

Town of Wilmot Master Plan



Adopted: March 3, 2018

Cover Artwork by David Lorden

David Lorden 2018

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ACKNOWLEDGMENTS

The Wilmot Master Plan Committee was formed in mid 2016 as a sub-committee of the planning board. Charged with creating a Master Plan draft for the Town of Wilmot, the committee met (with some exceptions) on a monthly schedule through 2017.

The Master Plan Committee presented a Master Plan draft to the Planning Board and to the citizens of Wilmot on March 5, 2018. The draft was made available both in hardcopy and as a downloadable file on the Town of Wilmot web site. March 5, 2018 at a public hearing on the Master Plan draft, numerous constructive comments were offered to the Planning Board.

At its regularly scheduled meeting on March 5, 2018 the Planning Board adopted the Master Plan draft. As a result, this document represents the adopted Master Plan for the Town of Wilmot. The Plan will be in force until revised or replaced at some future time; generally to be no more than ten years from now.

Wilmot Planning Board

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THE MASTER PLAN PROCESS

As stated in New Hampshire statutes, RSA 674:2 I, "The purpose of the master plan is to set down as clearly and practically as possible the best and most appropriate future development of the area under the jurisdiction of the planning board, to aid the board in designing ordinances that result in preserving and enhancing the unique quality of life and culture of New Hampshire, and to guide the board in the performance of its other duties in a manner that achieves the principles of smart growth, sound planning, and wise resource protection. "

The preparation of the Master Plan is one of the major responsibilities of the Planning Board (RSA 674:1), and it should serve as an aid to the Planning Board in the performance of its other duties (RSA 674:2). The board may elect to undertake the job itself, or it may engage professional or other assistance in completing some or all of the planning elements. In Wilmot, the procedure that has been followed involved the creation of a separate Master Plan Committee, responsible to the Planning Board, to carry out preparation of a draft Master Plan for the board's consideration. This committee was composed of volunteers and continued to be of service to the board until the Master Plan was adopted.

The Master Plan is both a reference and policy document. It should contain appropriate text and supporting maps or charts to present the recommendations of the Planning Board, plus it should offer guidelines for other community decision makers, including Wilmot's citizens convened as the town's legislative body at Town Meeting. The plan should be the most complete source of information about current conditions and trends within the town.

Content of the Master Plan

As set forth in RSA 674:2, "The Master Plan shall be a set of statements and land use and development principles for the municipality with such accompanying maps, diagrams, charts and descriptions as to give legal standing to the implementation ordinances and other measures of the Planning Board.... Each section of the Master Plan shall be consistent with the others in its implementation of the Vision section.... The Master Plan shall include, at a minimum, the following required sections: ... a Vision section ... (and) a Land Use section ..."

These required sections are present in this Master Plan.

RSA 674:2 lists other sections that may be included in the Master Plan, including Natural Resources, Transportation, Utilities and Public Services, Community Facilities, Cultural, Historic, and Recreation Resources. In addition, this Master Plan provides an early section entitled Demographics since the makeup and growth trends of Wilmot's population are key elements in arriving at the content of the Master Plan.

RSA 674:3-III calls for the Planning Board to solicit public comments regarding the future growth of the town, in order to involve Wilmot's citizens in the preparation of the Master Plan in a way most appropriate for the town. This has been accomplished by means of the Community Survey (Appendix A).

Adoption of the Master Plan

The Master Plan is adopted or amended by a majority vote of the Planning Board, after one or more public hearings (RSA 674:4). The Master Plan is prerequisite to development of a Capital Improvements Program (RSA 674:5), which the Town updates annually, and the adoption of a Zoning Ordinance (RSA 674:18). The Wilmot Zoning Ordinance has existed since 1990 (enacted as a result of the 1985 Master Plan) and it is amended, as needed, by vote at Town Meeting.

Copies of the adopted Master Plan must be filed with the Town Clerk (RSA 676:6, II) and with the NH Office of Energy and Planning (675:9). The frequency of amending or updating the Master Plan is addressed in RSA 674:3, II, where revisions to the plan are "... recommended every 5 to 10 years."

Implementation

Without implementation, the Master Plan has no value. Thus, the success of the Master Plan in shaping future growth patterns and in influencing public policy decisions depends on the degree to which the plan is actually carried out by those responsible for its implementation. The conclusion of each section consists of recommendations considered necessary to assure that the plan is carried out. These recommendations include amendments to the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations, plus continued maintenance of the Capital Improvements Program.

Amended codes and ordinances are not the only means available to implement this Master Plan. Other actions (e.g. land acquisition, construction or improvement of roads and public facilities, controlling road access, provision of public water sources for fire protection, and protection of groundwater resources against the distant possibility of a public domestic water supply) play a part in bringing about the vision of the Master Plan. Education related to these topics, and the vision of Wilmot as a whole, are key components in implementation.

VISION

In examining the results of the past three Master Plan surveys, a consistent theme has emerged from the respondents: “Do not change the small-town atmosphere of Wilmot.” If there is a long-term vision for the future of the Town of Wilmot, it is to protect its quiet, friendly, rural small-town atmosphere.

The specifics of how to accomplish this goal include dealing with zoning, housing, transportation and roads, recreation, the environment, and the general peace and safety within the Wilmot community.

As one survey respondent put it “Everything in moderation. Thoughtful, slow change.”

Based on the 2016 community survey, the Master plan committee has identified the following vision for Wilmot:

- Take careful and thoughtful measures to maintain Wilmot’s rural character when approaching development policy and procedures, being mindful to maintain an affordable cost of living.
- Protect groundwater/aquifers and, wetlands, protect wildlife habitat and woodlands, natural recreation, and scenic beauty.
- Encourage conservation and forestry efforts.
- Provide a safe and adequate road network and infrastructure for all road users, including, but not limited to, automobiles, pedestrians, and cyclists.

Growth Policies

The following guide to future growth is not all-inclusive but serves as a point of departure:

- Wilmot should actively manage future growth by implementing the Master Plan through land use regulations and capital improvement programming.
- Wilmot should seek to protect and preserve its natural resources.
- The Town should grow (and the tax base broaden) in harmony with its physical environment and its rural character.
- A broad range of residential, small scale commercial, agricultural, and creative community businesses (arts, culture, science, engineering) is to be encouraged. The development should be subject to reasonable restrictions in order to minimize adverse impacts on adjacent properties and protect against nuisances, hazards etc. The peaceful enjoyment of private property by residents, and the rural character, quality, and values of the community, should not be compromised.
- The Town should encourage future growth and development in areas where the natural environment can adequately support the proposed development and its needs.
- All present and future water and sewage needs will be met through private, on-site facilities to eliminate future capital costs and operation and maintenance charges.
- Wilmot should foster an environment where landowner rights and the public interest are protected.

DEMOGRAPHICS

The Town of Wilmot, in Merrimack County, was incorporated in 1807. It encompasses 29.8 square miles, of which 0.2 square miles are water. The 2010 U.S. Census reported that Wilmot had a population of 1,358 people: a population density of 46 people per square mile. By comparison, New London has a population density of 171 people per square mile. Despite being a rural community, Wilmot offers easy access to the wider region via three state roads, US Route 11, US Route 4 and NH Route 4A.

Population

Wilmot’s population grew by 18.7% between 2000 and 2010 with the addition of 214 residents. This growth rate was substantially lower than the 43.8% growth rate that the town experienced between 1980 and 1990, when it added 285 residents. The table below shows the population growth rates of Wilmot compared to Merrimack County and the State of New Hampshire. The growth rates have been significantly higher for Wilmot than for both the county and state in all three decades.

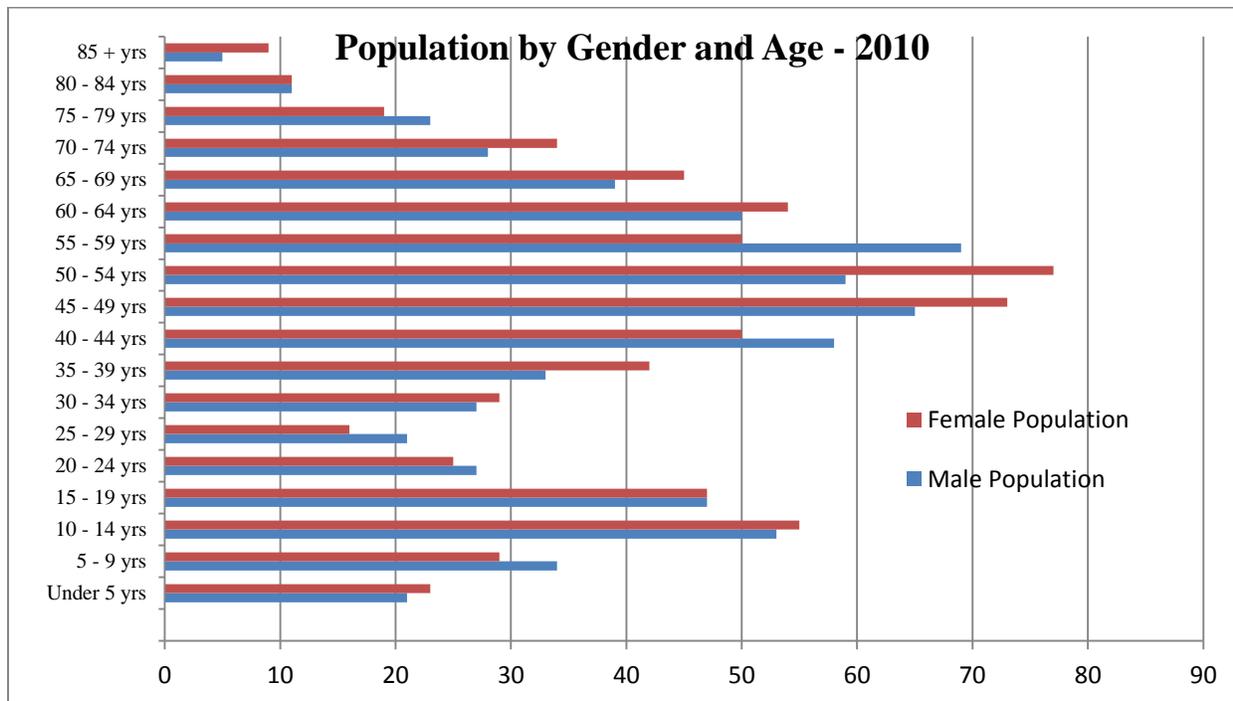
Table 1 - Total Population

TOTAL POPULATION		
Town of Wilmot		
Year	Total	% Change
1980	650	
1990	935	43.8
2000	1,144	22.4
2010	1,358	18.7
Merrimack County		
1980	98,302	
1990	120,240	22.3
2000	136,225	13.3
2010	146,445	7.5
State of New Hampshire		
1980	920,610	
1990	1,109,252	20.5
2000	1,235,786	11.4
2010	1,316,470	6.5

