

Master Plan

Dublin, New Hampshire



2007

The cover image is a sketch of Mount Monadnock by Abbott H. Thayer, dated August 5, 1907. It was reproduced in *The Grand Monadnock: A Literary, Artistic, & Social History*, the catalog for an exhibition at the Louise E. Thorne Art Gallery (now the Thorne-Sagendorph Art Gallery) at Keene State College in 1974. It is used here through the courtesy of Mrs. Alexander James.

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Three fold-out maps follow on unnumbered pages in printed versions of this Master Plan:

- Town of Dublin Conservation and Preservation Land Map
- Town of Dublin Conservation and Topography Map
- Town of Dublin Zoning Map

(These maps can be seen and downloaded at <http://www.townofdublin.org>.)

FORWARD

Master Plan Background

A Master Plan is a document that serves to guide the overall development and growth of a community. The Master Plan process provides an opportunity for the community to look ahead, establish new visions and directions, set goals, and map plans. A Master Plan describes where, how, and at what pace a community desires to develop physically, economically, and socially. In short, a Master Plan functions like a road map or a blueprint; it is a guide to the future.

This updated Master Plan is the result of two years of work and the contributions of many Dublin citizens and committees. We were aided by consultants, lawyers, and planners, including the Southwest Region Planning Commission, the New Hampshire Department of Environmental Services, and the New Hampshire Department of Geology, among others, to whom we are most grateful.

Dublin's last Master Plan was adopted in 1996. In order to be effective, Master Plans need to be revised periodically. In 2005, the Planning Board appointed a committee to update the 1996 plan, taking into account changes that have occurred in the town and region in the intervening years. This Master Plan differs from its predecessors in that it is an "abridged Master Plan," a format recommended by the Southwest Region Planning Commission as "appropriate for communities with fewer than 10,000 people, where no professional planners are on staff, and where community volunteers and planning board members can assume much of the work." We have chosen this format because it is less expensive to produce, more appropriate for the interests of the town, and because much of the information that would be included in a comprehensive Master Plan is now available on the internet. Directions to much of this information will be found in the Resources section in the Appendix. Also in the Appendix is additional information (beyond the minimum requirements of an abridged Master Plan) regarding population and housing.

The Master Plan is organized as follows:

1. Vision Statement
 - a) A Vision for Dublin
 - b) Specific Priorities
2. Recommended Actions and Strategies
 - a) Natural Resources
 - b) Scenic Beauty
 - c) Residential Growth
 - d) Economic Growth
 - e) Traffic

- f) Mobility for Pedestrians and Wildlife
 - g) Art, Education and History
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3. Land Use Analysis
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5. Appendix
- Section I: Population Analysis
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 - e) Housing Needs Assessment
 - Section III: Major Planning Studies
 - Section IV: Protected Land
 - Section V: Resources
6. Acknowledgments

A Vision for Dublin

What makes Dublin special? Of all the small towns in New Hampshire—and there are more than a dozen with nearly the same population—how do we define what makes our own small town unique? What are the characteristics of this particular place that identify it to those who call it home? Here are some observations.

More than most towns, Dublin is defined by its topography. Nature shaped this place, and to a fundamental extent, people who settled here created a town that conformed to its landscape, rather than changing the landscape for the convenience of a settlement. Dublin is located on either side of a mountain pass—one that in 1749 and for at least 25 years thereafter gave Dublin the distinction of being the highest village in New England. Dublin is also a headwater community; the ridge running north from Mount Monadnock across Beech Hill forms a division between the watersheds of the Connecticut and Merrimack Rivers. Because of its geography, Dublin is blessed with dramatic views, an iconic mountain beloved by the New England transcendentalists and today's citizens, and a deep spring-fed natural lake that mirrors the mountain.

Dublin's geography also provides one of its essential characteristics that is not always so valued: a major road runs through the center of town. This route, which skirts the Monadnock foothills and now hugs the northern shore of the lake, has probably been used by animals and people for thousands of years as the easiest way to travel east and west across the high landscape. According to *Where the Mountain Stands Alone*, the Abenaki trail through Dublin was known as Minniwawa.¹ When Europeans moving inland from coastal areas discovered this beautiful spot, it already had an established trail through it. The settlers found forests, plentiful water, thriving native plants and animals, but also rocky upland soils that were difficult to till. Farming here was literally an uphill enterprise; raising crops turned to grazing sheep that provided wool to feed New England's mills. Much of the wool was sent down Dublin's major road along with other produce to mills and markets elsewhere. By the late 1700s, shops and small manufacturing operations had appeared all over town.²

As Dublin became a village, the road helped define it as a place that welcomed travelers: over time inns and taverns sprang up along this corridor. Some became lodgings for longer stays, providing hospitality to those who wished to spend more time in an idyllic place. Dublin grew as the area grew. As the end of the 19th century approached, travelers switched from the "Great Road" to the iron road and would arrive in Harrisville or Hancock by train. By the end of the 19th century, the ease of travel encouraged the growth of a summer population in Dublin, bringing a new mix of people to what had started out as a village of farmers and tradesmen. Given its physical beauty, it is not surprising that Dublin also attracted a community of artists, a tradition that endures to this day.

