



Introduction

Planning Boards are required to periodically prepare a Master Plan (RSA 674.1) to guide the development of the community. A series of topics must be examined by identifying present conditions and potential opportunities. The Master Plan brings in a “large prospective” of the strengths and needs of the town. These observations will allow further, in depth analysis and action plans. Areas of concern can lead to a change in economic focus, zoning regulations or opportunities for expansion.

Pittsfield has a history as a commercial hub being a thieving community 40-50 years ago. Many industries have left or downsized. The town has become a “bedroom” community with many large homes being converted to rental properties. The need exists to identify what changes need to occur as the state, regional and national economic, social and political influences impact Pittsfield.



Main Street Pittsfield

Vision

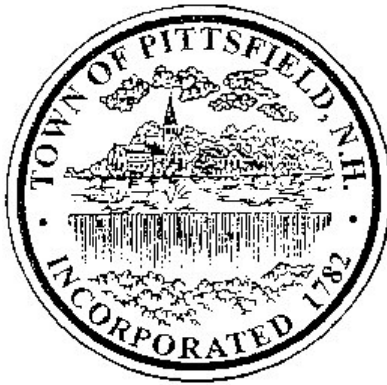
The Master Plan Committee sent a survey to each residence in Town, it has established an email address and is open for any resident input. Pittsfield has an economic history and social make up which is different than surrounding communities. We are experiencing changes around us and can envision greater changes in the future.

Utilizing the town Survey the citizens identified the following qualities that made Pittsfield a desirable place to live.

- a. Small town/ rural atmosphere
- b. People, community spirit
- c. Historic character
- d. Scenic Areas

We also realize the Town has a high tax rate, low tax base, high poverty rate and very little commercial industry. The school population is declining in Pittsfield as it is in many others across the country. Pittsfield must provide an environment where the schools provide quality education and a community, where parents would like to raise their families.

The Master Plan combines the qualities that the residents enjoy with economic and social needs to develop a viable community for decades to come. This information will allow the Town Government, Volunteer groups, businesses and citizens a vision for what the town will become.



Demographics

The objective of a chapter on demographics is to identify various changes within the make-up of a community and factors which impact upon governance of a town. The information impacts upon policy decisions, identification of needs for the future and opportunities for growth. Population changes, personal income, homeownership, business creation plus other factors all can be included. Various factors influence the demographic changes of a community which may be unique to surrounding towns or the state in general.

Population

Historically the trends of Pittsfield have not paralleled those of the state. The past ten years have had minimal changes within the Town and a lower growth rate than that of the state. There are



numerous factors nationally, statewide and locally that account for growth. It can be concluded that the factors stimulating growth in Pittsfield are different.

Table 1.1

Population of Pittsfield 1790-2010

Year	Population	% Change	% Change in NH
1790	888		
1800	987	11.1	
1810	1005	1.8	16.9
1820	1178	17.2	14.5
1830	1271	7.9	9.6
1840	1719	35.2	5.6
1850	1828	6.3	8.6
1860	1838	.5	2.8
1870	1600	-12.9	2.5
1880	1974	23.4	8.8
1890	2605	32.0	8.7
1900	2129	-18.3	9.4
1910	2222	4.4	7.1
1920	1914	-13.9	3.0
1930	2018	5.4	5.3
1940	2183	8.2	5.6
1950	2321	7.2	8.6
1960	2419	4.2	13.8
1970	2517	4.0	21.5
1980	2889	14.8	24.8
1990	3701	28.1	20.5
2000	3996	8.0	8.3
2010	4106	4.5	6.5

NH Office of Energy and Planning 2010

Further examination of the past twenty years and various age groups indicates the make-up of the town is changing (Table1.2). We cannot identify the specific reason for these changes but they may be an indication of opportunities or needs for the Town.

Table 1.2
Pittsfield Age Group Distribution

Age	1990	2000	Change	%Change	2010	Change	% Change
<5	341	269	-72	-2.1	272	3	1.1
5-19	781	843	62	7.9	782	-61	-7.2
20-34	976	742	-234	-23.9	778	36	4.8
35-54	896	1277	381	42.5	1284	7	0.5
55-64	311	457	146	46.9	516	59	12.9
65+	344	354	10	2.9	474	66	18.6

NH Office of Energy and Planning 2010

Income

The economic livelihood of a community is based upon the commerce, tax base, household income and other factors. The household median income of Pittsfield is lower than any of the surrounding towns (table 1.3) and the state or county average.

Table 1.3
Median Household Income

Town	Population 2010	Households 2010	Income 2010	Income 1999
Barnstead	4,593	1,715	\$67,626	\$47,449
Gilmanton	3,777	1,217	\$68,984	\$50,542
Chichester	2,523	918	\$70,214	\$56,741
Epsom	4,566	1,445	\$71,555	\$50,685
Northwood	4,241	1,553	\$64,325	\$50,675
Pembroke	7,115	2,907	\$57,837	\$49,494
Pittsfield	4,106	1,652	\$56,463	\$38,833
NH	1,316,470	502,201	\$63,033	\$49,467
Merrimack County	146,445	55,760	\$62,225	\$48,522

NH Office of Energy and Planning

Family Income is considered the income of a residence where the individuals are related (table 1.4) and Pittsfield again is lower.

Table 1.4

Family Median Income

Town	Population 2010	Families	Income 2010	Income 1999	Income 1989	Income 1979
Barnstead	4,593	1,356	\$69,607	\$49,404	\$33,259	\$18,004
Gilmanton	3,777	973	\$68,047	\$51,712	\$38,583	\$16,821
Chichester	2,523	738	\$74,900	\$60,333	\$42,604	\$18,776
Epsom	4,566	1,184	\$74,674	\$56,875	\$37,432	\$18,224
Northwood	4,241	1,119	\$64,502	\$53,953	\$35,307	\$17,875
Pembroke	7,115	1,991	\$70,775	\$57,106	\$44,983	\$21,348
Pittsfield	4,106	1,069	\$61,314	\$44,233	\$31,384	\$17,035

NH Office of Energy and Planning

Further examination of income distribution (table 1.6) of various communities indicates variation. Pittsfield has a larger portion of incomes at a lower level than other communities, expected from the previous data.

An additional indicator of economic livelihood of a community is to identify the number of homes receiving Federal Food Assistance (Food Stamps). Again Pittsfield has a large number with a specific concern of the number in homes with individuals 60+ years of age.

Table 1.5

Residents receiving Food Stamps 2010

Town	Households	Recipients	Age 60+	Under Age 60
Barnstead	1715	27	14	13
Chichester	918	17	0	17
Gilmanton	1217	44	6	38
Epsom	1445	65	31	34
Northwood	1553	40	31	9
Pembroke	2907	187	11	176
Pittsfield	1652	194	83	111

NH Office of energy and Planning

Table 1-6

		2010 Household Income (\$1,000)							
Household		<\$10	\$10-15	\$15-20	\$20-25	\$25-30	\$30-35	\$35-40	\$40-45
Barnstead	1715	33	41	184	116	100	86	41	114
		1.9%	2.3%	10.7%	6.7%	5.8%	5.0%	2.3%	6.8%
Chichester	918	7	23	16	52	54	14	38	46
		0.7%	2.5%	1.7%	5.6%	5.8%	1.5%	4.1%	5.0%
Gilmanton	1217	16	79	38	58	42	92	26	56
		1.3%	6.4%	3.1%	4.7%	3.4%	7.5%	2.1%	4.6%
Epsom	1445	0	55	53	69	101	96	38	27
			3.8%	3.6%	4.7%	6.9%	6.6%	2.6%	1.8%
Northwood	1553	21	18	58	58	31	59	77	57
		1.3%	1.1%	3.7%	3.7%	1.9%	3.7%	4.9%	3.6%
Pembroke	2907	18	306	59	51	305	165	154	100
		0.6%	10.5%	2.0%	1.7%	10.4%	4.2%	5.2%	3.7%
Pittsfield	1652	32	79	13	46	36	68	205	112
		1.9%	4.7%	0.7%	2.7%	2.1%	4.1%	12.4%	6.7%

	\$45-50	\$50-60	60-75%	\$75-100	\$100-125	\$125-150	\$150-200	>\$200
Barnstead	77	237	201	370	122	107	88	79
	4.4%	13.9%	14.3%	21.5%	7.1%	6.2%	5.1%	4.6%
Chichester	50	69	147	187	58	53	61	43
	5.4%	7.5%	16.0%	20.3%	6.3%	6.1%	6.6%	4.6%
Gilmanton	78	39	136	209	169	39	74	66
	6.4%	3.2%	11.1%	17.1%	13.8%	3.2%	6.0%	5.4%
Epsom	13	70	239	251	258	111	47	17
	0.8%	4.8%	16.5%	17.3%	17.8%	7.6%	3.2%	1.1%
Northwood	112	123	315	296	232	32	58	7
	7.8%	7.9%	20.2%	19.0%	14.9%	2.0%	3.6%	0.4%
Pembroke	154	241	323	345	334	129	142	113
	5.2%	8.2%	11.1%	11.8%	11.4%	4.4%	4.8%	3.8%
Pittsfield	8	189	243	309	77	77	33	25
	0.4%	11.4%	14.7%	18.7%	4.6%	4.6%	1.9%	1.5%

NH Office of Energy and Planning

Table 1-7

	Births Deaths Pittsfield		
	Births	Deaths	Net Difference
2015	30	28	2
2014	36	31	5
2013	45	29	16
2012	37	27	10
2011	52	23	29
2010	46	34	12
2009	62	33	29
2008	54	24	30
2007	46	21	25
2006	57	28	29
2005	38	32	6

Pittsfield Town Reports

Many towns and New Hampshire in general is not observing great population growth. In the past a migration has occurred as New Hampshire had bedroom communities for Massachusetts plus industrial growth in the southern part of the state. These factors have slowed resulting in limited growth which has direct impact on a potential labor pool, school population and the potential growth of communities.

Education

The educational system is a vital component of a community. The quality, cost of education and the level of preparedness are parts of the educational picture. The enrollment patterns (table 1.8) show consistent student enrollment. Student graduation rate (table 1.9) indicates success parallel other schools and improvement over past years. Education is the major expense of the town and (table 1-10) indicates that Pittsfield has the highest cost per student in the area.

Table 1.8

Student Enrollment

Grade	Home School	Elementary School Pupils	Total
P	0	9	9
K	0	49	49
1	2	40	42
2	1	40	41
3	6	45	51
4	4	53	57
5	3	47	50
6	4	42	46
Total	21	325	346
Middle High School			
7	2	43	45
8	3	43	46
9	4	45	49
10	4	45	49
11	0	33	33
12	2	37	39
Total	15	246	261

Pittsfield Annual School Report 2009/2010



Pittsfield Elementary School

Table 1.9

Drop Out Rate 2009/10

	Fall Enrollment	GED	Drop Out	Annual Rate	4-Yr.Ave
Merrimack Valley	902	2	10	1.1	4.4
Coe-Brown	703	1	4	.47	1.7
Pembroke	952	7	11	1.1	4.4
Pittsfield	181	4	2	1.1	4.4
Prospect Mtn.	524	3	3	.5	2.0
NH Dept. of Education 2010					

Table 1.10

Cost per Pupil 2009/10

State Average Cost K-12	\$12,213
Barnstead	\$12,060.48
Chichester	\$13,109.92
Epsom	\$11,875.93
Gilmanton	\$12,183.22
Pembroke	\$11,873.76
Pittsfield	\$15,706.19

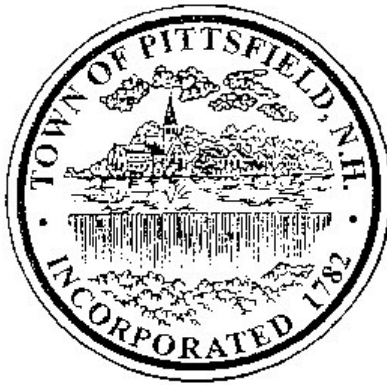
NH Dept. of Education 2010

Vision

Pittsfield will be a community providing a quality of life that draws younger people to Pittsfield to live and become active in Town Affairs. Demographics indicate the Town is aging putting more focus on services and needs for that age group. As death rate and birth rate are almost equal limited growth in Town will occur unless it migrates to Pittsfield. The economic opportunities for individuals and families has impact upon life style, outlook on life plus others. Low school enrollment, leading to increased per pupil tuition costs provide an opportunity for innovative teaching approaches and enhance student achievement,

Summary

It is obvious that Pittsfield residents have a lower family incomes and a higher poverty rate than that found in surrounding communities. This becomes a challenge to provide greater economic opportunities while maintaining a quality the quality of life desired by the residents.



Transportation

Introduction

A safe and efficient transportation network is an essential component for the development of a well functioning and accessible community. Land-use and transportation are inextricably linked. Informed and thoughtful transportation planning is an essential part of guiding development in order to preserve valued features of the community and achieve and enhance community goals. Pittsfield's transportation system and its connections to the regional and state network provide access to the goods and services that residents and commerce require. It plays a large role in the development of the town, and in defining the Town's character with the increasing demand on the transportation system will be vital to the Town's future.

The existing transportation network, which in the case of Pittsfield refers almost exclusively to the system of roads and highways along with a pedestrianized downtown core, has a profound influence on the location and development of land use throughout the town. Development trends in Pittsfield have traditionally been influenced by NH Route 28 and 107, along with the Town's centralized village core, and the low density residential and undeveloped areas which give the Town its distinct character. All land use activities require access to adequate transportation routes and are most likely to locate where access is the easiest and least costly. Due to the financial commitment required for the improvement and maintenance of an adequate transportation system and the direct relationship between land use patterns and traffic circulation, the identification and analysis of current transportation needs is crucial to the orderly accommodation of growth and development. This section of the master plan is intended to provide such an analysis, while also enabling the Town of Pittsfield to fully participate in all levels of transportation planning- local, regional, state and federal.

Town of Pittsfield Transportation

Vision

Promote the improvement of public roads in Pittsfield: encourage a system of transportation that will meet the mobility needs of all local residents by providing for the efficient movement of people, goods and services within Pittsfield and throughout the region: maintain a commitment to the rural and historic character of the community; and provide a well- maintained and safe transportation system that meets the functional and aesthetic needs of the community, in a cost effective manner.

The Town wide survey pointed to the desire of the Town's residents to maintain Pittsfield's "small town atmosphere" and "rural character". The survey also highlighted the concerns that Pittsfield's residents have regarding traffic and speeding vehicles, truck volumes along particular routes, and the safety of several intersections. At the same time, the Town's residents are conscious of the need to maintain and promote an efficient and safe transportation system that serves the needs of all residents.

A key component in planning for future transportation improvements in a community is to carry a complete inventory of the existing transportation infrastructure serving the Town. Pittsfield 's transportation network is dominated by NH Route 28 and 107, there are a number of different types of road existent in the town which are equally important to the overall transportation network.

Highway Classification

The State Aid classification system, which is identified by NH RSA 229:5 and 229:231, establishes responsibility for construction, reconstruction, and maintenance as well as eligibility for use of State Aid funds. This classification system also provides a basic hierarchy of roadways. Of the seven possible state classifications, Pittsfield's roads fall into four of these Class I, Class II, C lass V and Class VI roads. Pittsfield's road system is typical of most New Hampshire towns, in that the most mileage is accounted by Class V roads.

Table 2-1

State Aid Highway Classification

Class I: Trunk Line Highways: Class I consists of all existing or proposed highways on the primary state highway system, excepting all portions of the highways within the compact sections of cities and towns. The state assumes full control and pays cost of construction, reconstruction

and maintenance of its sections with the assistance of federal aid. NH Route 28 is the most obvious Class I highway in Pittsfield

Class II: State Aid Highways: Class II highways are all existing or proposed highways on the secondary state highway system, excepting portions of the highways within the compact sections of cities and towns, which are classified as Class IV highways. All sections improved to the state standards are maintained and reconstructed by the stat. All other sections must be maintained by the city or town in which they are located until brought up to state standards. The same applies to bridges in Class II highways.

Class III: Recreational Roads: Class III roads consist of all roads leading to, and within, state reservations designated by the Legislature. NHDOT assumes full control of reconstruction and maintenance.

Class III-a: New Boating Access Highways: Class III-a roads are defined as new boating access highways from any existing highway in the state. All class III-a highways are limited access facilities defined in RSA 230:44. Pittsfield does not have any Class III roads.

Class IV: Town and City Streets: Class IV highways consist of all highways within the compact sections of cities and towns listed in RSA 229:5. Extensions of Class I (excluding turnpikes and interstate portions) of Class II highways through these areas are included in this classification. Pittsfield is not included in the designated towns for this classification.

Class V: Rural Highways: This classification consists of all traveled highways that the town or city has the duty to maintain regularly. Dowboro Road, Upper City Road and Tilton Road are examples of Class V roads in Pittsfield.

Class VI: Unmaintained Highways: This class consists of all other existing public way, including highways discontinued as open highways and made subject to gates and bars, and highways not maintained and repaired in suitable condition for travel thereon by the town for five(5) or more successive years.

Table 2.2

State Legislative Class of Roads in Pittsfield

Legislative Class	Summary Characteristics	Mileage
Class I	Consists of all existing or proposed highways on the Primary state highway system Maintained by the State	3.1

Class II	Consists of all existing or proposed highways on the 13.1 Secondary highway system Maintained by the State	
Class III and Class III a	Consists of roads leading to or within state parks 0 and reservations Maintained by the State	
Class IV	Consists of all highways within the compact section of 0 cities and towns listed in RSA 229:5 (Urban Compacts)	
Class V	Consists of all other traveled highways that the town or city has the responsibility to maintain.	42.9
Class VI	Consists of all other existing public ways, including 8.1 Highways subject to gates, and highways not maintained in suitable condition for travel for five or more years	
Private Roads	Not part of the Town network but may be open to 6.4 Travel.	
Total		73.6

Recommendation:

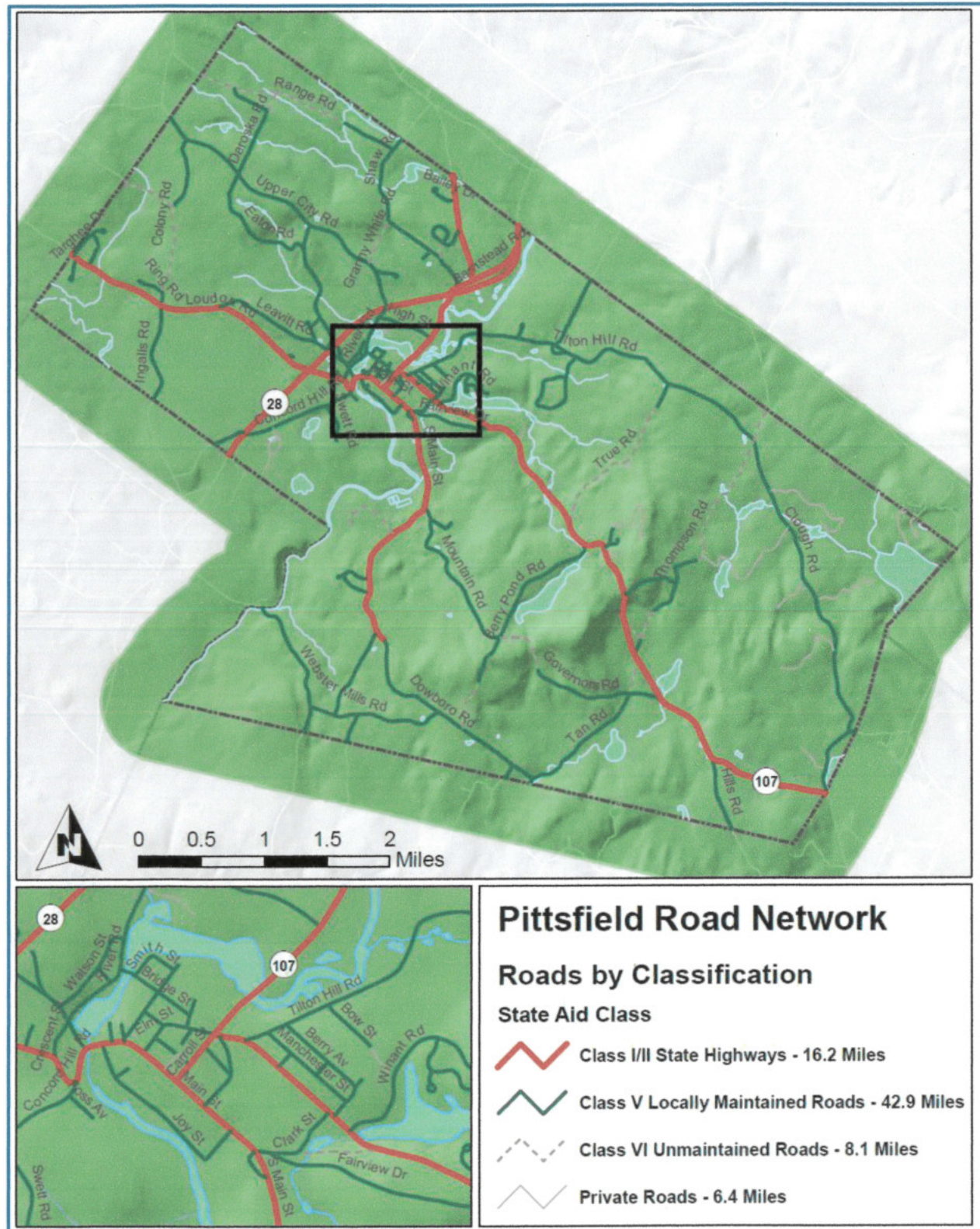
- Actively engage with the Central New Hampshire Regional Planning Commission and the New Hampshire Department of Transportation to ensure that Pittsfield's transportation needs and priorities are adequately represented in both the Regional and the Statewide Transportation Improvement Program.
- Actively pursue State Highway Aid grant opportunities to maintain and improve the town of Pittsfield's Transportation network. Examples include State Highway Aid and State Bridge Aid programs.

Functional Classification System

The functional classification system identifies roads by the type of service provided and by the role of each highway within the state system based on standard developed by the US Department of Transportation. While the state aid classification system outlined above is the primary basis for determining jurisdiction, the following system is important for determining eligibility for federal funds.

Recognition of the principal function that a highway, road, or street is intended to serve can reduce potential conflicts between land use activities and traffic movement. For example, from a theoretical standpoint, residential development should never be permitted or encouraged to locate along major highways due to the opportunity for direct land use/ traffic

Figure TR – 1: State Legislative Class of Roads in Pittsfield



Source: NHGRANIT

conflicts. The need for direct access to residential properties causes numerous left turn and crossover movements as well as ingress/ egress movements, all of which slow and/ or interrupt the smooth flow of traffic, while substantially increasing the potential for accidents to both pedestrians and vehicles, The five basic functional classifications are described below.

Principle Arterial/ Controlled Access: These highway consist of interstates and some primary state routes that form the basic network of the State roadway system. They primarily function as the main routes for interstate commerce and traffic. In addition, they also link major geographic and urban areas to economic districts of the State. Controlled Access is a designation adopted by NHDOT, the effect of which is to minimize the frequency of cur cuts, thereby controlling the amount of traffic crossing lanes and stopping on the road. Interstate 93 is an obvious example principal arterial roadway found in New Hampshire.

Arterial System: These roadways serve as long distance traffic movements distance traffic movements and are secondary to primary arterial roadways in that minor arterial primarily serve as links between major population areas, or between distant geographic and economic regions. NH Route 28 is a good example of a minor arterial roadway that serves the Town of Pittsfield.

Major Collector: These roadways differ from arterial roadways due to size and general service area. Collectors serve traffic in a specific area, whereas arterials generally serve traffic moving through an area. Thus, average trip lengths on collectors are shorter than trips on arterials. Furthermore, collectors gather traffic from local roads and streets and distribute them to arterial. NH Route 107 is classified as a major collector.

Minor Collectors: These roads provide access to smaller communities within a geographic area or economic region. They may link locally important trip generators, such as shopping centers, to surrounding rural areas. They also serve as links between two or more major collectors. Main Street serves as a minor collector in Pittsfield.

Local Roads: These roads and streets are used primarily to provide access to adjacent properties. These roads have numerous turning movements in and out of abutting driveways and curb cuts.

Scenic Roads: A major component of a town's rural character can be its unpaved and scenic roads. These roads help to retain a sense of history and rural quality that Pittsfield's residents have indicated a strong desire to maintain. The purpose of a designation as a scenic road is to protect the intrinsic qualities of that stretch of road which add to the aesthetic and

environmental qualities of the area. (Shaw road is an example)

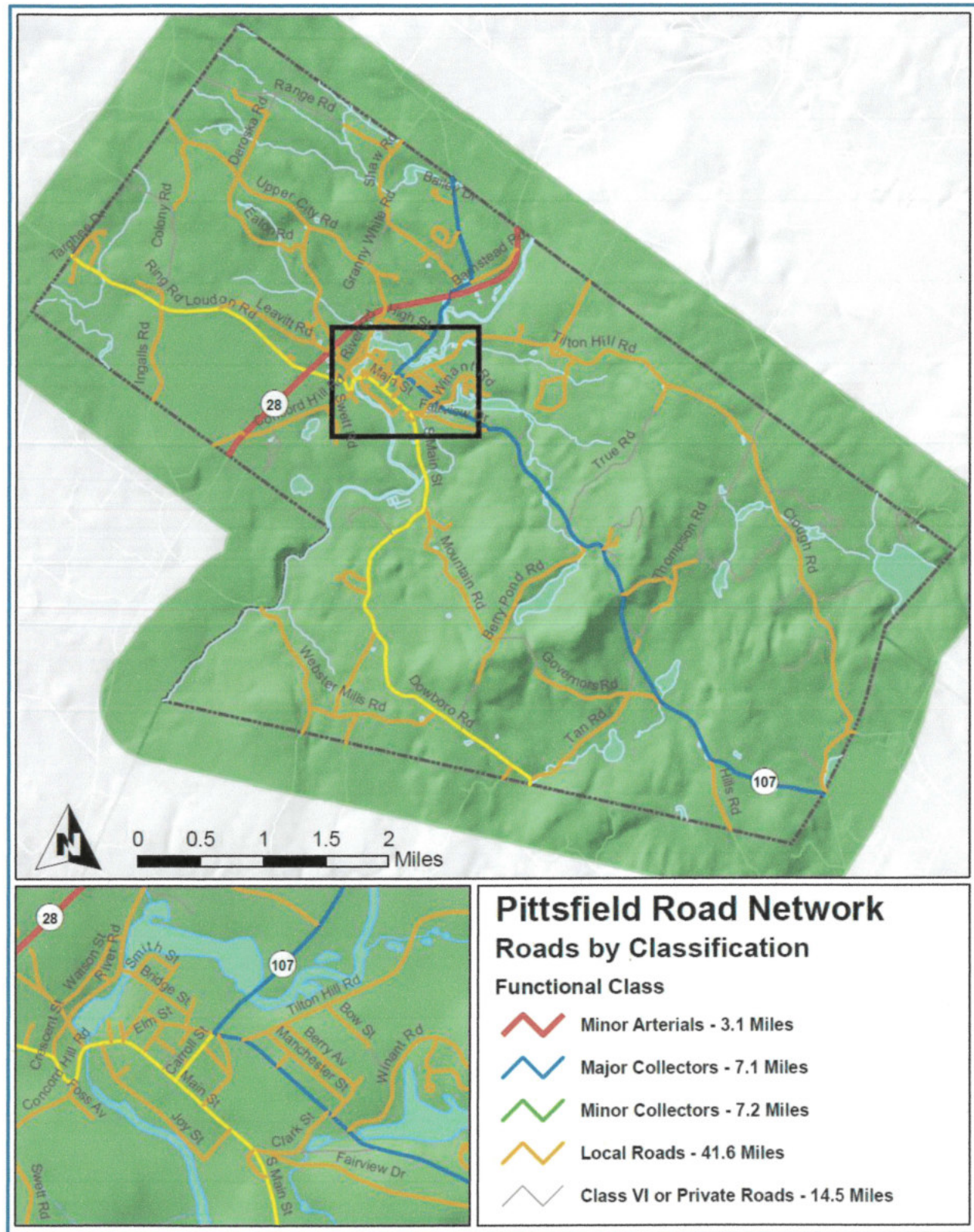
Generally, future development in Pittsfield should only be permitted to take place at locations where the primary road function is appropriate for the type of development proposed. As part of its Site Plan Review Regulations, The Planning Board should consider the functional classification of any road on which development is proposed to ensure that the proposed development is appropriate for the existing roadway function.

Table 2.3 Federal Functional Class of Roads in Pittsfield

Functional Class Mileage	Characteristics	
Principal Arterial	<ul style="list-style-type: none"> * Provides the highest level of mobility at the greatest travel speeds, allowing for travel between major trip generators. * Interstate, Freeway and other Principal Arterial, * Eligible for federal-aid funds 	0
Minor Arterial	<ul style="list-style-type: none"> * Provide access to geographic areas smaller than those served by the higher system by linking towns and cities. * Can provide the highest level of mobility through rural areas without principal arterial, while providing important connections between the principal arterial and collector network in urban areas * Provides intra- community continuity, but does not penetrate identifiable neighborhoods. * Eligible for federal-aid funds. 	3.1
Major Collector	<ul style="list-style-type: none"> * Provides service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems; and to other traffic generators r equivalent intra-county importance, such as consolidated school, recreational areas. * Provides links to nearby larger towns or cities, or with routes of higher classifications. * Serves the more important intra-county travel corridors. 	7.1
Minor Collector	<ul style="list-style-type: none"> * Collects traffic from the local roadway network and distributes it to the major collector or arterial systems. * Provides service to smaller municipalities. * Provides links to important small scale land use serving 	7.2
Local	<ul style="list-style-type: none"> * Comprises all highways not on the higher systems. * Provides the lowest level of mobility by serving local trip purposes and connecting to higher order roadways. 	41.6
Class VI or Private	Not part of town network but may be open to travel	14.5
Total		73.5

Source: New Hampshire Department of Transportation

Figure TR - 2: Federal Functional Class of Roads in Pittsfield



Source: NHGRANIT

Objective

Generally, future development in Pittsfield should only be permitted to take place at locations where the primary road function is appropriate for the type of development proposed.

Recommendations: A part of the Site Plan Review Regulations, the Planning Board should consider the functional classification of any road on which development is proposed to ensure that the proposed development is appropriate for the existing roadway function.

Bridge Network

Bridges are a key component of the highway system. Bridges are the most expensive sections of roads, and a lack of adequate bridges can create transportation bottlenecks, which are often difficult to remedy. The New Hampshire Department of Transportation (NHDOT) maintains an inventory of all bridges in New Hampshire using Federal Sufficiency Ratings (FSR), a nationally accepted method for evaluating bridges. An FSR represents the relative overall effectiveness of a bridge as a modern day transportation facility. With an FSR greater than 80 a bridge is generally accepted to be in good condition overall. A bridge with an FSR between 50 and 80 is eligible for Federal Bridge rehabilitation funding. A bridge with an FSR less than 50 is eligible for either Federal bridge replacement or rehabilitation funding. These ratings are based on modern, federally accepted standards, and often historic bridges do not meet these standards.

Table 2-4 shows the bridges in Pittsfield as listed on the NHDOT Bridge Summary. The classification of Structurally Deficient or Functionally Obsolete does not mean that the bridge is necessarily unsafe for use. Rather, it indicates that the bridge does not meet a particular standard, for example it is a one lane bridge or has a particular feature that is outdated,

Table 2-4 Bridges in Pittsfield

Bridge ID	Bridge	Owner	Year built	FSR	Type	Length (feet)	Ave, Daily Traffic (year)
089/103	Shaw Rd. over Kelly Brook	Municipality	1970	Not Applicable	Metal Pipe	11	57 (2001)
090/104	Main St. over Suncook River	NHDOT	1942	Structurally Deficient	Metal Arch	73	5000 (2010)
090/105	Main St. over Suncook River Penstock	Private (not RR)	1900	Not Applicable	Metal Pipe	10	5000 (2010)
090/107	Bridge St. over Suncook River	Municipality	1909/1996	Not Deficient	I Beams with Concrete Deck	102	1160 (2004)
097/108	NH 107 over Suncook River	NHDOT	1997	Functionally Obsolete	Concrete Ridged Frame	81	3100 (2010)
101/137	NH 107 over Kelly Brook	NHDOT	1936/1980	Not Applicable	Concrete Box	16	1400 (2009)
103/101	NH 107 over White Pond Outlet	NHDOT	1900/1982	Not Applicable	Concrete Slab	10	1300 (2010)

Objective 2.1 To ensure a safe, reliable, and efficient system of bridges that will meet the transportation needs and goals of the Town of Pittsfield.

Recommendations:

- The Town of Pittsfield should actively work with NHDOT to repair, replace, and/or upgrade bridges that have fallen into a serious state of disrepair.

- The Town should continue to contribute to a bridge maintenance/ capital reserve fund with a specific amount decided by the Board of Selectmen to be appropriated annually.
- The Town Road Agent should annually inspect the bridges in Town that are town owned and provide a statue report to the planning Board, Board of Selectmen, and NHDOT for their review.
- A wooden covered bridge should be constructed on Bridge St. to enhance the historic and scenic character of the downtown area.