Source: 2010 US Census

The following chart shows the age distribution of Wilmot’s residents as of 2010, when almost 17% of Wilmot residents were 65 years or older. Population trends throughout New Hampshire and New England show that rural communities are increasingly composed of older residents. As such, it is important that Wilmot’s regulations allow for the facilities and services needed for elder care, such as medical services, and assisted and independent living facilities.

Figure 1 - Population by Gender and Age



Source: 2010 US Census

Population Projections

The New Hampshire Office of Strategic Initiatives has established population projections through the year 2040 for the state, counties, and individual municipalities. The table below depicts these projections. Between 2010 and 2040, Wilmot’s predicted growth rate is only 17%. This is less than the growth rate in the decade between 2000 and 2010, indicating that the town can expect to experience slower growth during the coming decades.

Table 2 - Population Projections

Population Projections						
	2010 Census	2020	2025	2030	2035	2040
Wilmot	1,358	1,408	1,473	1,525	1,565	1,591
Merrimack County	146,445	150,434	154,459	159,899	164,046	166,771
State of NH	1,316,470	1,359,835	1,388,884	1,412,041	1,425,357	1,427,098

Source: New Hampshire Office of Strategic Initiatives

Even with modest population growth, Wilmot will need more housing to accommodate the additional residents. Between 2000 and 2010, 129 housing units were built in Wilmot. The following table displays the breakdown of owner- and renter-occupied housing units, housing units that are used recreationally/seasonally, and the total number of vacant housing units. Only 3% of the total housing units in Wilmot were determined to be vacant as of the 2010 Census.

Table 3 - Housing Unit Trends

Housing Unit Trends 2000-2010					
	Total Units	Owner Occupied	Renter Occupied	Recreational or Seasonal	Vacant or Other
2000	530	392	67	56	15
2010	659	484	80	73	22

Source: 2010 US Census

Table 4 - Wilmot Building Permits

Wilmot Building Permits 2012-2016					
	2012	2013	2014	2015	2016
New Homes	2	1	0	4	4

Source: Town of Wilmot

Table 5 - Education Level

Education Level	
Education Level	% of Population
High School Graduate or higher	95%
Bachelor's Degree or higher	46%
Graduate or Professional Degree	22%

Source: 2010 US Census

Local Economy

Wilmot is home to several businesses of varying sizes and types, including healthcare supplies, construction, auto repair, landscaping, self-storage, retail floor covering, summer camps, and a convenience store. Many of these businesses are located in the commercial zone along Route 11.

Home Businesses and Cottage Industries

As of the 2016 Master Plan Community Survey, 14.3% of respondents conducted their trades, professions, or businesses out of their homes. The availability of high-speed internet is a crucial need for residents who work from home.

Regional Employment

Wilmot benefits from being close to the Town of New London, which offers a college, a hospital, retail and service employment and professional offices.

Wilmot is approximately 40 minutes from Concord, NH, to the south and the same distance to Lebanon and Hanover to the north. In these areas, there is a variety of employment opportunities with employers ranging from small businesses to those with several thousand employees, such as the State of New Hampshire and Dartmouth-Hitchcock Medical Center.

As of December 2016, the unemployment rate for the town of Wilmot was 1.8%. The unemployment rate for Merrimack County was 2.8%. According to the 2015 American Community Survey, the median income for an individual in Wilmot was \$58,190 and \$77,857 for a family.

CONSERVATION OF NATURAL RESOURCES

Wilmot's natural resources include many ponds and streams; groundwater, aquifers, vernal pools, and wetlands; steep slopes and hilly terrain; forests; diverse soils, and wildlife. These natural resources provide clean air, clean drinking water, flood control, wildlife habitat, recreation, and timber products. (See *Natural Resource Inventory* available at Town Office.)

There is strong support in the Master Plan Survey for protection of these resources. The Revised 2012 Conservation Plan can be found in the Town office, the Wilmot Library, and on the Town website.

Land Resources

In the survey, 75% of respondents encouraged conservation easements and 87% supported preservation of farmland. Prime agricultural land is rare in New Hampshire, and these lands should be protected. Two conservation easements have been added in Wilmot since 2014. The Ausbon Sargent Land Preservation Trust protects the Sahler property on Kearsarge Mountain Road (2014) and the Nowell Farm in North Wilmot (2017). Conservation Fund monies were expended for the Nowell property.

Soil properties (water retention, drainage, ledge) limit the land's capacity to support development. Where there are steep grades and slopes, the development becomes more limited. The Town has many sand deposits, mostly used for road construction and building development. These are found mostly within the Eagle Pond and Blackwater River/Cascade Brook drainage area.

Water Resources

Wilmot is in the upper area of the Blackwater River watershed. The land rises gradually from its lowest point at Eagle Pond (650') to its steepest elevation on Mount Kearsarge (2,937'). In the center of town Bog Mountain rises to 1,760'. Most of the Town's land is on gentle to moderately steep slopes.

All residents of Wilmot depend upon groundwater for their household needs. There is no town water supply. Conservation practices that protect aquifers and groundwater are extremely important.

Surface waters are limited to streams and six small ponds. Piper Pond is on a seasonal road with public access. White Pond has a public access road. Chase Pond has no public access. Tannery Pond has public access. Eagle Pond also has limited access with plans by the State to upgrade the access from US Route 4.

Conservation Commission

The Town of Wilmot has a Conservation Commission whose purpose is to identify and promote awareness of the Town's natural resources and to encourage wise decisions for their protection. In 2014, the Wilmot Conservation Commission initiated a "Ponds of Wilmot Series." This program people's exploring local ponds to increase awareness and appreciation of that resource.

The Committee is also working to establish more trails in Wilmot. Currently, it maintains the trail into Butterfield Pond and the perimeter trail around the Pond. Other proposed trails run from Elkins to Chase Pond along Whitney Brook, and there is support for revitalizing the trails on the Langenau property off Granite Hill.