Railroads faded as automobiles proliferated. By the 20th century the road through Dublin became a major east-west highway, emphasizing again that Dublin has always been a pass, a way to somewhere for many people. Those who look remember its views; some decide there is no reason to go further. Those who stay experience its extensive natural resources: clear air, water, striking views, healthy plant and animal communities, wildlife corridors, forest and wetland areas, open fields, the lake, the mountain,

¹ Robert Goodby, "11,000 Years on the Ashuelot," in *Where the Mountain Stands Alone: Stories of Place in the Monadnock Region*, p. 35.

² Tom Hyman, *Village on a Hill: A History of Dublin, New Hampshire, 1752-2000*. Page 23 lists many of these.

and stars. All these combine to make Dublin a special place, rural in character, vulnerable to over-use or over-development, a town on a pass, whose beauty and resources need to be carefully protected as it grows and changes.

Our vision for the future is simple: A generation from now, residents and visitors alike will still find Dublin to be a welcoming community, its priceless natural assets will still be bountiful, and there will be a continuing commitment to sustaining a balance between the natural and built environments.

Specific Priorities

A vision for the future of Dublin focuses on twelve important issues. These issues are interrelated, and all depend on growth being connected with our community's history. Appropriate growth reflects a community's past and brings it into the future.

1. Protecting natural resources.
2. Protecting Dublin's scenic beauty.
3. Shaping residential growth: encouraging growth in an expanded Village District, limiting residential density in the Rural District to reduce sprawl; minimizing it in the Mountain District; developing attractive retirement and low-income housing appropriate to a small town; and ensuring that transportation and communication are available for everyone.
4. Encouraging appropriate economic growth, including small, low-impact businesses, home occupations and telecommuting.
5. Improving the safety of traffic and pedestrian movement throughout the town, including calming traffic on Route 101.
6. Ensuring mobility for pedestrians and wildlife.
7. Encouraging the growth and development of the arts, for which Dublin has been a center; encouraging the public and private schools for which it is known.
8. Improving recreational facilities for people of all ages including creating walking paths and greenways throughout the town.
9. Providing town officials and administrators help necessary for effective town governance; preserving and enhancing Dublin's community spirit including the volunteer governance of the town.
10. Upgrading municipal facilities in a prudent and orderly manner.
11. Creating a more energy efficient town, including better or alternative energy sources for town buildings and a lighting ordinance that eliminates wasted energy and expense.
12. Updating safety measures, including lighting, signage and fire protection.

RECOMMENDED ACTIONS AND STRATEGIES

Natural Resources

Dublin was fortunately endowed with lovely views, a mountain that defines our region, clear water and clean air. Because the rugged land did not lend itself to easy development, most of these natural assets remain today and contribute to the character of the town. A Natural Resource Inventory completed in 2004 catalogs visible natural features. The town's Bedrock and Fracture Trace Maps show what is hidden underground, where bedrock aquifers provide the town's water.

Dublin Lake is deep, spring fed, and monitored by the town, especially by the Conservation Commission. It is valued for its beauty and for recreation. Four organizations work to protect it: the Dublin Conservation Commission, the Garden Club of Dublin, the Lake Preservation Committee and the Beech Hill / Dublin Lake Watershed Association.

Other great ponds³, including parts of Thorndike, Frost and Stone Ponds, Dark Pond, Howe Reservoir and Mud Pond, require continued protection, both as recreational areas and as potential town water sources. Protection of our surface water, essential to wildlife and to the health of the town's aquifers, is important to our neighbors as well and must be a high priority of any conservation plan.

The ridge running north from Mount Monadnock across Beech Hill forms a division between the watersheds of the Connecticut and Merrimack Rivers, making Dublin a headwater community. Its streams not only provide water for our lakes and ponds, but also influence water resources in nearby towns. As a headwater community with relatively shallow bedrock aquifers, Dublin is an unlikely site for industrial development. Large commercial septic fields are untenable; aquifer contamination could affect half of the town.

Dublin's natural resources include wide and varied communities of plants and animals. Over the last few decades wild turkeys, bear and moose have returned to the region along with an occasional bobcat; ancient dragonflies remain to reduce the summer mosquito population. The complex interconnected network of plant and animal life here must not become victim to the human population surge that has made New Hampshire the fastest growing state in New England, causing the state to lose approximately 20,000 acres of open space, including forest and agricultural land, to development each year.

Natural areas and wooded lands are not only the base of what we call "community character," they also function to protect clean water, wetlands, wildlife habitats, agriculture, forests, recreation, and the scenery that draws people here to live and tourists to visit. If there is to be a recognizable Dublin twenty years from now, we must continue to preserve our natural resources. Since neither our forests, our aquifers and streams, our moose or our mosquitoes stop at the town line, we must cooperate with neighboring towns as we do it.