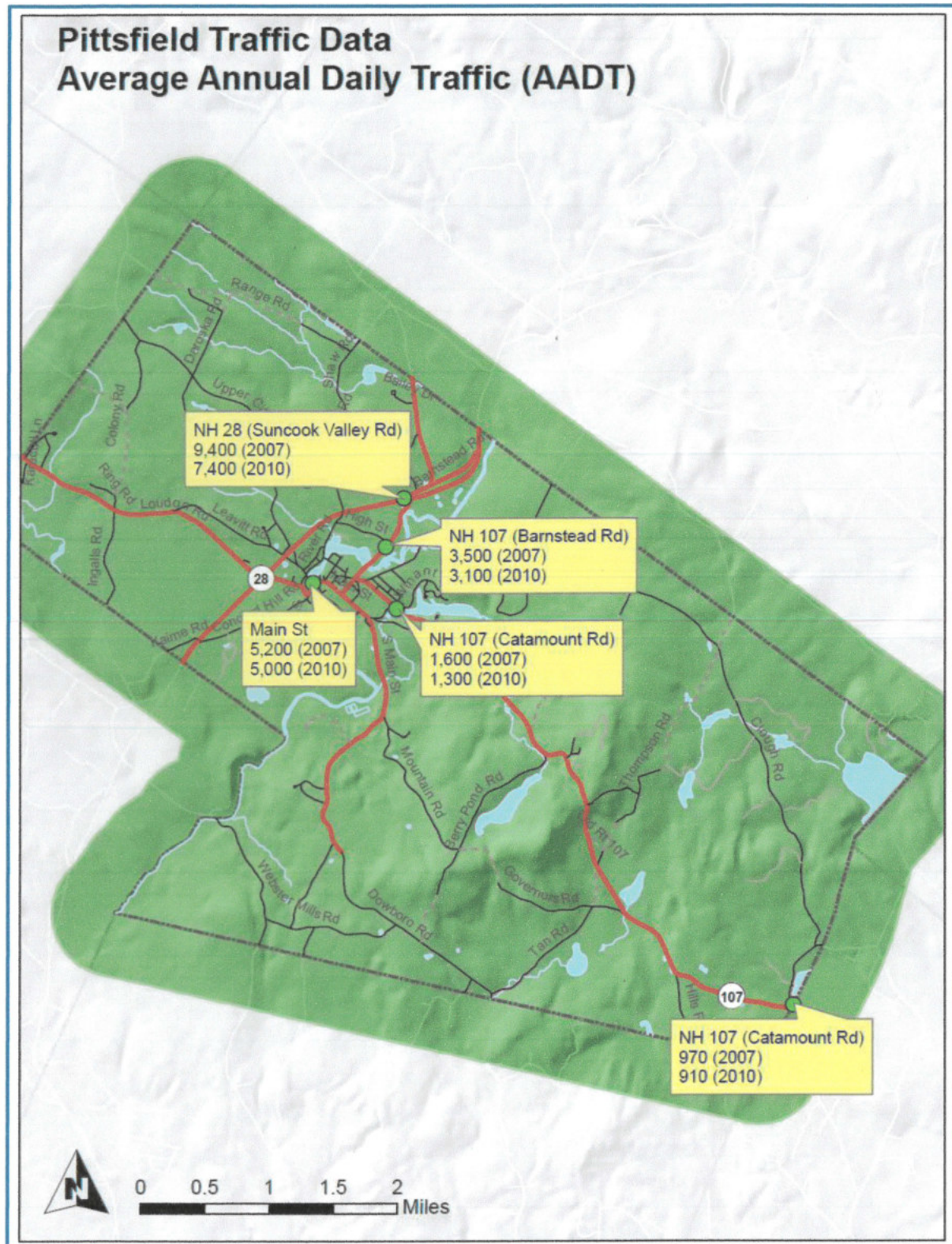


Bridges provide a scenic and historical interest

Traffic Volumes

Traffic volume data for the Town of Pittsfield are compiled from several sources. The Central new Hampshire Regional Planning Commission (CNHRPC) maintains an ongoing traffic count program for monitoring the region's transportation network. In addition, CNHRPC

Figure TR -3: Average Annual Daily Traffic Counts in Pittsfield



Source: NHDOT, 2012

collects traffic count data for the new Hampshire Department of Transportation (NHDOT) in accordance with federal guidelines under the Federal Highway Performance Monitoring System (HPMS).

Figure 2-4 displays the Average Annual Daily Traffic (AADT) volumes for 2005-2012, which are published on the NHDOT website at <http://www.nh.gov/dot/org/operations/traffic/documents.htm>.

AADT is a basic measure of traffic demand for a roadway and represents the volume of traffic travelling in both direction. As stated above, CNHRPC provides traffic count data to the NHDOT, who then calculates the AADT by applying correction factors to raw data to account for weekday and seasonal variations in traffic volumes.

Of the five (5) sites for which multiple AADT volumes for 2005-2012 have been calculated, all locations show a slight decrease in traffic. This trend of decreasing traffic volumes has been documented throughout the region, state and the nation. Many areas have seen reduction in travel due to a variety of factors including increased fuel prices and unemployment.

Objective 2-4: Utilize available traffic count data from NHDOT count data and CNHRPC to identify corridors and routes that may become impacted in the future by current development trends.

Recommendations:

- In locations where traffic has changed significantly, land use trends and access management policies should be closely examined, adopted and modified to best maintain and promote an efficient transportation network.
- The Town of Pittsfield should work with NHDOT and CNHRPC to identify and conduct traffic counts on roads of concern in the community on an annual basis.
- NHDOT and the Town of Pittsfield should work together to ensure that effective and appropriate emergency management procedures are in place for redirection traffic through the Town.
- Traffic count data should be published by the Town annually and be available on the Town Website.

Roadway Conditions

Pavement condition data from 2012 was obtained from NHDOT's Pavement Management Section for state-maintained (Class I and II) roads and is displayed in

Figure 2-5. The pavement condition is rated based on its Ride Comfort Index (RCI), which is calculated directly from the average pavement roughness measured in the left and right wheel paths of roadways. That data indicates that the majority of state maintain roadways in Pittsfield require some work. Certain sections of NH Route 107, in particular, are in need of maintenance.

On local, town maintained roads surface conditions vary by location. Naturally, there are issues to be addressed in the Town's road network, particularly due to the increasing costs of maintenance. However, The Town's Highway Department and Board of Selectmen are to be commended for taking a proactive approach to local road maintenance. In the 2012 Master Plan Community Survey, 34% of respondents considered Pittsfield's roads to be in good condition, with 47% stating that the road network is in fair condition. The Town's Capital Improvement Program regularly schedules improvements to the local road network and the Highway Department has a repaving and maintenance schedule that the majority of the Town's residents seem to be content with.

Many communities in New Hampshire have begun to establish Road Advisory Committees and implement Road Surface Management Systems (RSMS) to help prioritize road improvements and develop a transparent system for short, medium and long term improvements. The Central New Hampshire Regional Planning Commission offers a RSMS at no cost to its member communities. RSMS is basically a methodology intended to provide an overview and estimate of a road system's condition and the approximate costs for future improvements. RSMS provides a systematic approach for local officials to answer basic questions about their road system, to gauge current network conditions and to guide future improvement and investment in line with municipal Capital Improvement Programs.

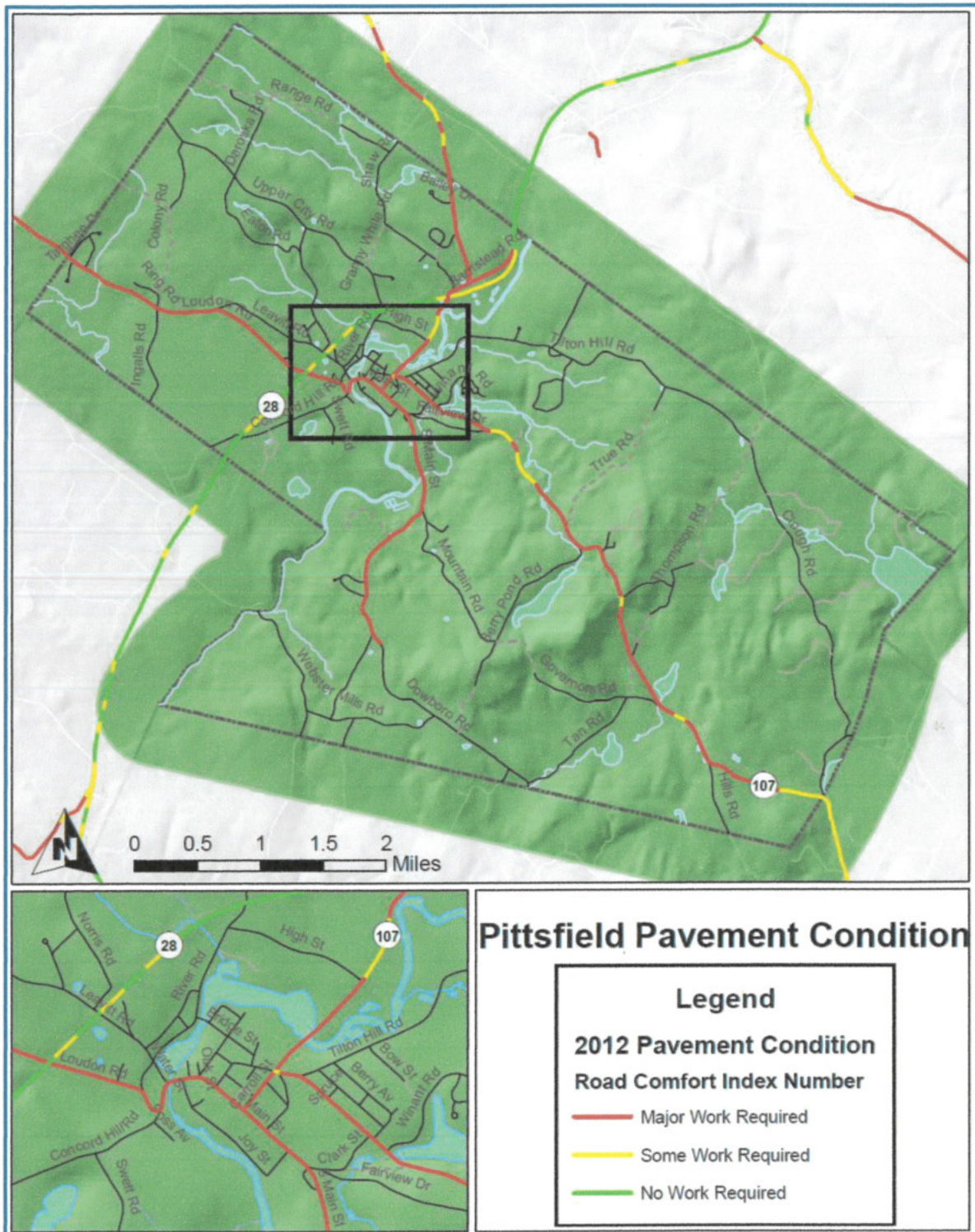
Objective 2-5: Regularly monitor road conditions in the town to ensure that road improvement projects that are strategically important to Pittsfield's transportation network are adequately addressed.

Recommendations:

- Consider implementing a Road Surface Management System to guide the selection and prioritization of infrastructure improvements and maintenance activities, including road widening, improvements to horizontal and vertical alignments (grading of curves), drainage system improvements, and paving/resurfacing.
- Work with the Central New Hampshire Regional Planning Commission and the

Create a road condition map with color-coded road segments. Road segments are color-coded by road condition. Road segments are color-coded by road condition.

Figure TR – 4: NHDOT Pavement Condition 2012



Source: NHDOT, 2012

New Hampshire Department of Transportation to ensure that transportation projects that are eligible for Federal-Aid funding in Pittsfield are adequately represented in the Regional Transportation Improvement Program and considered for inclusion in the State Ten-Year Plan for Transportation Improvements.

- Create a road advisory committee to assist the Highway Department in the review of proposals for road construction and improvement projects.
- Utilize annual road counts and the impact of new developments to evaluate road maintenance needs.



Roads have limited shoulders with no areas for walking or bicycle riding

Motor Vehicle Crashes

Motor vehicle crash data from 2000-2010 was obtained from NHDOT, who receives the data from the Department of Safety for crashes over \$1000 in damage. The data represents

roughly 80% of all crashes that took with over \$1000 in damage that took place during this time period; the remaining 20% of the crashes are not locatable based on the information contained in the accident reports. Locatable crashes that occurred in Pittsfield were reviewed and are summarized graphically in Figure 2-6 and in summary tabular form for the most frequent locations in Table 2-4. More detailed accident information is included in Appendix of this plan.

Table 2-5

Accident Hot Spots 2000-2010

Locations	Accidents 2000-2010	Observation of Common Conditions
NH Route 28	65	Collisions between one, two and four vehicles. Twenty four happened at intersections. Fifteen involved animals, nine involved fixed objects, and thirty five involved other vehicles. Nine were during snow, sleet, or rain. Twenty two occurred at night.
Catamount Rd. NH Route 107	37	Collisions between one and two vehicles. Two resulted in a total of three fatalities, while eleven resulted in injuries. Nine involved other vehicles and six involved animals. Seven happened in rain or snow. Thirteen occurred at night.
	30	Collisions between one, two, three and four vehicles. Seventeen resulted in injuries. One involved an animal, one a fixed object, one was an overturn and the rest involved other vehicles. Five during sleet, snow or rain. Six occurred at night.
Route 28/ Leavitt Rd. Intersection.	27	Collisions were between one, two and three vehicles. Thirteen resulted in injuries. One involved a pedestrian, one a fixed object and the rest

		other vehicles. Three were during snow or rain. Three occurred at night.
Main Street	20	Collisions between one, two and three vehicles. Five resulted in injuries. They all involved other vehicles except for one involving a telephone poll. Seven happened at intersections. Three were in wet or icy conditions. Four occurred at night.

Source: NHDOT/NH Department of Safety

During this five year period, the highest proportion of accidents occurred along the most heavily travelled routes in Pittsfield, NH routes 28 and 107 are both state maintained highways that form the back bone of Pittsfield's transportation network. As such, it is important to work with the NHDOT to improve safety along both of these routes. The frequency of accidents at intersections on both of these roadways is of particular concern. Remedial work on NH Routes 28/107 intersection was completed in 2010 resulting in significant improvements in safety at this location.

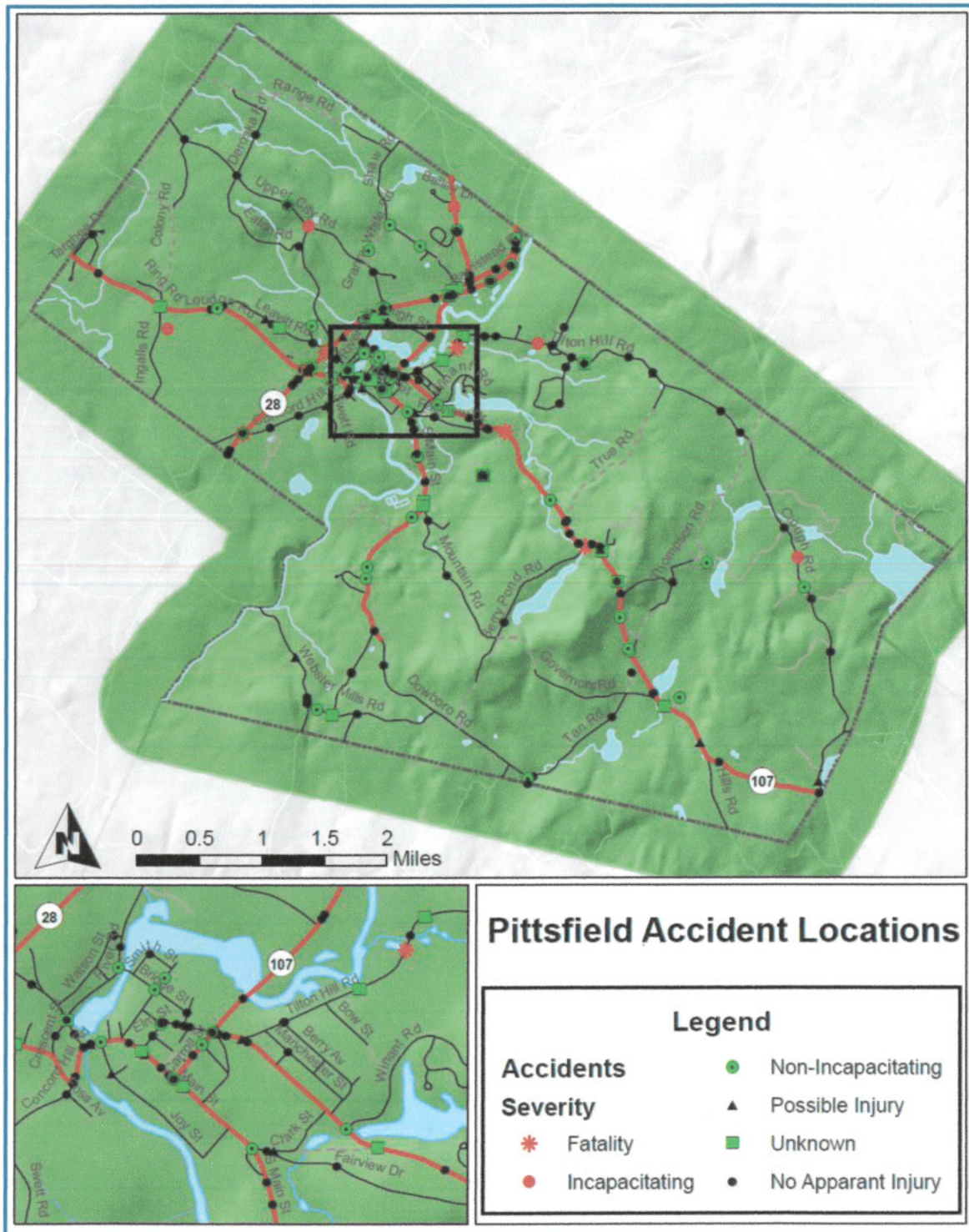
Objective 2-6: Reduce the number of accidents in Pittsfield that may be caused by unsafe road conditions or poor transportation infrastructure. Examining traffic patterns and potential accident sites the committee recommends several potential changes at intersections

Recommendations:

- The Town of Pittsfield should identify and prioritize locations that need improvements on account of safety issues.
- The Police Chief, Fire Chief, Town Road Agent and associated staff/ committees should annually review accident locations and determine enhancements that could be made to improve safety.
- The Town should actively work with NHDOT to address safety concerns on state maintained highways in Pittsfield.
- Elm should be one way to the Post Office reducing traffic entering Main St and increasing parking spaces on Elm with the use of angle parking.
- Traffic should come to a 90 degree angle at the intersection of Crescent and Concord Hill.
- Parking at the Town Pool should be evaluated due to pedestrians and traffic entering Clark St. (Town Survey)

roadways is of particular concern. Remedial work on the NH Route 28/107 intersection was completed in 2010 resulting in significant improvements in safety at this location.

Figure TR-5: Reportable and Locatable Vehicle Crashes 2000 – 2010



Source: NHDOT, 2012

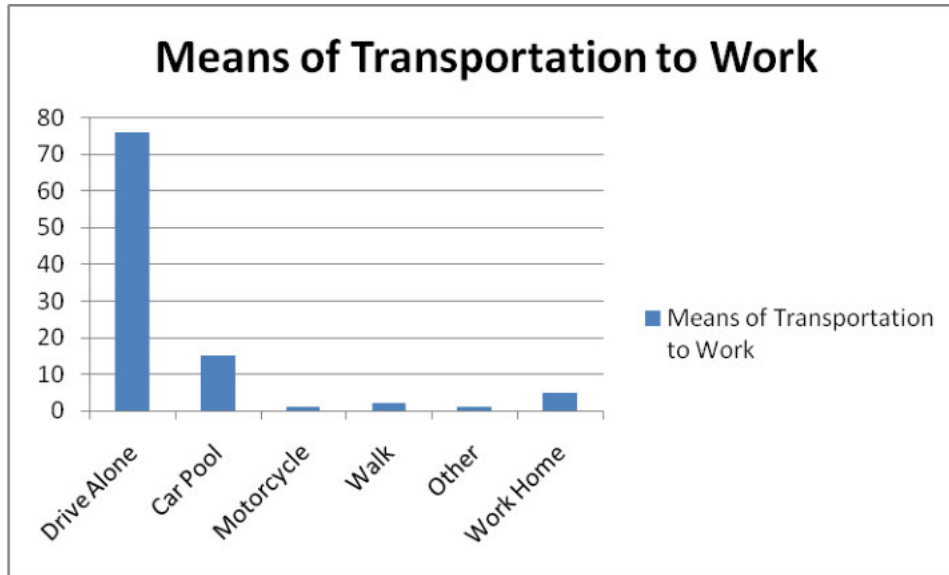
- The intersection of Carroll, Broadway and Rt. 107 should be evaluated with future downtown development to reduce potential congestion and pedestrian safety.
- The movement of trucks in the downtown area should be examined as the use of buildings changes.
- The availability of truck parking for building should be considered when buildings are approved.

Commuting Patterns

The US Census Bureau's Community Survey (ACS) is an ongoing survey that provides data every year in form of 1-, 3- and 5- year period statements representing the population and housing characteristics over a specific data collection period. The ACS differs from the decennial Census in that the Census shows the number of live in an area by surveying the total population every 10 years. The ACS show how people live by surveying a sample of the population every year. ACS collects and releases data by the calendar year for geographic areas that meet specific population thresholds; for areas with populations under 20,000, such as Pittsfield, 5- year estimates are generated. The most recent release represents data collected between January 1, 2006 and December 31, 2010.

Journey to Work Commuting Data from the 2006-2010 5-year estimates was reviewed and is displayed graphically in the charts below. In general, the majority of working population residing in Pittsfield works outside of the community but within New Hampshire, drives to work alone, and commutes an average of about 32 minutes to work. It should be noted that the categories "public transportation," "taxi" and "bicycle" are options under " Means of Transportation to Work" however. There were zero respondents who chose those options.

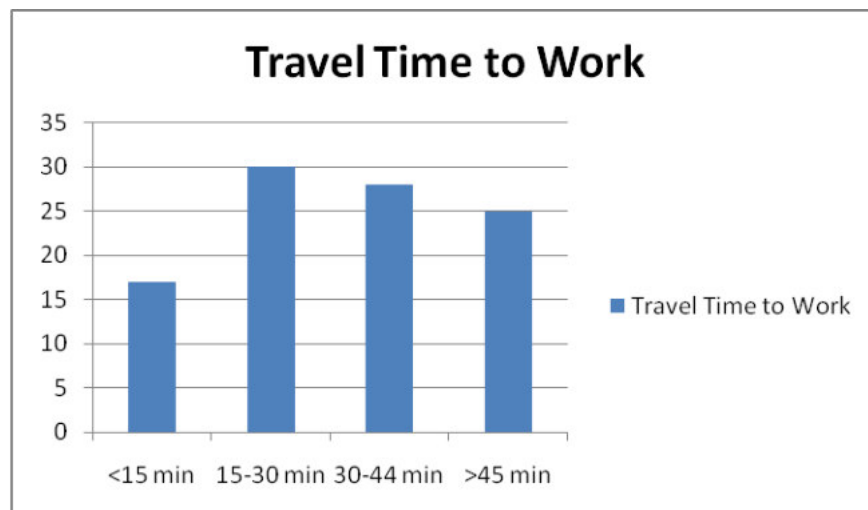
Figure 2.1



Source: U.S. Census Bureau, 2006-2010 American Community Survey

As is typical in most New Hampshire town, the most popular transportation option for Pittsfield residents is the private automobile. Carpooling, where one or more passengers accompany the vehicle driver to a shared destination point represents a sizeable portion of commuters in Pittsfield. This is an encouraging sign and points to the usefulness of Park and Ride locations in the state. It also highlights that a potential Park and Ride off of NH Route 28 could receive significant usage from Pittsfield.

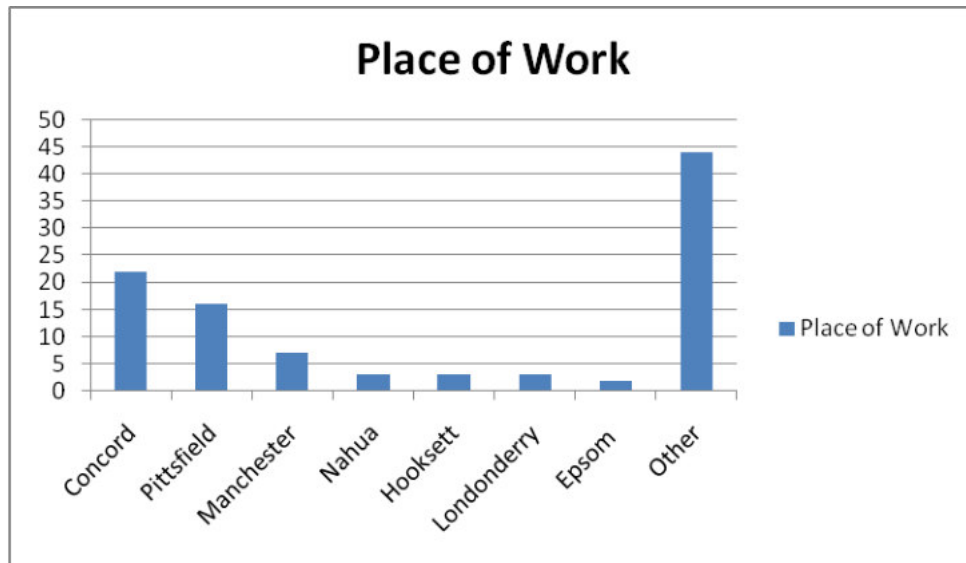
Figure 2.2



Source: U.S. Census Bureau, 2006-2010 American Community Survey

Figure 2.1 shows that over 50% of Pittsfield's residents travel time to work exceeds (30) minutes. This statistic highlights the importance of the arterial and collector road system that serves the Town. In all future planning decisions, at the local, regional or state level, Pittsfield should ensure that the functionality of these important routes is maintained and that future land-use and transportation decisions for residents and visitors to the Town.

Figure 2.3



Source: U.S. Census Bureau, 2006-2010 American Community Survey

Understanding the commuting patterns of the labor force in the community can assist in planning roadway improvements that will make important travel routes more efficient, safe, and promote economic growth in a sound coordinated fashion. The Planning Board should identify major commuter roads used to enter and exit Pittsfield and work to make them more efficient and safe. Similarly, local residential roads that are not suited for heavy commuter traffic should be identified and this "through traffic" should be minimized wherever viable alternative can be provided. Traffic counts should be reviewed and analyzed to identify roads that have shown an increase in traffic over the years. Finally, yearly counts should be carried out on roads that the Town sees as a concern in order for reliable usage patterns to be analyzed.

Objective 2-7: Identify major commuter roads used to enter and exit Pittsfield and establish plans to make these roadways more efficient while increasing safety.

Recommendations:

- The Town of Pittsfield should identify local residential roads that are not suited for heavy commuter traffic, and work to minimize this “through traffic” wherever viable alternatives can be provided.
- Traffic counts should be reviewed and analyzed to identify roads that have shown an increase in traffic over the years.
- Yearly traffic counts should be carried out on roads that the Town sees as a concern in order for reliable usage patterns to be analyzed.

New Development

New Development is often phased over extended periods of time and the ultimate, as well as the immediate, impacts of development on traffic volumes and transportation systems should always be considered. The magnitude of new development obviously determines the traffic impacts that the development will have. Depending on existing roadway traffic volume, distribution patterns, and the physical condition of local roadways, small scale as well as large-scale development can often have significant impacts on the surrounding roadway network. By requiring transportation/traffic impact studies for new developments of a certain size or for developments located in areas where significant transportation problems are known to exist, the Town of Pittsfield’s Planning Board can effectively evaluate the scope of impacts associated with any new development. Through this kind of scrutiny, recommendations for project phasing, and developer participation in necessary improvements can be developed and problems of safety, congestion and expensive upgrading or poorly planned roads can be avoided.

As federal and state assistance for local road construction has decreased (in most cases), in recent years, and will likely continue to decrease in future years, the construction, improvement and maintenance of local roads has increasingly become the responsibility of municipalities and developers. That a developer accepts the responsibility for performing all necessary “on-site” infrastructure improvements is now considered standard practice. However, where developments will have significant impact on the transportation infrastructure in Pittsfield, developers should also be responsible for addressing these issues.

The two basic methods for securing developer participation in roadway and other infrastructure improvements necessitated by new development are through negotiated development agreements and through the assessment of formula based development impact fees.

Objective 2-8: The Planning Board should require developer sponsored off- site improvements as part of any development that has an impact on Pittsfield's transportation network.

Recommendations:

- As a condition of the Final Approval of a Subdivision Application, the Planning Board, where appropriate, should require the subdivider to pay a proportionate share of the costs of municipal improvements, which are necessitated in whole or in part by the subdivision. Such fees shall be limited to capital costs and shall be expended only on new or additional capital improvements, as an alternative.
- The Planning Board should calculate the impact on traffic volumes with any proposed subdivision.

Connectivity

The functional roadway classification system provides an organized hierarchy to the Town's roadway system. However, for the roadway system to be effective, efficient and to serve to maintain a sense of community, the roadway system needs to exhibit a sense of connectivity. Roadway connectivity refers to a street system that provides multiple routes and connections to the same origins and destinations.

One of the difficulties that the Town of Pittsfield, like other municipalities, faces is development projects that come before the Planning Board exhibiting poor connectivity. This can often be seen with residential subdivisions, where the subdivisions are designed as a series of cul-de-sacs. Although the residents who live on these types of streets generally prefer this type of disconnected street system because of the resulting low volume of traffic, the impact to the community as a whole can be detrimental.

A well connected street system provides motorists, pedestrians and bicyclists better, more direct and shorter travel routes to school, shopping and other neighborhoods. A well connected street system not only provides shorter and more efficient connections but also serves to reduce traffic congestion along the major arterial roadways. The result is a more efficient roadway system with less need to be continually adding capacity to the Town's major roadways. A well connected street system also improves emergency response times for firefighters, police and ambulance service. In addition to the traffic operational benefits, a well connected street system also serves a sense of community as opposed to a sense of isolation that cul-de-sac can at times create. Cul-de-sacs are an important part of communities throughout the state and where appropriate should be encouraged. However, a well planned and connected street system should be a key element in Pittsfield's transportation planning

policy and accurately represented in the decisions of the Planning Board.

Objective 2-9: Promote connectivity through the requirement of local street connections, between existing, new and future developments.

Recommendations:

- Where applicable, the Planning Board should require developers to provide rights-of-way and/or direct access to connect both new and existing developments thus creating parallel access routes which will help to reduce congestion and slow the need to expand highway capacity.

Access Management

Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. It is the practice of coordinating the location, number, spacing, and design of access points to minimize site access conflicts and maximize the traffic capacity of a roadway. Current planning efforts focus on all modes of transportation including vehicles, public transit, bicycles, and pedestrians. In general, there are a number of techniques that the Town of Pittsfield can use to take a proactive approach to access management.

1. Think Land Use and Transportation

Before approving a subdivision or rezoning, consider what road design and improvements will be needed to support the development and link it to the surrounding area.

2. Identify and plan for growth access

Incremental and uncoordinated development will not lead to a livable community or a healthy business climate. Support economic growth by planning and investing in a local road network to support development.

3. Develop a complete hierarchy of roads

A viable community requires a variety of roadways organized as an integrated system. Highways and arterials are needed for longer, higher speed trips. Local streets and collectors provide access to homes and businesses. Recognize that different roads serve different purposes.

4. Link access regulations to roadway function

Access requirements in your zoning and subdivision regulations should fit each roadway's functional classification. Recognize that the greatest access control is needed for those roads intended to serve longer, higher, speed trips.

5. Avoid strip development. Promote commercial nodes.

Commercial development can be located adjacent to and visible from the highways, but should be accessed via a system of parallel local roads and side streets that complement the state highway system.

6. Connect local streets between subdivisions.

Give your residents convenient options for travel from one neighborhood to another by connecting local streets from one subdivision to the next.

7. Design subdivisions with access to local streets.

Avoid lot designs with driveways that enter onto major state or county highways. Orientate business and residential driveways to local streets that feed onto the highways at a few carefully designated and spaced intersections.

8. Practice good site planning principles.

Locate entrances away from intersections corners and turn lanes. Provide adequate space on the site for trucks to maneuver and for vehicles to queue at drive-through windows without backing or stacking on the roadway. Adjacent businesses should provide shared driveways and cross access so customers can make multiple stops without entering the arterial.

9. Correct existing problems as opportunities arise.

Adopt a long range vision for improving access along older, developed corridor. Correct unsafe accesses as individual parcels expand or redevelop. Work with affected property owners to consolidate driveways and provide internal access between parcels. Fill in the supporting roadway network with local access roads as part of the redevelopment process.

10. Coordinate local development plans with NHDOT.

Share plans for subdivisions, rezoning and site plans with affected road authorities early in the development process. You don't even need to wait until the development is proposed. Contact NHDOT to talk about your long range plans and development needs.

Objective 2-10 Establish a set of access management guidelines in order to properly plan for the traffic impacts of new developments in Pittsfield.

Recommendations:

- The Town of Pittsfield should build upon the requirements of its current Land Development Regulations and establish a set of access management guidelines in order to better plan for future development in Pittsfield. The guidelines should be utilized by the Planning Board in considering proposals for new development.
- Work with NHDOT District Engineering staff to coordinate on access management issues and explore the adoption of a Memorandum of understanding between both parties regarding access for new and existing development in Pittsfield.

Traffic Calming

Traffic calming is a significant challenge for most communities in the United States. This is particularly true for small, rural communities in New Hampshire where the main roadway through the town serves a dual role. Outside the town, the roadway provides high-speed travel over long distances; within the built-up area, however, the same roadway accommodates local access, pedestrians of all ages, on-street parking, bicycles, and the many other features unique to the character of a community. This convergence of roadway purposes presents both an enforcement challenge for the community and a potential safety problem for the public.

Addressing the issue through law enforcement alone leads to temporary compliance at a significant cost. A more permanent way to reinforce the need to reduce speed is to change the look and feel of the road by installing traffic calming treatments that communicate to drivers that the function of the roadway is changing. Traffic calming has been evaluated and used extensively within low-speed urban areas in the United States but less so in rural areas where driver expectations and traffic characteristics are different.

Lowering speed limits is a well-established method of improving pedestrian safety. In both rural and urban areas, the minimum speed limit a town can impose is 25 MPH. Limits can be made lower at intersections (RSA 265:63) and in school zones (RSA 265:60). However, traffic calming also suggests road design techniques using active or physical controls (bumps, barrier, curves, rumble strips, etc) and passive controls, such as signs and traffic regulations, to reduce vehicle speeds. Traffic calming measures foster safer and quieter streets that are more accommodating to pedestrians and cyclists and enhance neighborhood and downtown environments. The potential benefits of traffic calming include reduced traffic speeds, reduced traffic volumes- by discouraging “cut-through” traffic on residential streets- and often improved aesthetic quality of streets.