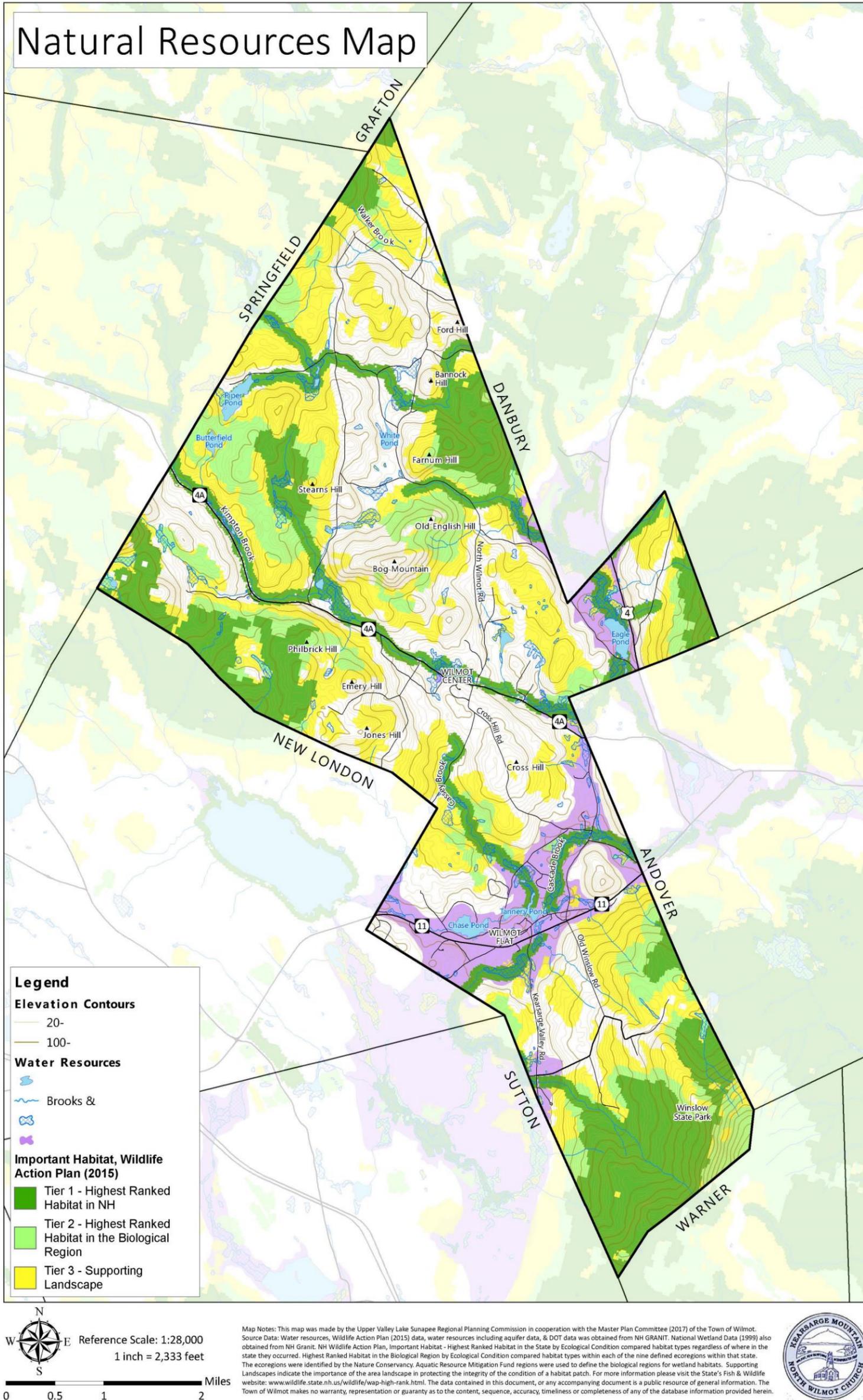
Goals

Wilmot Conservation Commission should continue to identify and promote awareness of the Town's natural resources and to encourage wise decisions for their protection.

Recommendations

- Identify and prioritize areas that need to be protected.
- Encourage conservation easements.
- Establish and maintain additional trails for recreation.
- Create a brochure of trails in Wilmot, including those of the Sunapee Ragged Kearsarge Greenway (SRKG), also showing access to ponds.
- Encourage all residents to reduce trash production as much as possible.
 - Purchase food and other items with minimal packaging.
 - Compost all vegetable matter.
 - Encourage the Transfer Station to provide a compost area.
 - Reduce, Reuse, and Recycle
- Encourage the use of alternate energy sources such as wind, solar, and hydro.

Figure 2 - Natural Resource Map



LAND USE

Existing Land Use

Land use both determines and responds to the character of a community. Existing land use patterns are the physical expression of numerous public and private decisions that have been made in the past. In turn, existing land use permits and restrictions have had and will have a substantial impact on the location and type of future growth.

Present land use is primarily single-family residential lots located near an existing road system.

Population growth (up 18.7% from 2000) will translate into land use change. More people and changing demographics require more permanent, diverse, and affordable dwellings. These should include converted second homes and new dwellings, such as appropriately designed condominium-style developments in formerly open areas and appropriately designed housing for older residents.

With increasing internal and external development pressure, some of Wilmot's beautiful open landscapes may be at risk, and we need to plan carefully to protect these valuable resources. All the elements for growth are presently in place: area development accessibility, natural attractiveness, and an inventory of approved subdivision lots.

Wilmot's planning and decision-making must always consider the proper use of man-made and natural resources. Man-made resources include the road network, public and private buildings, and farms and recreation facilities.

Decisions must strike a balance between responding to development needs and financial pressures and at the same time preserve the natural resources and quality of life treasured by all. Some areas are naturally better suited for a particular use than others. (See Existing Land Use and Natural Resources maps.)

Future Land Use

The population of Wilmot is projected to increase by 17% between 2010 and 2040 based on projections by the Office of Energy and Planning. This means the Town should anticipate adding about 233 people over this period of time. The New Hampshire Office of Strategic Initiatives reports that the *per capita* land consumption in New Hampshire has risen to 1.6 acres. Using this assumption, the 233-person increase in population would result in 373 additional acres being used for residential development. Although this is not a major land use change, there is good reason to encourage **the** development of higher-density housing that will use less land and keep the rural character of the Town.

Growth in Wilmot will be influenced by convenient access to regional economic centers in both Concord and Lebanon. Proximity to educational and recreational resources will also be a plus.

Light industrial and commercial services should be encouraged to locate along Route 11. The Town should also encourage home occupations and cottage industries.

Future land use patterns and densities, and future actions by town officials, will depend upon economic and population pressure, private sector decisions, and the availability of land. Decisions to sell off large tracts of land, which would be broken up into smaller tracts, could alter the physical character of the town as well as have a fiscal impact. Such decisions could either preserve and enhance, or adversely affect, the Town's rural character.

Subdivision Regulations

Subdivision regulations should encourage the construction of common access roads and driveways. Such consolidations would not affect land use patterns significantly, but would optimize traffic flow and help to preserve the rural character of the roads.

Housing

The Town of Wilmot is primarily a residential town. The lot size requirement outside the Village zones is a two-acre minimum. The Village zone lot size requirement is a one-acre minimum. The Commercial Zone minimum lot size requirement is two acres.

In 2015, the median value of owner-occupied homes was \$252,200.

Providing a diverse and affordable housing stock for Wilmot residents will be a major benefit to the community. This may require the approval of smaller lot sizes for smaller dwellings to provide affordable housing. New septic technologies could facilitate smaller lot sizes. The 2016 survey showed that almost 80% of respondents had a positive or neutral response to tiny houses, almost 90% had a positive or neutral response to the development of elderly housing, and slightly more than half of the respondents encouraged or were neutral to the development of townhouse-style condominiums.

Table 6 - Housing Units

Housing Units 2015	
Total	725
Occupied	629
Vacant <i>(including seasonal and recreational properties)</i>	96
1 Unit-detached	640
1 Unit-attached	10
2 Unit	27
3 or 4 Units	7
5 to 9 Units	20
Mobile Homes	21

Source: 2015 American Community Survey

Land Use Goals

The following land use goals have been developed based on the community survey results:

- Remain primarily a rural residential community over the coming decades with uncrowded and quiet living conditions and a scenic and unpolluted environment.
- Preserve, protect, improve, and enhance the natural, agricultural, scenic, recreational, cultural, and historic resources to reflect the desirable characteristics of a traditional Northern New England land use settlement pattern. Compact patterns of development are preferable to 1) noncontiguous development and 2) the spread of strip land use development along the public road system.
- Maintain and improve the accessibility to and the economic viability of the existing village centers of Wilmot Center and Wilmot Flat. Encourage mixed-use development in these areas, including small commercial sites.
- Ensure that the density and siting of future development is consistent with the needs of a growing population. Things to be considered are the capacities of access, on-site water supply, and on-site wastewater disposal systems.
- Protect the character of rural areas and their natural resources through wise development. Avoid incompatible land use such as heavy industry.
- Provide an opportunity to develop a variety of housing types. Include accessible housing for the elderly and other affordable housing that would attract younger residents such as encouraging town house-style condominium development. Tiny houses on lots smaller than the one-acre Village minimum would also provide more affordable housing.
- Although respondents to the survey did not indicate a desire for an increase to the commercial zone, it has become evident that a larger tax base is needed to help alleviate the concern of residents regarding their tax burden.
- Balance landowner rights and the public interest.

Land Use Recommendations:

- Continue to be sensitive to natural resources such as steep slopes, wetlands, and groundwater as they amend the zoning ordinance.
- Develop alternative methods to manage long-term growth and density in the community. A forward-looking approach would be to create and implement different zone districts and within them consider becoming more flexible when it comes to allowing for alternative lot sizes and permitted densities of development.
- Encourage mixed use development.
- Encourage development of affordable and elderly housing.
- Encourage cluster development of larger subdivisions in order to preserve open spaces.
- Encourage accessory dwelling units.
- Encourage small scale commercial activity, home occupation, and cottage industry.
- Increase the area of the commercial zone along Rt. 11.

Land Use Map

Legend

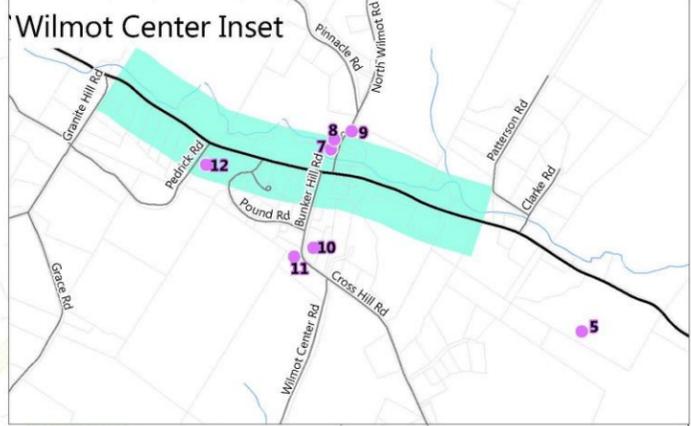
- Village Districts
- Commercial Districts
- Residential District Parcels
- Conserved Lands

Roads

- State & Federal
- Local
- Private
- "The Loop"