An ad-hoc Open Space Committee has been established to advise the Selectmen, the Planning Board and the Conservation Commission on sensitive land. This committee should become permanent, as it can play a key role in protecting the town's natural resources.

³ As defined in Part ENV-WR 101 of the N. H. Administrative Code, a great pond is a "waterbody of more than 10 acres in its natural condition."

Scenic Beauty

The formal Viewshed Study completed in 2005 delineates important scenic vistas (see Appendix, Resources). The underlying criteria common to these views should be considered when assessing all potential growth or development proposals. Careful design of developments should maximize the usefulness of conservation open space and preserve scenic views.

The most visible natural resource of Dublin, Mount Monadnock, gives its name to the entire region. Much of the land on its slopes is already protected from inappropriate development through the forethought of conservation groups, generous landowners, and the creation of a Mountain District that prohibits excessive residential or commercial development around the mountain's base. But other land on the mountain remains vulnerable to development, and more protection is needed.⁴ This cannot be left entirely to the public-spiritedness of other individuals or organizations. The town needs to be able to purchase conservation easements, development rights, or land on the mountain slopes and in other crucial areas of town when necessary to preserve the scenic character of the town, or for the health of water systems, or for the economic good of the public.

In other areas of Dublin, aspects of scenic beauty must be addressed: The gateways to Dublin on Route 101 need to be redefined. Construction on visible ridges needs to be regulated. Parasitic plants steadily invading Dublin should be removed, while endangered species, as they are identified, should be protected. Height limits on new construction need to be strictly enforced. Protecting Dublin's scenic beauty is a varied and continuing job.

When the 1987 Dublin Master Plan was written, the eastern horizon was dark. Stars emblazoned night skies. By 1996, the date of the last Master Plan, an orange glow had begun to stretch across the eastern hills. By 2006, on clear nights, light pollution from the direction of Nashua can obscure the eastern stars. Even Dublin's own light-glare dulls the night sky while it wastes energy and increases expense. A town-wide power outage one February night in 2006 gave everyone who ventured out a chance to see what we are losing. Above them was what a writer from that other Dublin once called a "heaventree of stars" (James Joyce, *Ulysses*). Dark night skies, another natural resource, were once a birthright. Perhaps we can reclaim it. We should try, for visual, aesthetic, educational and economic reasons.

Residential Growth

Overall, housing density changes adopted by voters in 2006 emphasize residential growth in the Village District, reduce density in the Rural District, and significantly limit density in the Mountain District. The success of Village District growth will depend on new access roads running east and west parallel to Route 101. Thoughtfully permitted, such roads could enable new homes and create walking paths to village centers.

What rate of town growth can Dublin sustain? This is a question that must be addressed annually. Until 2005, Dublin's population growth averaged about 1% compounded each year. In 2006, the number of new living units proposed in Dublin was five times greater than at any time in the previous 40 years. Although all these units are not yet approved by the Planning Board and may not all be built in 2007, their construction, and that of all subdivisions, must correlate with the town's ability to protect its critical

⁴ See Article VI. A. in *Zoning Ordinance and Land Use Regulations* for the town of Dublin.

natural resources and to provide essential services, including fire protection, safety and education. Based on the projections of the current Capital Improvement Program (see Appendix, Resources), the maximum rate of population growth that Dublin can sustain without untenable economic impact is an annual rate significantly less than 2%.

In Dublin, natural resources begin with water. As a headwater community, Dublin has a limit to the number of wells its aquifers can support and to the ability of the land to support septic fields and groundwater recharge. As the town employs the town-specific bedrock maps, and as it monitors water quality in periodic town-wide tests, it will gradually discover these limits. Pollution of an aquifer would affect half the town and be difficult and expensive to remedy. But if we remain aware of the potential environmental effects of each growth proposal, Dublin can grow and still maintain its small town rural character and healthy environment. That is the goal. It is essential that the Planning Board evaluate the feasibility of every residential and commercial proposal with respect to the underlying bedrock formation, the nature of the surficial layer, and the proximity of fractures.

Affordable Housing

Affordable housing that will work in Dublin needs to be environmentally aware. Dublin's Conservation Subdivision Design Ordinance allows the grouping of houses while incorporating open space into a subdivision design. In Dublin, what is out the window is part of where we live. Building homes that involve Dublin's fields and woods can help make smaller, well designed houses a pleasure to live in and, at the same time, as affordable as possible.

Dublin voters have approved the International Residential Building Code and the position of Building Inspector. The town does not wish to approve construction that is disrespectful of public health or safety. "Affordable" does not mean "flimsy" or "poorly built." It means efficient, appealing, perhaps *green*, and certainly, in the long run, economical. Housing that is inexpensive but starts to fall apart in five years is no bargain either for home owners or the town. Dublin would welcome homes that will last, are well constructed and thoughtfully designed.