Objective 2-10: To take a context sensitive approach to traffic calming techniques to make Pittsfield more accessible and safer for all road users.

Recommendations:

- Promote a “share the road” campaign to alert drivers to the possibility of pedestrians and bike users at certain locations in Pittsfield.
- Investigate the use of innovative methods to increase safety such as increased signage, striped or colored crosswalks and clear defined walking paths.
- Investigate the use of appropriate traffic calming measures to discourage high speeds where the potential for conflict with other roadway users exist.

Scenic Roads

A major component of a town’s rural character can be its unpaved and scenic roads. These roads help to retain a sense of history and rural quality that Pittsfield’s residents have indicated a strong desire to maintain. RSA 231:157 allows towns by a vote at town meeting to designate any road other than an Class I or II highway as a Scenic Road. A municipality may rescind its designation of a scenic road using the same procedure.

The effect of designation as a scenic road is that, except in emergency situations, there shall be no cutting of trees with a circumference of 15 inches at 4 feet from the ground or alteration of stone walls by the town or public utility within the right-of-way without a hearing, review, and the written approval of the Planning Board. This law does not affect the rights of individual property owners; nor does it affect land uses permitted by local zoning.

In recognition of the fact that the state law is not very stringent, the statute was amended in 1991 to allow towns to adopt provisions than what is spelled out in the law. These additional regulations could include giving protection to smaller trees or by inserting criteria for the Planning Board to use in deciding whether to grant permission. RSA 231:157 is an important piece of legislation for the preservation of culturally important and scenic roads in Pittsfield. Its residents cherish identifying and cataloguing roads with scenic vistas and aesthetic qualities to protect the intrinsic qualities of the Town.

Objective 2.11. Establish a method of identifying potential scenic routes and roads in Pittsfield to ensure that the intrinsic aesthetic and historic qualities of the Town are protected and preserved.

Recommendations:

- The Town should work with its residents to provide outreach and education about the State Scenic Road Law and its potential for preserving the historic rural qualities of Pittsfield.
- The Town should consider identifying roads with scenic vistas and aesthetic qualities, such as traditional New England stone walls, historic buildings, natural aesthetically important fauna and farms.
- The Town should regularly identify potential roads for Scenic Road designation.
- The Town should consider Mountain Rd, Tan Rd and Governors Roads as scenic roads.



Unpaved roads add character and uniqueness to Pittsfield

Bicycle and Pedestrian Infrastructure

Residents of Pittsfield value the rural and historic character of the town. In certain locations the volume of traffic and associated speeds can be detrimental to this sense of place that was evident in the community survey. Pedestrian facilities, such as paved sidewalks and gravel walking paths are essential features for roadways with high volumes of traffic or high speeds. The primary purpose of sidewalks is to improve safety for pedestrians by separating them from travel lanes of roadways. In addition to this, sidewalks can also serve as a source of recreation for the residents, a non-motorized mode of travel, serve to beautify an area, or stimulate economic activity in rural and village settings.

Similar to the provisions of pedestrian infrastructure, planning for a bicycle network requires a different approach from that of motorized transportation planning. Bicyclists have different needs from those of motorists, including wider shoulders, better traffic control at intersections, and stricter access management.

As the concern over air quality, traffic congestion, and other issues increases, the need and desire for a well maintained and safe bicycle and pedestrian route system will continue to grow for a luxury into a necessity. By creating adequate local bicycle and pedestrian

infrastructure, members of the community will have the ability to travel with Town and employment, shopping and recreational purposes without driving.

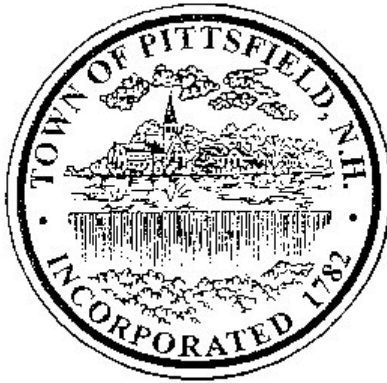
- **Objective 2.12:** Facilitate the creation of a bicycle and pedestrian infrastructure network that allows safe, efficient and reliable transportation options in certain locations in Pittsfield. There are no meaningful system of bicycle paths, roadways allowing bicycle traffic or walking trails. Numerous benefits could be provided including physical exercise, enjoyment of the natural qualities of the Town and more. It would be a positive attraction to visitors and potential home buyers.

Recommendations:

- Promote a pedestrian route system to maximize transportation opportunities in and around downtown Pittsfield.
- The Town of Pittsfield should adopt and support the statewide and regional bicycle networks and take all available steps to help implement them within Town.
- The Town of Pittsfield should research funding opportunities for creating and maintaining a local bicycle and pedestrian network.

- Where applicable, the highway department should consider widening, striping and paving the shoulders of Town roads to accommodate bike lanes.
- The Town of Pittsfield should work with the Police Department, the Elementary School and the residents of Richard Browne house to promote and educate the public on bicycle safety and transportation.
- The Town should develop a Town Trail Network.
- A Capital Improvement Plan (CIP) for sidewalk maintenance should be established
- The Town should support a warrant article for the creation of a CIP for sidewalk funding.

The bulk of chapter 2 has been compiled and written by Central New Hampshire Regional Planning Commission.



Housing

The housing of a community provides several roles. Most obvious, it provides shelter for the residents and neighborhoods where we develop associations with other individuals. The architecture and landscape provides the character of a village, a community and rural settings that provide identify and positive memories for the residents. New Construction and home remodeling provides employment and a change in the tax base. Property taxes provide a major source of income for most communities in New Hampshire. Pittsfield has a greater dependency on resident's property taxes as part of the Town budget than others. Pittsfield has a larger proportion of rental units than surrounding communities. A challenge exists to provide opportunities for growth while preserving the qualities of Pittsfield that we appreciate and is desirable to visitors.

History

Pittsfield, and other communities with similar histories, developed housing based upon economic influences. Having, mill industries, growth focused in the village with large three story homes built for business owners and community leaders. Smaller structures often with carriage sheds were built on secondary streets. A community would have various shops and facilities for craftsmen that have been converted to homes today. Rural areas developed where land was available for agriculture.

Residential development followed economic opportunity. Employment opportunities brought people to Pittsfield. In recent years people commuted to surrounding areas for employment creating what we call a "bedroom community". Today we see land be sought simply due to availability.



Historic Building on Main Street

Make-up

Every Community observes changes in growth related to economic and social factors. Examining the most recent US Census the following data is available indicating the age of the residential units.

Table 3.1

Year Structure Built	
Total Housing Units	769
2010 Later	0
2000-2009	11
1990-1999	56
1980-1989	57
1970-1979	125
1960-1969	22
1950-1959	31
1940-1949	9
1939 or earlier	440

US Census Bureau 2008-2012 American Community Survey

It is obvious that not all of the residential units are represented but those that are indicate that a large portion of the units are seventy years old or older. Older building could be concentrated in specific neighborhoods- ex. Downtown Pittsfield.

Examining the value of owner occupied residents we see the following breakdown of Pittsfield.

Table 3.2
Owner Occupied Housing

Pittsfield		Value 1000's	<50	50- 100	100- 149	150- 199	200- 299	300- 499	500- 999	>1,000
	275	# units	0	8	25	89	144	0	0	
		% of total	0	2.9	9.1	32.4	52.4	0	3.3	
Barnstead	1585		3.5	3.0	13.0	34.3	28.7	14.6	3	
Chichester	896		.3	2.1	2.2	17.7	42.7	29.1	5.1	.6
Epsom	1531		15	3.2	8.4	12.0	39.5	20.1	.8	1.2
Gilmanton	1337		1.0	3.8	10.9	14.1	41.1	21.9	5.2	1.9
Northwood	1554		9.3	9.7	7.6	11.7	41.9	17	2.1	.8
Pembroke	1991		3.0	1.8	3.9	17	61.1	11.3	2.0	

US Census Bureau 2008-2012 American Community Survey

Table 3.3
Median Housing Price

Barnstead	\$194,500
Chichester	\$265,700
Epsom	\$224,200
Gilmanton	\$241,000
Northwood	\$227,200
Pembroke	\$236,400
Pittsfield	\$205,800

US Census Bureau 2008-2012 American Community Survey

Examining data from surrounding towns we can see that Pittsfield has a lower percentage of higher valued homes. We suggest that lots be encouraged that will lead to higher value homes

Many factors impact on home sales and new construction. The following information indicates when families moved into their residences.

Table 3.4
Year Individuals Moved Into Units

Occupied Housing Units 693

2010 or later	154	22.2%
2000-2009	340	49.1%
1900-1999	55	7.9%
1980-1989	79	11.4%
1970-1979	30	4.3%
1960-1969	35	5.1%

US Census Bureau 2008-2012 American Community Survey

This data does not correspond to new construction of homes. It would represent movement into rental units and sale of existing homes. New residents move while previous home owners sell and move from Pittsfield.

Pittsfield is known for a large number of rental units. The following chart indicates that 30% of the residential units are rental- a higher percentage than other communities in the area.

Table 3.5
Rental Housing Units

Town	All Units	Owner	Rental	Population Owner	Population Rental
Barnstead	2319	1555	172	4146	447
Chichester	963	793	125	2223	293
Gilmanton	2118	1309	143	3400	377
Epsom	1839	1423	283	3801	670
Northwood	2129	1375	230	3693	548
Pembroke	2872	1984	726	5369	1693
Pittsfield	1769	1056	713	2841	1220

The economic down turn of recent years has lead to a decline in new home construction. The number of permits is lower in Pittsfield than surrounding communities and the value of the resulting construction is less.

Table 3.6
Building Permits for Single Family Residence (Number of Permits/ house value \$1000)

Town	2005	2006	2007	2008	2009	2010
Barnstead	61/128	34/146	34/134	21/153	8/107	8/165
Chichester	14/185	14/275	20/136	16/193	13/193	8/172
Epsom	39/149	42/163	20/181	7/179	18/188	10/165
Gilmanton	37/137	33/52	17/152	5/181	6/179	6/138
Northwood	36/139	36/163	45/156	15/157	20/134	6/117
Pittsfield	23/152	7/147	8/121	2/130	1/178	0

NH Profiles

The number of permits is lower in Pittsfield and other communities and the value of the construction is less.

Historic District

Pittsfield has numerous buildings and are arranged within the village area. This is the only village with a similar designation in Merrimack County. There are 140 sites (appendix) identified as having significant historic value. The sites provide the historic character to the village which may appreciate.

Individuals may look at these designations as potentially restrictive. Having a property listed does not place restrictions on a property owner nor does in mandate that the property must comply with community based programs oriented around the historic district. If an owner wants to make changes in the property they are under the restrictions of local building codes and zoning regulations. A suggestion of color, exterior design and windows is available. Designated properties do not have restrictions limiting the sale of properties or on the individuals purchasing the property. The rights of ownership are maintained in a Historic District with the opportunity to be a part of the historic heritage of the community.

We suggest that downtown Pittsfield become a designated as a Historic District. The citizens enjoy the historic character (Town Survey) and it could be a focal point for visits, economic growth and a sense of pride.

The formation of a Historic District requires that a group, Commission/ Committee be formed to assist in the development and operation of the district. A study by the Preservation and Management Class at Plymouth State University, 2012 identified that Historic Commissions, working with Historic Districts have had several benefits.

- Conserve Property Value
- Strengthen Local Economy
- Increase Civic Beauty
- Became more enjoyable to residents
- Aid Economic Development.

The commission would be able to provide leadership for the district. It would be a focal point to obtain grants, generate ideas for enhancing the area and improve economic livelihood. The situation of declining building conditions and the potential of blighted areas could be addressed.



Historic setting on Main Street

Tax Base

Property taxes are based on the value of commercial and residential property. Pittsfield, 2012 had their commercial property comprise 12.8 % of the tax base (pg. 43 2012 Town Report). The tax burden falls primarily on residential property owners. The following chart indicates that values have declined resulting in a high tax rate, one of the highest in the state. The median ratio compares the assessed value to actual resale prices. These indicate that the resale potential lags behind the assessed value.

Table 3.7
Five Year Assessed Valuation Comparison

	2008	2009	2010	2011	2012
Taxable Land	122,054,883	121,730,904	86,117,633	85,569,120	85,028,960
Taxable Bldgs	188,099,280	188,269,900	173,294,100	173,722,300	173,980,700
Pg, 43 2012 Annual Report Pittsfield NH					
Taxes Raised	8,230,330	8,068,369	8,024,007	8,039,823	8,014,549

Tax Rate Per Thousand

	\$26,37	\$25,78	\$30.66	\$30.66	\$30.44
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Equalized Median Ratio

	111.6%	121.1%	107.3%	112.9%	121.4%
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Pg. 45 Annual Report Pittsfield NH

Property taxes are the primary income source for the Town of Pittsfield. Examining changing property values, new and existing, has bearing on the overall tax rate and burden. Property taxes are a concern of the citizens as expressed by the Town-Wide survey and would be a critical feature for individuals looking for a place to live. Table 3.8 is a comparison showing the variation between Pittsfield and surround communities. Changes in property taxes exist but greater variation occurs between the value of property in each town. This variation in values can be attributed to the following:

- Properties in surrounding towns have higher values. (table 3.3)
- Pittsfield has fewer vacation and second home properties than other communities
- Other towns have more commercial development.
- Pittsfield has fewer 55+ year old housing units than surrounding towns.

The Town-Wide Survey indicated that residents appreciated the uniqueness of the homes and they contribute to the character of Pittsfield. The historic homes, the village setting and how they combine with the rural qualities of Pittsfield are important. Central New Hampshire Regional Planning Commission recently completed a survey (Central New Hampshire Regional Plan) indicating that people wanted to live in the region for qualities similar to those represented in Pittsfield.

Table 3.8
Comparison Tax Rates
2013

Census	Barnstead 4607	Chichester 2552	Epsom 4608	Gilmanton 3779	Northwood 4279	Pittsfield 4094
Municipal Budget Millions \$	3.6	2.4	4.4	3.7	3.3	4.3
School Budget Million \$	11.5	5.7	9.1	9.5	11.8	11.4
Tax Rate/\$1000	23.50	25.32	22.57	21.15	24.49	30.78
Equalized Ratio	109	97.1	106.3	110.9	102.5	119.5
Full Property Rate /\$1000	25.52	24.52	23.95	23.58	24.85	36.35*
% Residential	95.9	82.3	84	95.8	85	83.2
% Commercial	2.0	15.7	13.9	1.5	13.6	13.4

*Four communities higher in state
NH Profiles 2013

Equalized Value/ Pupil \$

588,887 787,512 598,069 766,965 703,567 414,312**

2013/14

State Average 857,860

** Seven Communities lower in state

NH Dept of Education 2013/14

Town- Wide Survey

The town-wide survey asked individuals, what type of housing should be encouraged in Pittsfield (they could select more than one),

Table 3.9

Housing for persons of 55 years of age	45%
Cluster Development	35%
Two family duplexes	27%
Workforce Housing	21%
New Apartments	9%
Conversion of existing housing	5%

The residents of Pittsfield viewed that a major need for housing for 55+ residents and low need for additional apartments.

Leadership in Energy Environmental Design

Many communities, developers and homeowners are concerned about energy efficient housing. Leadership in Energy and Environmental Design (LEED) is sponsored by the Green Building Council (1998) is a nationally recognized program. The concept of the program is to provide guidelines for building residence that are more energy efficient. The larger issue is that society needs to look at the energy utilization for heat, cooling, water consumption and the environmental quality for the occupants.

The most immediate benefit for structures meeting the guidelines, it saves money. The program is also intended to be a motivator of innovation and the selection of more environmentally efficient building materials. Energy conservation provides a positive image for a community and increase energy awareness. Federal and State tax credits plus community incentives are available in some areas. Qualifying as a LEED certified structure does require additional administrative costs, estimated at 2% of the cost of the building. Examining several of the structures that have been built they will save 10% of the value of the building in energy costs over its useful life.

LEED certification requires that several aspect of construction must be evaluated for their energy efficiency. The more features that are incorporated the higher the rating. The evaluation includes the following:

- a. Is it a sustainable site?

- b. Efficiency of water use.
- c. Efficiency of air circulation.
- d. Type and utilization of building materials.
- e. Indoor environmental design.

There are additional credits that can be gained for neighborhood developments which include:

- a. Location and transportation linkages.
- b. Neighborhood layout, pattern and design.
- c. Green infrastructure.

Additional priorities for LEED credits include:

- a. Location and Landscape.
- b. Programs to increase energy education and awareness.
- c. Innovation of design of energy efficient features.
- d. Construction that addresses regional design concerns.

The LEED initiative provides guidelines and potential incentives to address environmental concerns in building construction. The guidelines do not supersede local building and zoning regulations. The architecture and landscape can blend in with the existing neighborhoods. The program can be a positive identify for the community and individuals moving to the area.

Wikapedia

Fifty Five Plus Housing

The Town-wide survey indicated that 55 plus housing has the highest priority for additional residences in town. The demographics of Pittsfield and New Hampshire in general, indicate the need. Many individuals are reaching that age and would like a different housing option. They are exploring different activities in their later years which may include working past 65, increased community involvement or other outreach activities that other generations have not put as a priority.

Housing for older residents can take various forms including 55+, seniors 65+, assisted living facilities, subsidized housing plus more. Individuals may be motivated to reduce house size and homeowner responsibilities, have health or financial concern or other reasons. In New Hampshire there is a great variation in the facilities for this age group. They may include amenities such as golf courses and water frontage, a community center to a common room in a building. Opportunities for recreation, community involvement and typical life activities greatly vary. Some residents maintain professional activities, others want adult day care and while others may need 24 hour assistance.

In New Hampshire we find the following types of housing:

- a. Eleven facilities provide housing and care which include individual residences and as the person ages opportunities for nursing home care exists.

b. Private/ Public/ Group Funded Assisted Living – provides services for those who can no longer be independent and do not need nursing home care.

c. Bloc Grants – are used in communities to provide housing that is generated by the renovation of existing buildings to new construction. This can be either privately managed to that operated by local housing authorities.

d. Private entities generate appropriate housing types modified for the physical needs of the individuals. These may include apartments, condominiums, duplexes etc.

e. In-Law apartments are common allowing individuals to have a separate living opportunity with family supervision.

Examining the potential of housing for 55 plus individuals numerous concerns exist.

a. The quality of life for the individual and the opportunity to maintain their independence and personal self-worth.

b. Location and accessibility to the needs of the residents including medical, recreational and enrichment opportunities.

c. Long term financial structure of the facility.

d. Facility construction that provides minimal maintenance, address residents needs and enhances its presence in the community.



Rolling Green Senior Housing

Pittsfield has a senior center that serves several communities. Enhancing the services of the center, developing appropriate activities, additional housing could provide a positive focal point for the town and increase the tax base. Community plans need to be in place ahead of proposals for development to ensure positive experiences for all individuals involved.

Future

The future is always difficult to predict and is open to argument. Home purchases have declined in recent months for a series of reasons. The National Association of Realtors published a report in 2013 indicating that the age group of 32 and younger is the largest demographic group purchasing homes on a national basis.

Table 3.12
Demographic Age Groups That Potentially Could Buy Homes

Age 32 or Younger	79%
33-47	36%
48-57	19%
58-66	14%
67-87	5%
88 or older	13%

National Association of Realtors- Homes Buyers and Sellers Generational Trends 2013 pg. 15

Examining local trends we see the number of individuals, ages 20-34 declined in Pittsfield from 2000-2009 (234 23.9%) (table.2). The State's economy is stronger than many but projections do not see the growth in housing or manufacturing that occurred in recent decades. Surrounding towns are seeing limited growth or a decline in school population (CNHRPC). The population trends of Pittsfield (table.2) indicate that the age group 55+ is growing and is seen as the top priority for new housing development.

As Americans age they see several factors that they would like to change in their lives. They want more leisure time and opportunities to explore new experiences. Family members have grown and moved leaving a house larger than what is needed. They often have high property taxes and home ownership and maintenance which require time and money. They would like an option to reduce responsibilities while enhancing their lifestyle.

The 22-32 age group has traditionally been establishing families and building homes. That age group is often faced with increasing personal debt and a career path that may require several moves. Personal ownership may not be a major goal or they may be looking to rent or remodel an existing home.

Recent studies of the NH Housing Market show the following trends:

- a. Overall home ownership is declining. There is less migration into NH, fewer young individuals in the state and financing is often a challenge.
- b. The housing supply is poorly aligned with the customer demand. Individuals retiring don't want or need 3+ bedrooms and larger properties. They want to downsize, have a lower tax burden and fewer property responsibilities.
- c. The affordability of housing in the state is an advantage. Homes are lower priced than surrounding areas.

d. Seniors will dominate the future growth as our resident's age and the area is attractive to individuals moving. The number of seniors in households will double by 20125 across the state.

e. A more balanced growth is suggested. New housing, rehabilitation of existing structures, senior communities should be balanced with mill reconstruction, manufactured housing or multigenerational arrangements.

NH Center for Public Policy

Housing in NH Pt.1 Big Houses, Small Houses

April 9, 2014

Various groups involved with aging and the needs of the older individuals (AARP, Community Action Program, NH Center for Public Policy) see individuals staying in their housing as long as they are physically able. The amenities associated with these will vary extensively and can enhance the cultural and social development of a community. There are several suggestions when developing housing for older individuals.

- a. Opportunities for civic participation and employment
- b. Transportation
- c. Opportunities for social participation
- d. Recreation
- e. Open Spaces
- f. Opportunities to expand the quality of individuals lives.
- g. A physical setting which allows individuals to maintain their dignity and self respect.

AARP- Age Friendly Portland's Action Plan for Creating an Age Friendly Community

It has also been suggested that housing opportunities may be changing to meet the economic, social and additional needs of seniors. Housing styles or modifications of the following may be possible.

- a. Co-housing, condominiums
- b. Housing cooperatives- shared outside or other responsibilities
- c. Niche/ Common interest retirement community
- d. Retirement communities
- e. Villages
- f. House Sharing/ Time Sharing.

AARP Age-Friendly Housing Options Melissa Stanton, July 2014

Senior Housing

New Hampshire is seeing an increasing number of senior citizens (60+ years old) and adult housing (55+ age) are creating an increased demand for housing. Presently there is a waiting list for apartments at Rolling Green (low income). There are residents of Pittsfield who want to down size their homes, reduce home repairs and general household cost with very little if any options. They may not qualify for low income housing while there are several programs that encourage seniors to stay in their homes. Pittsfield is a community that could be attractive for individuals 55+ to relocate but designated areas exist. It appears that further study is needed to develop a proposal for housing to meet these needs.

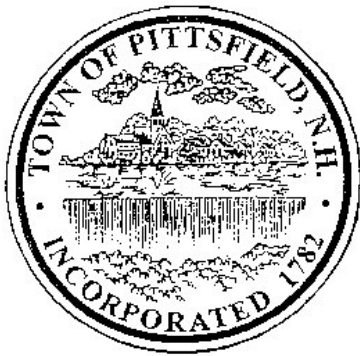
Vision

New Hampshire and Pittsfield observed significant home construction between 1980 and 2000. The Town has grown by 110 individuals from 2000- 2010 with insignificant home construction and this trend does not appear to decrease in the near future. Housing for seniors is projected to account for 50% of new construction in upcoming years and Pittsfield is the only community in the area that has not seen housing for this demographic group in the past 25 years. . We have seniors that would like to

downsize but there are no opportunities available. Leaving their existing homes would provide an opportunity for young families to move to Pittsfield. Remodeling existing buildings, or new construction could enhance the Town. The value of homes is low in Pittsfield contributing to a low tax base. Plans should be made to enhance lot development and resulting home values.

Additional Housing

Future home construction and development will be discussed in the Land Use Chapter.



Municipal Operation

Pittsfield has a history of facing economic transitions. The mills and factories have become vacant and we are now seeing industries reoccupying them. It has faced an erosion of tax base producing high tax rates and reducing the financial base for Town supported change. The last Town buildings were built in the 1970's with upgrades since that time. Operating budgets are also limited and Town managers are frugal on expenses. Each department of the Town will be examined and an overview of their efforts described.

Fire Department

The Fire Department has a role of fire protection and prevention, ambulance services plus identifying community safety concerns. There is a full time chief, around the clock ambulance services plus volunteer fire fighters. The fire station was constructed in 1972 and physically modified to provide housing for ambulance staff, space for meetings and equipment storage. The needs change with time and staff have modified the facilities accordingly.

The Fire Department responds to 7-800 activities per year, 80%+ are medical emergencies. The department is involved with a mutual aid compact and assists with the needs of surrounding communities. The department is involved with the community emergency management plan and provides wellness checks for a series of senior citizens. Staff has routine training to provide the optimum service. An explorer group has been established and they work with young people in the community. Volunteers are limited and the training to become a volunteer fire fighter is extensive, resulting in a large commitment. Volunteer Fire Fighter receives a nominal fee for their help but with the training and practice it is a real civic contribution.

Looking to the future several changes will be impacting on the department.

1. Increasing numbers of senior citizens will potentially increase the number of wellness calls and ambulance service.

2. Facility upgrades will be needed in the Fire Station. The entrance doors are rusting out and the cabinets in the kitchen area need to be upgraded. Storage of fire trucks and other equipment need to be addressed.

3. An awareness of changing regulations, safety standards must be maintained to adequately prepare budgets and maintain a high standard of service.

4. Efforts in safety education need to be maintained.

5. Efforts to develop cooperative arrangements between towns should be examined.

Library

Historically the library has provided reading and research materials for residents. Their role has changed keeping abreast of technological and lifestyle changes. The Library Trustees have a vision for the library as a focal point for the downtown acting as a center for a variety of needs.

The library building was donated to the Town in 1901. It sets on Main St., elevated, giving a view of the downtown area. The building has received window upgrades, an elevator for handicapped access and a secondary entrance into the building. Concerns have developed over water entering through the east wall causing mold in one room. The smoke detectors also needed to be upgraded. These areas have all been corrected.



Carpenter Library

The library has over 13,000 items with other services addressing resident's needs. A series of computers are available for research and residents use. Audio books, large print books, publications available on- line and several other services are available. A children's room is available downstairs and arranged in a setting conducive to young families. Various activities are provided to encourage the participation of young readers and provide experiences unavailable elsewhere in the community. Programs and presentations are presented for the enrichment of the entire Town.

Examining other libraries in the area, the services provided at the Carpenter Library are comparable to others considering the limitations they face. The staff is very dedicated but they are all part time limiting the hours of operation. The building has a maximum capacity of 42 people. There is no space for presentations and no meeting room anywhere in the area. The space for reading times and movies for children consists of an alcove on the first floor. There is no allotted space for an individual who would like to sit and read in the library. The trend in libraries is not to increase the number of publications but the access to materials on line.

1. We recommend that the library continue to expand its services for on-line use, publications in non-traditional forms and community wide activities.

2. Presently many of the changes require grant funding and expanded budgets would ease this effort.

3. Volunteers could provide assistance on projects started by the library.

4. The staff should continue to survey users on their preference for services that they would like to see provided by the library.

5. The adjoining building, owned by the Town could be adapted for a reading/ town meeting room.

Public Works

The Public Works Department is responsible for maintenance of Town Roads, Parks and other property. The highway superintendent and lead staff have years of experience. Facilities include a garage on Clark St. and a salt shed at the Town sand pit off of Dowboro Rd. They have several pieces of equipment including:

Three large trucks

One small truck

One four wheel drive pickup

One backhoe/ loader

One loader

One grader

Sidewalk/ roadside mowing machine

Misc. Plows, sanders etc.

The equipment represents a large investment with replacement scheduled on the Town Capital Improvement Plan with accounts established for replacement. The amount of roads and property to be maintained is generally consistent with the exception of weather related activities. The staff does a great deal of equipment maintenance reducing their cost. Overall labor, equipment and purchased materials are subject to inflation and general increases. The highway superintendent has roads scheduled for resurfacing which keeps the road in good condition. Sidewalk repairs have not been funded and other items may not be addressed due to budget limitations. Periodically new regulations result in increased work or expenses.

The department is faced with funding limitations and increasing operational costs.



Sidewalk Next to Cemetery in Need of Repair

1. We suggest that the Highway Department schedule major road repairs on a CIP approach.
2. A comprehensive repair schedule should be adopted, available free through Central New Hampshire Regional Planning Commission
3. Annual upkeep is less expensive than deferring repairs and then having a major project.
4. Any cost saving approaches should be explored.

Waste Water Treatment

The waste water treatment plant services the downtown area of Pittsfield. It consists of a treatment plant located on South Main St. which was constructed in 1978. There are lines throughout the down town. The system is a gravity system which requires three pumping station at various locations to pump the material up elevated areas to get to the treatment plant. These facilities have been upgraded to meet confined space requirements and new pumps are being installed.

The facility has a capacity of 400,000 gallons per day. Legally, a plant cannot operate above 80% capacity, 320,000 gallons per day. The system is operating at approximately 200,000 gallons per day with some of this being infiltration into the lines. When designing a system it is estimated that 100 gallons a day is produced per person. This would indicate that the system has unused capacity.

A recent examination of the lines indicated that a significant amount of liquids is leaking into the line. Correcting the system would allow even greater capacity but the options would be costly.

The New Hampshire Department of Environmental Services monitors the efficiency of the plant on a routine schedule. The Environmental Protection Administration (EPA) enforces federal water quality standards. The treatment plant has had periodic reviews and an updated license. The plant has been recognized for the quality of its work in the past. Recent increased standards by the EPA has left several plants in the state unable to comply, Pittsfield is one. A final report is to follow outlining what type of corrective measures need to be taken.

The selectmen periodically evaluate the costs of various departments. It was identified that the Town would hire a private contractor to operate the treatment plant.

BCEP Solid Waste Disposal

Pittsfield is part of the Solid Waste Disposal District with Barnstead, Chichester and Epsom. Residents separate their solid materials, paper, metal, glass, plastic etc. and the products either go to a landfill or are recycled. Construction materials, metal items, household items are deposited for a fee. The recycled materials are sold and revenue is generated. A fee is charged to each Town for their portion of the operating costs. The fee for Pittsfield in 2014 was \$149,960.

The flow of residents is generally smooth and the operation of the facility is well organized. The market for recycled materials fluctuates, producing varying income. This income

is utilized to replace equipment. There is a full time staff that operates the facility with a supervisory board made up of representatives from each community. Representatives from the board comment that the facility appears to be operating efficiently and meeting its goals.

Welfare Department

State law requires that each community must provide for its residents in periods of physical or financial hardships. The welfare office is located in the basement of the Town Hall with a part-time director, and limited hours. The function of the director is to screen applications and identify qualified recipients. The director also tries to provide assistance to overcome various roadblocks and identify opportunities. Identifying actual eligible recipients and providing alternatives has allowed the department to meet its requirements while reducing the costs to the Town.

The director indicated that a variety of needs exist. Assistance with rents, electricity bills were common. Housing needs exist, some with entire families. Residents have need of employment, transportation, drivers licenses, child care and other obstacles hindering their earning power. A food pantry is available in the Town Hall also. The director indicated that several individuals have been able to acquire employment. Other individuals are realizing that they must qualify to obtain benefits in Pittsfield.

Police Department

The Police Department provides a vital role within the community with a majority of the residents pleased with their service (Town Survey). The department is the second busiest department in the county when examining the number of calls, second to Concord. The types of calls in Pittsfield differ from those found in other communities.

Pittsfield's municipal budget is greater than surrounding communities with similar populations. The Police Department's budget, takes a large portion of the budget with a larger staff than surrounding towns. The number and type of calls appear to be driving the department's needs. A significant number of calls come from the school which has resulted in a grant funded position of a school resource officer being created.

The demands upon the Police Department appear to be the driving force for a large police budget. We recommend the following:

1. An evaluation of the department should be performed examining if budgets could be reduced.

2. The opportunity for cooperative efforts with other communities should be examined, to utilize resources more efficiently.

3. Are there opportunities for Pittsfield citizens to help with the issues facing the Police Department?

4. Increase Police visibility whenever possible

Police Department Calls for Service

Calls	2015	2014
Total Arrests	240	192
Assaults	38	18
Assist Citizens	317	237
Assist other Agency	519	366
Auto theft	6	2
Burglary	91	131
Citizen Complaints	70	106
Criminal Cases	317	374
Criminal Threatening	20	16
Criminal Trespass	21	17
Disturbance	86	76
Domestic Violence	107	92
Felony Cases	61	59
Fraud	15	8
Motor Veh. Accidents	107	75
Motor Veh. Stops	939	596
Parking Tickets	85	14
Property Checks	133	47
Sex Offender Reg.	55	74
Sex Assault	23	12
Suspicious Activity	153	172
Vandalism	45	42

2015 Town Report



Police station former School and District Court

Pittsfield Youth Workshop

Pittsfield Youth Workshop (PYW) provides after school and vacation activities for Middle and High School students. Participation has increased recently made up primarily of Middle School students with the number declining at age 15-16. During the week, space is available for recreation, computers and homework assistance. Pittsfield has limited activities for this age group and many homes are unable to provide after school supervision. Overall, evaluations indicate the activities are beneficial, enjoyed by the participants and developing positive skills.

Looking for the future the PYW would like to expand services. A recent addition to the staff has allowed more services to be offered. The opportunity exists to offer services to youth outside of Pittsfield, primarily for vacation and summer. Examination of possible sites for expansion within Pittsfield has lead to the possible purchase of a portion of the Masonic Hall. The plan would be to renovate a portion of the building.

Funding is an ongoing concern with no funds available from the Town. They are presently cramped in the Masonic Hall and have no space for staff meetings, planning or interaction with parents or other groups. There is a continued need for after school activities but a continued funding issue exists.

Park and Recreation Commission

The Pittsfield Park and Recreation Commission provides activities throughout the year. The commission is made up of volunteers plus paid staff for supervision of the pool in the summer. The activities provide recreational activities opportunities for various age groups locally, plus physical activity and community identity.