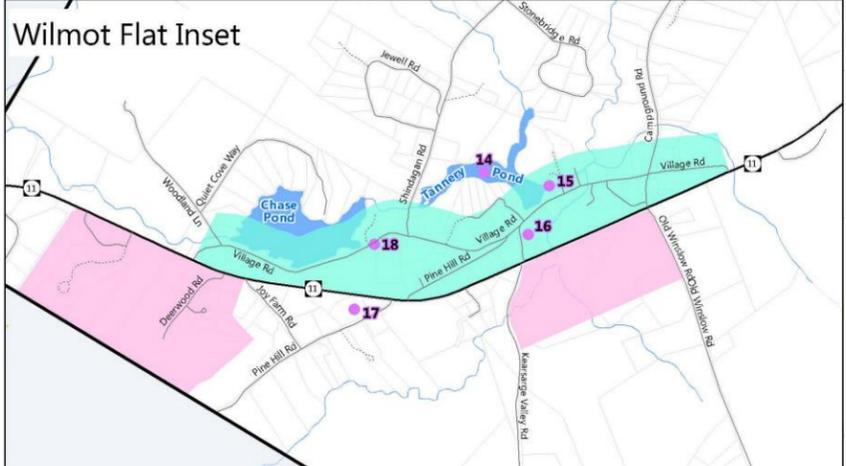
Water Resources

- Waterbodies
- Perennial Stream



Town-Owned Parcel Descriptions

- 1 - North Road Cemetery
- 2 - Tewksbury Cemetery
- 3 - White Pond Cemetery
- 4 - Eagle Pond Cemetery
- 5 - Highway Garage
- 6 - Transfer Station
- 7 - Town Hall
- 8 - Town Library
- 9 - Vacant Lot (1st Townhouse)
- 10 - Bunker Hill Cemetery
- 11 - Town Pound - cleared
- 12 - Old Highway Garage
- 13 - Carr Hill Cemetery
- 14 - Tannery Pond Island
- 15 - Dam
- 16 - Town Office and Bandstand
- 17 - Recreation/Baseball Field
- 18 - Billy Buskin Grave



Reference Scale: 1:28,000
1 inch = 2,333 feet

Miles

0 0.5 1 2

Map Notes: This map was made by the Upper Valley Lake Sunapee Regional Planning Commission in cooperation with Master Plan Committee (2017) of the Town of Wilmot.
Source Data: Tax parcel data was created for the Conservation Commission and is a representative layer; Zoning district polygons were created based on written descriptions in the Zoning Ordinance; Conserved lands data was obtained from Ausbon Sargeant Land Trust and NH GRANIT; Roads and hydrology were also from NH GRANIT. The data contained in this document, or any accompanying document is a public resource of general information. The City of Wilmot makes no warranty, representation or guaranty as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided herein.



TRANSPORTATION

Introduction

The Town of Wilmot Highway Department maintains the local roads of Wilmot with the goal of providing a safe and pleasant travel experience for Wilmot residents and visitors. The upkeep of the road network is an increasingly expensive task. Town officials and the Road Agent are responsible for balancing the budget while maintaining and improving the roads and infrastructure of the town.

Transportation Network

Road Network

The Town of Wilmot is responsible for the maintenance of approximately 25 miles of paved roads, 25 miles of dirt roads, numerous bridges, dams, culverts, and supporting drainage networks. With 20 bridges in Wilmot—17 of which are monitored by the State and another three too small for the State to monitor. maintenance is an expensive and ongoing task. As of this date, Wilmot’s bridges are in good condition. As of the end of 2016, all 17 bridges were in good condition. Four of the 17 are plank bridges and are inspected annually and re-planked as needed.

The 2016 Community Survey asked residents if they felt that Wilmot provides safe roads. The majority, 74%, responded that Wilmot does provide safe roads.

The NH Department of Transportation provides statistics on traffic volumes for several roads, both state and local. The highest volume is US Route 11, where the volume has remained fairly stable over the last six years. The sites monitored and the volumes for the last three cycles are in the following table. Traffic is counted for one week every three years to determine historical trends. The data are analyzed by NH DOT and processed to adjust for any seasonal variations in traffic volume that may exist.

Table 7 - Traffic Counts

Traffic Count Data			
Location	2010	2013	2016
US Route 11 at New London town line	5100	5200	5400
NH Route 4A west of Stearns Road	500	470	450
North Wilmot Road south of Richards Road	370	390	330
Shindagan Road south of Stonebridge Road	340	380	200
Atwood Road north of Old Kenniston Road	80	90	70
Campground Road north of Pancake Street	340	520	340
Village Road east of Tannery Lane	380	320	320

Source: New Hampshire Department of Transportation

The Town of Wilmot is served by three major routes: US Route 11, the main east-west corridor through the southern portion of town that provides residents with access to I-89. Additionally, US Route 4 and NH Route 4A provide north-south access. NH Route 4A is the main corridor through Wilmot Center and connects north to the towns of Springfield, Grafton, Enfield, and Lebanon. US Route 4 provides access in the eastern portion of Wilmot to the neighboring towns of Danbury and Andover and continues southeast past Andover to Concord and the NH Seacoast. Thus, even though Wilmot is a rural community, not directly served by the interstate highway system, it does offer easy access to a wide range of areas throughout the Capital Region, the Upper Valley Region, and the Lakes Region.

Rail Transportation

Wilmot is not directly served by passenger rail. However, two Amtrak train lines serve the State of New Hampshire. The Vermonter runs from St. Albans, VT, to Washington, DC, and can be accessed in White River Junction, VT, or Claremont, NH. The Downeaster, which runs from Brunswick, ME, to Boston MA, can be accessed in Dover, Durham, and Exeter, NH.

Commercial Air Transportation

Limited commercial air transportation is available at Lebanon Municipal Airport with service to Boston, MA, and White Plains, NY. General aviation airports are available in Claremont and Newport, as well as in Lebanon. Full service commercial air service is available in Manchester, NH, and Boston's Logan Airport.

Public Transportation

The closest terminal for long-distance bus transportation is in Concord. Regional bus service via the Dartmouth Coach can be accessed at the New London Park & Ride, Exit 12 on I-89 and provides transportation to South Station and Logan Airport in Boston. Additionally, Dartmouth Coach offers service to Manhattan, NY, from their terminal in Lebanon. Concord Coach in Concord, NH, also offers service to Logan Airport and South Station.

At this time, there is no local or commuter bus service for residents of Wilmot and the surrounding communities. When asked on the Community Survey if they would utilize commuter bus service along I-89 to Concord, 37% responded affirmatively and 38% said they would use commuter bus service to the Lebanon and Hanover area.

Pedestrians and Bicyclists

The Town of Wilmot has no sidewalks, bike lanes, or pedestrian infrastructure. Wilmot Flat would be the most natural place for any future sidewalks or bike lanes as it is the most densely populated area of Town. Wilmot has no dedicated bike lanes on local or state roads. However, the town does have a network of walking/hiking trails used primarily for recreation. US Route 11 has 10-foot-wide shoulders that provide a path for cyclists.

There are a number of streetlights in areas around the Villages that provide illumination for vehicles and pedestrians. The current lights are tall and do not provide appropriate lighting or aesthetic appeal for a rural village setting. Lighting in the Villages should be designed to illuminate roads and intersections and not be a nuisance to neighboring properties.

The 2016 Community Survey showed that only 46% of respondents felt that roads in Wilmot were safe for cyclists and pedestrians. 39% responded that the roads were not safe for these activities.

Commuting

Given the rural nature of Wilmot, most residents employed outside their homes commute out of town. In the 2016 Community Survey, 19% of respondents commute between 15-45 minutes to work. Another 10% travel greater than 45 minutes. It should be noted that Wilmot's population is comprised of many retired individuals who do not commute.

Transportation Concerns

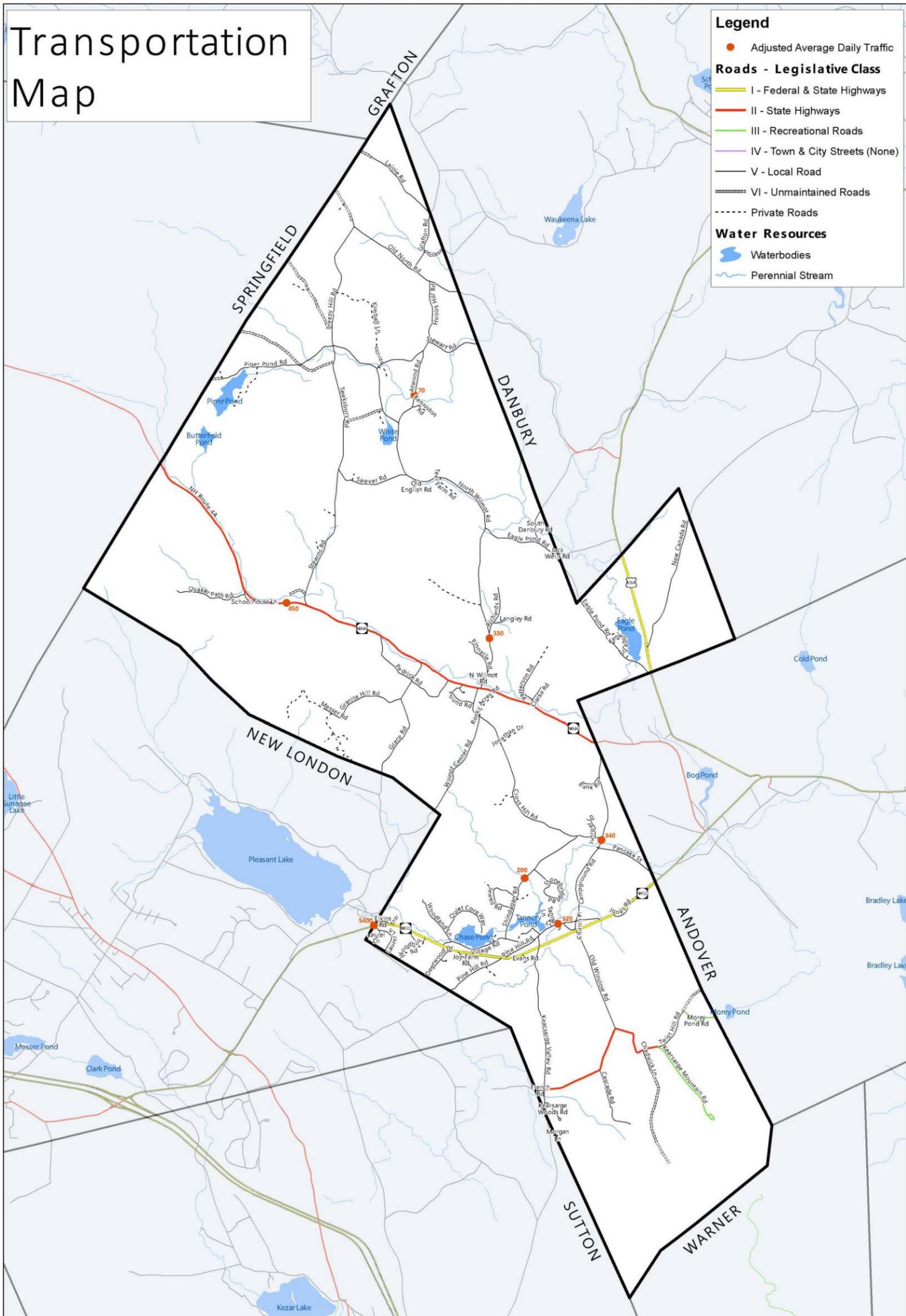
The primary concern expressed through survey comments and local officials was vehicle speed and how it relates to bicycle and pedestrian traffic. At this point, the Town does not have any speed data to determine if speeding is a problem. Additionally, there are three roads about which the Road Agent expressed concerns regarding increased traffic volumes and the types of vehicles being driven on them.