This is too complex a topic to be discussed in further detail here, but it is an issue that has reached across America; innovative and responsible solutions have been found. Dublin favors "Smart Growth" and "Low Impact Development." (See Appendix, Resources).

Retirement Housing

Predictions for Dublin in the next decade show increases in population in the 42-58 year range and in the elderly. But today we are losing our elderly, partly because of the attractiveness of a nearby retirement center, partly because some elderly people cannot move around Dublin as they once did. Dublin has a Retirement Overlay District to encourage the development of appropriately-scaled residential units for the elderly, keeping in mind that Dublin is a small town with limits to its infrastructure; it cannot afford to be overwhelmed either by excessively large subdivisions or retirement projects. Siting a retirement project near the town center or within walking distance of town facilities is important.

Transportation and Communication for Everyone

Mark Twain frequently hired horses and a carriage from Carey's Livery; he wrote about the pleasures of traveling along Dublin's "firm smooth country roads" that "spiderweb" the forests and "go everywhere." "The village," Twain continued, "is bunched together in its own place but a good telephone service makes

its markets handy...."⁵ That was in 1905.

Today, we have technological improvements undreamed of 102 years ago. But we do not have roads as safe to walk along as they were then. Nor do we have markets in Dublin that routinely deliver. Nor can you phone Gleason's or Carey's or Gowing's livery and order transportation—the nearest taxi service is in Marlborough: the company has one taxi. So what does a person living in Dublin's rural district do a century later when it's winter and a storm has cut phone and electricity and there is an emergency? Today, in parts of Dublin cell phones don't work.

Transportation and communication are crucial components of everyone's quality of life. Affordable, easy-to-use, and flexible transportation and communication options are essential for accessing health care services, establishing and maintaining social and family contacts, and preserving independence and general well-being. In an era with advanced technological options, we should encourage the extension of communication services, including DSL or its equivalent, throughout all areas of town; everyone should have access to high-speed, reliable communication. Universal access to the internet provides economic benefits to the town. As new technologies such as fiber optics become more available, they should be welcomed in Dublin and installed in harmony with this historic and rural village.

Transportation for the elderly, the infirm, or those without cars is a problem that rural towns across America are beginning to face. Solutions are emerging. Dublin should explore creating an on-demand transportation program.

The New England Futures Project, evaluating the entire six-state New England area in 2006 concludes that "policies are needed that are more family-friendly, emphasize affordable housing, protect New England's world-renown countryside...and reduce local government costs."⁶ This is true of Dublin today.

Economic Growth

A future Dublin should have procedures for phasing growth, since the town's infrastructure will never be able to handle a sudden massive increase. Impact fees should be required for major developments, both residential and commercial. Certain kinds of development must be avoided: strip malls, linear housing developments, mega-marts, large footprint commercial buildings—all these are disadvantageous to Dublin.

Dublin's history suggests that major manufacturing or large commercial outlets are unlikely to build here. As all town surveys attest, residents have long held that too much commerce could destroy the rural quality of the town. Small businesses can create jobs with little environmental impact. A future Dublin could include such facilities that would contribute to the tax base and provide employment without changing the character of the town. Dublin should also encourage home-based enterprises that have minimum visual, social or environmental impact. Additional publishing facilities would fit in Dublin, already known as the home of *Yankee Magazine*. Individual health-care providers, a modest banking

⁵ Mark Twain's letter can be found in *Where the Mountain Stands Alone*, p. 205.

⁶ Neil Pierce and Curtis Johnson, "New England: Six Teams—or One?" online at www.newenglandfutures.org. The New England Futures Project is led by the Partnership for New England, a collaboration of seven organizations focused on regional solutions to New England's challenges: The Citistates Group, Institute for Sustainable Communities, New England Council, New England Initiative at UMass-Lowell, Mt. Auburn Associates, New England Association of Regional Councils, and The Orton Family Foundation.

facility or law offices would be welcome in Dublin. So would a small clinic, perhaps near an appropriately-sized retirement housing project in the Village District. A new inn could provide hospitality for travelers and customers for local restaurants.

Tourism can be a major advantage to Dublin today, as it has been historically. *Yankee Magazine's* subscribers underscore the draw of the Monadnock Region (more than half live outside New England).⁷ Yet the 90,000 to 120,000 annual visitors to Dublin's world-famous mountain find few places to dine and fewer to stay overnight in Dublin.

Through careful land-use planning and zoning, Dublin should actively designate areas where small business activities can occur, support efforts to facilitate such developments, and assure that the site plan review process guarantees only those developments compatible with the character and policies of the town.

Traffic

The speed and volume of traffic on Route 101, Dublin's Main Street, has created "unsafe conditions"⁸ for community residents and visitors. An average of 8,500 vehicles each day contribute to noise, air, and water pollution. There is an imbalance between the use of the highway and community needs that include safe passage for town emergency services, access to town facilities, clearly defined pedestrian amenities, appropriate use of abutting land, preservation of the environment and the historical character of the Village District. There are safety issues that must be addressed on Route 101 along Dublin Lake.