The commission is responsible for activities at the Town Pool on Clark St., adult basketball, Winter Fest, The Easter Egg Hunt and Harvest Fest. The commission has been working to develop a skating area at Drake's Field for the winter of 2016-17. They would like a facility for indoor swimming but that is not realistic. There is the potential of using the Highway Department garage if they were to move that facility to the Town Pit on Dowboro Rd.

The commission has a budget but is also generates income from fees for the use of the pool. Opportunities of additional activities may exist but limited budgets and a volunteer staff, limits major changes. The individuals are diligent at their task and serve the Town well with the services that are available.

Downtown

The citizens indicate they appreciate the downtown area, the historic setting and how it blends into the rural areas. Realistically, issues exist within the town. Pittsfield has a high rate of unemployment, families with a low income, and properties are being taken for failure to pay taxes. The Police Department has a high number of calls and there appears to be limited activities in the area for individuals of any age. There are buildings in disrepair with sidewalks not being maintained. Responses on the town-wide survey indicated that individuals wanted changes made.



Building Taken for Back Taxes In Disrepair

The present economic, physical and social development of Pittsfield did not occur overnight. There is no one solution and it will require a period of time. The underlying factors are that opportunities are limited. Individuals face obstacles and they may need encouragement along the way. They have the potential but may require a hand up not a hand out. Positive changes can lead to changes of attitude within the individuals, their neighborhoods and town.

Job opportunities are critical for unemployed, individuals who want to better themselves and retirees who want part time work. Obstacles that exist are transportation because local employment may not exist. Adult education opportunities for skill development or applying for jobs require transportation. Increased job opportunities would also help improve the tax base and the attitude of individuals.

Self help opportunities for residents to better themselves should be developed. Small garden plots/ community gardens could decrease living costs and empower the residents to become more self reliant. Home based businesses could increase family income but infrastructure, regulatory concerns and other obstacles exist. Numerous communities have craft festivals attracting visitors. Part time businesses could be a foundation for similar events.

The Town Survey, input from the Wellness Coalition and input from individuals indicate that more recreational and nontraditional educational activities could be developed. Examining

opportunities that exist in surrounding towns vary from “Soap Making”, Learning how to use your own iPad, “How to tie flies” or a hike on Town property. These are examples of a variety of programs, potentially provided by individuals. The residents enjoy the rural setting, are we utilizing it effectively? Self help programs from employment, health. life changing events (Planning for Retirement), helping others (caring for family members) may have a need. General life enrichment for all ages would have benefits. These activities not only aid in skill change but they develop friendships and community togetherness. Adult education programs are offered in Concord and Laconia for both life skills and enrichment. If critical numbers exist in Pittsfield could they be offered in Pittsfield and boost the Town’s identity.

Pittsfield’s Balloon Rally has a positive community and regional reputation. Old Home Day, the Christmas Tree Lighting, Easter Egg Hunt are all positive events enjoyed by the participants and develop memories focused around Pittsfield. Other events could be developed not only for residents but to attract individuals from the surrounding area. A fishing derby, age related, could key into a natural resource of the town and if canoe rentals or other related services could be complimented. These activities would increase Pittsfield’s reputation and support local businesses.

Pittsfield has a large portion of it’s population are aging and they have a diverse series of skills. This group has an opportunity to provide needed help to their neighbors and the Town as a volunteer. Positions exit today and new could emerge.

The Wellness Coalition has identified the need for increased mental health services. They suggest that the Town Welfare Officer be able to provide initial direction to individuals facing addition or other behavioral conditions. Presently direction is given for assistance and employment and this could be expanded to educational services and opportunities for self-betterment.

Senior citizens face many issues including home upkeep, transportation, health, nutrition, social activity, housing plus others. A variety of group, agencies, grants and for profit groups have been created. Examples of volunteers aiding veterans or grants for home improvements for seniors are applicable to Pittsfield. The dynamics are changing rapidly and the needs of each community may vary. Churches, existing agencies, volunteers and family may be involved addressing the needs of the community. Establishing a sense of security by seniors and family members would be a positive quality to be established.



Streets in the Downtown have a unique character

The issue of blighted buildings is not uncommon. Communities address the need by various means. Non profits, private individuals or Federal programs may purchase and renovate buildings being modified to future use. An individual/ group within Pittsfield could pursue these possibilities.

Pittsfield has developed a reputation of having a large number of affordable housing/ rentals. People often are referred to town “dumped” due to available alternative opportunities. Pittsfield as we have noted has limited opportunities and obstacles hindering individuals from better themselves. Providing a community where people can become financially, socially and personally established a more stable citizen base.

Much of what has been written appears grandiose. A question exists, who will do this? The need for a Town Planner is obvious. A Main Street Program or Rural Development Grants are available for providing such a person. Ideally the position would involve organizing groups to become more self reliant and the need for a planner would decline with time.



Recreation

Recreation that is available in a community provides a variety of functions. The local residents may get exercise, improve their health, provide social contact and a positive image of the Town. Recreation can be the reason to visit a community, activities on the river, organized sports or family events. Businesses of various sizes serve the recreational needs of an area.

The Parks and Recreation Committee and a group of volunteers sponsor a series of activities. These are held at Dustin Park, Forest B Argue Pool “The Town Pool” and other sites in Town. The pool area has swimming, a pavilion, playground, horseshoes, picnic tables, volleyball and possibly skating. The committee sponsors Harvest Fest, an Easter Egg Hunt, Winterfest, plus other activities. They also sponsor activities at French Circle.

The Pittsfield Youth Association sponsors youth baseball which has the use of the baseball complex on Tilton Hill. The school system is responsible for Drake Field that is used for baseball, soccer, tennis, basketball, a play ground area and an adjoining boat launch. The school is responsible for a series of interscholastic sports and the school gym is used for a series of sports and age groups. A skate board park has been built on school property. Numerous groups exist such as Girl Scouts, Boy Scouts, 4-H and others are available. Clubs/ groups have existed such as bicycle clubs, snow mobile club and others with a variety of interests.



Town Pool

Citizens indicated on the Town Survey they appreciated the rural character of Pittsfield and the historic makeup. Community recreation was not a strength of the Town receiving one fourth as many positive responses as the rural character. The Wellness Coalition recently noted that there is a need for recreational activities for all ages. The Town survey indicated a need for cultural activities, trails, bicycle paths, skating, picnic areas and more. These suggestions indicate a need for a. physical activity, b. opportunities to explore Pittsfield, c. family, and d. community activities.



Drake Field Play Ground

Hobbies that most of us have can be motivators for exercise utilizing our time, maintain a high level of personal interest and financial commitment. Group involvement may occur with clubs, competitions or specific events. A kayak club utilizes a different body of water each week or four wheel mud trucks have weekly events. These utilize the resources of the area.

New Hampshire has long identified recreation as a part of its economy. Many areas not in the commercial hub of the state utilize recreation as a part of their economic make up. Littleton NH, which is in the process of revitalizing its town has been recognized for their changes. NH Magazine, June 2016 pg 46, identified that “recreation is really the thing that unites us”, it produces the sense of community. Recreation is a natural utilization of its resources, promotes a positive economic stimulus and create an identity for the residents.

Several issues exist that impact upon the development of recreation for the residents and visitors.

- a. expansion of local facilities and staff
- b. the critical number of individuals
- c. Liability on Town property.

d. Cooperation of neighbors.

e. Development and expansion of natural resources.

f. An individual advocating for the optimum use of our resources and addressing the needs of the citizens.

The rural atmosphere of Pittsfield is one of the gems of the Town and the question could be asked, can we use it? Town owned property is a small fraction of the land base and the opportunity for hiking, river activity, bird watching, plus others cross the property of multiple owners. Developing cross country skiing, bicycling, hiking trails would require the cooperation of landowners and the respect by the participants.

Using seniors, as an age group, we see their needs change. Recreation may include physical activity, mental stimulation, social interaction and overall wellness. Due to the increasing number of seniors we need to insure the services and needs are being optimized. The well being of residents is an issue independent on income levels and the meaningful activities should be available to all residents.

Municipal budgets are a concern of all residents. Recreational benefit participants, possible community identity, plus commercial expansion. The initial benefits and annual operating cost must be balanced. What we do, we can do well providing quality experiences. Private/ for profit enterprises can provide many of the same benefits while attracting a larger/ broader audience reducing the cost per participant. Gunstock ski area has expanded from a winter ski area to an all season recreational destination.

The Town of Pittsfield may not be able to provide all of the recreational needs and desires of the citizens. Cooperative arrangements can exist with groups such as the YMCA, for profit and nonprofit groups. Surrounding towns might join together to develop the critical numbers needed for an event to be sponsored. Mutual benefits exist, all around the concept of an individual enjoying themselves and the qualities of other individuals.

Watching young people we see that they are creative and provide innovative (spontaneous, no formal organization) ways to be active. Opportunities that encourage exercise should be available. Permanent exercise stations along a walking path(example Drake field) or road markers showing distances for walkers are low cost, minimal maintenance examples. Non profits hold fund raisers where people walk, run or perform exercises to raise money. Keene NH stated in their recent Master Plan that their goal is to be identified as the healthiest city in the nation by 2020 partially due to the level of physical activity. These activities set an image to visitors or potential businesses visiting Pittsfield.

Recreation can be looked as, what we do to have “fun”. It can lead to healthier lifestyles, a sense of community and social interaction. The local economy can be stimulated and a draw for visitors to town. Studies have

indicated that “Millennial’s” and adults are drawn to communities with recreational opportunities.

Recreation can lead to the growth of individuals and the appreciation of a community. Memories of teams and fellow team members lasts for years and the experiences of observing nature create meaningful values. Pittsfield has the great potential but the need for leadership, either spontaneous or administered to catalyze these activities and address the roadblocks.

Small towns may not appear to be able to compete with larger communities such as Concord or Manchester. We can have a larger percentage of individuals involved, produce quality experiences and produce a sense that the event is more meaningful in Town rather than being minor event in a larger city. New Hampshire has a rural heritage other states envy and this could be capitalized by creating an appreciation of our natural resources and the associated beauty.

Recreation can be a key hub to a strong vibrant community. Several benefits can occur:

Increase satisfaction by the citizens.

Draw new people to Town

Draw businesses that are recreational oriented or appreciate the values that are associated with recreation.

Interests change with age and over time, allowing a variety of activities

Recreation within a community increases a sense of activity and involvement.

These are all healthy outcomes based upon universal values which could enhance the economic and social image of the Town.



Education

A critical role of any community is to educate the children of the Town and prepare them to have productive and full lives. Citizens have fond memories of their school experience and have equal expectations for the next generation. In New Hampshire, Town property taxes are the major funding source creating a burden on Towns and the residents. The competency of graduates is a local and national issue questioning the preparedness of young people. Communities have different cultural, social and economic makeup resulting in issues in the school, possibly unique to the school. How these issues are addressed impact on student performance and the public perception of the educational process.

The cost of education is scrutinized by Town residents due to its impact on the property taxes. We have examined school costs as a portion of the property tax and a similar comparison with the municipal portion. The study consisted of communities surrounding Pittsfield and schools with a similar size to Pittsfield.

Table 6-1

Cost Per Pupil

	Elementary	High School	Total (Dollars)
State Average	14,581	14,466	14,374
Allentown	18,377		18,377
Barnstead	14,877		14,877
Chichester	15,804		15,804
Epsom	14,111		14,111
Gilmanton	13,456		13,456
Pembroke	14,709	12,290	13,458
Pittsfield	14,134	22,397	17,083

Colebrook	13,013	19,166	14,906
Epping	13,808	18,212	15,239
Hillsboro/Deering	16,289	16,336	16,124
Hinsdale	15,663	20,712	17,640
Interlakes	19,390	20,959	19,888
Lisbon Reg.	12,526	18,355	16,008
Pittsburg	25,764	21,202	23,685
NH Dept. of Education 2014-2015			

Calculations utilize grants as part of the expenses and utilize daily attendance as the student numbers. Several communities in the area send their High School students to surrounding towns and it is difficult to develop area trends. Examining other schools around the state with High Schools, Pittsfield is one of the more expensive on a per student basis.

The cost per student is calculated by the State Department of Education by including grants to the school districts. And average attendance. It also excludes tuition paid to other school districts, transportation costs and capital and debt service. This makes the “real cost” per pupil difficult to compare. Dr. Freeman, Superintendent SAU 51, presented on April 7, 2016 that due to private grants and average attendance calculations the High School cost was inflated by \$4500 indicating the actual per student cost to be \$18,767.71. The actual costs can be debated, but Pittsfield’s are higher than other schools.

Tax rates in New Hampshire are calculated by dividing the taxable property values by the amount of revenue to be raised. A comparison of Pittsfield with surrounding towns indicates that most towns have greater property values to be used in calculating the tax rate. There are only five communities in the state with lower property values per student than Pittsfield.

Table 6-2

Tax Rate and Equalized Property Values 2015

	School Tax	Town Tax Rate	Equalized Value/ Pupil (\$1000)
State Average			894
Allenstown	16.03	32.83	478
Barnstead	15.48	25.22	611
Chichester	15.52	26.37	784
Epsom	13.95	23.82	627
Gilmanton	16.73	25.94	778
Pembroke	16.45	28.94	503
Pittsfield	15.66	30.28	429*

Colebrook	11.36	28.89	595
Epping	17.06	25.09	692
Hillsboro/Deering	15.41/17.00	29.05/29.05	896/519
Hinsdale	13.56	25.89	606
Lisbon Reg.	13.60	28.89	464
Pittsburg	6.42	16.30	2,912
Sunapee	6.48	15.01	3,124

- Five communities with lower values than Pittsfield
- NH Dept. of Education and Dept. of Revenue 2014-2015



Pittsfield Elementary School built 1981

Inequities exist in the funding process of Towns in New Hampshire. Towns with second homes, commercial development or attractive recreational features have a different tax base. This inequity is a given obstacle facing daily activities and the growth of the Town.

School population is an issue in many states and particularly New Hampshire having one of the oldest populations in the US. Pittsfield's School enrollment declined 30% in 2004 with Barnstead sending students to Alton. The following chart indicates that 558 students were enrolled in 2014-2015. The legal capacity of the schools is 940 students, enrollment is 60%. Class size varies but the majority is 40-60 students per class. There is a change in the student body throughout the year with a 25% (2015-2016) change in the High School between the beginning to the end of the year.

Table 6.3

Student Enrollment 2014-2015

Grade	Number of Students
First	51
Second	31
Third	46
Fourth	42
Fifth	40
Sixth	39
Total	249

Seventh	40
Eighth	53
Ninth	69
Tenth	47
Eleventh	24
Twelfth	28
Total	251

Pittsfield Town Report 2015

The statement has been made that the school suffers financially due to lack of efficiency due size. Examining schools across the state larger schools generally have a lower cost per student. It also have been said that larger schools have a greater number of opportunities for students. The state does provide money to the school district on a per student basis, over \$8,000 per student. The school has the physical capacity for additional students and more students could reduce per student costs.



Pittsfield Middle High School

Student attendance is often an indicator of potential student progress. Examining attendance information Pittsfield has a lower rate plus lower graduation rate than other school systems. This may have an impact on student progress but it has direct impact on the calculation of state aid formulation.

Table 6.4

School Attendance Rate 2014-2015

	Elementary	High School	Total	Acc 4-yr. Drop Out Rate (%)
State Average	95.5	93.5	94.7	4.09
Allenstown	94.6	93.5	9.6	
Barnstead	96.3			
Chichester	96.5			
Epsom	95.4			
Gilmanton	96.1			
Pembroke	96.1	94.5	95.3	4.58
Pittsfield	93.3	87	90.9	15.0

6.5

Colebrook	94.3	92.3	93.6	9.04
Epping	95.4	92.7	94.6	5.82
Hillsboro/Deering	94.3	91.4	93.5	
Hinsdale	95.9	94.1	95.3	2.6
Interlakes	95.2	91.7	94.0	1.2
Lisbon Reg.	95.2	94	94.9	
Pittsburg	94.7	92.4	93.6	8.0
Sunapee	96.3	96.1	96.4	

NH Dept, of Education 2014-2015

Several factors impact on the ability to attract, maintaining and helping teachers to mature in the profession. Teacher salaries are one of these factors. The average salary and average starting salary offered by Pittsfield and their ranking within the state is a concern. A large number of faculty had to be replaced for the 2016017 school year (23%). Prior to leaving the faculty were able to gain experience, utilize resources for professional development, all increasing their employability. Reasons for leaving included retirement, leaving the area, jobs with less commuting time, spouses leaving the area and it could be concluded higher salary. The inefficiencies created by this turnover rate cannot be measured.

Table 6.5

2015 Teacher Salaries

	Average Salary (\$)	Starting Salary (\$)	Rank in State (159 possible) starting salary
State Average	56,616	36,149	
Allenstown	60,919	33,057	125
Barnstead	43,000	32,000	139
Chichester	57,379	36,489	68
Epsom	58,372	35,592	79
Gilmanton	52,325	34,165	104
Pembroke	52,029	33,500	119
Pittsfield	40,515 (3 lower)	29,617 (2 lower)	157
Colebrook	41,974	32,000	140
Epping	50,530	35,888	76
Hillsboro/Deering	52,243	33,024	127
Hinsdale	40,583	33,525	117
Interlakes	69,918	38,164	47
Lisbon Reg.	54,228	34,202	104
Pittsburg	45,848	35,352	84
Sunapee	65,039	37,610	93

NH Dept. of Education 2015

The leadership of the school has initiated numerous programs addressing various needs of the school system. The educational model used across America was developed decades ago. A student centered approach has been adopted resulting in numerous visitors to the schools with regional and national notoriety. The leadership has taken advantage of existing grant opportunities or initiated programs to address specific needs with the student body and the community. (Example "Title I" for needy students and the creation of a Wellness Coalition addressing drug issues within the community). A statewide biennial risk behavior survey is available to identify trends in student development. The NH State Department of Education monitors various parameters, many of which have been cited.

Looking at recent graduates numerous successes can be identified. They are successfully matriculating into college and employed. The curriculum is designed to address student interests and needs irrespective of the size of the school. Courses of specific interests or those unlikely to have sufficient student numbers (Ex. Spanish V) are able to take the courses on-line while in school. Extended learning Opportunities (ELO) are available where a student can have an in depth study in a topic of their interests. A recent article in the Suncook Sun on bee keeping is an example. Students develop educational experiences with local businesses to gain insight, experience and application. Students have opportunities to explore topics of their choice ex. Design, build and utilize a greenhouse.

These experience can challenge, encourage and provide growth for students to those wanting to continue their education at an elite college to those struggling with daily academics. The educational framework provides the basics, the rigor and opportunities to allow competency.

The School District is responsible for Drake Field. Due to the distance from the school buildings the field is not usable for daily physical education activities. Soccer and baseball utilize the field. The school obtained a grant for a play ground and there are tennis and basketball courts. These are used extensively by the residents. The field is adjacent to a boat launch which becomes a site for additional activities. The annual balloon rally, Old Home Day and other activities use the area. Drake Field is a valuable recreational site for the Town.

1. The committee does not recommend that tuitioning students to other towns. It would be detrimental to the growth of the town, the personal growth of the students and reduce the town's input into the educational process.
2. The school administrative team has initiated a series of school wide changes that have resulted in student progress and notoriety on a statewide, regional and national level. These efforts should be encouraged.
3. Schools are a critical feature for families selecting a community to live and raise a family. Good schools promote quality real estate values and employment. The quality of education is a criteria for a business to locate in a community
4. Efforts should be made to keep school costs as low as possible.
5. Local schools can increase pride in students and the community and lead to higher academic achievement.

2012 Master
Plan

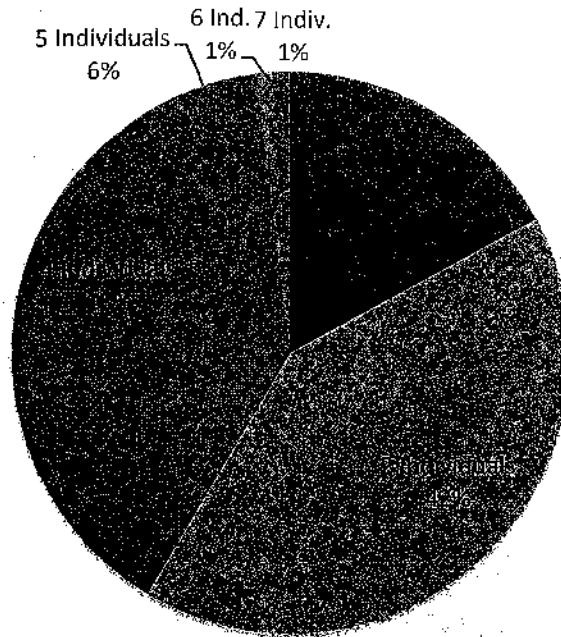
Town of Pittsfield



Community Survey
Summary Results

Q1 Number of Individuals in household:

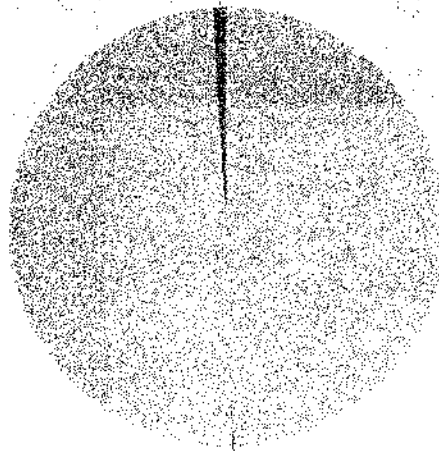
Answered: 197 Skipped: 6



Q2 Do you reside in Pittsfield:

Answered: 138 Skipped: 5

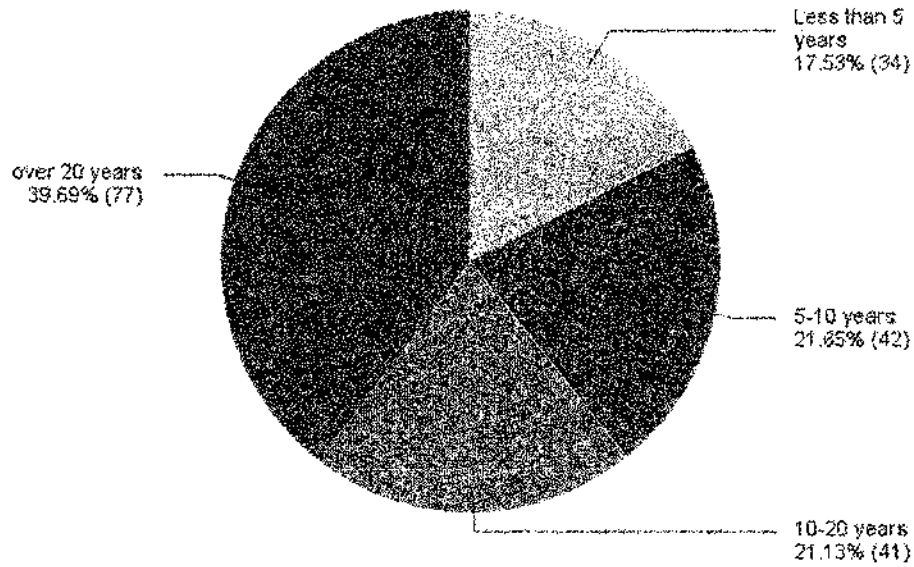
Seasonally
1.01% (2)



Year Round
98.99% (136)

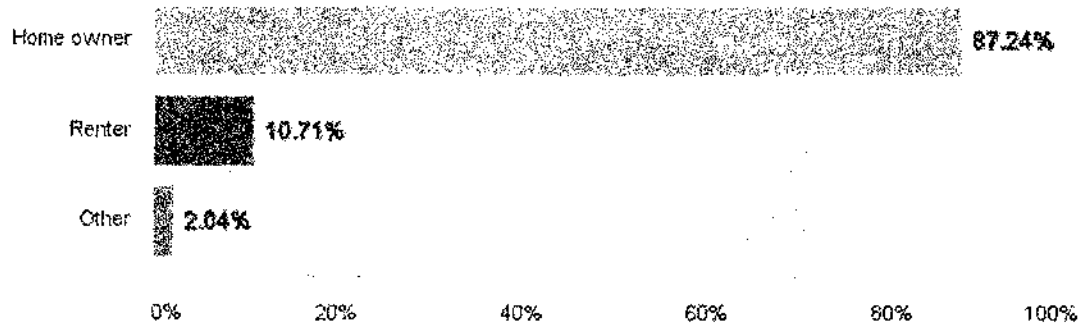
Q3 How long have you lived in Pittsfield?

Answered: 193 Skipped: 9



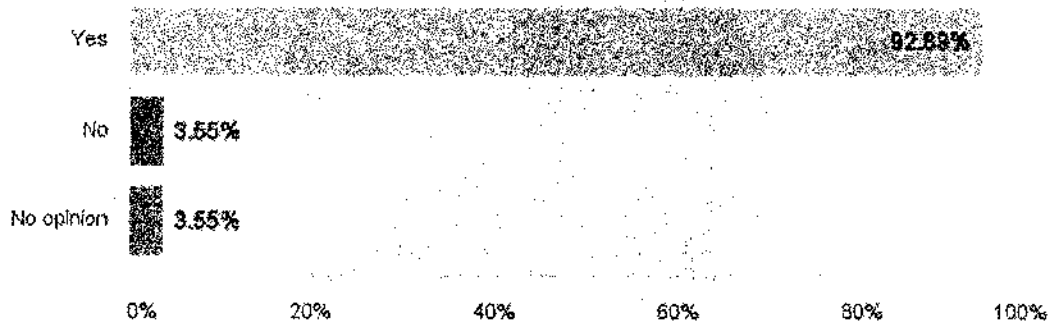
Q4 Are you a ...

Answered: 196 Skipped: 7



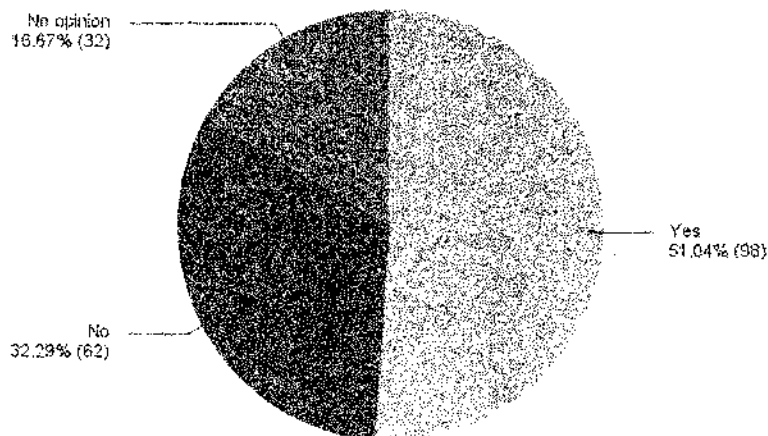
Q5 Are you in favor of Pittsfield trying to encourage commercial / industrial uses (nonresidential growth) to broaden its tax base?

Answered: 137 Skipped: 6



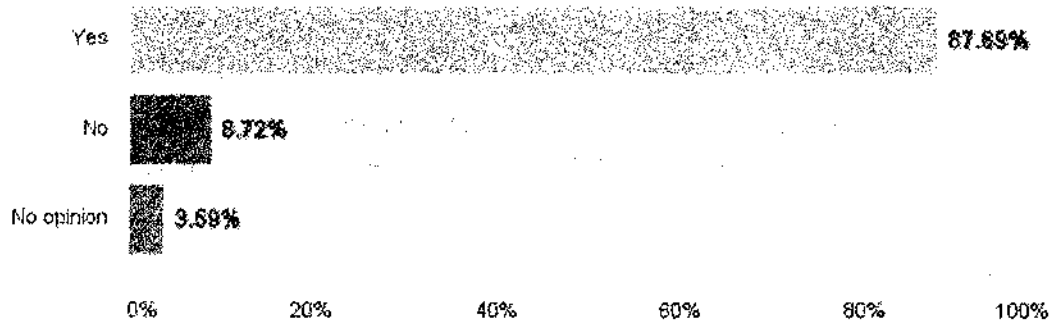
Q6 The current zoning regulations allow for commercial and industrial uses in the same area. Should the Town have an area, or areas, that are dedicated strictly for industrial uses?

Answered: 132 Skipped: 11



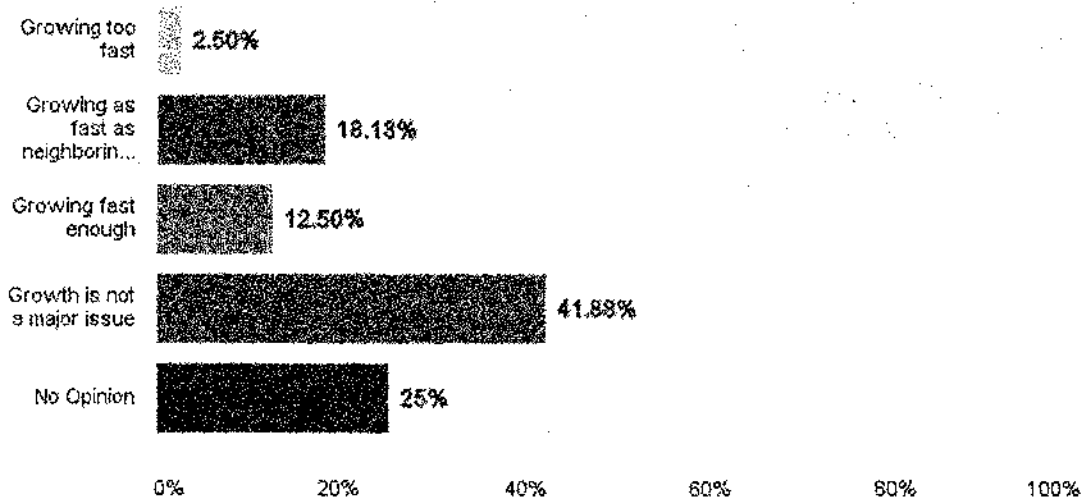
Q7 Do you favor the Planning Board promoting the NH Route 28 commercial zone to increase the zone's area?

Answered: 195 Skipped: 3



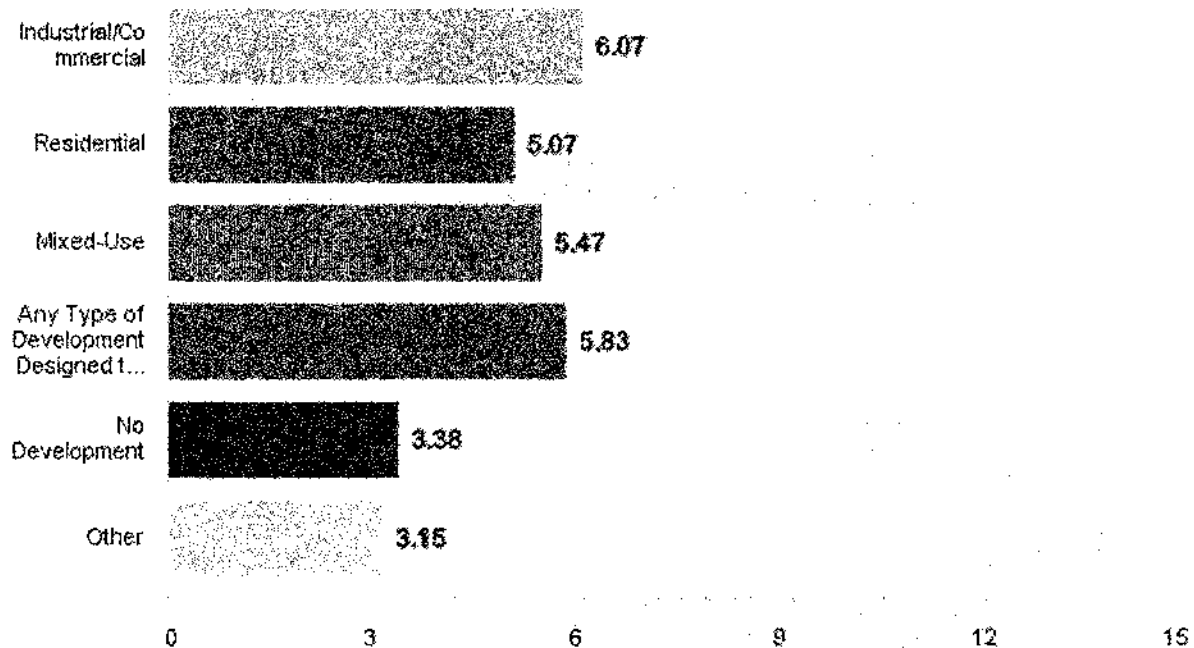
Q8 In your opinion, which statement best characterizes Pittsfield's rate of growth:

Answered: 168 Skipped: 43



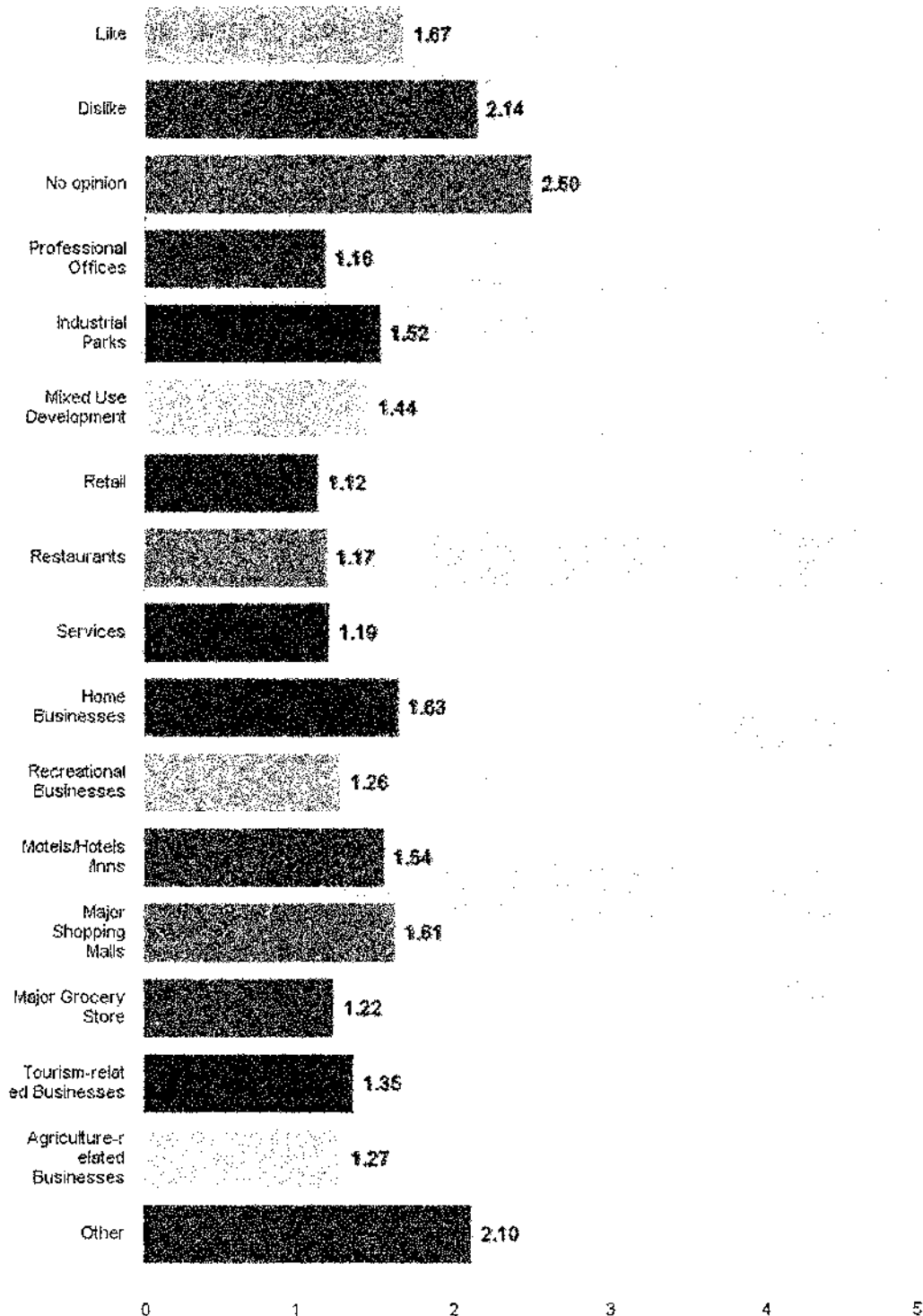
Q9 What types of development do you prefer in Pittsfield? Please give order of priority (1, 2, 3, etc.)