- Kearsarge Valley Road continues to see increasing volumes as people travel to schools in Sutton and to I-89. The volume of trucks on the road will require it to be widened within the next 10 years.
- New Canada Road continues to see an increased volume as Ragged Mountain continues to expand and become a year-round destination.
- Winslow Road sees an increase in traffic each summer as residents and visitors use the road to access Kearsarge Mountain and the State Park. The increased volume requires additional maintenance and grading on gravel roads throughout the summer months.

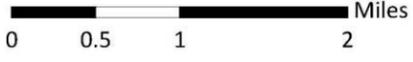
Recommendations

- Redesign lighting in the Village to mitigate light pollution and provide lamp posts that fit the rural character of the Village.
- Increase shoulder width where feasible on "the loop" (Village Rd., to Shindagan Rd., to Cross Hill Rd., to Campground Rd. back to Village Rd – 3.2 mi) to allow more room for cyclists and pedestrians.
- Conduct speed studies on problem roads.

Transportation Map



Map Scale: 1:28,000
1 inch = 2,333 feet



Map Notes:
This map was made by the Upper Valley Lake Sunapee Regional Planning Commission in cooperation with the Master Plan Committee (2017) of the Town of Wilmot.

Source Data:
Tax parcel data was created for the Conservation Commission and is a representative layer; Conserved lands data were obtained from Ausbon Sargeant Land Trust and NH GRANIT; Roads and hydrology were also from NH GRANIT. The data contained in this document, or any accompanying document is a public resource of general information. The City of Wilmot makes no warranty, representation or guaranty as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided herein.

UTILITIES AND PUBLIC SERVICES

Water and Sewer

Potable water is provided by individual private wells in Wilmot. Wastewater disposal is accomplished by individual private septic systems. The 2016 Community Survey asked residents if they would support a public water and/or sewer system in the future where it was feasible, and only 20% of respondents were in favor.

Some consideration might be given to encouraging new subdivisions to incorporate small community water systems, rather than relying on individual wells to supply potable water for dwellings. This could ensure a more reliable water supply for domestic purposes, especially in areas of the Town where individual wells must be drilled through bedrock with unpredictable water yields.

Electricity

The Town of Wilmot is served by two electricity providers, Eversource Energy, and the New Hampshire Electric Co-op.

Continuing developments in renewable energy provide the opportunity for residents to explore diverse renewable energy options. The Planning Board may wish to consider ordinances that govern the development of renewable energy sources, such as solar, wind, and hydroelectricity. The Community Survey showed strong support for renewable energy sources. 67% of respondents encouraged the promotion of solar energy, 48% encouraged the development of wind energy, and 31% hydroelectricity.

Some areas of Wilmot are prone to electrical outages during storm events; thus, many residents have installed generators. Other than power interruptions or extended outages, there are no known shortcomings to electric service in Wilmot at the present time.

Telecommunications

Fixed Landline Service

The hardwire or landline telephone infrastructure in Wilmot is provided by TDS and Fairpoint. However, many residents prefer to purchase phone service through their internet provider.

Wireless (Cellular) Service

Wireless telephone service throughout Wilmot is provided by many different carriers that use the towers in the area. The Community Survey asked residents if they had reliable cell phone service at home. 7% of respondents said they did not have reliable coverage. The Town of Wilmot has a Wireless Communications Facilities Ordinance, adopted in 2000, that governs the construction of towers, which is state-regulated.

Cable Television

Currently, cable television in Wilmot is provided through TDS and Comcast, though some areas of town do not have access to service from either provider. Residents in areas without access to cable may have access to satellite providers.

Internet

Wilmot residents have several options for high-speed internet service, including fiber, cable, DSL, terrestrial wireless, and satellite dish. The Regional Broadband Plan (2014) reports that there are areas of Wilmot that have reported gaps in coverage, particularly the more sparsely populated areas of town.

Wilmot has access to high-speed internet through fiber optics from TDS. The service is widely available throughout town and provides the fastest internet option for residents.

Cable internet service is available where Comcast service is available. Cable internet provides fast and reliable broadband service.

DSL is available through the local phone companies and is a faster alternative to dial-up service. However, DSL, which is slower than cable internet, is provided through telephone lines. Speed depends on subscribers being within a certain distance of switching facilities.

Terrestrial Wireless internet is available through wireless phone providers over the cellular network. The internet speed for internet over cellular network can fluctuate significantly and relies on cell phone coverage.

Finally, there is internet service available by means of “dish” or satellite television technology. It is characterized by fast download speeds, but slow upload speeds, the latter usually being over telephone lines. Service interruptions can be common with satellite internet as the weather can impact satellite transmission.

Goals

Advocate for the highest possible quality of utility service in Wilmot.

Recommendations

- Evaluate renewable energy sources and encourage the Planning Board to consider incorporating renewable energy policies in the Town zoning ordinances.
- Assess the Wireless Communications Facilities Ordinance and update as needed.
- Form a Telecom Committee to work on improved services throughout the town.

TOWN FACILITIES

Wilmot has several properties in which government operations or activities occur. Other Town-owned properties have been acquired through tax liens and are offered for sale, and when appropriate, return them to the tax rolls. In 2017 a special committee evaluated the Town Facilities. A copy of the report is on file in the Town Office.

Buildings

- Town Office, 9 Kearsarge Valley Road
- Town Hall, 9 North Wilmot Road
- Wilmot Public Library and Joyce Tawney Creativity Center, 11 North Wilmot Road
- Wilmot Highway Garage, 91 NH Route 4A
- Old Highway Garage, 7 Pedrick Road
- Transfer Station, 25 US Route 11
- Town Green with bandstand and storage shed, 9 Kearsarge Valley Road

Town Hall

Currently the Town Hall is in major need of renovation and a planning board sub-committee has evaluated available options. The foundation and main floor support structure is badly compromised due to moisture being trapped underneath the building from storm water runoff and river flooding. The supporting timbers and subfloor are badly deteriorated. This problem will have to be addressed as soon as possible to preserve the structure. The building is used primarily for voting and town meetings and occasionally rented out for events. Other potential upgrades have been identified along with potential grant funding to offset the cost of all renovations.

Town Office

This building has had repairs and updates in the past couple of years. It houses the Selectmen's office, the Town Clerk and Tax Collector's office, and the Wilmot Historical Society. The Town Treasurer and Town Welfare officer both work from this building. Office space is cramped and storage of documents is a challenge. The meeting room that is used for Town boards, hearings, and committees, is at times inadequate. The Town food bank is located in the meeting room, and there is no private space other than the History Room for the Welfare Officer to meet with clients. The Town Administrator has expressed a definite need for more space to accommodate the needs of those who currently use the building.

Other Structures

All other buildings (library, highway garage, transfer station, bandstand) are in good condition and require regular maintenance. In general, town buildings are in good shape with one exception, the Town Hall. The Wilmot Garden Club maintains gardens on several Town properties, which adds appreciatively to the aesthetics of the areas.

Additional Properties

Recreation Field and Playground

Although the properties are in fine condition, there were several comments in the survey results that addressed the fact that the playground is not very accessible to younger children because it is on a main road (US Route 11). Safety was also addressed as there is no fence around the playground area.

Town Green and Bandstand

Activities are managed by the Wilmot Bandstand Committee. Funds are raised to maintain the gazebo and shed on the Green through Town appropriation, donations, and the summer concert series.

Veterans Memorial

The Memorial is maintained by the Wilmot Historical Society with help from the Wilmot Garden Club. It is a lovely open space with two copper beech trees planted at the back of the property. The highway department maintains the lawn.

Cemeteries

The ten cemeteries throughout Wilmot are well maintained. The cemetery trustees oversee burials and plot acquisition.

- Bunker Hill Cemetery
- Carr Hill Cemetery
- Eagle Pond Cemetery
- North Road Cemetery
- Pine Hill Cemetery
- Church Place Cemetery
- Stearns Cemetery
- Tewksbury Cemetery
- White Pond Cemetery
- Thompson Cemetery (private, with future agreement with Town for maintenance)

Tax acquired properties

Most of these properties are on the market to be sold in order to return them to the tax rolls.

