Peter LaVoice - Your Tax Man	
Pink Shack Ice Cream	
Pine Grove Transport	

Thornton's Computer Services
Timberwolf Rubbish Removal
Time Out Cleaning
Tiny Bubbles Laundromat
Tom George Automotive
Top Notch Firewood & Brushhogging
Top O'the Hill Ceramics
Trapletti & Sons
Trendy Threads
Tuck Press
Union House B&B
Uniquely Yours
Upper Connecticut Valley Welding
Upper Valley Commercial Corporation

Upper Valley Management Corp.
Upper Valley Press
Upper Valley Transport Systems
V.I.P. Parts, Tires & Service
Wal-mart Supercenter
Windy Ridge Orchard
Woodland Gardens
Woodland Services
Woodsville Bookstore
Woodsville Diner/Cottage Inn
Woodsville Machine
Yankee Electric Supply

An additional useful reference on Town businesses is the *Cohase Region Business Directory*, 1999, Haverhill Economic Coordinating Council (HECC), Haverhill, NH.

Appendix 4
Supplementary Documents

1. 1999 Town of Haverhill Master Plan.
2. Inventory Update to the Town of Haverhill Master Plan, 1991.
3. Haverhill Planning Board Survey Results, 2006.
4. Haverhill Community Profile report, March 1996.
5. Haverhill Tax Maps, 2006.
6. Haverhill 911 Road and Address Maps, 1999.
7. Haverhill Planning Board minutes.
8. Haverhill Town Annual Reports.
9. New Hampshire Office of Energy and Planning (OEP).
10. Haverhill Corner Land Use Ordinances, June 1990.
11. Mountain Lakess Master Plan, June 1999; Land Use Ordinance, March 1999.
12. Cohase Region Business Directory.
13. Winshield Survey, 1990; 1990 ASCS Aerial Photos.
14. Haverhill Tax Records, updated August 2006
15. US Census
16. New Hampshire DOT Traffic Information, 1993-1998, 200-2005.
17. Minutes of the Master Plan Committee and Subcommittee Meetings.
18. Haverhill Corner Master Plan Update, January 2008.
19. Haverhill Corner Planning Board Survey Results, 2007.
20. Traffic Impact and Access Study Proposed Wal-Mart Superstore, April 2006.
21. Property Tax Impact Analysis: Proposed Wal-Mart Supercenter Woodsville, New Hampshire, August 2006.
22. Lower Cohase Region Profile, 2000.