Although the extreme topography, weather, and the narrowness of the highway corridor are design constraints, the social and economic vitality of the community will be enhanced by making Route 101/Main Street safer and more welcoming to pedestrians, cyclists and drivers.

Traffic needs to be reduced to a slow, steady, safe and efficient flow, by aesthetically pleasing visual and physical cues announcing a thickly settled historic village center. There needs to be safer access to and from the elementary school, town facilities and emergency services. Amenities including safe sidewalks and clearly marked crossings will encourage safer pedestrian use. Environmental issues (air, water, noise and light) can be addressed by implementing pollution avoidance measures. A better balance between local quality of life and regional mobility must be achieved.

At this writing, a New Hampshire Department of Transportation sponsored Traffic Calming Workshop has been underway for several months. The results of this study should be implemented as quickly as feasible. If improvements must be prioritized, the safety of pedestrians should be a paramount factor in setting the sequence.

Mobility for Pedestrians and Wildlife

Dublin has a goal to protect environmentally sensitive and strategic land. As protected spaces are

⁷ Neil Pierce and Curtis Johnson, "New England: Six Teams—or One?" online at www.newenglandfutures.org.

⁸ The phrase comes from the Vision Statement of the Traffic Calming Workshop described in the last paragraph of this section.

created, they should be linked when possible to create and connect paths and trails throughout much of Dublin, so that a stroll to the Post Office is possible in an expanded Village District without going along Route 101; or a walk up Beech Hill and north can reach Harrisville without fear of trespass; or a hike east into newly protected land in Peterborough can extend to Temple or Crotched Mountain. Adjacent towns share the goal of interconnecting open space; this is a regional issue that involves the Monadnock Conservancy, the Society for the Protection of New Hampshire Forests, and Open Space Committees in adjacent towns. Dublin must participate actively in this regional effort.

Another goal of open space is to preserve what are often called "wildlife corridors," land that makes Dublin part of the range for many species of animals. This land includes ponds, bogs, open fields and woodlands, and especially Mount Monadnock. We must not allow the mountain to become an island ringed by houses. We cannot sustain species diversity without protecting the land that various species depend on to survive.

To provide direction and continuity in this effort, the Open Space Committee should be perpetuated, staffed by appointments made by the Selectmen, the Conservation Commission, and the Planning Board. It will be Dublin's eye on the future as new developments and land acquisition are proposed, making recommendations on shaping growth to maximize open space and access for Dublin's citizens and wildlife in accordance with the goals of this Master Plan and town regulations.

Art, Education and History

For well over a century, art has flourished in and around Dublin. Novelists, playwrights and poets, painters, sculptors, weavers, potters, furniture makers, film and video makers, musicians and actors have found Dublin a good place to sojourn and to live. Currently there are more than twenty-five artists living and working in Dublin. When asked why they had chosen Dublin, the response was invariably Dublin's natural beauty, the rural quiet, and the congeniality—all qualities to be preserved.

Dublin has also become known for its schools, public and private, currently numbering six. Schools preserve the past and prepare young people for the future. We will encourage an atmosphere congenial for education.

Dublin has a few sites of archaeological interest, and a long list of historic buildings on the National Register (see Appendix, Resources). Care should be taken to preclude thoughtless destruction of these structures or of Dublin's historic built landscape, which includes areas of archaeological significance, cellar holes, stone walls, and certain road corridors—all windows into the town's past.

Recreation

In 1995, the town purchased 15.4 acres behind the elementary school on Main Street and subsequently designed and built a recreation area on part of the land for use by the school, the summer recreation program and the general public. The area now contains a full-size basketball court with adjustable height backboards, a soccer field, and a playground for younger children with swings, slides, sandbox, and monkey bars. The town also has established a baseball field on Church Street.

Unfortunately, neither of these sites can be expanded in the future—the Main Street site because of use

restrictions approved at Town Meeting in 1996, and the Church Street property because of steep slopes and wetlands. Possibly, if the town felt the Main Street site to be of use, the Recreation Committee, Planning Board, and Selectmen could investigate the possibility of the town revisiting the 1996 vote.

Currently youth recreation opportunities rely heavily on facilities such as the playing fields, swimming pool, skating rink, skateboard park, and tennis courts in the neighboring town of Peterborough. It is possible that these facilities may not be available to Dublin residents in the future. Should Dublin wish to expand recreation opportunities by constructing such facilities here, additional land will have to be acquired or land currently owned by the town needs to be developed.

Land already owned by the town at the outlet of Mud Pond includes the dam and old hydropower site and land on Mud Pond behind the Fire Protection Company on Route 137. This was secured in 1992 through the State Land Conservation Investment Program with the projection that it would be developed into an accessible picnic and hiking and recreation area. This remains to be accomplished. Trail clearing, picnic site clearing, and construction of picnic tables have also been planned for the Howe Reservoir conservation area, but have yet to be completed. Both projects are of fairly low cost and should be expedited. The Howe Reservoir site is large enough to include a variety of recreational areas, in addition to the cemetery expansion that may be proposed.