Answered: 138 Skipped: 5



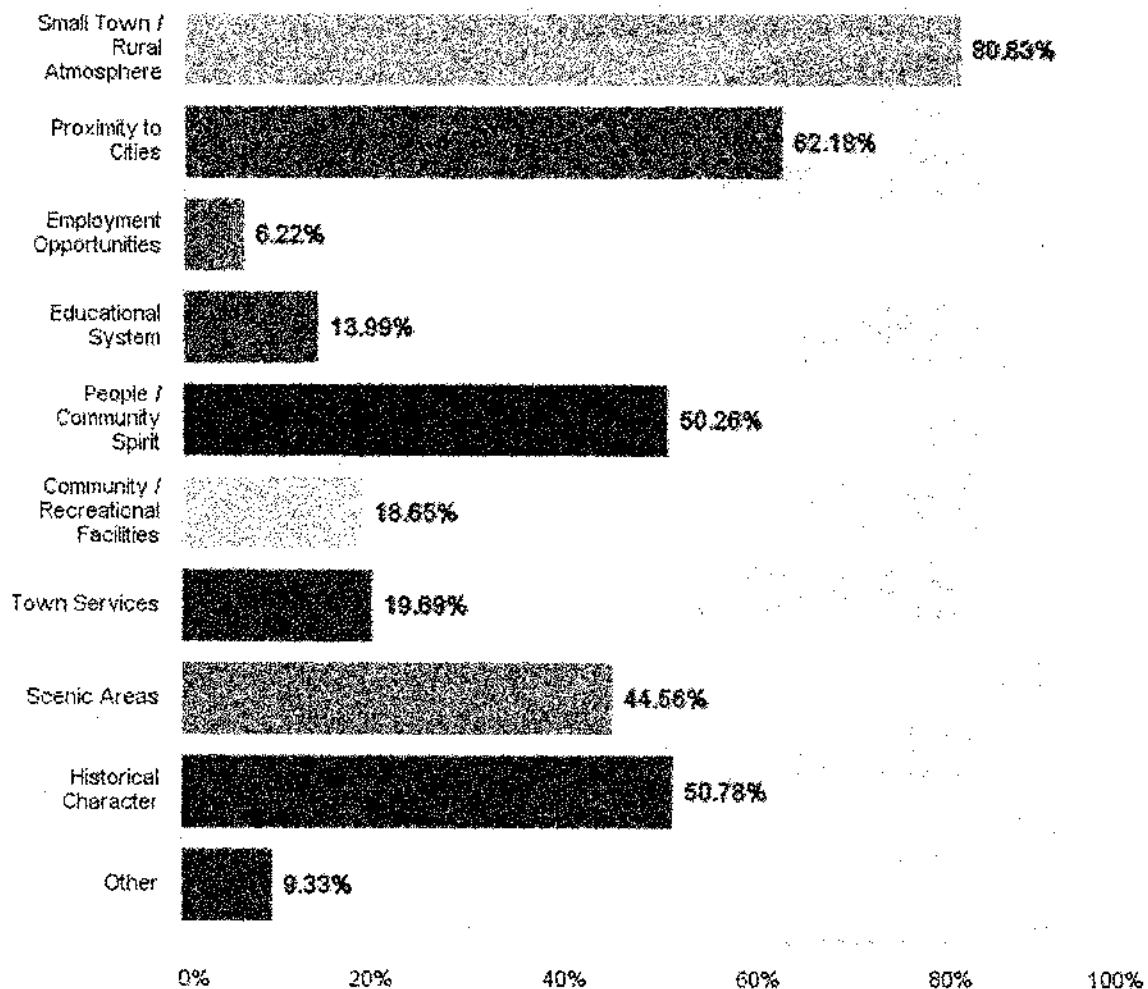
Q10 Which of the following commercial enterprises would you like to see within Pittsfield?

Answered: 194 Skipped: 0



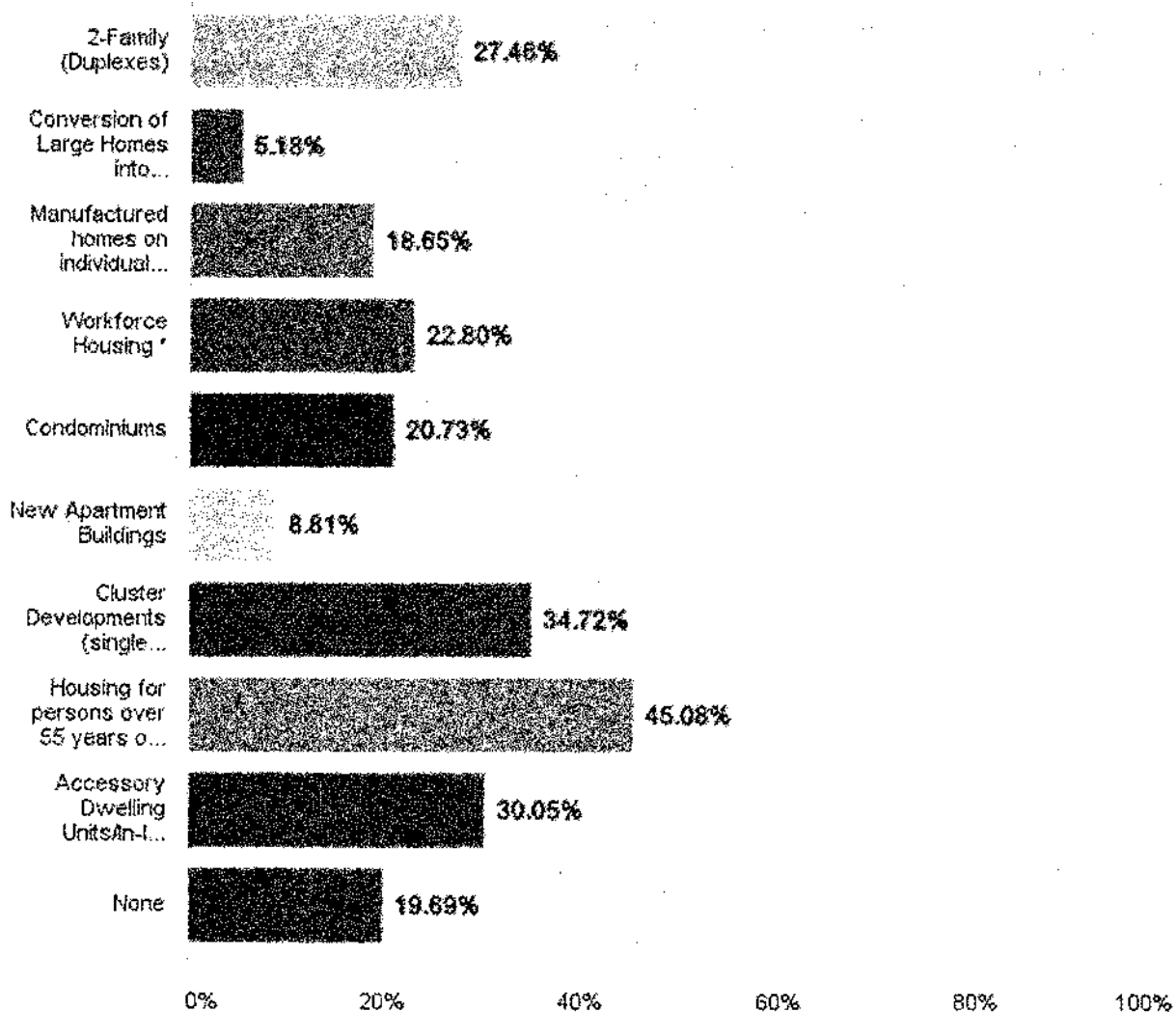
Q11 Why do you think that Pittsfield is a desirable place to live? (Please check all that are important to you)

Answered: 193 Skipped: 10



Q12 Pittsfield's predominant form of housing is Single Family. What other types of housing would you like to see Pittsfield encourage? (Please check all that apply)

Answered: 193 Skipped: 19



Q13 What areas/resources in Town do you think should be better/protected?

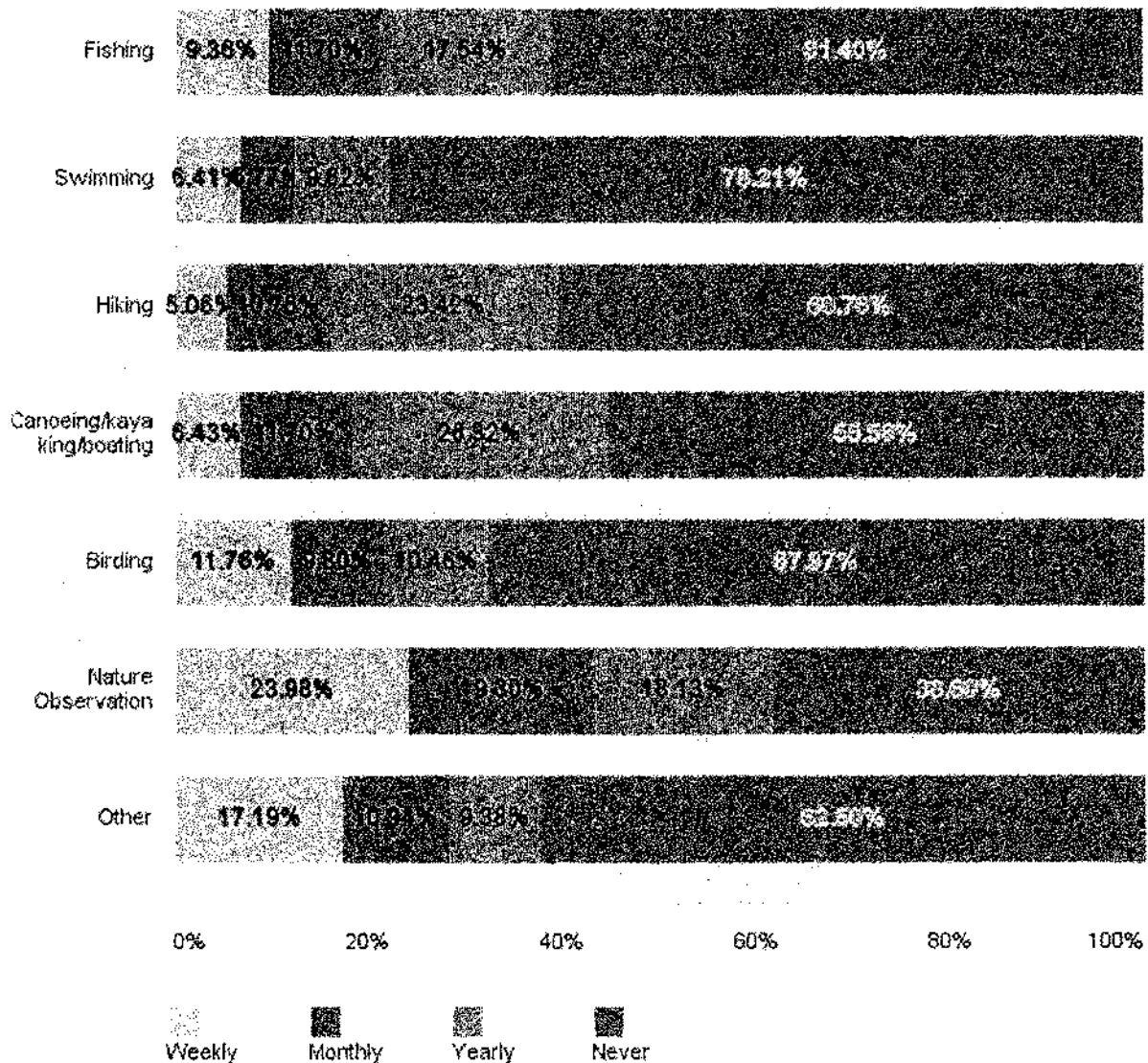
Answered: 82 Skipped: 121

Out of the 82 responses that were received the most important areas/resources in Town recommended to improve or protect were as follows:

1. Water resources- Suncook River, dams, wetlands
2. Natural Resources- scenic vistas, nature trails, forests, farm land, open space
3. Recreational Resources – Drake Field, Town pool, parks
4. Historical Resources – Buildings, Downtown, historic landmarks
5. Community Resources – Police department, Fire department, Schools

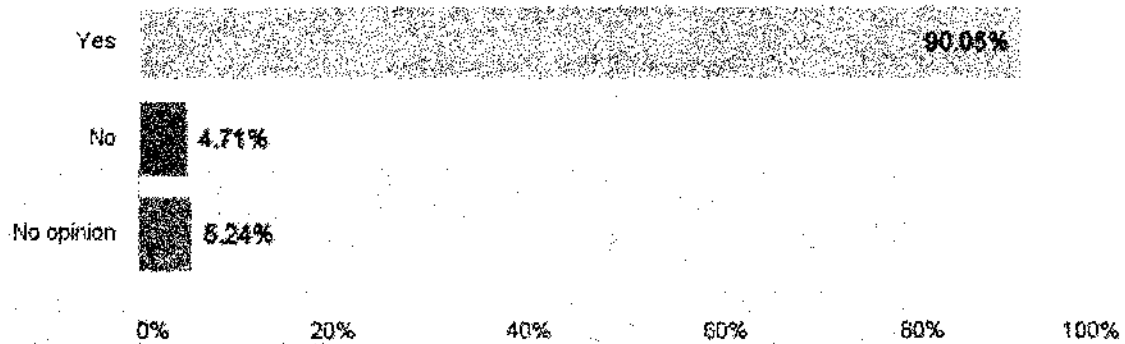
Q14 Do you use the Suncook River for any of the following activities?

Answered: 133 Skipped: 15



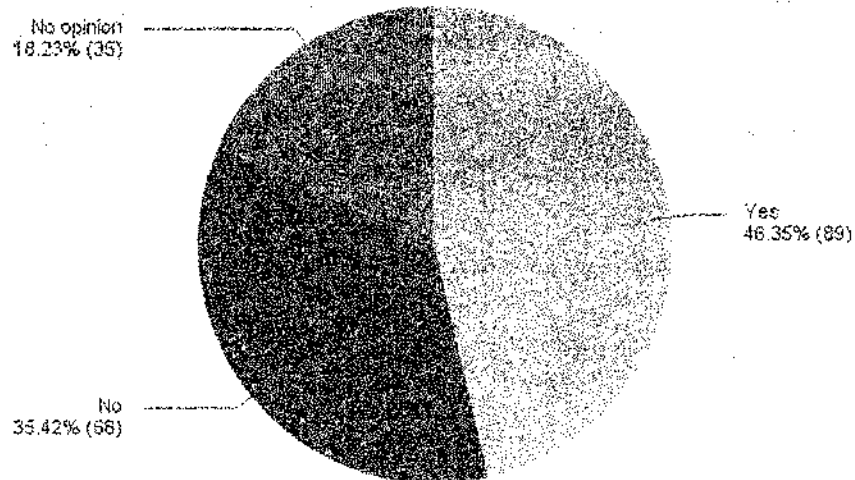
Q15 Do you feel the Suncook River is important to the character of Pittsfield?

Answered: 191 Skipped: 12



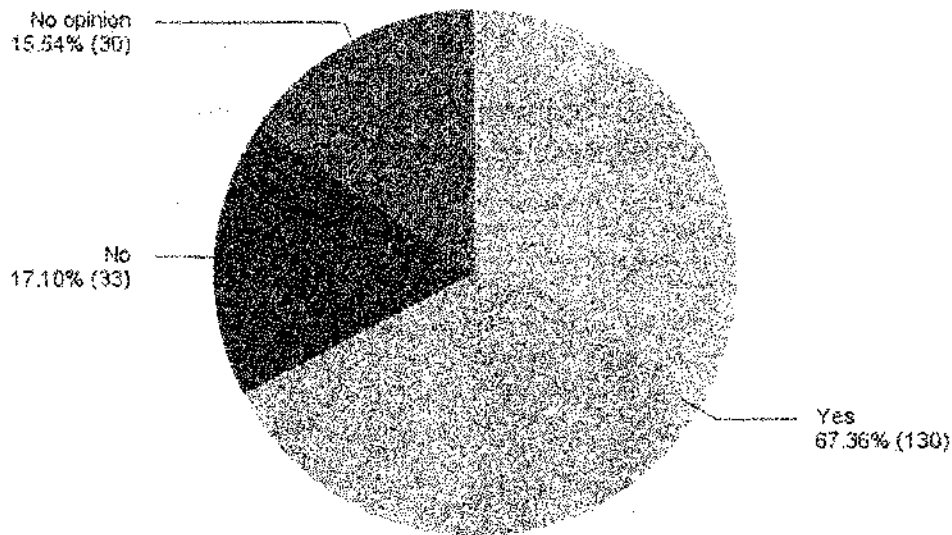
Q16 Do you feel the Town should invest in the development and improvement of access points to the Suncook River?

Answered: 192 Skipped: 11



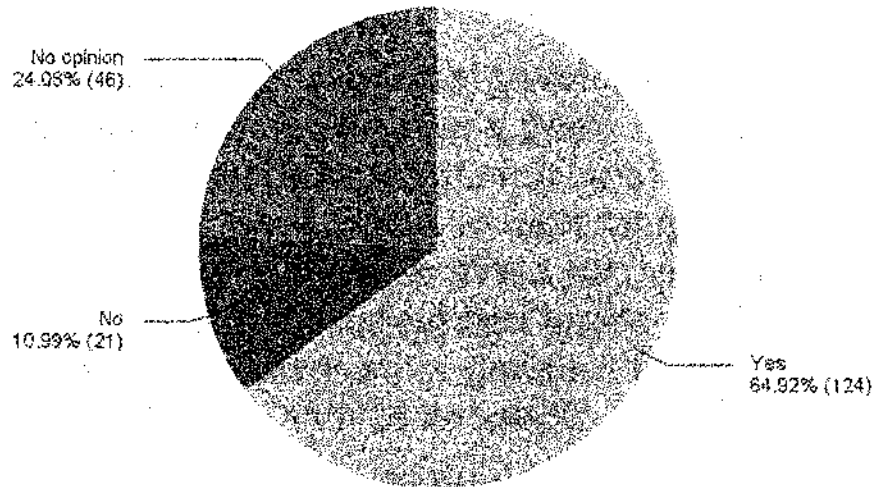
Q17 A greenway is a linear open space established along a natural corridor, usually designed to accommodate both wildlife and low-impact human recreational uses. A greenway can serve as a linkage between existing natural and historic sites. Are you in favor of creating a greenway along the Suncook River?

Answered: 193 Skipped: 16



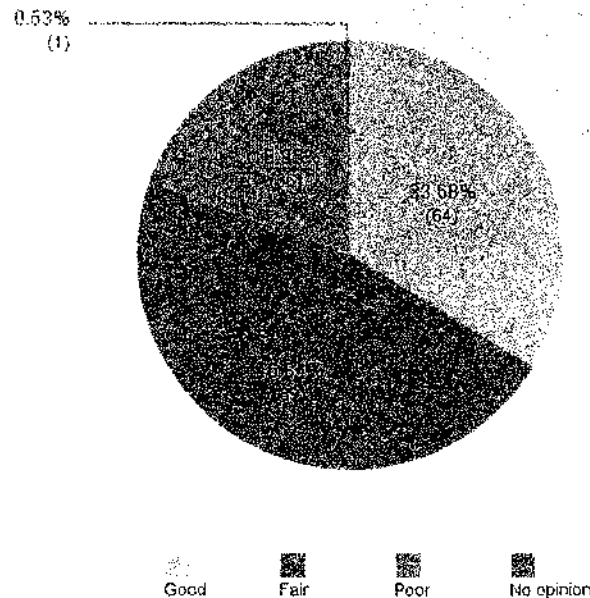
Q18 Do you support current land conservation efforts in Pittsfield?

Answered: 191 Skipped: 12



Q19 In your opinion, what is the general condition of roads in Pittsfield?

Answered: 130 Skipped: 13



Q20 Please identify any road(s) or specific segments of roads which you think are particularly dangerous and should be improved:

Answered: 93 Skipped: 110

Out of the 93 responses that were received the specific road(s) or segments of roads that are considered particularly dangerous or in need of improvements are as follows:

1. Dowboro Road- in desperate need of repair; poor condition.
2. Tilton Hill Road – poor road conditions.
3. Route 107 – Catamount Road
4. S. Main Street & Main Street
5. Loudon Road
6. Will Smith Road

Q21 Please identify any segments of roads which are dangerous for pedestrians and where sidewalks/pathways should be repaired/built:

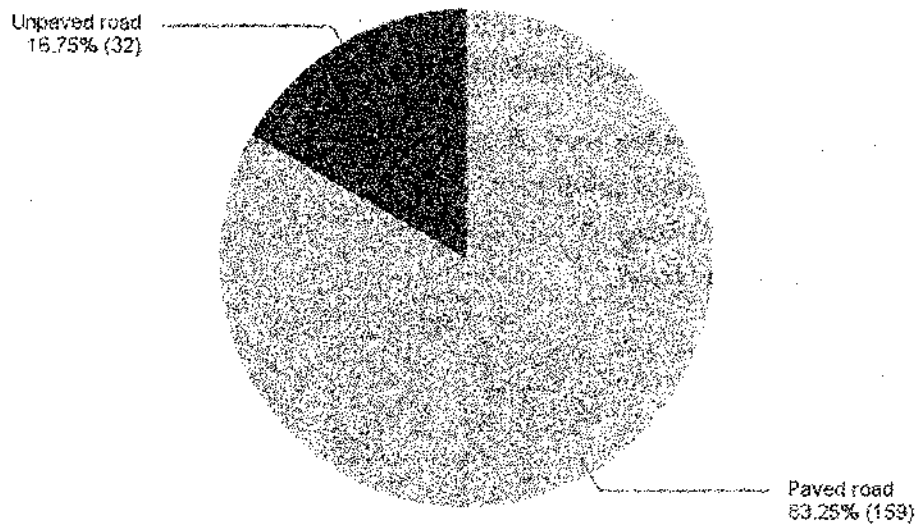
Answered: 63 Skipped: 140

Out of the 63 responses that were received the specific segments of roads in which were considered dangerous for pedestrians and where sidewalk/pathways should be installed or repaired were as follows:

1. Tilton Hill Road
2. Catamount Road
3. Main Street & S. Main Street
4. Berry Avenue (school safety issue)
5. Leavitt Road

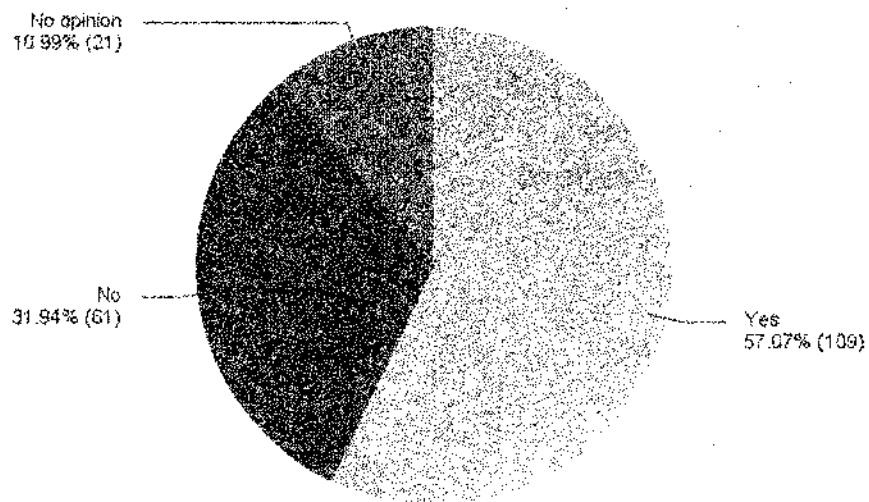
Q22 Do you live on a:

Answered: 191 Skipped: 12



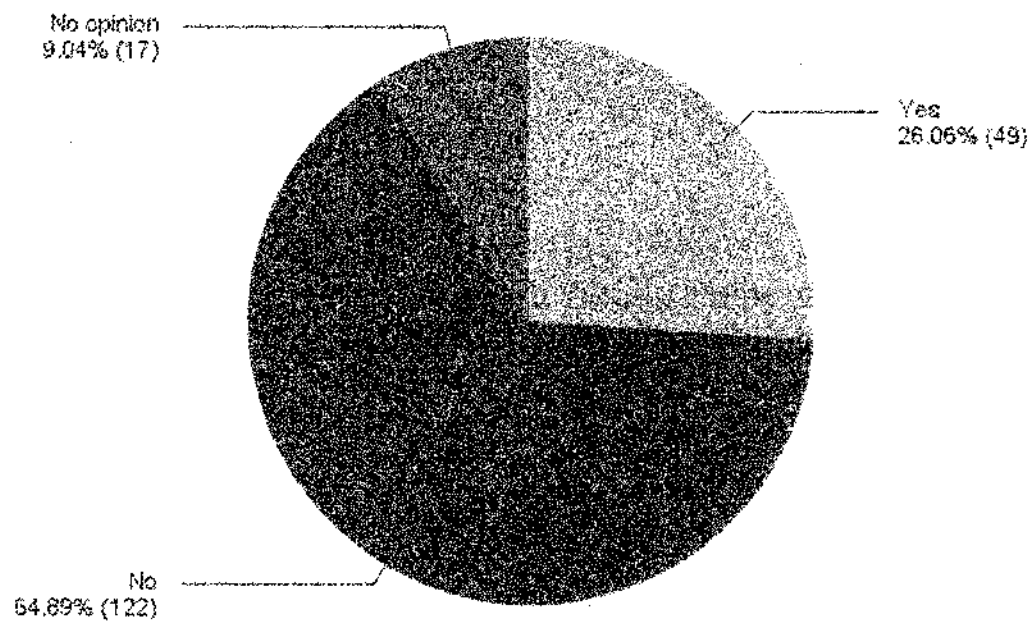
Q23 Do you support the addition of bike lanes on local roads where appropriate?

Answered: 191 Skipped: 12



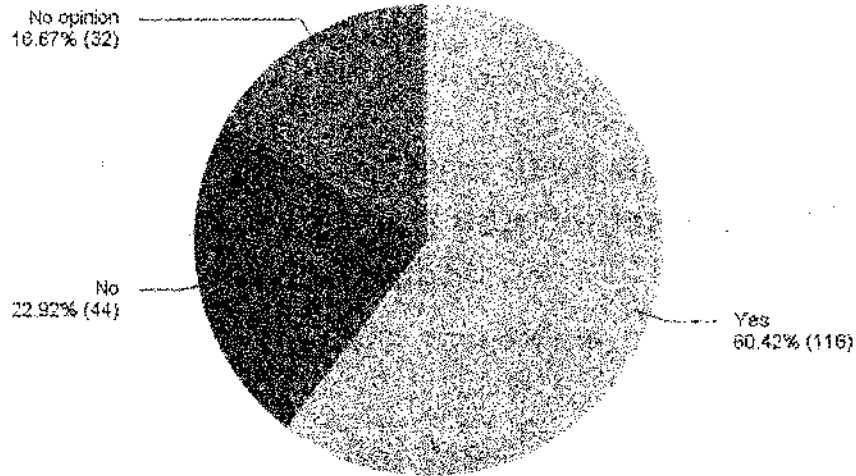
Q24 Do you have any concerns regarding intersections/access points along NH Route 28?

Answered: 168 Skipped: 15



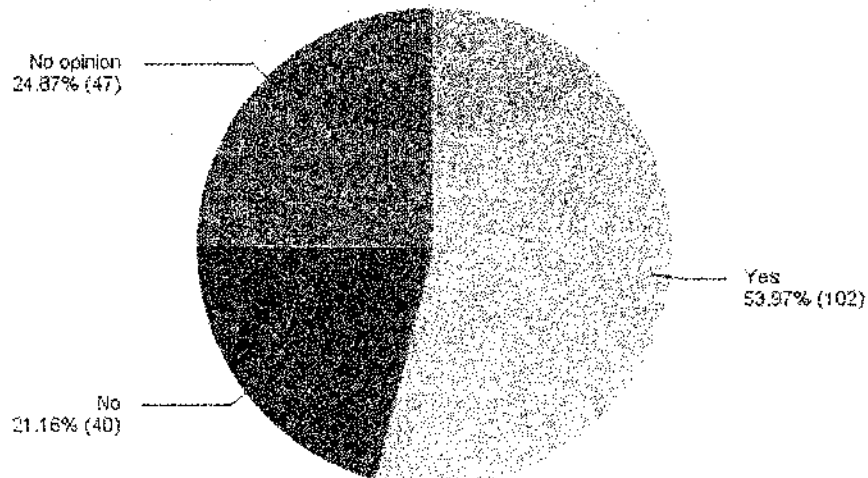
**Q25 Do you support the development of a
Park and Ride lot along NH Route 28/107?**

Answered: 152 Skipped: 11



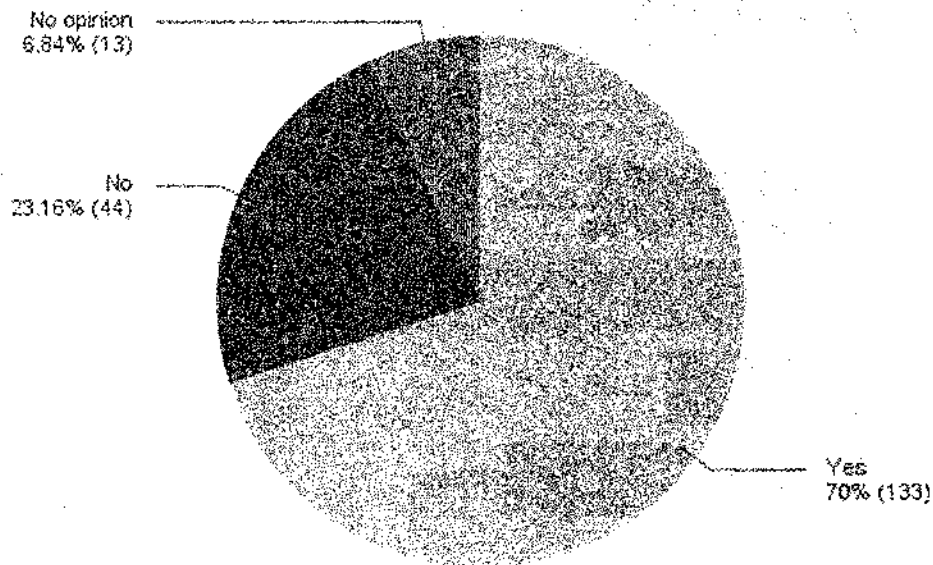
**Q26 Do you support designating sections of
Route 107 in Pittsfield as a Scenic Byway?**

Answered: 189 Skipped: 14



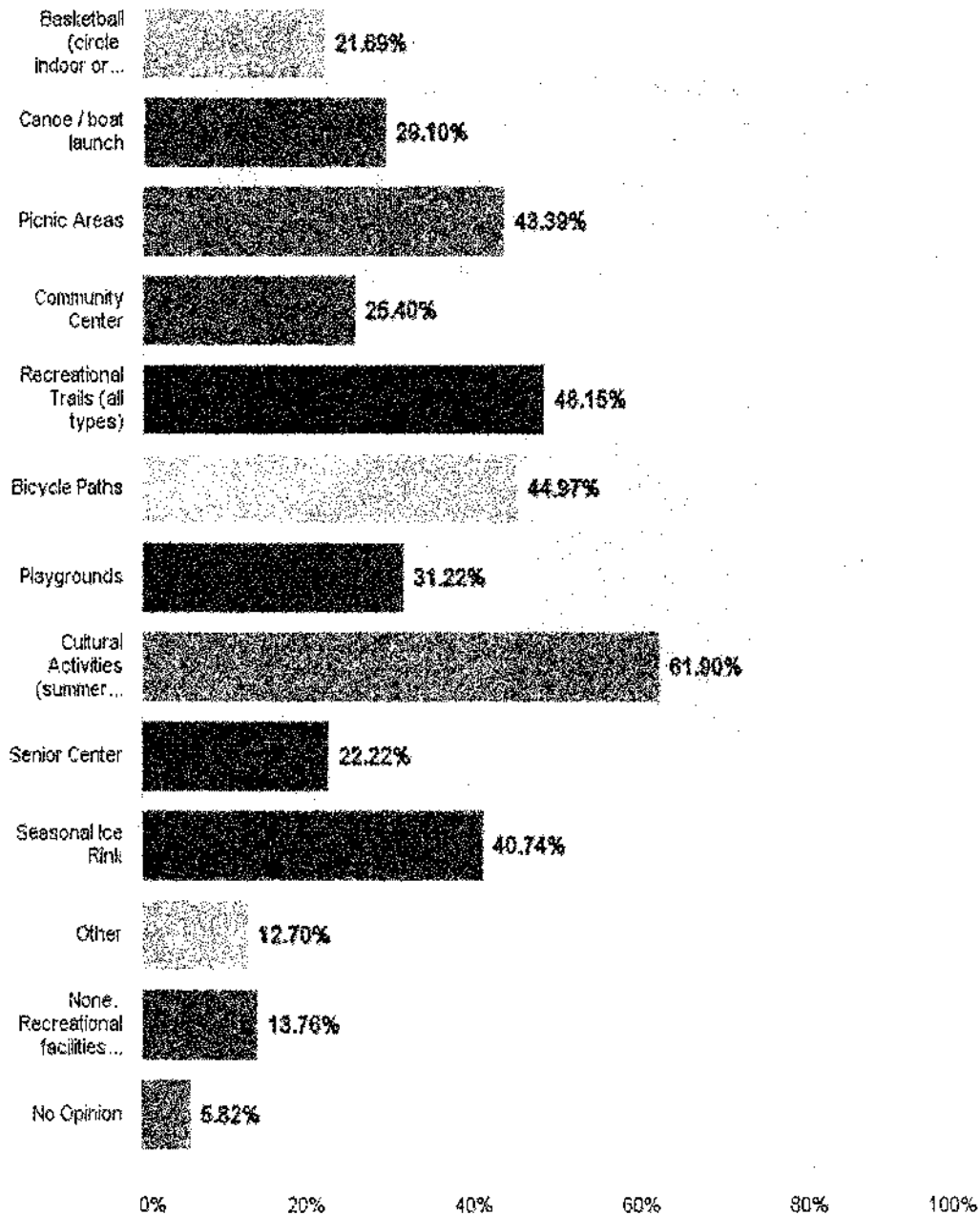
Q28 Are you in favor of the Town investigating the potential installation of new sidewalks throughout the Village to improve pedestrian access to the Elementary School and a range of downtown services?