Goals

Maintain Town properties in Wilmot, keeping them aesthetically pleasing and in good physical condition. Ensure that the building interiors are comfortable for those who work or recreate in them, and keep the immediate grounds and open areas mowed and well maintained.

Recommendations

Inspect all Town buildings and properties annually and paint regularly, perform repairs as needed. Encourage adequate funding for maintenance in the town budget, whether in the operating fund or a special maintenance fund.

SCHOOL FACILITIES and SERVICES

The purpose of this chapter is to acquaint the public with the educational institutions that serve the Town of Wilmot. While the population growth is anticipated to be moderate, the quality of the educational system will influence whether young families choose to join Wilmot's community.

In response to the question on the Wilmot Master Plan survey "how important is the local school system?" 72% of the 338 people who responded said "very important/important," and only 23% said "somewhat or not important."

Kearsarge School District

The Kearsarge School District includes the towns of Bradford, New London, Newbury, Springfield, Sutton, Warner, and Wilmot. The district operates the James House Pre-school in New London, Kearsarge Elementary School at Bradford, Kearsarge Elementary School at New London, Simonds (Elementary) School in Warner, Sutton Central School in Sutton, Kearsarge Regional Middle School in Sutton, and Kearsarge Regional High School in Sutton. Wilmot children, grades K-5, attend the Kearsarge Regional Elementary School in New London; grades 6-8 attend Kearsarge Regional Middle School in Sutton; and grades 9-12 attend Kearsarge Regional High School in Sutton.

School Board and Administration

The responsibility for the operation of the Kearsarge School District rests with a nine-member School Board elected by the citizens of the district. The bulk of the funds to operate the Kearsarge Regional School District are derived from local property taxes. The amount of funding made available is approved by the taxpayers at the annual School District meeting. Eligible residents "present and voting" act on the budget and any other warrant articles presented.

Administrative services for the Kearsarge Regional School District are provided by School Administrative Unit (SAU) 65. Overall responsibility for day-to-day operations and budget expenditures rests with the Superintendent of the SAU. The SAU 65 office is located at 114 Cougar Court, New London, NH.

See following Chart for Kearsarge Regional School District Enrollment History K-12

Projected School Enrollment

As the last five-year history of school enrollments indicate, the numbers range from approximately 1850 to 1745 students per year. To plan for future enrollment, SAU tracks local birth rates.

Local Pre-Kindergarten Education

The Wilmot Learning Place (WLP) is a state-licensed early childhood education center located in the heart of Wilmot. The WLP is a 501(c)(3) tax-exempt non-profit that offers preschool and pre-kindergarten (Pre-K) programs for three-, four-, and five-year-olds from the town of Wilmot and the surrounding Kearsarge region. The WLP has been operating in Wilmot for 50 years.

The 2016/2017 school session was fully enrolled. There were 17 in the pre-school class and 16 in the pre-kindergarten class. Twelve of the students are Wilmot residents. The WLP offers two-three- and five-day options for preschool and pre-kindergarten students. There are also early morning and after-school programs available. These programs are helpful for working families as well as being popular with the students.

The WLP continues to strive to provide high-quality early childhood education to all children in Wilmot and the surrounding region, regardless of economic standing. The WLP maintains a Wilmot Scholarship Fund and a General Scholarship Fund.

Goals

Provide the best possible education for Wilmot's school children in appropriate facilities at a reasonable cost.

Recommendations

There is no future plan to have a public elementary school in Wilmot. There is also no plan to expand the current facility on the lower level of the Wilmot Community Association where the Wilmot Learning Place is housed.

Table 8 – Kearsarge Regional School District

2016 Kearsarge Regional School District Enrollment/ Budget Analysis																				
	K	1	2	3	4	5	6	7	8	9	10	11	12	Total	Grand Total	Percent of students	Local Tax Accessment 2017	Cost Per Student	Percent of Budget	
Bradford	17	10	20	13	13	18	15	13	10	17	16	17	14	193		11.06%	\$2,525,389.00	\$13,084.92	8.83%	
Newbury	16	10	18	20	20	20	30	11	16	11	29	21	17	239		13.70%	\$5,319,610.00	\$22,257.78	18.60%	
New London	20	27	19	27	22	21	24	35	28	24	28	22	28	325		18.62%	\$7,725,529.00	\$23,770.86	27.01%	
Springfield	11	12	13	17	17	14	18	14	20	17	16	17	12	198		11.35%	\$2,935,953.00	\$14,828.05	10.27%	
Sutton	10	22	22	25	20	26	23	26	21	23	22	23	23	286		16.39%	\$3,756,875.00	\$13,135.93	13.14%	
Warner	31	23	39	19	23	26	26	30	30	36	23	29	24	359		20.57%	\$4,147,677.00	\$11,553.42	14.50%	
sub total	105	104	131	121	115	125	136	129	125	128	134	129	118		1600					
Wilmot	13	13	9	8	13	11	17	8	5	10	14	8	16	145		8.31%	\$2,187,110.00	\$15,083.52	7.65%	
Total	118	117	140	129	128	136	153	137	130	138	148	137	134		1745		\$28,598,143.00			
KRSD Historical Wilmot Student Enrollment																				
2012														160	1850	8.65%	\$1,867,536.00	\$11,672.10	7.84%	
																	\$23,829,039.00			
2013														156	1769	8.82%	\$2,031,697.00	\$13,023.70	8.00%	
																	\$25,383,201.00			
2014														148	1870	7.91%	\$2,095,099.00	\$14,156.07	7.89%	
																	\$26,551,762.00			
2015														148	1766	8.38%	\$2,126,139.00	\$14,365.80	7.82%	
																	\$27,202,857.00			
Wilmot Learning Place Historical Enrollment/ Current																				
	Pre-school	Pre-K	Wilmot Students																	
2012	15	14	9																	
2013	18	17	11																	
2014	13	15	11																	
2015	18	15	9																	
2016	17	16	12																	
Births in Wilmot																				
2012	8																			
2013	9																			
2014	5																			
2015	5																			
2016	4																			

CULTURAL, HISTORIC AND RECREATIONAL RESOURCES

Cultural Resources

The 2016 Master Plan Survey shows that 71% of the respondents are in favor of encouraging creative community businesses such as arts, culture, science, and engineering.

Wilmot depends upon neighboring towns for the performing and visual arts. Center for the Arts, based in New London, promotes artists of all types. The New London Barn Playhouse has provided summer entertainment to area residents for many years.

Educational programs in Wilmot are provided primarily by the Wilmot Library, the Wilmot Conservation Commission, the Wilmot Community Association, the Wilmot Farmers Market, the Wilmot Historical Society, and the First Congregational Church. NH Humanities plays a large part in providing and supporting cultural programs.

In the area of performing arts, Wilmot has Music on the Bandstand in the summer, and in the fall the Wilmot Community Association currently sponsors a music series.

Visual arts include the annual Imagination into Art show, sponsored by the Wilmot Community Association, and, to a certain extent, the monthly displays in the windows of the Wilmot Post Office sponsored by the Window on Wilmot committee. The Wilmot Public Library recently opened its Joyce Tawney creativity lab where all types of art are encouraged and supported.

Recommendations

Encourage arts and culture in Wilmot. Be especially creative in promoting the Town's natural beauty and assets in order to attract residents and businesses to the area.

Historical Resources

Wilmot was incorporated in 1807 from the unincorporated "remnant" known as Kearsarge Gore. The area consisted of land not included within the corporate boundaries of its now-adjointing towns, and as such was the last town in the region to become incorporated. The Gore had been inhabited for many years and had fallen under the governing purview of New London prior to its incorporation. There are artifacts and vestiges of earlier inhabitants throughout the Town and in abandoned areas that have reverted to their natural habitat.

Sheep farming was prominent in the town as it was throughout the state. Stone walls and old foundations in remote parts of Wilmot lend credence to a hardscrabble existence. Industry, in the form of water-powered mills along Kimpton Brook, provided for the needs of the growing population.

Wilmot has a Historical Committee, which, when formed, was charged with documenting milestones in the Town's past. At present, the committee is not active. However, the Town is fortunate to have the Wilmot Historical Society that has assumed the responsibility of documenting and archiving the Town's history.

Historic Structures

Town Hall -1907

Over 100 years old, this building in Wilmot Center took the place of the first known Town Meeting House, which was situated on North Wilmot Road at the brow of the hill 100 yards northeast of the current building. A stone with a plaque has been erected to commemorate the site.

Library - 1852

The Wilmot Public Library is located in one of the twelve one-room schoolhouses in Wilmot. Repairs and renovations transformed the building into a lovely functional library. The main section is connected to the Town Hall by an ell that has been repurposed into a library work and meeting space called The Joyce Tawney Creativity Lab.

Town Office -1850

Another of the one-room schoolhouses, located in Wilmot Flat, has also adapted well to its re-use for Town administrative offices and the Historical Society's history room.

North Wilmot Church - 1829

This iconic "chapel-in-the-woods," originally built several hundred yards beyond its current location, was moved by ox teams to the intersection of North Wilmot Road and Tewksbury Road. The building is listed on the National Historic Register.

First Congregational Church - 1858

Situated in Wilmot Center this structure is one of four historic buildings in the Center Village. A recent construction project raised the church foundation to allow full use of the lower level.

Carriage Sheds -

Between the Library and the First Congregational Church is a wood-frame carriage shed, presumably built at the same time as the church. It has several stalls and was once used to provide cover for horses and wagons of certain worshippers during services. The construction of these open-sided stalls was presumably funded by individual parishioners who in turn had the privilege of their exclusive use.

Private Homes

There are several private homes of historic nature in Wilmot, many of which are described in the publication Historical Buildings of Wilmot, NH, available in the Wilmot Public Library.