All Dublin residents can have access to the swimming beach at Dublin Lake for a modest fee paid to the Dublin Women's Club that covers the cost of lifeguards and maintenance. However, at the west end of Dublin Lake, parking for the boat launching area is nearly non-existent; parked vehicles have impeded traffic. Some improvement in parking should be provided to ensure the passage of normal traffic and emergency vehicles.

The Planning Board, in administering the recently enacted Conservation Subdivision Design Ordinance, can require at least half of the adjusted tract acreage in a major subdivision to be set aside in open space. The board should encourage developers to create trails and greenways that are available for public, as well as neighborhood, use.

With regard to hiking trails on Mount Monadnock, an agreement was reached in 2006 with the Society for the Protection of New Hampshire Forests to construct a new parking area off of Old Troy Road and to relocate part of the Dublin Trail to begin at the parking area. It is believed that this will prevent safety problems created by cars parking on Old Troy Road. The town must continue to work with the Monadnock Advisory Commission, SPNHF and with the Monadnock State Park Ranger to design policing techniques for this parking area, including funding assistance for personnel that should be provided by income from "iron ranger" collection boxes scheduled to be placed by SPNHF at specific trailheads on the mountain.

Although three years of consultation have not yet produced a new site for the Pumpelly Trailhead, this effort should continue, with a goal of removing parked cars from East Lake Road because of safety issues. A parking lot for no more than twenty cars should be located on a shielded site that will not impact neighbors or nearby property values. This project was begun by the Monadnock Advisory Commission and agreed to in principle both by the Dublin Selectmen and the Dublin Planning Board. It remains a priority of the Monadnock Master Plan and is endorsed by the Society for the Protection of New Hampshire Forests.

Town Government

"The level of complexity is much greater now. Being on a key town board has become more demanding, more time-consuming than ever. If you do the job, it's much more than just showing up at, say, the Selectmen's meeting on Monday. It's the preparation, dealing with things that come up every day, with people and their problems, with the county, adjacent towns and the state, finances, zoning, health and safety issues, everything." —David Tower⁹

As of Town Meeting 2006, Dublin had three Selectmen, seven Planning Board members, five Zoning Board of Adjustment members, seven Budget Committee members and eight Conservation Commission members: 30 volunteers responsible for most of the town's governance and planning.

Many of the tasks for which these boards and committees are responsible have become more complex in recent years. Federal, state and local regulations require knowledge of new laws, updated best management practices, and new technical standards and procedures. As a consequence, boards may rely more on outside experts and consultants. This is likely to increase in the future as boards seek guidance on legal and technical issues.

Recently, boards and committees have suffered some degree of "burnout" as the demands and the workload became overwhelming for one or more volunteers. Partly as a consequence of the increased workload, it is becoming harder to recruit people to serve on town boards; most people have jobs and do not have the space in their lives to accommodate a volunteer responsibility that can approach the time commitment of a full-time job.

Three recommendations: The first involves consultants. The phrase "local land use boards" includes the Planning Board and the Zoning Board of Adjustment—and would also include a building code board of appeals and a historic district commission if we had those in Dublin. These land use boards have legal access to the experts they need and the same ability as the Planning Board does, under RSA 676:4 I (g), to charge applicants for administrative expenses and costs of appropriate investigative studies, and/or other matters which may be relevant to particular projects. All land use boards should ensure that their rules of procedure allow them to employ the appropriate level of technical assistance when evaluating proposals needed, at the applicant's expense, in order to ensure that Dublin's regulations are adhered to, aquifers are protected, wells and septic systems are installed in the most advantageous locations, required wetlands setbacks are maintained, coherent greenways are developed, and that all technical and legal questions are adjudicated with full knowledge of appropriate science, engineering principles, regulations and laws.

The second recommendation involves the issue of pay for key volunteers. The time that Selectmen and certain other board members contribute can be equivalent to full-time jobs. Yet only the Selectmen are paid, a modest honorarium of \$2,300 a year. To encourage able volunteers and to compensate even slightly for long hours, appropriate honoraria should accompany key positions. Other small New Hampshire towns have recognized the fairness and effectiveness of such compensation. It need not be the equivalent of a salary, but it should reflect the time and level of contribution of the volunteer.

⁹ At this writing, David Tower is Dublin's town attorney. He works with many towns and is a 15-year member, and former chair, of the Planning Board in Rindge.

The third recommendation involves the problem of continuity on major boards. We need a way for information and knowledge to flow steadily forward as board personnel change. When a board tries to "reinvent the wheel" because none of its volunteers knows that four or five years earlier the problem had already been solved or the proper approach determined, the town incurs unnecessary expense that may even have legal consequences. This has happened in Dublin. The Town Archives holds invaluable historic information and should be consulted as needed, but continuity is a larger issue involving state and regional regulations, and a knowledge of responsibilities, legalities and procedures that each board accumulates, but that may vaporizes as personnel change. There must be continuity of knowledge regardless of board transience.