Answered: 150 Skipped: 13



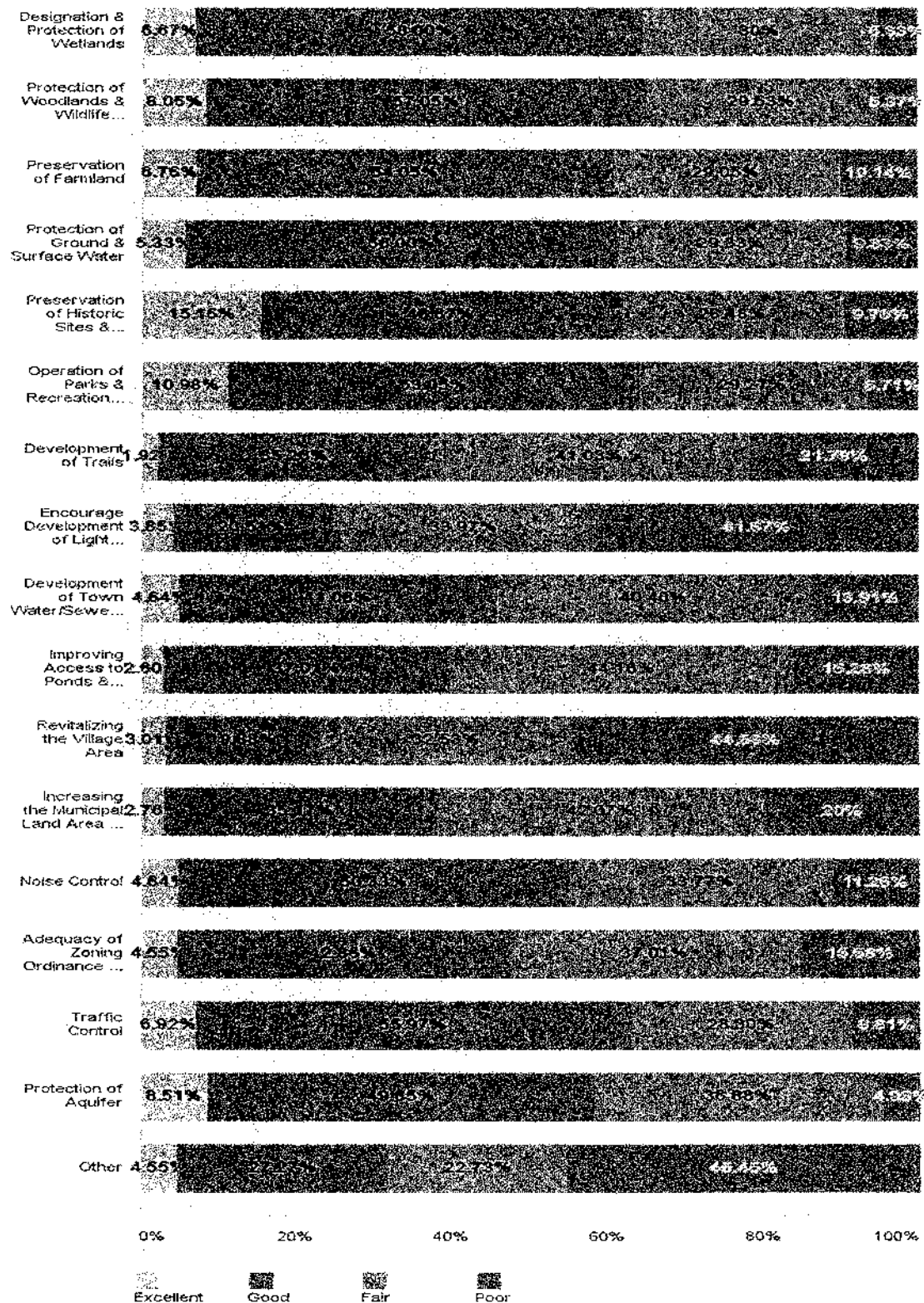
Q29 Please indicate what recreational facilities you would like the Town to develop in the future. (Please check all that apply)

Answered: 189 Skipped: 14



Q30 Town Issues:

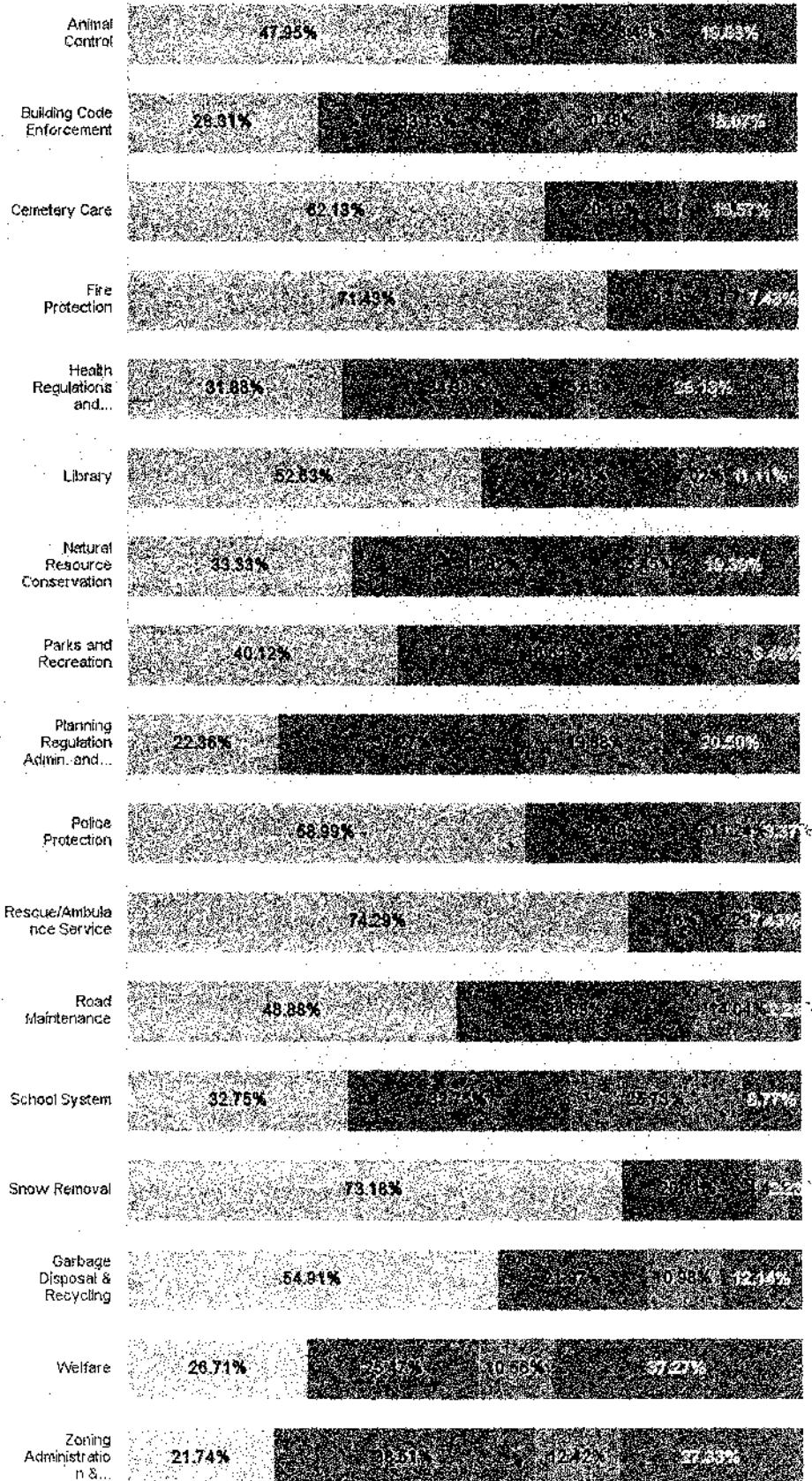
Answered: 125 Skipped: 27



Town of Pittsfield – 2012 Master Plan Community Survey – Summary Results

Q31 Town Services:

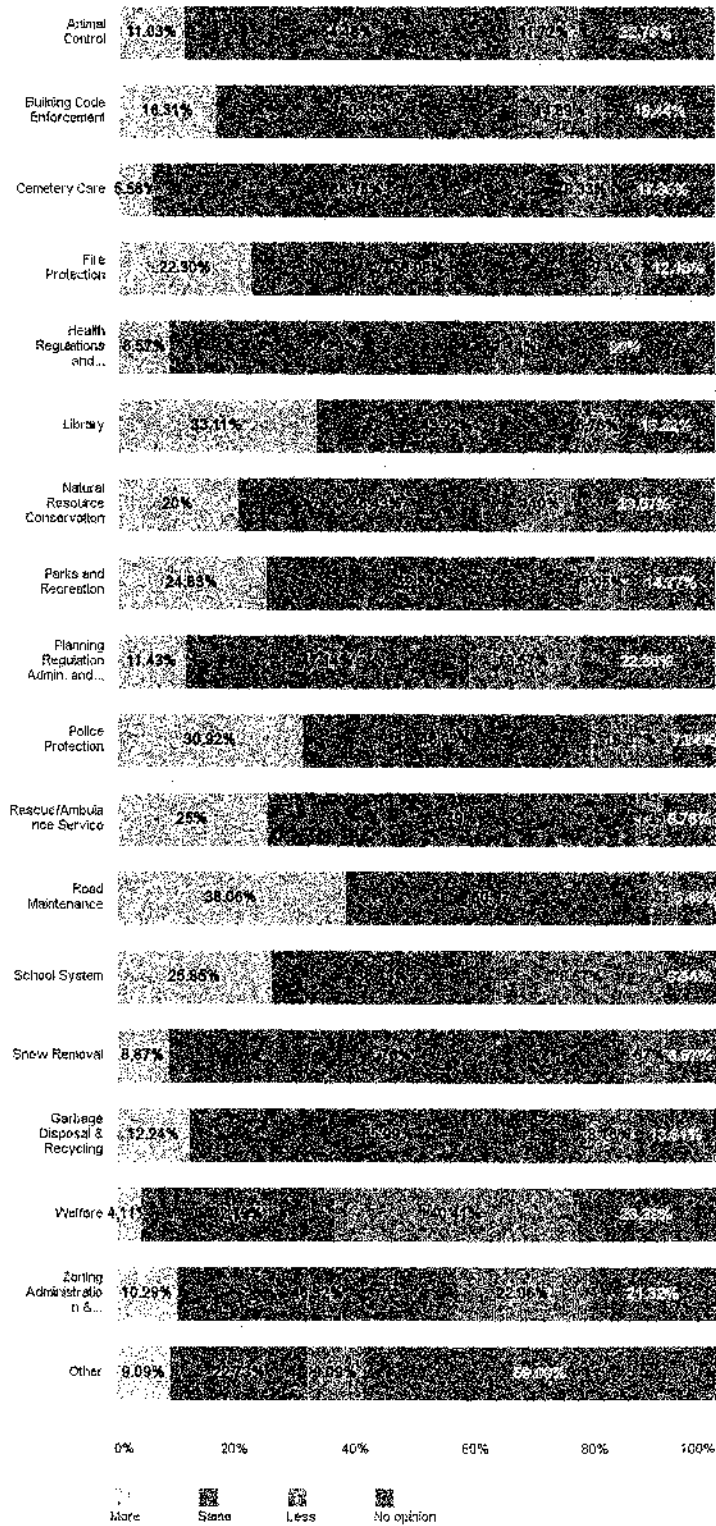
Answered: 182 Skipped: 21



Town of Pittsfield – 2012 Master Plan Community Survey – Summary Results

Q32 How much money should the Town spend on each service?

Answered: 162 Skipped: 45



Q33 Please elaborate on any issues identified in this survey that you believe are important to Pittsfield:

Answered: 100 Skipped: 103

Among the 100 responses received the following categories were important to residents of Pittsfield:

- Concerns with welfare system, low income housing;
- Reducing the tax burdens on residents;
- Transportation- Road improvements and maintenance;
- Additional options for recreations activities;
- Downtown restoration and revival;
- Economic Development- creation of jobs, and increased business growth and development;
- Improvement of School system;
- Improved town services- Police department, Fire department.
- Supporting agricultural activities and open space.

Please elaborate on any issues identified in this survey that you believe are important to Pittsfield:

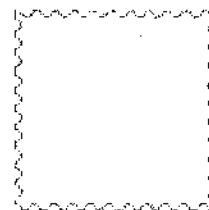
THANK YOU FOR YOUR PARTICIPATION!
Your answers are very important to us.
PLEASE SEE MAILING INSTRUCTIONS BELOW.

MAILING INSTRUCTIONS FOR COMPLETED FORM

1. Fold along dotted line with Town of Pittsfield address showing.
2. Attach (1) First-Class Postage stamp.
3. Tape, staple or seal completed form.
4. Mail back to the Town of Pittsfield at your earliest convenience.

THANK YOU AGAIN FOR YOUR PARTICIPATION!

.....



Central NH Regional Planning Commission
28 Commercial Street, Ste. 3
Concord, NH 03301

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

See Instructions in How to Complete National Register Forms
Type all entries—complete applicable sections

For HCPS use only

received

date entered

1. Name

historic Pittsfield Center Historic District

and/or common name same

2. Location

Includes the central business district and a portion of the Community Development Program
street & number Target Area. (see continuation sheet) not for publication

city, town Pittsfield vicinity of congressional district

state New Hampshire 03263 code 33 county Merrimac code 013

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private (multiple)	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple ownership (see continuation sheet)

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Merrimac County Register of Deeds

street & number 163 North Main Street

city, town Concord state N.H. 03301

6. Representation in Existing Surveys

Pittsfield Center Historic District

title Architectural Survey

has this property been determined eligible? yes no

date May/June 1980 federal state county local

depository for survey records Pittsfield Community Development Program Office

city, town 52 Main Street/Pittsfield

state N.H. 03263

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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All or part of the following streets:

Main Street (from Suncook River at Factory Bridge to Blake Street)

Marshall Court

Oak Street

Chestnut Street (from Main Street to Green Street)

Joy Street (from Main Street to the endpoint of Map 5, Parcel 1)

Elm Street

Park Street

Carroll Street (from Main Street to Globe Mfg. at Depot Square)

Broadway Street (to Cram Avenue)

Cram Avenue

Depot Street (from Depot Square to Elm Street)

Franklin Street

Green Street

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1	5-6 Park-Dam	State of New Hampshire
2	Bridge	State of New Hampshire Department of Public Works & Highways
3	6-1	Suncook Leathers, Main Street, Pittsfield, New Hampshire
4	5-7 Dam	State of New Hampshire
5	5-8	Richard J. Mullaney, Box 85, Bennett Road, Northwood, N.H. 03261
6	5-9	Kenneth Garland, Bridge Street, Pittsfield
7	5-10	Pitts. Snowshoe Club, Main Street, Pittsfield
8	5-13	Arthur Riel, 14954 Alaska Road, Woodbridge, Virginia 22191
9	5-14	Washington House - Pasquale R. Perrino 3 Main Street, Pittsfield
10	3-66/67	Odgen Boyd, 15 Catamount Street, Pittsfield Gilbert Paige, South Main Street, Pittsfield
11	3-68	First Congregational Church, Main Street, Pittsfield
12	3-69	Allan Terry, 7 Kennedy Drive, Hooksett, N.H. 03106
13	3-70	Green & Jenisch Inc., 34 Main Street, Pittsfield
14	3-82	Frank V. Volpe, Shackford Court, Pittsfield
15	3-83	Frank C. Volpe, Laconia Road, Pittsfield
16	3-84	Paul Metcalf, Flower Box, South Pittsfield Road, Pittsfield
17	3-85/86	Reuben T. Leavitt, 18 South Main Street, Pittsfield Arnold L. Wells, 9 Manchester Street, Pittsfield
18	3-87	Francis G. Farmer, Park Terrace, Pittsfield
19	3-88	Caroline O. Sorenson, Park Terrace, Pittsfield
20	3-93	Town of Pittsfield, c/o Town Hall, Box 56, Pittsfield
21	3-89	St. Stephens Church, Main Street, Pittsfield
22	3-90	Concord National Bank, Main Street, Pittsfield
23	3-19	John J. Perkins, 62 Main Street, Pittsfield
24	3-20	George E. Holloway, Jr., 64 Main Street, Pittsfield
25	3-21	2nd Advent Church, Main Street, Pittsfield

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26	3-22	Town of Pittsfield, Town Hall, Main Street, Pittsfield
27	2-6	Edgar Riel, 70 Main Street, Pittsfield
28	2-7	Maurice E. Lacroix, 72 Main Street, Pittsfield
29	2-8	Saverio Buatti, Lily Pond Road, Pittsfield
30	2-9	Bjorn Westgard, 82 Main Street, Pittsfield
31	2-10	Emma Barnes, 84 Main Street, Pittsfield
32	2-11	Nancy R. Jackson, 86 Main Street, Pittsfield
33	3-29	Raymond P. Chapman, RFD 1, Loudon Road, Pittsfield Edward M. Goutas, 14A Atkinson Street, Bellows Falls, Vermont 05101
34	3-30	Ruthena Montgomery, 71 Main Street, Pittsfield
35	3-31	Town of Pittsfield, Pittsfield
36	3-32	Philip G. Brooks, 61 Main Street, Pittsfield
37	3-33	James E. Derosier, 59 Main Street, Pittsfield
38	3-34	Robert F. Watkins, 55 Main Street, Pittsfield
39	3-35	Alva G. Robinson, 53 Main Street, Pittsfield
40	3-36	James P. McGrath, 49 Main Street, Pittsfield
41	3-37A	Richard G. Foss, Leavitt Road, Pittsfield
42	3-37	James Hillsgrove, 43 Main Street, Pittsfield
43	3-38	Town of Pittsfield
44	3-39	N.H. Savings Bank, 29 South State Street, Concord, N.H. 03301
45	3-40	Mrs. Joseph G. Horne c/o John W. Barto Esq., 6 Loudon Road, Box 468 Concord, N.H. 03301
46	3-41	Pittsfield Medical - Thirty Five Main Street Corporation, Pittsfield
47	3-42	Contois & Mulkhey, Route 8, Concord, N.H. 03301
48	3-43	Carpenter Public Library, Main Street, Pittsfield (Town of Pittsfield)
49	3-44	Thelma K. Dustin, 29 Main Street, Pittsfield
50	3/45	The Flower Place, Gordon Johnson, 25 Main Street, Pittsfield

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51	3-46	Walter M. Bond, RFD 9, Dunbarton Center Road, Bow, N.H. 03301
52	3-47	Catamount Realty, 21 Main Street, Pittsfield
53	3-48	Paul Metcalf, South Pittsfield Road, Pittsfield
54	3-49	Ruth Burbank, 5 Main Street, Pittsfield
55	3-50	Pasquale, J. Perrino, 3 Main Street, Pittsfield
56	5-11	Salvi J. Rizzo, 37 Concord Street, Concord, N.H. 03301
57	5-12	Salvi J. Rizzo
58	5-15	Kenneth and Virginia Drew, 4 Oak Street, Pittsfield
59	5-16	Lawrence W. Chagnon, 6 Oak Street, Pittsfield
60	5-17	Donald H. Mitchell, Oak Street, Pittsfield
61	5-18	Bonnie L. Chagnon, 5 Oak Street, Pittsfield
62	5-19	Philip E. Plante, 3 Oak Street, Pittsfield
63	5-20	David P. Manden, 1 Oak Street, Pittsfield
64	5-21	Catamount Realty Inc., Mountain Road, Pittsfield
65	5-22	Pauline M. Colby, 4 Chestnut Street, Pittsfield
66	5-23	Leonard S. Riel, 6 Chestnut Street, Pittsfield
67	5-24, 5-24A	Jean T. Mason, 8 Chestnut Street, Pittsfield Edith L. Genest, 10 Chestnut Street, Pittsfield
68	5-25	Edith L. Genest, 12 Chestnut Street, Pittsfield
69	5-26	Melvin L. Garland, 14 Chestnut Street, Pittsfield
70	3-80	Paul E. Metcalf
71	3-79	Congregational Church Parsonage
72	3-78	John M. Filides, 13 Chestnut Street, Pittsfield
73	3-77	William G. Robinson, Carroll Street, Pittsfield Terry P. Robinson, Franklin Street, Pittsfield
74	3-132	Edward G. Young, 2 Green Street, Pittsfield
75	3-133	William S. Freese, 6 Green Street, Pittsfield
76	3-134	Joyce H. Brewster, 10 Green Street, Pittsfield

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77	3-76	Ralph Van Horn, 16 Elm Street, Pittsfield
78	3-75	Willis E. Pethic, 18 Elm Street, Pittsfield
79	3-74	Ruth C. Emerson, Tilton Hill Road, Pittsfield
80	3-73	Hervey E. Bouchard, 10-12 Elm Street, Pittsfield
81	3-72	John D. Martin, 8 Elm Street, Pittsfield
82	3-71	Catamount Grange, Elm Street, Pittsfield
83	3-98	John Donovan, 2 Bear Hill Road, Chichester, New Hampshire 03258
84	3-97	Vacant - Frank & Irene Volpe
85	3-96	Olga Liouzis, 11 Elm Street, Pittsfield
86	3-99	V.F.W., Elm Street, Pittsfield
87	3-123	Marjorie Zinn, 15 Elm Street, Pittsfield
88	3-122	Marvin Gold (Post Office), 152 Temple Street, New Haven, Connecticut 06510
89	3-124	Alden Brown, 2 Depot Street, Pittsfield
90	3-125	Robert Taylor, 2 Berry Avenue, Pittsfield
91	3-126	Contois & Mulkhey, Route 8, Concord, N.H. 03301
92	3-120	Paul Metcalf
93	3-121	James H. Thorpe, 23 Crescent Street, Pittsfield
94	3-119	Paul & Lucia Metcalf
95	3-118	Richard & Sarah Harkness, Swamp Road, Suncook, N.H. 03275
96	3-117	Sidney & Sonia Robinson, 3 Franklin Street, Pittsfield
97	3-116	Sidney Robinson
98	3-115	Sidney Robinson
99	3-114	Terry P. Robinson, Franklin Street, Pittsfield
100	3-113	Frank C. Volpe, Depot Street, Pittsfield
101	3-112	Frank C. Volpe
102	3-111	Arthur K. Dame, 23 Depot Street, Pittsfield
103	3-110	Arthur K. Dame

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104	3-109	Ralph W. Federspiel, 31-35 Depot Street, Pittsfield
105	4-25	Pittsfield Weaving Co., Bridge Street, Pittsfield
106	4-26	Henry F. Gray, Loudon Road, Pittsfield
107	4-27	William S. Freese, Green Street, Pittsfield
108	4-27	William S. Freese
109	4-28	William Freese
110	4-29	Lester C. Davis, 32 Carroll Street, Pittsfield
111	4-31	Roland Hutchins, 26½ Carroll Street, Pittsfield
112	4-30	Clayton E. Finnegan, 32A Carroll Street, Pittsfield
113	3-32	William Robinson, Carroll Street, Pittsfield
114	1-8	Globe Manufacturing, Loudon Road, Pittsfield
115	3-108	Clifton E. Davis, 20 Carroll Street, Pittsfield
116	3-107	Dennis E. Clark, 18 Carroll Street, Pittsfield
117	3-106	Howard J. Pease, 16 Carroll Street, Pittsfield
118	3-105	Frank S. & Theresa M. DiPietro, 36 Orange Street, Nashua, N.H. 03060
119	3-18	Patricia Freeman, 3 Carroll Street, Pittsfield
120	3-17	Walter True, 5 Carroll Street, Pittsfield
121	3-16	Chester W. Fuller, 7 Carroll Street, Pittsfield
122	3-15	Theresa Maguire, 1 Cram Avenue, Pittsfield
123	3-14	Felix A. Jenisch, 3 Cram Avenue, Pittsfield
124	3-13	Maryelizabeth Cayes, 5 Cram Avenue, Pittsfield
125	3-12	Michael J. Trojano, RFD 1, Pittsfield
126	3-11	Sanel Realty Co., Cram Avenue, Pittsfield
127	3-10	John Topouzoglou, 11 Cram Avenue, Pittsfield
128	3-9	Richard C. Foss, Leavitt, Road, Pittsfield
129	3-8	Advent Church Parsonage, 6 Broadman Street, Pittsfield

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130	no number	Congregational Cemetery, Town of Pittsfield
131	3-91	John M. Leduc, 19 Carroll Street, Pittsfield
132	3-92	Elizabeth G. Keating & Janet K. Towle, Park Street, Pittsfield
133	3-104	Arlington E. Wry, RFD #5, Penacook, N.H. 03301
134	3-103	Pittsfield Masonic Association, c/o J.C. Rogers, P.O. Box 131, Pittsfield
135	3-102	Park Street Church, Park Street, Pittsfield
136	3-102	Park Street Church, Park Street, Pittsfield
137	3-101	Mark & Cynthia Hastie, Park Street, Pittsfield
138	3-100	John S. Argue & Frank C. Volpe
139	3-95	Stephen A. Fife, Park Street, Pittsfield
140	3-94	Lester Emerson, Tilton Hill Road, Pittsfield

ADDENDA:

10a: 3-81

First Congregational Church
Paul Metcalf

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Observing the mill on one's right from the granite arch bridge on Main Street, c1930, spanning the Suncook River, the granite and concrete dam (1883) which formerly served the mill with power may be seen on the left. This impressive vista is one of the most scenic sites in the district with the surface of the millpond nearly at eye level and a cascade of glistening water steadily falling on the splashboards of the dam.

Moving up Main Street's moderate grade, there is a distinct feeling of urban center. On the left is No. 1, an early frame multi-family Federal style house associated with housing for mill workers. Two other frame structures oriented gable-end to the street are located further up the street and enframe the entrance to Marshall Court. The street becomes wider and the three story commercial buildings at the crest of the grade form an impressive architectural ensemble of the brick Union Block and the Congregational Church (both 1876), a Victorian Gothic edifice with towering spire and clock. Adding another dimension to the diverse atmosphere of the village environment is the church carillon which chimes thrice daily.

Main Street broadens at this point and arcs southeasterly from this area, now known as Washington Square. The square takes its name from the Washington House, an impressive three story hostelry which occupies an anchor position on the corners of Main, Oak and Chestnut Streets. Begun as John Cram's home in 1770, the building has evolved with the addition of porches, dormers, chimneys and a sizeable rear addition to form a monumental appearance, one complimentary with the other public structures about the square. Directly across Main Street from the Washington House is the Tuttle Block (1870), built by Hiram A. Tuttle to house his burgeoning apparel business. The architectural origins of this massive three story frame building are from the Renaissance Revival and are articulated by an arcaded facade, segmental arched windows and a heavily projecting cornice. From the Tuttle Block, the northern entrance of Washington Square is discernable where Oak and Chestnut Streets meet to form a triangle. Here is situated a prominent two-family brick Greek Revival mill workers residence impressive in its color, austere appearance and orientation to the square. This structure completes the sense of closure and formality formed by the buildings composing Washington Square.

Behind the Washington House, Oak Street rapidly descends to a natural visual terminus at the water's edge of the Suncook River. The street is flanked on either side by simple frame mill workers cottages of mid and late 19th century origin. A weathered clapboarded two and one half story building, a former carriage shops, is picturesquely situated at the foot of Oak Street where the street ends.

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Bearing right from the eastern side of the Washington House and travelling along Chestnut Street, the scale of the street becomes compressed bringing the scale of architecture and street into perfect harmony. This corridor is introduced by a three story frame tenement behind the Union Block which has an elaborate Queen-Anne style two story porch, with a striking variety of brackets, spindle screens and decorative turned posts. Further along the west side of the street are several brick mill worker's houses associated with the development of the cotton mill and the Greek Revival architectural style. These buildings are articulated with rectangular granite lintels and heavy wooden entablatures. A crescent-shaped granite carriage step projects from the street curb in front of No. 6 Chestnut, providing additional amenity for the pedestrian scale of the street.

Five major 19th century architectural styles are represented on Chestnut Street including Greek and Gothic Revival, Italianate, Stick Style and Queen Anne. There is a natural visual terminus at the intersection of Green and Chestnut Streets where the elevation of the pavement drops off sharply. The intersection of Green and Chestnut Streets is strongly expressed in residential scale by two Stick Style dwellings on the west and a Gothic Revival cottage on the north. A superlative transitional Greek Revival-Gothic Revival dwelling (No. 1 Green Street) anchors the inside corner of these two streets.

Returning to Main Street and bearing southeast, the balance of the Victorian facades of central business district commercial buildings may be seen on the north side of the street. The southern side is composed of large residential homes on spacious lots elevated on a terrace above the grade of Main Street, augmenting their grand scale. The integrity of the streetscape highlighted by Dustin Park on the north, which provides the atmosphere of a common, is uncompromised. While most of the large homes, which span the Federal through late Victorian styles, have been converted for office and professional use, the scale and ambience of the boulevard atmosphere has been retained with few exceptions. Passing the brick and sandstone appointed Carpenter Library (1901) on the right across from the Opera House Block (1884) which has been partially returned to its former elegant appearance with a new sympathetic olive and yellow exterior paint scheme, two stately civic/public buildings appear at the rear of Dustin Park. These include the Stick Style Freewill Baptist Church (1886) and the fortress-like Romanesque style Pittsfield Academy (1892) along Park Street. Fronting on Main Street beyond the park is St. Steven's Episcopal Church, a picturesque board and batten Gothic Revival chapel dating from 1863 and painted in contrasting colors to highlight its tracery windows and label moldings.

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Beyond Carroll Street, which runs perpendicularly from the ridge of Main Street and down the slope to Depot Square, the character of Main Street gradually becomes more neighborhood residential. Beyond the French Second Empire style Perkins Funeral Home complex (Hiram A. Tuttle House 1865) with its landmark scale, decorative cast iron fence and fountain, Mansard-roofed carriage barn and formal landscaping, one observes the Neo-Classic/Prairie style, Hattie Folsom Memorial School (1910) across Main Street with its deep setback and contrasting buff-colored brick with red trim. Here, interspersed with homes and cottages of the early and late 19th century including a rare example of a mill worker's rowhouse in the Cape Cod form, Main Street narrows slightly. The second of the community's grammar schools, the brick Romanesque style former Pittsfield High School (1889) is situated on the south side of the street as it descends toward the intersection of Blake Street, the terminus of the historic district on the south. Beyond Blake Street the neighborhood becomes strongly single-family residential. This portion of Main Street contains several public buildings as already noted. The most prominent is the tall, imposing Pittsfield Town Hall (1789) on the corner of Main and Broadway. Remodelled in the French Second Empire style, the town hall is sited on a knoll with lawns which slope to the granite retaining wall and streets below. The feeling of verticality is enhanced by the upward thrust of the five story tower on the northeast corner. Numerous mature shade trees of maple, oak and ash ease the hilltop feeling of the terrain.

Turning off Main Street onto Broadway, the grassy, tree-shaded Congregational Cemetery is situated behind the town hall. Defined by split granite walls and wrought iron fence around the perimeter, the cemetery occupies most of the western portion of the street down to Cram Avenue where two 19th century vernacular buildings anchor the corner. Turning west, the salient feature of Cram Avenue is the row of four brick French Second Empire style, one and one-half story cottages which have survived largely unaltered since their construction in 1870. Because of the repetitive plan and the presence of the two and one-half story residence on the corner of Cram Avenue and Carroll Street, this streetscape possesses an identifiable rhythm and a high degree of integrity of setting.