Historic Sites

Cemeteries and Memorials

Scattered throughout Wilmot, there are ten cemeteries maintained by the Town, only two of which are currently used for burial. In addition to these, and of particular note, is the grave of Civil War horse, Billy Buskin, situated on Village Road across from Chase Pond. Also of note is the Veterans Monument on the corner of Monument Place and Village Road.

Town Pound

Like most towns of the late 19th Century, Wilmot has a stone-enclosed pound that was built for holding roaming and unaccounted-for livestock. It is situated at the top of Bunker Hill Road opposite the western corner of Bunker Hill Cemetery.

Stone Culverts

While several have been removed in the course of road re-building, two stone culverts are known to remain on Stearns Road.

Mines

In the north-western part of Wilmot, off Quaker Path and NH Route 4A, there are several old mica mines. A garnet mine, which was active in WWII, is situated on private land, south of North Road in North Wilmot.

Class VI Roads

There are remnants of old roads in the Town that may or may not be of record. Some are designated as Class VI roads and do not receive any Town maintenance.

Goals

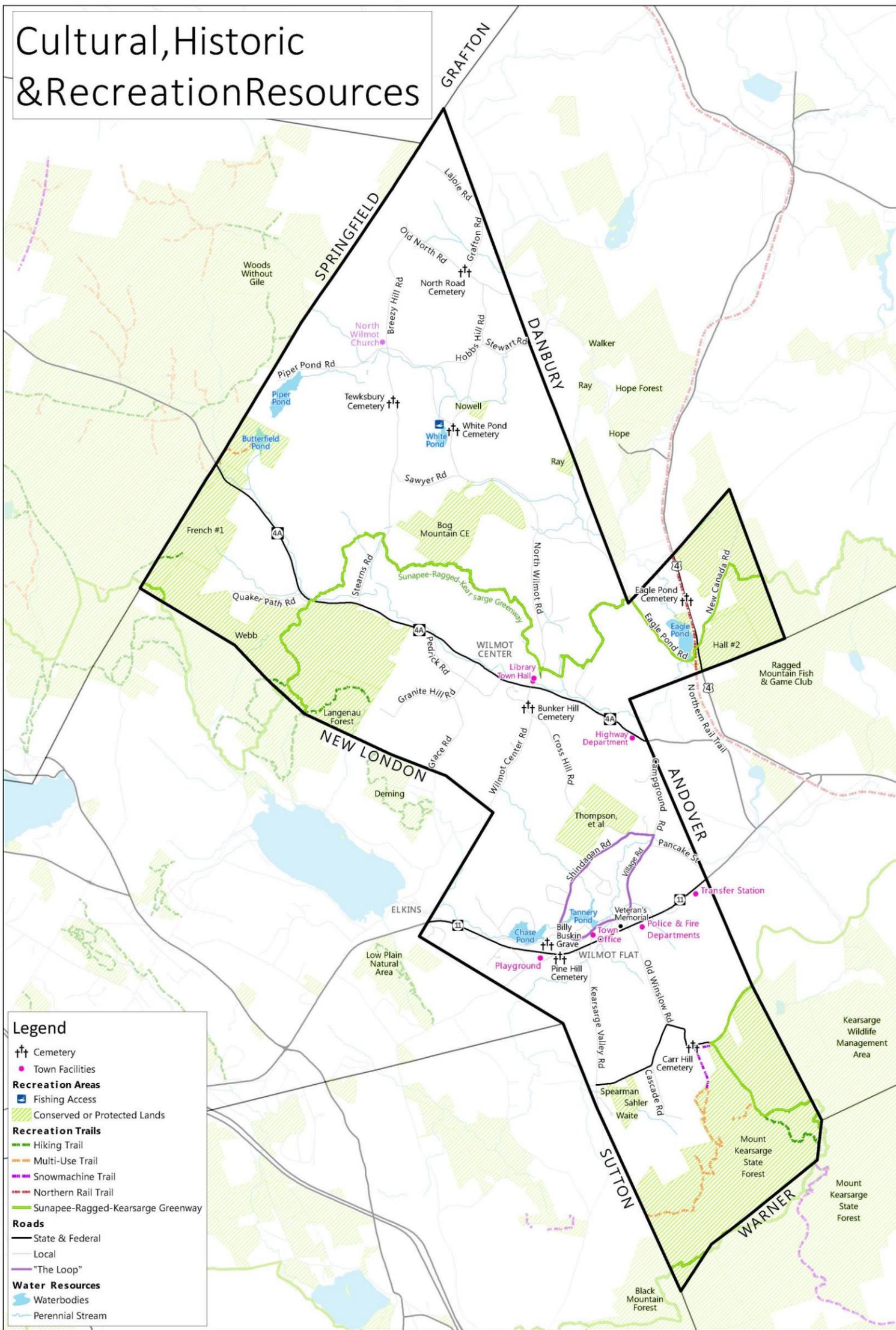
The 2016 Master Plan Survey indicates that Wilmot residents have a strong desire to preserve the historic character of Wilmot. Of particular note is the Town Hall.

It is widely agreed that the historic features of Wilmot contribute greatly to the character of the Town, making it an attractive and interesting place to live. In that regard all prudent measures should be taken to preserve the history of Wilmot.

Recommendations

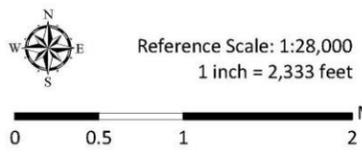
When the Town is faced with a decision to renew, upgrade, or renovate any of its historic structures or features, all prudent means should be taken to preserve them even if extra expense is added to the project. The Town should also seek public and private grants to help offset additional costs incurred in preserving historic features.

Cultural, Historic & Recreation Resources



Legend

- †† Cemetery
- Town Facilities
- Recreation Areas**
- ☒ Fishing Access
- ▨ Conserved or Protected Lands
- Recreation Trails**
- Hiking Trail
- Multi-Use Trail
- Snowmachine Trail
- Northern Rail Trail
- Sunapee-Ragged-Kearsarge Greenway
- Roads**
- State & Federal
- Local
- "The Loop"
- Water Resources**
- ☒ Waterbodies
- Perennial Stream



Map Notes:
 This map was made by the Upper Valley Lake Sunapee Regional Planning Commission in cooperation with the Master Plan Committee (2017) of the Town of Wilmot.
Source Data: Conserved lands, roads, trails, recreation points, community anchor institutions and water resources were obtained from NH GRANIT.
 The data contained in this document, or any accompanying document is a public resource of general information. The Town of Wilmot makes no warranty, representation or guaranty as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided herein.



Recreational Resources

Wilmot is rich in natural resources for recreation. There are several ponds, walking paths, cross-country ski trails, Class VI roads for motorized recreation, and the ever-popular “loop” (Village Road, to Shindagan Road, to Cross Hill Road, to Campground Road, to Village Road – 3.2 mi) in Wilmot Flat for walking or biking. The hike to Bog Mountain and the hike up Mt. Kearsarge are more challenging, but very popular outings.

The primary recreation resources are made up of outdoor areas such as

- Town-owned ball field and playground on US Route 11
- Wilmot Community Association-owned beach and playground
- Pine Hill Cross-Country Ski Area (privately owned)
- Class VI and logging roads for hiking, snowshoeing, cross country skiing, and snowmobiling
- Ponds for kayaking and fishing
- SRKG – Sunapee, Ragged, Kearsarge Greenway
- Winslow State Park on Kearsarge Mountain
- Gile State Forest

Nearby, the Northern Rail Trail, a 58-mile corridor from Boscawen to Lebanon, intersects a small part of Wilmot on US Route 4 where the public can walk, bicycle, snowshoe, horseback ride, cross-country ski, and snowmobile.

87% of respondents in the 2016 Master Plan Survey feel it is important to protect our natural recreation areas. 70% of the respondents indicated they would use a multi-use path that connected existing paths through Wilmot and beyond.

There is one town-owned recreation area. It has a ballfield and playground and is situated at the intersection of US Route 11 and Pine Hill Road. 48% of respondents rated this recreation area as good, 19% rated it fair, and 6.6% rated it poor. 26% had no opinion one way or the other. A common concern was safety on the playground due to its proximity to Route 11.

Goals

Maintain the integrity of all roads and trails in Wilmot. If possible, create a nexus between Wilmot’s hiking trails and the main corridor of existing inter-town trails. Improve safety at the playground in order to increase usage.

Recommendations

The Town should encourage the building and maintaining of recreational trails. Consider improvements to the recreational area. Install fencing and landscaping at the playground.

Conclusion

The recommendations from the chapters of this plan will guide the planning board in the next decade in amending and drafting ordinances and regulations. Continued updating of The Master Plan should be reviewed periodically.

APPENDIX A: SURVEY RESULTS

COMMUNITY CHARACTER - How important are the following features of the Town of Wilmot?

Answer Options	Very Important	Important	Somewhat Important	Not Important	No Opinion	Response Count
Small town atmosphere with quiet, uncrowded living conditions	71.12%	17.98%	7.90%	2.72%	0.27%	367
Sense of Community	45.05%	39.94%	12.31%	2.10%	0.90%	333
Indoor & outdoor recreation opportunities	23.90%	39.56%	25.00%	10.44%	1.10%	364
Local school system	38.46%	34.32%	12.13%	11.24%	3.85%	338
Favorable cost of living (e.g. tax rate, home prices)	61.54%	32.14%	5.22%	0.82%	0.27%	364
Business friendly atmosphere	23.01%	29.79%	30.97%	15.04%	1.18%	339
Proximity and easy access to regional employment	20.33%	39.84%	26.10%	12.09%	1.92%	364
Natural Resources	57.71%	31.71%	7.43%	1.14%	2.00%	350

HOUSING AND LAND USE - Assuming population growth in Wilmot, what types of housing should be part of this new development?