It is important to realize that, like many other small towns throughout New England, Dublin's administration is understaffed. The town currently has four paid primary administrative employees: the town administrator, the town clerk/tax collector, the town treasurer, and one person who is concurrently a part-time building inspector, health officer and code enforcement officer. Only the town clerk/tax collector has an assistant. Dublin has no administrative "bench strength." Unprocessed building permits, health permits, driveway and road approvals, outstanding bills, financial records, active projects and myriad other details could easily become mired in confusion in the case of an unexpected or prolonged absence. In the past, there has been someone able to absorb some of these details, but the level of complexity is much greater now. The regional planning commission and Dublin's lawyer join us in pointing out this concern.

Dublin needs another level of municipal administrative support. Careful analysis can determine the best and most economical way to provide that support. The goals should be:

- Provide sufficient support to key boards so that there is continuity of knowledge between turnover of volunteers.
- Provide continuing advice to crucial boards and committees and town officials.
- Provide backup support to key administrative employees.
- Remove routine duties from overburdened boards and administrators (answering the phone, sending out forms, dealing with routine questions, researching common problems, looking up data, scheduling appointments, taking minutes, etc.).

Whether this means hiring one or more full-time or part time employees, or a town planning advisor or an assistant administrator, is for the Selectmen and board chairs to determine and for voters to approve. The problem of under-staffing needs to be addressed. In 2007, voters authorized one part-time administrative assistant/executive secretary to assist both the Town Administrator and the Planning Board. This is a good start. The position should be evaluated periodically to see if it should be upgraded. The bulleted goals above are important and should not be ignored.

The future shape of a town lies with its citizens. If the citizens of Dublin wish to continue to be governed by volunteers (and at that relatively low cost), then citizens of Dublin must volunteer and the town must provide administrative depth and make volunteering attractive.

Municipal Facilities

Increases in housing units and population in a town necessarily mean an increase in the use of town services and facilities. Of special importance is the eventual need to update, expand, or replace town facilities which, at some point in the future, will be unable to serve their current functions. It has been estimated that within a decade the town government will outgrow the space currently available in the Town Hall, Police Department and Fire Department. To the degree that it will be necessary, the town should buy land in the Village District for future expansion.

A Capital Improvement Program (CIP) was revived in 2004 and updated in 2006 to address long term issues facing the town. Based on an assumption of 1.5% population growth and 2.6% housing unit growth per year, the 2006 CIP estimated that in the coming ten years, substantial investments will be required for Town Hall improvements, Police Station upgrades, Fire Station expansion, relocation of the Transfer Station, and cemetery expansion. Every board and department in Dublin participated in the careful development of the following assessments.

Town Hall

The Town Hall, built in 1881-1882, is one of the historic landmarks of Dublin. It currently houses the offices of the Selectmen, town clerk/tax collector, code enforcement officer and town administrator. There is no office space reserved for the other town boards, which meet where they can. A meeting hall with a kitchen is on the ground floor; another meeting hall (currently unusable) is on the third floor. The 2006 CIP points out the desirability of a spatial needs analysis of Dublin's infrastructure. The CIP estimated the cost of a new building that would include the Town Hall, fire and police departments would be almost \$2.4 million.

At this writing, voters have accepted a substantial donation offered by a generous donor to solve the mold and water problems in the basement, install handicapped access for all floors (an elevator), build emergency stairs for the top two floors and renovate much of the third floor. The Selectmen through the work of an architect and engineer have done a needs analysis of the Town Hall and have reviewed its structural stability. It appears that this historic building may be able to serve the town needs for a considerable time, if improvements continue to be made.

Other improvements that the CIP recommends include communication system upgrades and paving the parking lot. Town government is rapidly outgrowing the available parking space. Efforts should be made to purchase adjacent land for parking.

Police Station

In the next three years, the current police station is scheduled for upgrades to its windows, heating system, septic system, siding, and insulation. A new sally port and booking room are also scheduled for 2010.

Fire Station

The CIP calls for a new exterior finish, upgraded septic system and interior painting over the next ten years, and a building extension to be constructed in 2010.

Highway Department

The Highway Department barn is slated for expansion and upgrading including the construction of two new bays and improvements to the heating, lighting and exterior finish. Estimates for the cost of this work approach \$350,000.

Transfer Station

Plans call for the relocation of the Transfer Station, which is outgrowing its present site. The CIP recommends this to be done in 2011, at a cost of over \$1 million. Every attempt should be made at that time to construct a facility that will allow, and to implement policies that will result in, significant increases in the amount of material that is recycled, and decreases in the amount of material sent to landfills.

Cemetery

The present cemetery near Dublin Lake will be close to capacity within the next decade. It is estimated that \$120,000 will be needed to purchase additional property by 2017. Howe Reservoir land has been discussed as a potential site. It is quiet, beautiful and spacious and has room for a cemetery and for recreational land.