From the corner of Cram Avenue the Charles H. O. Green apartment block may be seen on the slope of Carroll Street near the intersection of Park Street. This three story, Stick Style/Queen Anne multiple dwelling complex is a vivid expression of eclectic Victorian design. The building assimilated an earlier Greek Revival cottage on the northern end with a new main block having a massive three story bay window and tower with pyramidal cap and a rich assortment of exterior wall and gable detailing. Five major styles of 19th century architecture are represented in a well organized residential plan along Carroll Street.

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The centerline of the street from Cram Avenue through to the northern side of Depot Square is the boundary of the historic district because of the degree of intrusiveness and lack of integrity of setting remaining to the south and east. Depot Square consists of the intersection of Depot and Carroll Streets and Tilton Hill Road and is distinguished by the former Globe Manufacturing Building (c1920). Constructed of brick and opaque glass and situated on a grassy triangle, site of the former Mayette Hotel, this low profile industrial building compliments the former Pelisser's Garage (c. 1920) a long white, one story brick structure with canted facade. Across Carroll Street to the west, Maxfield's Hardware building, a two and one-half story French Second Empire style commercial block, also with canted facade, anchors the corner of Depot and Carroll Streets. Together these buildings form a sense of closure which defines the western side of Depot Square.

Moving west on Depot Street, the commercial facades of the Columbia Block (1895), the Scenic Theater (1914), and the Rand Block (1916) form an intact commercial streetscape which is highlighted by architectural expressions of the Italianate Commercial style, the Colonial Revival and the Panel Brick style. Complementing the scale of these buildings is the Boomtown style storefront of Gray's Hardware across Depot Street and a coal shed adjacent to Pelisser's Garage. Gray's Hardware stands somewhat isolated with a parking lot on the east and north and the sheet metal building of the Pittsfield Weaving Company to the west on the corner of Fayette Street.

As the grade of Depot Street ascends toward Elm and Green Streets, the character of the area again becomes transformed into that of a residential neighborhood. Three late 19th century Italianate and transitional Stick Style cottages form the boundary on the north while Franklin Street, with its pair of Stick and Gothic style houses articulates the southern side of the corridor. Further on a vernacular 18th century Cape-style cottage rises prominently on a knoll overlooking the street. Depot Street terminates at the intersection of Elm and Green Streets where the U.S. Post Office is now located.

Two prominent structures define the intersection, both of which are residences. On the north is a large and modestly ornate Italianate style dwelling with Stick Style porch sited to address the radius of the intersection. Opposite this is a large Greek Revival home with Gothic exterior detailing and large carriage barn which defines the corner of Green and Elm Streets. The U.S. Post Office (1967) is brick and built in the contemporary Colonial style. The visual terminus of Green Street is formed by a cameo view at the intersection with Chestnut Street which contains No. 14, a gable-screened Stick Style dwelling with ornately bracketed side porch.

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Turning onto Elm Street, the slope rises gradually with this corridor terminating at Main Street. This street is flanked with several Federal style dwellings, some of which have been converted for multi-family or retail commercial use. The former Pittsfield Hose Company (1874) with its square blocky appearance and hip roof forms an interesting contrast with the almost miniature scale of the former Christian Science Church at No. 8 Elm Street. The Elm Block (1892) and Bachelder's Block (1887), now C. E. Green Block, both three story commercial buildings, flank the street's terminus at Main Street.

Even with the absence of zoning or design review controls, the Pittsfield Center Historic District has retained a functional and compatible mix of residential, commercial and industrial uses. The center's historical compactness and consequently its relative lack of available vacant land for new development has in turn created a unique dimension within the community, one which not only reinforces the scale of existing built environment elements through high levels of maintenance, but which by the nature of its density regulates the scale of human, vehicular and transportation activity. The Pittsfield Center Historic District can be described summarily as a true village environment, where the influence of timeless design, low-volume but essential retail services, pedestrian and neighborhood activity form the principal ingredients for maintaining the cultural integrity of the place.

Buildings and sites contributing to the character of the district: (Numbers correspond to Pittsfield Community Development Program Historic and Architectural Resource Survey)

Main Street

1. Mini-park (Main Street on Northwest side of stone arch bridge): Rotary and Lions Club Memorial Park 1976, grassy open space with granite tablet and flagpole overlooking the dam.
2. Granite arch bridge (intersection of Main, Water Streets and Concord Hill Road): c. 1930, cut granite masonry arch bridge spanning the Suncook River, single span with rock-faced blocks springing from concrete abutments. 50' span.
3. James Joy Cotton Mill (south side of Main Street on eastern side of Suncook River): 1827 (main block/original building) Federal style, 4 story gable-roofed mill building with 1876 addition. Building has a (now) truncated tower and is approximately 50' x 75' in dimension.

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4. Stone/concrete mill dam (northeast corner of Main and Water Streets): 1883, cut granite and timber dam impounding the Suncook River, approximately 150' in length, reinforced with concrete in 1920, 15' head.
5. Boardinghouse No. 1 (2 Main Street): c. 1827, 2 1/2 story frame Federal style multi-family residence with gable roof and twin interiorly placed brick chimneys on the ridge. Delicately scaled Federal entry surrounded with 1/2 sidelights, pilaster and caps. Federal period exterior window trim and narrow architrave with slightly projecting box cornice.
6. Non-contributing element - (see nonconforming intrusions detracting from the integrity of the district).
7. Vernacular Greek Revival structure (6-8 Main Street): 1 story, gable-roofed clapboarded, altered.
8. Vernacular Greek Revival commercial structure (10 Main Street): c. 1850, 2 1/2 story, clapboarded with gable roof and 2 story porch on front.
9. Washington House (12 Main Street, on Washington Square): c. 1770 with 19th and 20th century alterations/additions, 3 1/2 story with gable roofs and dormers, large chimneys and porches on facade and east elevation.
10. Union Block (20-26 Main Street): 1876, 1895 addition of third floor, brick Queen Anne/Commercial style with arcaded storefront facade, rectangular massing and round arched windows on upper level.
11. First Congregational Church (28 Main Street): 1876, High Victorian Gothic brick ecclesiastical edifice with needle spire with clock and carillon, minor needle spire with polychromed slate roof, 1 story with unbalanced/partial cruciform plan.
12. Wilkins Building (30 Main Street): c. 1875, Stick Style, 2 story frame commercial block altered with aluminum siding. Original wooden storefront intact.
13. C. E. Green Block (34 Main Street): 1887, Stick Style 3 1/2 story frame commercial block altered with vinyl siding. Eave brackets and storefront original and intact.
14. Stick Style commercial block (40-44 Main Street): c. 1890, 'boomtown' upper level facade with pediment and sunburst motif capped with a finial. Eave brackets on sides also decorated with sunbursts, partially intact storefront with chamfered piers.

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15. Greek Revival house (46-48 Main Street): c. 1845, 2½ story frame house now used for commercial use, gable roof with some classical detailing remaining, walls covered with asbestos shingles.
16. Commercial "Ten Footer" (50B Main Street): c. 1930, small utilitarian commercial structure whose scale blends with streetscape. Used as a flower shop.
17. Opera House Block (50-58 Main Street): 1884, large frame commercial structure with opera hall above originally, now 2 story as third floor and roof removed in 1963. Good Italianate details including quoins, segmental arched windows and original intact wooden storefronts.
18. Greek Revival house (4 Park Terrace): c. 1850, 2 stories with gable roof, front porch facing Dustin Park is Queen Anne addition, wide corner boards with caps.
19. Federal "I" house (2 Park Terrace): c. 1810, 5 by 1 bays and approximately 40' by 16' in dimension, original entrance has ½ sidelights and fan over the door with strip pilasters, original feathered lap joint clapboarding and early 6/6 small pane sash upstairs.
20. Dustin Park (north side of Main Street): c. 1880, green open space with bandstand, statuary, benches and mature hardwood shade trees with foot-paths.
21. St. Stephen's Episcopal Church (north side of Main Street): 1863, picturesque Gothic Revival frame chapel with steeply pitched roof, board and batten siding and pointed arch windows with label moldings.
22. Non-contributing element.
23. Hiram A. Tuttle House (62 Main Street): 1865, elaborate French Second Empire style mansion, 3 stories with Mansard roof and carriage barn of similar high style design. Property surrounded by cast iron fence, cast iron fountain in front yard.
24. Dr. J. Wheeler House (64 Main Street): c. 1850, 2½ story Greek Revival, gable-roofed dwelling 2 by 3 bays. Unique side entry, typical classical detailing on walls and entablature. Connecting carriage barn with similar detailing. Simple Gothic Revival cottage with board and batten siding stands behind main house.

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25. Advent Christian Church (66 Main Street): 1892, clapboarded, wood frame Queen Anne style building with gable-roofed orientation to the street, pointed arch windows and other small details give the structure the scale of a chapel.
26. Congregational Meeting House (68 Main Street): 1789, 1872, 1881, 1910, imposing 3 story building now used as town office, remodelled in French Second Empire style and 5 story bell tower added, typical details of this architectural idiom, now clad with vinyl siding. Small gable-roofed building in rear is town jail.
27. Greek Revival/Italianate house (70 Main Street): c. 1860, 2½ story sidehall plan with facade enframed with corner pilasters, bay windows and paired Italianate entry doors.
28. Greek Revival house (72 Main Street): c. 1840, 2½ story gable-roofed residence with facade perpendicular to street, later Stick Style porch shelters center entry with 3/4 sidelights. Box cornice and 6/6 original sash in gable. Now covered with asbestos siding.
29. Greek Revival Cape-style rowhouse (76-80 Main Street): c. 1840, 1½ story brick rowhouse approximately 75' by 25' in dimension, gable roof and (3) bay windows added later, 4 chimneys on the ridge, double front entrances.
30. Greek Revival house (82 Main Street): c. 1840, 1½ story brick Cape-style house approximately 35' by 20' with an ell. Center entry, speckled rectangular granite lintels, Stick Style porch later addition.
31. Stick Style house (84 Main Street): c. 1880, 2½ stories 3 by 5 bays with some Colonial Revival details. Wall coverings include staggered butt shingles, clapboards. House and ell retain original multi-colored slate roofs.
32. C. H. Lane House (86 Main Street): 1885-1890, a 2½ story Stick Style house with a prominent entry hood and cornice boards. The attached carriage house also has period details and a Stick Style ventilator with a wood-shingled cap.
33. Italianate house (75 Main Street): c. 1870 this 2½ story frame house has paired cornice brackets.

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34. Greek Revival house (71 Main Street): c1850, a sidehall plan house with peaked window lintels and Victorian entry hood.
35. Pittsfield High School (63-69 Main Street) 1889, massive Romanesque building highlighted by central entry arch and round corner tower. Walls are brick with granite trim, and the building has its original slate roof. (Also known historically as Pittsfield Grammar School.)
36. Greek Revival house (61 Main Street): c.1840 sidehall plan house, entry surround has corner blocks.
37. Georgian/Greek Revival house (59 Main Street): c. 1775 cape set perpendicular to street. Greek Revival alterations made the end wall the principal facade with addition of central entry with full sidelights. Cornice brackets were also added.
38. Greek Revival house (55 Main Street): c. 1850 2½ story residence with bracketed entry hood.
39. Greek Revival house (53 Main Street): 1864, 2½ story, placed perpendicular to the road. Facade has central entry with full sidelights, and veranda. Now has vinyl siding.
40. Long Tavern (49 Main Street): c. 1810 Federal style house with unusually wide 5 bay facade dominated by Colonial Revival entry portico.
41. Non-contributing element, minimal visual intrusion.
42. Fogg Tavern (43 Main Street) c. 1810 Federal house, altered in Greek Revival by addition of gabled wall dormer and enlarging entry, now flanked by full sidelights. A rear ell may predate the main structure.
43. Hattie Tuttle Folsom Memorial School (41 Main Street) 1910 eclectic combination of NeoClassic and Prairie styles notable for its gabled entry portico. The main block is of buff-colored brick, articulated with granite details, and has a low-pitched hip roof with slate sheathing.
44. Non-contributing element.
45. Colonel James Drake House (37 Main Street): 1850. A 2½ story Greek Revival house placed parallel to the road, with a central entry beneath a gabled portico. Box cornice is articulated with cornice brackets introducing Italianate elements. House is well maintained and in excellent condition.

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46. N.M. Bachelder House (35 Main Street): 1892. A massive well-designed Queen Anne house characterized by a veranda with a horseshoe arch recessed in a projecting gable over the entry bay. Facade is balanced by a round 3 story tower with an ogival cap; the wall surfaces have a variety of decorative shingles.
47. John Sherburn Tilton House (33 Main Street): c. 1820 2½ story Federal house dramatically altered by addition of elaborate Stick Style porch with ornamental balustrade, and a gabled pavillion sheathed with staggered butt shingles centered over the facade. Shingles and incised cornice boards were added on the gable ends. Attached barn has similar sheathing on the end walls, and boasts an elaborate two-level ventilator with sunburst brackets and a pyramidal cap with a slate roof. The house also retains its slate roof sheathing.
48. Josiah Carpenter Library (31 Main Street): 1901. A small but elaborate NeoClassic building appointed with a full complement of Classical details, the trim is of sandstone, the walls of pressed brick.
49. Second Empire house (29 Main Street): c. 1875. Topped by a bell cast Mansard roof this house has an offset central entry pavillion highlighting the symmetrical facade.
50. E.B. Ring Hardware (27 Main Street): c. 1850 Greek Revival/Italianate house, its facade characterized by a nineteenth century storefront. The box cornice rests on paired brackets.
51. Federal/ Queen Anne house (25 Main Street): c. 1830. A 2½ story Federal house substantially modified by the addition of an Eastlake motif entry pavillion on the facade and heavily scaled partial parapet walls on the corners giving the house a truly eclectic late-nineteenth century appearance. Asbestos sheathing hides any surface details.
52. B.F. Kaime House (23 Main Street): c. 1895 Large Queen Anne house with a corner tower, veranda with a gazebo corner on the western end, spindle screen above entry. Gable ends have fish scale shingles.
- 52A. B.F. Kaime Carriage House (behind 23 Main Street). A 2 story hip-roofed carriage house notable for the bands of decorative shingles ornamenting the wall surfaces.

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53. The Tuttle Block (9-17 Main Street): 1870, 1872. Large Renaissance Revival commercial block with round-headed windows and a half-round arch arcaded storefront level, unaltered except for asphalt siding (to be removed). A subordinate 3 bay addition was appended to the east end in 1872. Building is of pivotal importance to visual definition of Washington Square.
54. Dr. R.P.J. Tenney House (5 Main Street): 1873. An imposing Italianate residence with classically derived entry portico, paired windows and bracketed cornice, some Stick Style details owing to its late construction date. Attached carriage house has similar details. House has asbestos shingles.
55. Greek Revival house with Arts and Crafts Porches (3 Main Street): c. 1830, updated c. 1910. Large 2½ story Greek Revival 5x2 bay house with asbestos shingles. Dominant element is a gable entry porch and side varanda both articulated with Arts and Crafts style stickwork, perhaps unique example in state.

Marshall Court:

56. Greek Revival Double Tenement (4-6 Marshall Court): c. 1845, 2½ story vernacular double house, both entrys contained in panelled surround with corner blocks. Steeply pitched gable roof.
57. Italianate house (3 Marshall Court): c. 1860, gable roofed house with bracketed entry hood.

Oak Street:

58. Greek Revival Cottage (4 Oak Street): vernacular, with vinyl siding. c. 1840.
59. Italianate Cottage (6 Oak Street): vernacular, with asbestos siding. Entry hood on side elevation. c. 1850.
60. Tilton's Carriage Shop (12 Oak Street): c. 1850. 2½ story vernacular clapboarded utilitarian structure with wide corner boards and architrave band.
61. Italianate house (6 Oak Street): c. 1860 residence, vinyl siding.
62. Greek/ Gothic Revival Cottage (3 Oak Street): c. 1850, simply detailed with peaked gable dormer on facade.

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63. Greek Revival house (1 Oak Street): c. 1840 Greek Revival "Classic Cottage", central entry flanked by $\frac{1}{2}$ sidelights.

Washington Square

64. Greek Revival boardinghouse (Washington Square): c. 1840 $2\frac{1}{2}$ story brick house with granite lintels, 6x3 bays.

Chestnut Street

65. Greek Revival house (4 Chestnut Street): c. 1840 cape, brick with granite lintels, placed perpendicular to street, entry hood over side entry with $\frac{3}{4}$ sidelights.
66. Greek Revival house (6 Chestnut Street): c. 1840, sidehall plan brick house with granite lintels, set gable end to street. Ornate Colonial Revival entry portico, entasis columns with Scammozzi capitals.
67. Greek Revival boardinghouse (8-10 Chestnut Street): c. 1850 $2\frac{1}{2}$ story brick house with granite lintels and cornice brackets. Bracketed entry hood spans double entry.
68. Stick Style house (12 Chestnut Street): c. 1880, cross gable plan clapboarded house with large gable screen motif in gable ends. Colonial Revival porch.
69. Greek Revival house with Stick Style details (14 Chestnut Street): 1840 2 story, sidehall plan, clapboarded house, windows have wooden peaked lintels. Dominant visual element is large gable screen and entry porch with turned spindle screen embellished with floral brackets, unfortunately in poor condition.
70. Queen Anne Tenement (1-7 Chestnut Street): 1884. Large 7x6 bay gable roofed tenement, clapboarded, highlighted by a Stick Style balcony with spindle screen and balustrade cantilevered from the second story and resting on open truss brackets.
71. Congregational Parsonage (9 Chestnut Street): c. 1870, Stick Style house, details masked by aluminum siding, roof hidden behind parapet. Entry portico with chamfered posts.
- 71A. Carriage House of Parsonage (9 Chestnut Street): c. 1870, 2 story building with kingpost truss motif in gable end and in large wall dormer above front elevation. Highlighted also by an exceptional louvered ventilator with sunburst brackets and polychromatic banded slate roof.

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72. Greek Revival house (13 Chestnut Street): c. 1850, 2 story gable end to the street sidehall plan house, entry flanked by full sidelights.

Green Street

73. William Clark Adams House (1 Green Street): c. 1845. Elaborate Greek/Gothic Revival house, clapboard, cornice supported on paired brackets, corners have panelled pilasters, 6/6 sash, entry framed by full sidelights and transcom. On rear ell is 2x1 bay porch, each bay having Gothic arch motif with latticework in the spandrel position.
74. Greek/Gothic Revival house (2 Green Street): c. 1845, small 1½ story gable end to the street cottage with wave-like bargeboards.
75. Greek Revival house (6 Green Street): c. 1845, a simple sidehall plan house with recessed entry, enclosed porch appended to east half of facade.
76. Italianate house (10 Green Street): c. 1860. The main block of this house has surviving Greek Revival entry details beneath a 2x1 bay porch highlighted by Stick Style curved brackets.

Elm Street

77. Levi Tilton House (16 Elm Street): 1837. A stylistically intact Greek Revival sidehall house with a recessed entry flanked by full sidelights. A suggestion of the Gothic Revival is given by pointed valancing articulating the cornice.
78. Greek Revival house (18 Elm Street): c. 1840, simply detailed 2½ story house with asbestos siding, entry with Queen Anne doors is centered on side elevation.
79. Federal house (14 Elm Street): vernacular early nineteenth century house sheathed with asbestos siding. 1949 carrera glass storefront attached to end elevation facing street.
80. Federal house (10-12 Elm Street): c. 1820. Simply detailed Federal residence set perpendicular to the road. Added entry on end elevation topped by bracketed entry hood.
81. Christian Science Church (8 Elm Street): c. 1850, altered 1923. Very small, 1½ story building, clapboard with boomtown front, highlighted by multi-paned round-headed windows.

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82. Catamount Grange Hall (6 Elm Street): c. 1850. Simply detailed Greek Revival building with recessed central entry.
83. Elm Block (3-7 Elm Street): 1892. A completely intact Stick Style commercial block notable for its stick work, window surrounds and unaltered storefronts with plate glass display windows topped by transom sash.
84. Non-contributing element.
85. Federal Style house (11 Elm Street): c. 1820, 2½ story gable-roofed house with ell and (former) attached barn, now converted to rental housing unit. Queen Anne style bay window added, much clapboarding original, and front Greek Revival entry surround is intact.
86. Pittsfield Hose Company (13 Elm Street): 1874, 2 story former firehouse with square plan and hip roof rendered in Stick Style, engine bays now clapboarded over, other Stick details intact. Now used as VFW Hall.
87. Federal Style house (15 Elm Street): c. 1810, typical Federal house, 2½ stories with 5x2 bays and low pitch roof, 9/6 original windows, attached ell in rear. Building covered with aluminum siding.
88. Non-contributing element.

Depot Street

89. Greek Revival house (2 Depot Street): c. 1830, 1½ story gable-roofed cottage with rear ell and separate barn. Sidehall entry enframed on facade with corner pilasters and wide architrave. Bay windows added but compatible.
90. Greek Revival/ Italianate house (4 Depot Street): c. 1845, typical sidehall plan with gable-end oriented to the street, house has rear side porch and attached barn. 1½ story clapboarded with many Italianate features superimposed over the original Greek Revival forms. Double-leaved front door with hooded entry, segmental arch dormers and porch details with slotted piers and brackets. Now sided with aluminum.
91. Greek Revival house (6 Depot Street): c. 1845, typical 2½ story, sidehall plan house with Italianate features added. Entry hood with piers and paired doors replaced original; bay windows and projecting cornice reinforce the mixture of styles. Attached 2 story, 4 bay rear ell. Building now covered with asbestos shingles.

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92. Georgian Cape Cod style house (3 Depot Street): c. 1780-1790, small scale 1½ story, 25' by 20' in plan. Off-center entry has three pane Georgian transom light. Small center chimney on the ridge, attached ell and shed in rear 1 story.
93. Garages (2) (set back behind residential buildings at 3 Depot Street): c. 1930, 1 story utilitarian structures with gable and hip roofs respectively.
94. Boomtown style commercial block (5 Depot Street): c. 1885, converted for use as multi-family residence, gable-roofed 1½ story building behind storefront with dormers and 3 porches. Original building attached in rear was a Greek Revival cottage.
95. Colonial Revival house (7 Depot Street): c. 1890, 2½ story gable-roofed house with attached garage now converted to apartment. Facade once had first floor storefront now clapboarded, has panelled corner pilasters with caps and classical entablature, segmental arched dormer on roof.

Franklin Street

96. Victorian Gothic/ Stick Style house (3 Franklin Street): c. 1875, 2 story house with 1x3 bays, 2 porches, decorative dormers and ell with attached carriage barn. Cruciform plan, gables articulated with verge boards and quatrafoil motifs. Diamond window in south gable, others have pedimented heads. Other Gothic detailing on porches, decorative lantern on barn.
97. Stick Style house (5 Franklin Street): c. 1875, 2 story gable-roofed with notable features including valancing around roofline and bay windows. Peaked lintels above windows with incised Eastlake motif.
98. Non-contributing element.
99. Non-contributing element.

Depot Street (continued)

100. Greek Revival house (9-11 Depot Street): c. 1850, 2 story gable end to the street orientation with sidehall entries on either side of facade serving multi-family use. Entry hoods have roof brackets, bay window and facade enframed with pilasters and caps.

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101. Rand Block (13-15 Depot Street): 1916, Panel Brick style commercial block with pressed brick facade and granite window detailing. Brick arched corner entries with (now) blind center entry. 2 stories. Interior is original and intact with marble soda fountain and pressed tin ceiling.
102. Scenic Theater/ G.A.R. Hall (23 Depot Street): 1914, Colonial Revival style 3 story civic building of frame construction. Modified swan's neck facade gable with date/title block. Tuscan pilasters and dentils and partial entablature on street level of facade.
103. Columbia Block (25-29 Depot Street): 1895, Stick Style frame 2 story commercial block with intact facade and wooden store fronts. Clapboarded with floral pattern incised on window head panels.
104. Maxfield's Hardware commercial block (31-35 Depot Street): c. 1870-1880, French Second Empire commercial structure with retail on first level and apartments above. Multiple roof dormers, portions of storefronts intact. Now covered with aluminum siding. Canted facade on Carroll Street.
105. Non-contributing element.
106. Gray's Hardware commercial block (12-16 Depot Street): c. 1880, Stick Style 2½ story block with 3 entries at storefront level. Queen Anne sash on upper levels and truss-style bracket with Eastlake screen support exterior stair at rear. Storefronts altered with brick veneer/asbestos siding on side walls. Originally was two buildings, later joined by boomtown front.
107. Coal Shed (18 Depot Street): c. 1920, wood frame utilitarian structure with gable roof, has exposed studs and large paired doors.
108. Pelisser's Garage (20 Depot Street): c. 1920, white painted brick 1 story garage/showroom with canted facade and large bays with plate glass windows. Flat roof, some corbel detailing in brick on cornice.
109. Freight sheds (behind Pelisser's Garage): c. 1900, long narrow 1 story building with sliding doors and original paint scheme (yellow with maroon trim), other building is a hip-roofed 1 story garage.

Carroll Street

110. Vernacular Queen Anne style house (32 Carroll Street): c. 1880, 1½ story frame gable roofed house with turned posts on porch, simple details, now aluminum clad.

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111. Queen Anne house (26½ Carroll Street): c. 1880, 2 story frame gable roofed cottage with walls covered with staggered butt shingles and flared gable wall. Scrolled brackets support cornice; Queen Anne door, L shaped plan.
112. Non-contributing element.
113. Non-contributing element.
114. Globe Manufacturing Company (Carroll Street at Depot Square): c. 1920, 2 story utilitarian brick industrial building approx. 150' by 50'. Bays are delineated with wall piers separating steel casement windows. Flat roof, interior is slow-burning mill-type construction.
115. Colonial Revival house (20 Carroll Street): c. 1890, 2 story frame gable-roofed house with 2 story front porch and attached carriage barn. Corner pilasters with caps, 2/1 sash and c. 1910 panelled front door.
116. Queen Anne house (18 Carroll Street): c. 1850, originally Gothic Revival cottage, 2 story, 3x1 bays with clapboards. 2 pointed wall gables on facade and tall, slender stove chimney on ridge in center position. Queen Anne front porch.
117. Greek Revival house (16 Carroll Street): c. 1845, 1½ stories, clapboarded with attached barn, this gable-roofed cottage has a center entry with full sidelights, strip pilaster surround, and 6/6 sash. Wide cornerboards and box cornice.
118. Charles H.O. Green Block (10-14 Carroll Street): 1883, this Stick Style/ Queen Anne complex is 3½ stories, gable-roofed with bay window and tower with pyramidal caps. Earlier Greek Revival house assimilated within complex and exteriorly remodeled. 3 porches, dormers and multiple entries, Queen Anne sash, brackets, panelled pilasters and piers, and scrollsawn balustrades articulate the multiple facades.
119. Greek Revival house (3 Carroll Street): c. 1850, 2½ story "I" house with gable roof parallel to street and 3x1 bays. Continuous architecture - attached sheds and barn. Facade has corner pilasters and formal side-lighted entry.
120. Queen Anne/ Colonial Revival house (5 Carroll Street): c. 1885, 2 story frame multi-family house with gable roof and attached carriage barn. Clapboarded with oriel on side, plain corner boards, porch with turned posts on south side.

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121. Italianate house (7 Carroll Street): c. 1870, a 2 story simply detailed dwelling dominated by a bracketed entry hood. Facade is framed by corner pilasters.

Cram Avenue

122. Dr. Albion French House (1 Cram Avenue): 1870. A Second Empire house, 3 stories, with a bell cast Mansard roof, and Stick Style porch sheltering the sidehall entry.
123. Second Empire house (3 Cram Avenue): 1870. A 2 story brick cottage, 2x2 bays with a bell cast Mansard roof.
124. True H. Maxfield House (5 Cram Avenue): 1870. A 2 story 2x2 bay brick Second Empire cottage with a bell cast Mansard roof.
125. Second Empire house (7 Cram Avenue): 1870. A Second Empire Cottage, 2x2 bays, brick, with a bell cast Mansard roof. Numbers 123, 124 and 125 are stylistically identical.
126. Non-contributing element.
127. Italianate house (11 Cram Avenue): c. 1872. A 2½ story house highlighted by a bracketed entry hood and two Stick Style porches on the east elevation. Sheathed with asphalt shingles.

Broadway Street

128. Non-contributing element.
129. Advent Christian Church Parsonage (6 Broadway Street): c. 1875. A Stick Style cottage, 4x2 bays, with chamfered cornice boards, entry hood on brackets centered on facade, sheathed with asphalt shingles.
130. Congregational Cemetery (Broadway Street): established 1789. The cemetery, one of the main visual elements of the district is interspersed with mature maple trees. A coursed granite block stone wall runs along the eastern border, the remaining sides are encircled by a wrought iron fence.

Park Street

131. Stick Style Tenement (19 Park Street): c. 1880. A 2½ story multi-family residence set on a high brick foundation, ornamented by an entry hood supported on truss brackets.

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132. Greek Revival house (15 Park Street): c. 1850. A sidehall plan Greek Revival residence altered in appearance by addition of a Stick Style veranda encircling the facade and side elevations, with a latticework balustrade.
133. Italianate house (18 Park Street): c. 1860. An Italianate house with surviving Greek Revival ornamentation. Windows have pedimented projecting lintels, entry is topped by a bracketed entry hood.
134. The Pittsfield Academy (14 Park Street): 1892. Massive Romanesque building highlighted by a 3 story interior tower rising above the southeast corner, and a recessed entry beneath a brick rowlock arch. Upper portion of first story window openings infilled with brick. Building retains its slate roof.
135. Free Will Baptist Church (12 Park Street): present appearance 1886. Successful but eclectic blend of Stick Style and Queen Anne elements, building is dominated by a steeply-pitched hip roof with polychromatic slate sheathing and an open belfry with pyramidal cap rising from the southwest corner over the side entry, recessed beneath a half-round arch. Wall surfaces sheathed with ornamental staggered butt shingles and articulated by stickwork.
136. Queen Anne/ Colonial Revival house (10 Park Street): c. 1890, 2½ story hip-roofed clapboarded structure with attached carriage barn. Porches are detailed with Colonial Revival features, facade dominated by a projecting gable dormer with fish scale shingles on the gable end. Carriage barn has Victorian louvered ventilator.
137. Greek Revival house (8 Park Street): c. 1850, clapboarded 1½ story gable roofed house with plain side porch and 6 dormers. Rear ell and small attached barn. Front entry has 3/4 sidelights flanked by strip pilasters and plain classical entablature.
138. Queen Anne house (6 Park Street): c. 1896, simply detailed gable-roofed clapboarded house, front entry hood with scroll-sawn brackets over sidehall entry. Wide strip pilasters and architrave frame facade.
139. Vernacular cottage (1 Park Street): c. 1915, 1½ story gable roofed house with no architectural detailing.

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140. Vernacular Stick Style tenement (3-7 Park Street): c. 1883, 3 story clapboarded, gable-roofed multi-family structure with former Odd Fellows Hall on top floor. Tall 2/2 windows on third floor. 8x2 bays with double entries on the facade with hoods supported on chamfered truss-style brackets. T-shaped plan with open porch on southeast corner, 3 story porch on rear with Stick Style brackets.

Non conforming intrusions detracting from the integrity of the district:

Main Street

6. Vacant lot (4 Main Street).
22. Concord National Bank (60 Main Street): c. 1970, contemporary Colonial bank.
41. Entry drive to elderly housing project (south side Main Street): 1979.
44. New Hampshire Savings Bank (39 Main Street): c. 1970, contemporary Georgian Revival bank.

Elm Street

84. Vacant lot (Elm Street).
88. United States Post Office (17 Elm Street): 1967. Contemporary Colonial post office.

Franklin Street

98. Modular home (6 Franklin Street): low visual impact.
99. Pittsfield Printing (Franklin Street): gambrel roofed barn structure with board and batten siding, built 1978.

Depot Street

105. Pittsfield Weaving Company (8 Depot Street): c. 1975 Butler-style sheet metal manufacturing building with no wall windows.

Carroll Street

112. Jewelry Store (32A Carroll Street): c. 1940, vernacular Colonial Revival 1 story gable-roofed commercial shop.

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113. Ranch style dwelling (18 Carroll Street): c. 1960 contemporary ranch house.

Cram Avenue

126. Sanel Auto Parts (9 Cram Avenue): c. 1960, brick commercial auto parts store, flat roof, plate glass windows.

Broadway Street

128. Rehabilitated/moved former garage (18 Broadway Street): c. 1920, 1 story frame, hip-roofed garage converted into 2 apartments, new windows and openings cause unsympathetic effect.

ADDENDA:

10a. Right-of-way: narrow, L shaped, vacant

8. Significance

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> sculpture	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> transportation	
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)	

Specific dates

Builder/Architect

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Statement of Significance (in one paragraph)

The Pittsfield Center Historic District is characterized by a wide diversity of both cultural and natural environmental resources whose development and integration span two centuries of community growth and architectural style. Expressing the town's industrial heritage is the second oldest mill in New Hampshire, built in 1827, still operating to the mill, an 1883 stone dam and c1930 stone arch bridge add to the diversity of the district's resources. Among the architectural highlights are the French Second Empire style mansion of former New Hampshire governor Hiram A. Tuttle, and four buildings designed by William Butterfield, a Manchester, New Hampshire architect of statewide acclaim in the late nineteenth century. The commercial districts along Main Street and Depot Street contain a number of Stick Style commercial blocks, particularly significant because their storefronts have escaped alteration. Pittsfield's built environment is complemented by an overall aesthetic ambience created by mature maple and elm trees, especially in Dustin Park which is the central focus of Main Street. The architectural and landscape elements blend comfortably together within a town center notable for both its architectural intactness and visual integrity.

Pittsfield's history is divided into three distinct phases, each represented by architectural and historic components within the district. The earliest period centers around the development of the town center and the efforts of John Cram, who, in 1770, enticed by the town proprietors built a dam and sawmill on the Suncook River. His house, now incorporated into the Washington House, was the first frame building constructed with lumber from the sawmill. Built in 1770 on the crest of Factory Hill at the western end of Main Street, Cram's house became the nucleus of what would become the present day town center.