Answer Options	Encourage Development	Neutral	Discourage Development	Response Count
Condominiums - Townhouse -style	29.26%	34.38%	36.36%	352
Condominiums - Apartment-style	15.99%	28.78%	55.23%	344
Manufactured/mobile homes-park setting	9.09%	27.84%	63.35%	352
Manufactured/mobile homes-on individual private lots	7.41%	28.21%	64.67%	351
Multi-family apartment building - 4+ units	11.90%	27.20%	61.19%	353
Multi-family house - 2-4 units	23.05%	41.79%	35.16%	347
Senior Housing	48.87%	39.83%	11.30%	354
Single family detached housing	79.32%	17.85%	2.83%	353
Single family homes with one apartment	54.37%	38.03%	7.61%	355
Tiny Houses (less than 500 sq ft)	39.83%	38.68%	22.06%	349
Other	21.57%	50.98%	27.45%	51

HOUSING AND LAND USE - The Route 11 Commercial Zone should be:

Answer Options	Response Percent	Response Count
Expanded	41.7%	150
Decreased	13.6%	49
No change	44.7%	161

HOUSING AND LAND USE - Should additional Commercial zones be added?

Answer Options	Response Percent	Response Count
Yes	24.9%	88
No	74.5%	263

HOUSING AND LAND USE - The Wilmot Center Village District zone should be:

Answer Options	Response Percent	Response Count
Expanded	17.5%	61
Decreased	2.6%	9
No change	79.9%	279

HOUSING AND LAND USE - The Wilmot Flat Village District zone should be:

Answer Options	Response Percent	Response Count
Expanded	16.8%	59
Decreased	3.4%	12
No change	79.8%	281

HOUSING AND LAND USE - Should additional Village District zones be added?

Answer Options	Response Percent	Response Count
Yes	10.7%	34
No	89.6%	285

HOUSING AND LAND USE - In your opinion, how should Wilmot's regulations and policies address the following general land uses?

Answer Options	Encourage Development	Neutral	Discourage Development	Response Count
Residential Development	51.99%	38.92%	9.09%	352
Large Scale Commercial Development (e.g. offices, retail, professional services)	18.46%	26.17%	55.37%	363
Small Scale Commercial Development (e.g. restaurant, pub, inn, market)	67.86%	22.53%	9.89%	364
Light industrial uses (e.g. light assembly, precision machining)	38.67%	40.33%	20.99%	362
Heavy Industrial (e.g. large scale manufacturing, trucking facilities, storage & manufacturing of explosive and/or flammable materials.)	11.81%	12.64%	75.82%	364
Agriculture	77.03%	21.22%	1.74%	344
Creative community business-arts, culture, science, engineering	70.91%	26.04%	3.05%	361
Mixed Use (combination of commercial and residential uses in a single structure)	39.78%	43.65%	16.57%	362

HOUSING AND LAND USE - Wilmot should...

Answer Options	Encourage	Neutral	Discourage	Response Count
Preserve farmland	87.02%	12.15%	0.83%	362
Promote conservation easements	74.72%	19.38%	5.90%	356
Further development of hiking/walking trails	71.67%	23.89%	4.44%	360
Improve access to ponds, rivers, streams	62.50%	34.44%	3.06%	360
Promote economic development	50.70%	41.50%	8.08%	359
Promote the development of wind energy	48.62%	32.87%	18.51%	362
Promote the development of solar energy	67.40%	26.24%	6.35%	362
Promote the development of hydro-electric facilities	31.86%	41.55%	26.59%	361

TRANSPORTATION - Would you use multi-use path (bicycles, pedestrian, XC Skies, snowshoes, etc.) that connected to existing paths such as the Northern Rail Trail?

Answer Options	Response Percent	Response Count
Yes	70.2%	255
No	15.2%	55
No Opinion	14.6%	53

Transportation - Would you use commuter transit from the New London Park and Ride to Lebanon and Hanover?

Answer Options	Response Percent	Response Count
Yes	37.8%	137
No	43.4%	157
No Opinion	18.8%	68

TRANSPORTATION - Would you use commuter transit from the New London Park and Ride to Concord?

Answer Options	Response Percent	Response Count
Yes	36.7%	130
No	45.8%	162
No Opinion	17.5%	62

TRANSPORTATION - Do you feel the roads in Wilmot are safe for bicyclists and pedestrians?

Answer Options	Response Percent	Response Count
Yes	46.4%	161
No	38.6%	134
No Opinion	15.0%	52

TRANSPORTATION - Does Wilmot provide safe roads?		
Answer Options	Response Percent	Response Count
Yes	73.5%	258
No	10.5%	37
No Opinion	16.0%	56

TRANSPORTATION - Do you have concerns about traffic speed in Wilmot?		
Answer Options	Response Percent	Response Count
Yes	44.3%	156
No	48.6%	171
No Opinion	7.1%	25

TRANSPORTATION - Do you have concerns about traffic noise in Wilmot?		
Answer Options	Response Percent	Response Count
Yes	20.2%	72
No	69.7%	249
No Opinion	10.1%	36

CONSERVATION - Wilmot should...				
Answer Options	Encourage	Neutral	Discourage	Response Count
Protect groundwater/aquifers	88.48%	10.96%	0.84%	356
Protect wetlands	81.74%	15.73%	2.53%	356
Protect wildlife habitat and woodlands	87.11%	10.92%	1.96%	357
Protect natural recreation (e.g. hiking, swimming, etc.)	86.76%	11.27%	1.97%	355
Protect scenic beauty	85.35%	13.52%	1.13%	355

PUBLIC FACILITIES & SERVICES - In the future, would you support public water and/or sewer where feasible?		
Answer Options	Response Percent	Response Count
Yes	21.3%	67
No	50.6%	159
No Opinion	28.1%	88

PUBLIC FACILITIES & SERVICES - Do you have reliable broadband internet at your home?		
Answer Options	Response Percent	Response Count
Yes	86.4%	292
No	6.8%	23

No Opinion	6.8%	23
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PUBLIC FACILITIES & SERVICES - Do you have reliable cell phone coverage at your home?

Answer Options	Response Percent	Response Count
Yes	90.1%	283
No	5.1%	16
No Opinion	4.7%	15

PUBLIC FACILITIES & SERVICES - Please rate the quality of the following services in the Town of Wilmot:

Answer Options	Good	Fair	Poor	No Opinion	Response Count
Animal Control	37.71%	12.57%	5.03%	44.97%	358
Cemetery Care	59.33%	8.36%	0.56%	32.03%	359
Fire protection and rescue	78.83%	7.80%	1.39%	11.98%	359
Transfer Station	86.74%	9.12%	0.28%	3.87%	362
Police protection	76.32%	12.26%	1.39%	10.31%	359
Public Library	79.89%	6.23%	1.13%	12.75%	353
Recreational Areas (Route 11 ball field and playground)	48.21%	19.01%	6.61%	26.17%	363
Road maintenance	54.57%	34.63%	8.86%	2.49%	361
Senior assistance	17.93%	17.65%	4.48%	59.94%	357
Snow removal	73.67%	16.81%	2.24%	7.28%	357
Selectboard	35.01%	28.29%	8.12%	28.57%	357
Town Welfare Services	25.99%	11.86%	2.82%	59.32%	354
Zoning Board of Adjustment, administration and enforcement	17.80%	22.60%	20.06%	39.55%	354
Planning Board	21.19%	27.12%	15.25%	36.44%	354
Conservation Commission	37.18%	16.34%	2.25%	44.23%	355
Other	21.05%	5.26%	5.26%	68.42%	38

WILMOT MASTER PLAN SURVEY PARTICIPANT DEMOGRAPHICS - What is your residence status?

Answer Options	Response Percent	Response Count
Full-time	90.1%	319
Seasonal/Part-time	9.9%	35

WILMOT MASTER PLAN SURVEY PARTICIPANT DEMOGRAPHICS - What part of town do you live in?

Answer Options	Response Percent	Response Count
The Flat	39.7%	140
Kearsarge Mountain	12.2%	43
Wilmot Center	26.3%	93
North Wilmot	19.8%	70

East Wilmot	2.0%	7
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WILMOT MASTER PLAN SURVEY PARTICIPANT DEMOGRAPHICS - Which of the following best describes your housing arrangement?

Answer Options	Response Percent	Response Count
I rent my home	1.6%	6
I own my home	91.0%	334
I live with a family member or friend	2.2%	8
Other (please specify)	5.2%	19

WILMOT MASTER PLAN SURVEY PARTICIPANT DEMOGRAPHICS - How long have you lived or owned property in Wilmot?

Answer Options	Response Percent	Response Count
Less than 1 year	2.7%	10
1 - 5 years	13.1%	48
6 - 10 years	12.0%	44
11 - 20 years	29.0%	106
20 - 30 years	16.4%	60
30+ years	26.8%	98

WILMOT MASTER PLAN SURVEY PARTICIPANT DEMOGRAPHICS - How long is your commute?

Answer Options	Response Percent	Response Count
Work from home	14.3%	52
0 - 15 minutes	15.4%	56
15 - 45 minutes	19.3%	70
45+ minutes	10.2%	37
N/A	40.8%	148

WILMOT MASTER PLAN SURVEY PARTICIPANT DEMOGRAPHICS - How old are you?

Answer Options	Response Percent	Response Count
0-24 Yrs	0.3%	1
25-44 Yrs	13.4%	48
45-64 Yrs	44.3%	158
65+ Yrs	42.0%	150