The Congregational meetinghouse, erected approximately $\frac{1}{2}$ mile to the east in 1789 established the eastern terminus of the town center. Its location also determined the course of Main Street, laid out that year between the church and Cram's mill. Originally, the meetinghouse approximated the design and dimensions of the meetinghouse in Hampton Falls, New Hampshire, the native home of the early town residents. Sold to the town for use as the town hall in 1841, the building was enlarged in 1881, when addition of a Mansard roof created its present Second Empire appearance. Today, the Washington House and the Town Hall still serve as the endpoints of the town's civic and commercial district.

The Congregational Cemetery, the original churchyard, is located behind the Town Hall. The burial place of nearly all the prominent eighteenth and nineteenth century citizens, it relates to the historic context of the district. A coursed stone wall partially encircles both the Town Hall and the cemetery, emphasizing the historic relationship between the two sites. The original, now mature maple trees in the cemetery are major natural amenities of the district.

By the beginning of the nineteenth century, the road through Pittsfield was part of the main transportation route through the area. The presence of Cram's mill and at

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least two taverns helped establish Pittsfield as the commercial core of the Suncook Valley. The Fogg Tavern and the Long Tavern, dating c1810 are among the earliest buildings along Main Street, and are the district's best examples of Federal style architecture. Located across from the Town Hall, they provide further architectural evidence of the town center's initial extent.

The successful introduction of cotton manufacturing by James Joy sparked the second phase of Pittsfield's development. Joy's mill, built in 1827 is the second oldest mill in New Hampshire. The original structure, still discernable behind a variety of additions is a four story, brick, gable-roofed, Federal style building of domestic proportions, architecturally similar to those built concurrently in the early textile cities of Massachusetts. Its significance is increased by the fact that very few of the early mills have survived without substantial alteration.

As typical in all New England mill towns, the introduction of large scale manufacturing and its accompanying labor force created an immediate demand for housing. To meet this need, Joy erected a series of boardinghouses for the primarily female operatives. Boardinghouse #1, a late Federal style house built circa 1827 across from the mill is among the earliest mill-related boardinghouses in New Hampshire and documents the introduction of the corporate housing system in Pittsfield much earlier than in other parts of the state.

James Joy's efforts in the cotton industry were relatively shortlived. He sold the mill to the Exeter Manufacturing Company in 1838, then owned by the Dale brothers in Boston. This action tied the mills into the network of textile factories under the corporate control of the Boston textile magnates.

The growth of the cotton industry necessitated construction of additional boardinghouses. The best examples are in a row along Chestnut Street. Built between 1830 and 1850 in the Greek Revival style, the brick houses with granite lintels exemplify the style of mill housing that proliferated throughout the New England mill towns and is considered today to be the architectural expression of the corporate housing system.

The district also contains two uncommon examples of workers' housing. Located at the eastern end of Main Street, both buildings are brick capes, one being a four unit cape-style row house. While their architecture identifies them as workers' housing, their cape form is unique for the area (if not the state).

Expansion of the mill in 1876 increased its power demand, leading to the construction of a new dam in 1883. A wood timber and granite block structure, it has the capacity to control the flowage of the Suncook River up to its

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headwaters in Gilmanton (N.H.). Most of the original stonework remains visible allowing the dam to remain an example of late nineteenth century engineering. The dam was however strengthened with reinforced concrete in 1920, at which time two new flood gates were installed, controlled by machinery made by L.B. Dow Inc. of Keene, New Hampshire.

A steam plant was also constructed in 1883 to provide a supplementary power source. A portion of the 100' smokestack still rises from the steam house appended to the mill's west elevation.

Spanning the river between the mill and the dam is a granite keystone arch bridge which is still in perfect condition. Built c1930, it is a relatively late example of stone bridge construction. Built of almost identical material, the bridge and dam share a close visual relationship with each other and along with the mill serve as the visual anchor for the industrial environment which marks the western boundary of the district.

The arrival of the Suncook Valley Railroad in 1869 initiated the third major phase of Pittsfield's history which is largely responsible for the town's present architectural character. The railroad served as the major supply line for an expanding shoe business and induced establishment of a self-sufficient shoe factory. The railroad also reinforced Pittsfield's position as the commercial hub of the Suncook Valley, a position Pittsfield still enjoys. The shoe shops and railroad buildings are no longer extant, but the array of Victorian-era commercial and civic architecture in the town center illustrates their far-reaching economic impact.

This mid-century growth stimulated another great demand for housing, leading to the opening of many residential streets in the 1870's and 80's. Most notable of these is Cram Avenue, accepted as a public way in 1872. In 1870, Charles H. Cram financed the erection of four small cottages, hoping that other wealthy citizens would follow his philanthropic example. Constructed with Mansard roofs in the French Second Empire style, these houses apparently caused quite a stir when completed. The Suncook Valley Times (10/27/1870) excitedly reported that "so many French roofs give quite a different character to that part of the village." Today they comprise an intact stylistic group--ing notable for its visual integrity and continuity of scale.

It is likely that the style may have been influenced by the architectural precedent set by the town's most influential merchant at the time, Hiram A. Tuttle. Built in 1865, Tuttle's house is a high style French Second Empire style mansion notably more architecturally sophisticated than one would expect to find in Pittsfield for that date. The well landscaped property includes an ornamental cast iron fence and a granite horseblock at the curblin with "H.A. Tuttle" engraved on the face.

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Actively involved in statewide politics, Tuttle was elected governor of New Hampshire in 1890.

Tuttle's residence is not his only contribution to Pittsfield's architecture. In 1870, he erected the Tuttle block on the top of Factory Hill to house his prosperous clothing business. An imposing example of Renaissance Revival architecture, it is the earliest surviving major commercial block erected in Pittsfield and a major visual component of Main Street and Washington Square.

In 1910, Tuttle commissioned an architect, Mr. Griffin, to design the Hattie Tuttle Folsom Memorial School, a memorial to his daughter. Architecturally unique, the one story grammar school is a successful blend of the NeoClassic and Prairie School styles, certainly a rare combination to find in a rural New England town.

Along Main Street, Pittsfield's commercial district continued to expand in the late nineteenth century, growing most rapidly between 1880 and 1895, resulting in a proliferation of Stick Style commercial blocks. Many of those buildings have boomtown facades, characteristic of the period but relatively rare in New Hampshire. The boomtown fronts are of particular intrigue because the builder did not use the boomtown to hide the gable end as is usual. Instead, the boomtown was treated as part of the building's ornamentation, and the gable peaks and cornices, instead of being hidden were highlighted with decorative brackets. The result is a vernacular interpretation of the boomtown motif that misunderstands its actual architectural intention.

Many of the Victorian buildings, both commercial and residential are the work of a single local contractor, Charles Henry Lane, the principal builder in Pittsfield in the late nineteenth century. Examples of his work include the Opera Block, 1884, and the Elm Block 1892, an excellent example of the Stick Style notable for its intact exterior detailing. The Columbia Block on Depot Street, completed in 1895 may also have been built by Lane. Owing to the similarity of architectural detail on these buildings, Lane probably designed the buildings himself, drawing his ideas and choosing his ornamentation from Victorian pattern books.

A second commercial district grew up around Depot Square in the later nineteenth and early twentieth century, evidencing the continued vitality of the town center. The Scenic Theatre, 1914, and the Rand Block, 1916, stand as twentieth century complements to the earlier Columbia Block and the Maxfield's Hardware building. Maxfield's, the Columbia and the Rand Building are particularly notable for their unaltered storefronts.

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In terms of civic architecture, two distinctive churches on Main Street contribute to the district's architectural diversity. St. Stephens Episcopal Church, 1863, is the district's foremost example of the Gothic Revival style. Sympathetically painted in contrasting colors it retains its stylistic integrity. Located on the eastern edge of Dustin Park, the church occupies a picturesque landscaped site complementary to its Gothic style. The First Congregational Church, erected in 1876 provides the town with its only major example of the High Victorian Gothic architecture. The church's interior woodwork was installed by C. H. Lane. The towering polygonal spire of the church, which overlooks Washington Square, can be seen throughout the district.

A group of four nineteenth century buildings designed by noted Manchester, New Hampshire architect William Butterfield attests to Pittsfield's prestige and concern for community image. His first commission in Pittsfield was for the 1886 renovation of the Free Will Baptist Church, the end result being a transitional Stick Style/Queen Anne composition with a massive slate roof and exterior walls sheathed with decorative wood shingles typical of the Queen Anne style. Adjacent to the Baptist Church and forming a well-related pair of buildings defining the northern boundary of Dustin Park is the Pittsfield Academy. Completed in 1892, the Academy is one of two Romanesque academic buildings by Butterfield, the other being the original Pittsfield High School, erected in 1889. Butterfield's fourth building is the Carpenter Memorial Library, 1901, Pittsfield's primary example of NeoClassic architecture. Representing three different architectural styles, the buildings reflect Butterfield's personal growth as a designer and his ability to execute the succession of late nineteenth century architectural styles.

The town center also contains an exceptional diversity of residential architecture. The south side of Main Street is lined by an intact row of residences which exhibits virtually all of the major nineteenth century architectural styles. The other residential streets possess a similar diversity. The present appearance however reflects a primarily Victorian character resulting from the widespread addition of porches, brackets and other Victorian ornamentation.

The quest for Victorian updating was not by any means limited to domestic remodeling, but spilled over to barns and carriage houses, producing one of the districts most unique resources, an impressive array of ventilators and lanterns complete with Queen Anne details and polychromatic slate roofs.

The district also contains two examples of early twentieth-century commercial and industrial architecture, Pelliser's Auto Garage and the Globe Manufacturing

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Company, both buildings dating circa 1920. Located on Depot Square, they articulate the character and design of early twentieth century utilitarian architecture. Their location correlates with the concurrent expansion of commercial activity in the Depot Square area.

9. Major Bibliographical References

Pittsfield Cent.
UR.

(see continuation sheet)

UG 15 1980

10. Geographical Data

Acreage of nominated property 45 + acres

Quadrangle name Gilmanton

Quadrangle scale 7.5' series

UMT References

A

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Zone Easting Northing

B

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

C

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D

--	--	--	--	--	--	--	--	--	--

E

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F

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G

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H

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Verbal boundary description and justification

(see continuation sheet)

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

Sponsor: Pittsfield Community Development Program

name/title Christopher W. Closs, principal; Roger A. Brevoort, associate

organization Community and Preservation Planning Consultant date June 23, 1980

street & number 3rd Floor
McShane's Block 4 Bicentennial Square telephone (603) 224-6714

city or town Concord state New Hampshire 03301

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

Commissioner, Dept. of Resources & Economic Development
title NH State Historic Preservation Officer

date July 29, 1980

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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Annals of Old Home Week - August 17 - 21, 1901 Pittsfield, New Hampshire
John B. Clarke Company, Manchester, N.H. 1901

Birdseye View of Pittsfield, N.H. - 1884

Carpenter Memorial Library Photograph Album Collection, historical views of Pittsfield, N.H., 1890 - 1900, Carpenter Memorial Library Main Street, Pittsfield, N.H.

Hurd, D. Hamilton, History of Merrimac and Belknap Counties, New Hampshire, J.C. Lewis & Company, Philadelphia 1885

Photographic collection of Gilbert Paige (private), historical views and postcards of Pittsfield, N.H. c. 1860 - 1920, The Paige Agency, Main Street, Pittsfield, N.H.

Pittsfield Historical Society Photographic Archives; 19th and early 20th century views of Pittsfield, Academy Building, Park Street, Pittsfield, N.H.

Pittsfield Historical Society Scrapbook Collection; including five miscellaneous volumes:

1894 Suncook Valley Times
1909-1911 Suncook Valley Times
1911-1913 Suncook Valley Times
1949 Suncook Valley Times
Historical Sketches of Pittsfield Scrapbook (undated)

The Pittsfield Times, Pittsfield Publishing Company, April 29, 1871 - May 25, 1872

The Pittsfield Tribune, The Tribune Publishing Company, Pittsfield, N.H., 1883

"Pittsfield, Queen of the Suncook Valley," G.A. Cheney, The Granite Monthly, September, 1907. Volume 39, No. 9, pp.290-315

Robinson, H.L., History of Pittsfield, New Hampshire in the Great Rebellion, Pittsfield, N.H. 1893

Sanborn Map Company Insurance Maps of Pittsfield, New Hampshire, Sanborn Map Company, 11 Broadway, New York 1882, 1885, 1889, 1929

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The Snowflake, Snowflake Publishing House, Dunbarton, N.H.
January 11, 1883 - November 15, 1883

Young, E. Harold, History of Pittsfield, New Hampshire, Granite
State Press, Inc., Manchester, N.H. 1953

Personal Interviews

Ruth Burbank, 5 Main Street, Pittsfield, N.H. June 16, 1980

Ruthena Montgomery, 71 Main Street, Pittsfield, N.H. June 16, 1980

Leonard Riel, 6 Chestnut Street, Pittsfield, N.H. June 16, 1980

Pittsfield Historic Preservation Committee
Kenneth Anderson, Community Development Program Office
58 Main Street, Pittsfield, N.H.

James Anderson
David Mann
Gilbert Paige
Ralph Van Horn

May 13, 1980

ADDENDA:

Town & County Atlas of the State of New Hampshire, D.H. Hurd &
Company, Boston 1892

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DATA

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UTM References

	ZONE	EASTING	NORTHING
A	19	311750	4797450
B	19	311650	4796700
C	19	311100	4796800
D	19	310800	4797350

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The Pittsfield Center Historic District is delineated within the following bounds:

West

Commencing on Main Street at the southwest corner of Factory Bridge, a line running northwest crossing Main Street and thence along the north side of Water Street to the northwest corner of Lot 6, thence reversing direction and running east along the stone and concrete mill dam to the floodgates on the eastern shore of the Suncōok River. From the floodgates the line runs northeast 890'+ along the river's edge to the northwest corner of Lot 26, then east 370'+ to Chestnut Street. The line is extended straight across Chestnut Street to Lot 132 and thence 90° north to the rear property line.

North

Turning east the line follows the rear property line of Lots 132, 133, 134, 124, 125 and 126. The line is extended across Fayette Street and bisects Lot 25, terminating at a point 105'+ north of Depot Street on the property line shared by Lots 25 and 26.

The line then runs north along the western bound of Lot 26 and thence east for 100'+. Again turning north, the line runs along the western bounds of Lots 28 and 32, and thence turns easterly along the property line of the latter to Carroll Street. The line is extended across Carroll Street to the western property line of Lot 8.

Turning north for 48'+, the line then bears east along the southern property line of Lot 7 and is extended across Lot 8, bisecting it, to the western property line of Lot 9.

East

Thence the line runs south 210'+ along Lot 9 to Depot Street. The line runs west along the southerly bound of Lot 8 and is extended to the center of Depot Square, a distance of 396'+ from the southwest corner of Lot 9. Thence the line runs south 238'+ along the center of the Carroll Street right-of-way to the intersection of Cram Avenue and Carroll Street where it turns southeast 25' and is extended to meet the street corner.

From this point the line follows the front property lines of Lots 15, 14, 13, 12, 11 and 10 along the south side of Cram Avenue and turns the corner southwest along Broadway Street. Following the eastern bounds of Lots 9, 8 and a portion (225'+) of Lot 130 (Congregational Cemetery), the line then turns east and crosses Broadway Street.

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The line is extended east across Broadway Street and follows the rear property line of Lots 6, 7, 8, 9, 10 and 11. Thence the line turns south along the eastern property lines of Lots 10 and 11 and runs to Main Street. The line turns west and extends 27'+ west and thence turns south, crossing Main Street and extended to follow the eastern property line of Lot 29, along the west side of Blake Street.

South

The line then turns northwest and follows the rear property lines of Lots 29-36. The line bisects Lot 37A by extending it from the southwest corner of Lot 36 to the southeast corner of Lot 37 and then turns south 45'+. Thence the line turns northwest and bisects Lots 38, 39 and 40, establishing a depth of 170'+ from the front property line(s) on Main Street. The line then follows the rear property lines of Lots 41-50 to Joy Street.

The line is extended across Joy Street perpendicular to Lot 1. Thence the line extends southeast along Joy Street where the line turns southwest and terminates on the northern side of the streambank of the Suncook River. The line then follows the contour of the streambank westerly and thence northwest, terminating at the point of origin on the southwest corner of Factory Bridge. The portion of Lot 1 lying west of the Suncook River is not included in the district.

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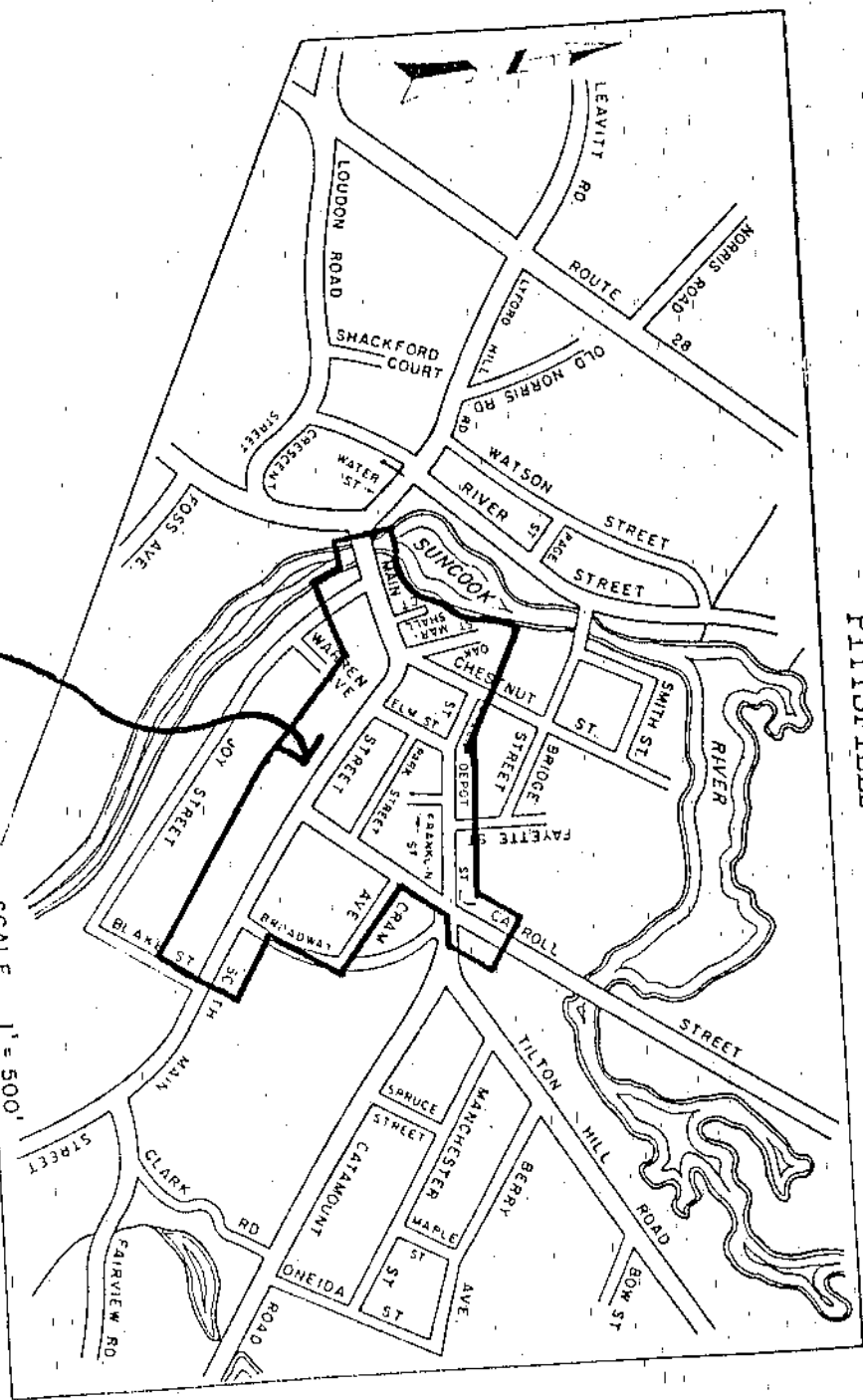
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CONTINUATION SHEET BOUNDARY
JUSTIFICATION ITEM NUMBER 10 PAGE 4

The nominated district represents the historical and current center of the community. It includes the core of 18th and 19th century Pittsfield; its dense and cohesive collection of industrial, commercial, engineering, institutional, public, and residential structures and spaces is unique in the community and the state. The boundaries were selected to include this significant and well-defined core area. Outside the boundaries the quality and definition of the district give way to subsequent residential and commercial development which fails to relate sufficiently to the commercial and industrial focus of the district itself. The constitution of the district falls off where the boundaries are drawn and one finds sparser residential and commercial settlement which differs from the district in development pattern as well as visual and architectural character.

PITTSFIELD



SCALE 1" = 500'

NATIONAL REGISTER OF HISTORIC PLACES DISTRICT



Apple Tree Mkt Shop
 Daniel & Thelma Adams
 23 Warren Street
 Concord, New Hampshire 03301

NAME: PITTSFIELD CENTER HISTORIC DISTRICT
 NR DISTRICT:
 CITY/TOWN/STATE: PITTSFIELD, NH

Appendix

Downtown Parking Spaces

Main Street	Spaces
South side Joy to Blake St.	31
North side Joy to Broadway	65
Town Hall	24
Carroll St.	
East Side Main St. to Bridge	29
West Side Main St. to Bridge	38
Private lot east side	28
Depot St.	
South side Carroll to Green St.	15
North Side Carroll to Green St.	11
Private lot north side	26
Elm St.	
East side Green to Main St.	7
West side Green to Main St.	12
Private lot Postal Service	14
Private lot east side	18
Private lot west side	10
Park St.	
South to North	12
Cram Ave.	
South side	6
Broadway	
West side private lot	10
Possible Catamount St. Entrance	6
Chestnut St.	
East side Main to Green St.	13
East side Private lot	30
Water St.	
Near Dam	3
River Rd.	
South side near Water St.	10
Catamount St.	
South side	7
North side	7
Private lot north side	58
Private lot south side	15
Fayette St.	
Lot at end	6
Private lot	22

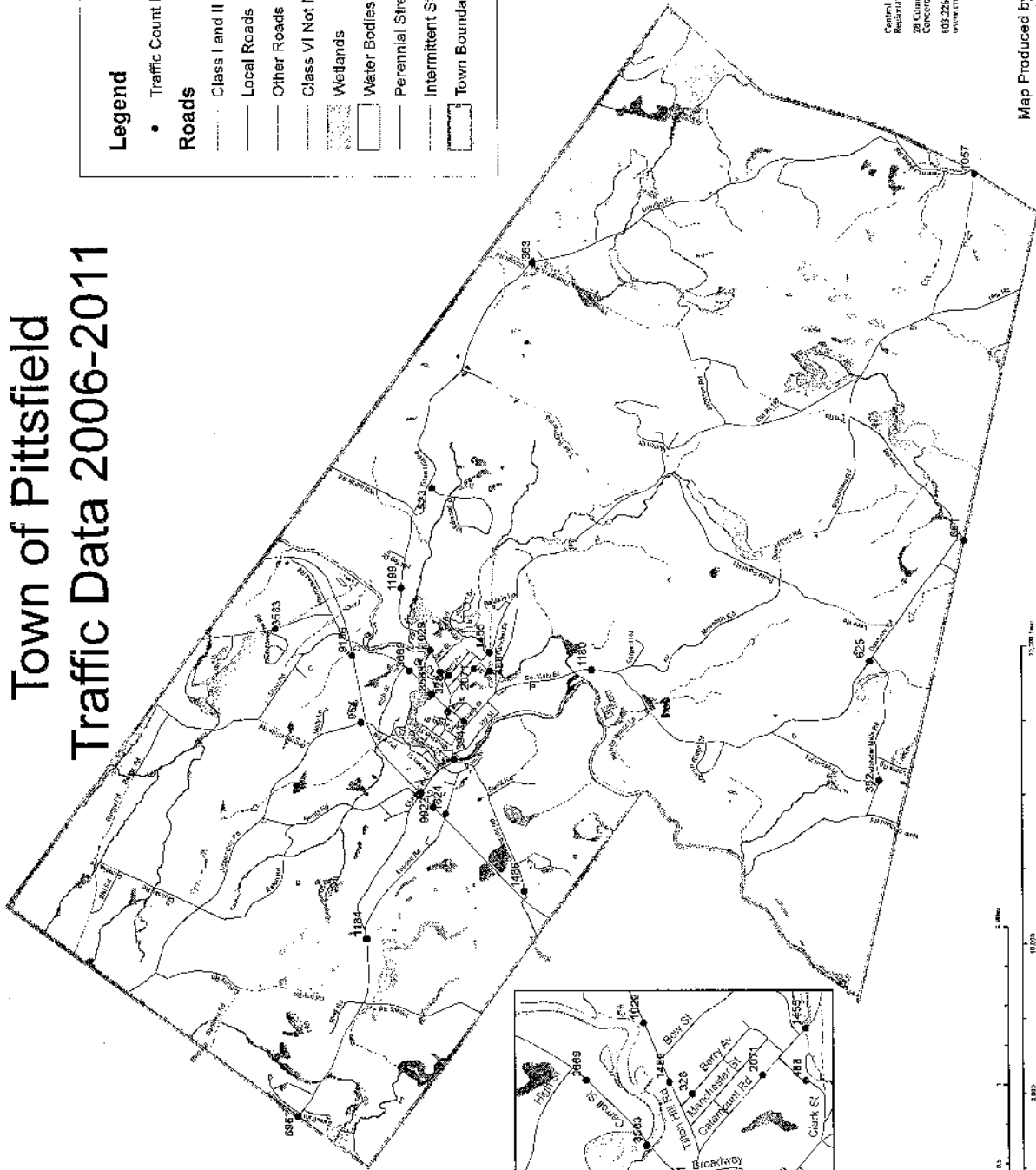
Locations	Accidents 2000-2010	Observations and Common Conditions
Route 28/ Barnstead Rd. Intersection	30	Collisions between one, two, three and four vehicles. Seventeen resulted in injuries. One involved an animal, one a fixed object, one was an overturn and the rest involved other vehicles. Five were during sleet, snow or rain. Six occurred at night.
Route 28/ Leavitt Rd. Intersection	27	Collisions were between one, two, and three vehicles. Thirteen resulted in injuries. One involved a pedestrian, one a fixed object and the rest other vehicles. Three were during snow or rain. Three occurred at night.
Route 28	65	Collisions between one, two, three, and four vehicles. One resulted in a fatality and seventeen in injuries. Twenty-four happened at intersections. Fifteen involved animals, nine involved fixed objects, and thirty-five involved other vehicles. Nine were during snow, sleet, or rain. Twenty-two occurred at night.
Barnstead Rd. (Route 107)	9	Collisions between one and two vehicles. One resulted in an injury. Four happened at intersections. Five involved other vehicles. Three were during snow. One occurred at night.
Bridge St.	1	Two vehicles were involved resulting in one injury. Took place at a driveway access. It was daytime and dry.
Cameron Dr.	1	One vehicle overturned resulting in an injury. It was dusk and clear skies.
Carroll St.	15	Collisions between two vehicles. Two resulted in injuries. Ten happened at intersections. Two happened in rain or snow. One occurred at night.
Catamount Rd. (Route 107)	37	Collisions between one and two vehicles. Two resulted in a total of three fatalities, while eleven resulted in injuries. Nine involved other vehicles and six involved animals. Seven happened in rain or snow. Thirteen occurred at night.
Chestnut St.	1	Two vehicles were involved, one being a moped, resulting in one injury. Took place at a driveway access. It was daytime and dry.
Clark St.	1	One vehicle was involved resulting in one injury. It was daytime and dry.
Clough Rd.	7	One collision between two vehicles. The rest were single vehicle accidents. Two resulted in injuries. Two happened in snow. Two happened at night.

Concord Hill Rd.	10	Collisions between one, two, and three vehicles. One resulted in an injury. Seven involved other vehicles. Three happened at intersections. Three happened in snow. Three occurred at night.
Daroska Rd.	1	This was a single vehicle accident with no injuries. There was snow/slush on the road.
Depot St.	5	Four collisions involved two vehicles and one involved a single vehicle and a telephone pole. The single vehicle accident resulted in an injury. Two were at intersections. Three happened in snow or sleet. One occurred at night.
Dowboro Rd.	10	All single vehicle accidents. Five resulted in injuries. Four happened in snow or sleet. Three occurred at night.
Eaton Rd.	2	Both were two vehicle collisions. No injuries. One was at an intersection. Both were during the day in dry conditions.
Elm St.	6	All were two vehicle collisions. Only one resulted in an injury. One was at an intersection. One happened in snow. Two occurred at night.
Fairview Rd.	3	One collision involved two vehicles, while the other two involved single vehicles and fixed objects. No injuries. One was at an intersection. Two happened in snow. Two occurred at night.
Jenness Pond Rd.	2	Both were single vehicle accidents. One resulted in an injury. One happened on a wet surface. Both occurred during the day.
Joy St.	1	This was a two vehicle accident involving a pedestrian resulting in an injury. It occurred in dry conditions and during the day.
Laconia Rd. (Route 107)	8	Collisions between one and two vehicles. Two resulted in injuries. Three involved other vehicles and one involved an animal. One happened at an intersection. Four happened in rain or snow. Three occurred at night.
Leavitt Rd	12	Collisions between one and two vehicles. Three resulted in injuries. Seven involved other vehicles. Two happened at intersections. One happened in snow. Three occurred at night.
Loudon Rd.	8	Collisions between one, two, and three vehicles. Three resulted in injuries. Four involved other vehicles. Three happened at intersections. Two were on wet or slushy road surfaces. Two occurred at night.
Lyford Hill Rd.	2	One was a two vehicle accident at an intersection resulting in an injury. The other involved a single vehicle in snow. Both occurred during the day.

Main St.	20	Collisions between one, two, and three vehicles. Five resulted in injuries. They all involved other vehicles except for one involving a telephone pole. Seven happened at intersections. Three were in wet or icy conditions. Four occurred at night.
Manchester St.	2	Both were two vehicle accidents with no injuries. One happened in the rain.
Mountain Rd.	2	Both accidents involved single vehicles and trees. No injuries. One happened in snow. One occurred at night.
Prescott Rd.	2	One was a single vehicle overturn and the other parked car collision. No injuries. One occurred at night.
Quail Ridge Rd.	1	Single vehicle accident with a fixed object resulting in an injury. Happened at an intersection in clear conditions. Occurred during the day.
River Rd.	5	Collisions between one and two vehicles. Two resulted in injuries. Two involving other vehicles and one a bicyclist. Three happened at an intersection. Two involved snow/slush on the road surface.
South Main St.	10	Collisions between one and two vehicles. Five resulted in injuries. Six involved other vehicles. One was at an intersection. Five happened in snow. Four occurred at night.
Shaw Rd.	1	Single vehicle accident resulting in an injury. Snow/slush on road surface. Occurred during the day.
Shingle Mill Brook Rd.	2	One single vehicle accident involving a tree resulting in an injury. One two vehicle accident with icy road conditions. Both during the day with clear conditions.
Siel Rd.	1	Single vehicle accident involving a tree. No injuries. Occurred in clear conditions at night.
Smith St.	2	Collisions between two vehicles. No injuries. Both happened during the day. There was snow/slush on the road surface for one.
Tan Rd.	3	All single vehicle accidents. Two involving trees and one an overturn. No injuries. One happened in the snow. One occurred at night.
Targhee Dr.	1	Two vehicle accident at an intersection. No injuries. There was ice on the road surface. It occurred during the day.
Tilton Hill Rd.	17	Collisions between one and two vehicles. Five resulted in injuries. Three involved animals, two involved other vehicles, two were overturns, and the rest involved fixed objects. One was at an intersection. Seven happened in snow, sleet, or rain. Six occurred at night.
True Rd.	1	Single vehicle overturn. No injuries. There was snow/slush on the road surface. It occurred during the day.

Upper City Rd.	8	Collisions between one and two vehicles. Three resulted in injuries. One involved another vehicle, one involved an animal, four involved fixed objects, and two were overturns. Two happened in snow or sleet. Two occurred at night.
Water St.	3	Collisions between two vehicles. One resulted in an injury. Two occurred at intersections. All three happened during the day. One occurred on a wet road surface.
Webster Mills Rd.	7	Collisions between one and two vehicles. Two resulted in injuries. One involved another vehicle while the rest involved fixed objects. One took place at an intersection. Three happened in snow or rain. Three occurred at night.
Wildwood Dr.	2	Collisions between two and three vehicles. One resulted in injuries. Both happened with ice on the road. Both occurred at night.
Will Smith Rd.	3	Collisions between one and two vehicles. No injuries. One involved another vehicle and the other two involved trees. Two happened on wet or slushy road conditions. One occurred at night.

Town of Pittsfield Traffic Data 2006-2011



Legend

- Traffic Count Locations with ADT

Roads

Class I and II State Maintained Roads

Local Roads

Other Roads

Class VI Not Maintained Roads

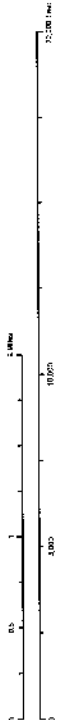
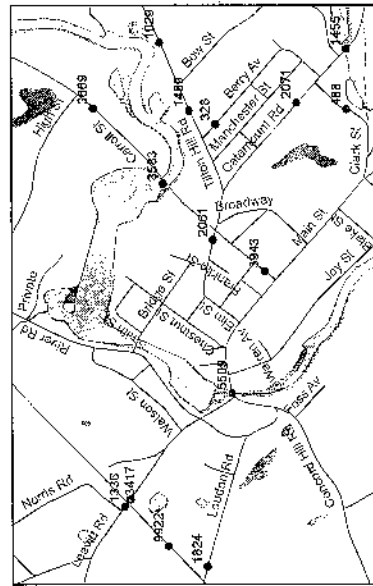
Wetlands

Water Bodies

Perennial Streams

Intermittent Streams

Town Boundary



Central New Hampshire
Regional Planning Commission
28 Congress St
Concord, NH 03301
603.225.4800
www.cnhrpc.org

Map Produced by CNHRPC
Data sources: CNHRPC, NH GRANIT, NH DOT