Post Office

The existing facility has too few mail boxes, too little mail-sorting/storage space and only a small counter. Slight future growth in population will likely necessitate expansion.

These are the improvements that the authors of the Capital Improvement Program feel are necessary within the next ten years. The Town Hall and Police and Fire Stations have limited room for expansion so, at some point in the future, it appears likely that a new municipal facility incorporating these services may be needed. Obviously, growth rates in excess of the estimates will make all of the improvements and expansions necessary at an earlier date.

When the time comes for constructing a new municipal facility, the town should make every attempt to locate it within the Village District. As set out elsewhere in this document, especially in the Town Land Use Goals, the maintenance of the town center in the Village District is vital, and the location of such services as the Town Hall, Police Station, and Post Office in the village are an important part of maintaining the town's character.

The CIP provides detailed information on these and other capital improvement plans (see Appendix, Resources).

Energy Efficiency

Power outages are not uncommon in Dublin, sometimes for extended periods. Electricity, heating oil and propane are becoming increasingly expensive. Dublin needs to take a long view on its energy use, keeping an open mind about geothermal heating for town and residential buildings, wind and solar power, and emerging new technologies. The Capital Improvement Program should calculate long-range

savings when evaluating the cost of new equipment, new energy sources and strategies. Dublin should strive for maximum energy independence. All new town buildings and town renovations should conserve energy. Town trucks and police cars should be energy efficient. Streetlights and some traffic lights might be solar powered, especially as LED technologies make vast improvements in lighting efficiency. Wasteful light spill, light glare, and light that shines in the eyes of drivers or on neighbors' properties should be eliminated.

Dublin should join the efforts of organizations such as The Carbon Coalition to reduce greenhouse gases, both on individual and town levels.

Safety

Safety is everyone's concern, but focuses especially on the town's safety providers: the police, the fire department, and emergency management. Expanded facilities for the police should continue to be studied and recommendations placed in the Capital Improvement Program. The Fire Department needs to be involved in planning so that the strategic placement and maintenance of dry hydrants, fire ponds and cisterns evolves in a rational and effective manner. Existing cisterns, currently numbering about twenty, need to be maintained annually. New dry hydrants, cisterns and fire-ponds need to be planned and installed on a community level.

Emergency management plans should be publicly available, and facilities and procedures tested and updated as required. We should emphasize continuing to bridge the communication gap between Dublin emergency management personnel and sister regional and state agencies. Emergency communications facilities need to be able to withstand extended power outages. Signage throughout the town road system should be reviewed for accuracy and effectiveness.

LAND USE ANALYSIS

Development History

Dublin, first called Monadnock No. 3, was one of the townships laid out by the Masonian Proprietors as part of an elaborate 18th century real estate speculation. The town dates its founding to 1752, when William Thornton built and occupied a cabin just this side of the Peterborough line, on the edge of what is now the MacDowell reservoir. Thornton, however, left after a year or two, and the first permanent settlers, descendants of Ulster Protestants, arrived sometime after 1760.

The town was chartered in 1771 under the name of Dublin, but there is no record of why that name was chosen. There is speculation that one of the earliest settlers, Henry Strongman, who was born in Dublin, Ireland, suggested that Monadnock No. 3 be named after his home town.¹⁰

Dublin has experienced four distinct periods of major development.

Early Days

The colonial settlement of Dublin, like much of rural New England, was based on small-scale resident farmers. Dublin's altitude, severe weather, rocky soils and limited water-power resources were useful primarily for grazing operations. One can barely imagine the hardships undergone by the early settlers in wresting a livelihood from the thin, rock-strewn soil found within the township's boundaries. Nevertheless, they cleared the land, and from it derived all their necessities: not only food (bean porridge being the staple fare) but flax and wool for clothing. Despite these difficulties, Dublin prospered. By 1775, the town had settled a minister, started work on a meetinghouse, and made provision for schools. There were 305 people in town that year. By 1800 there were over a thousand.

Despite Dublin's steep hills, the only water power sufficient for manufacturing was on the very northern boundary, at the outlet to Harrisville Pond, where the first woolen mill was built in 1799. While Harrisville developed into a flourishing textile area, the rest of Dublin had to stick to farming.

Farms vs. Factories

The year 1820 was a watershed in Dublin history. The town's population peaked at 1260, a figure that would not be reached again until the 1970s. The opening of more productive western lands resulted in rapid depopulation of New England. In some New Hampshire villages, particularly those located in river valleys, manufacturing moderated the population loss. In Dublin, farmers began to leave the rocky hillsides, some for less stony soil on the western frontier, some for the factories in Harrisville, Peterborough and the Merrimack Valley, leaving as their monument the many abandoned cellar holes found in our woods.

The same year saw the settlement of Levi Leonard as the town's third minister. He presided for thirty-four years over what a historian has called "Dublin's Golden Age," during which the town became renowned for its high standard of education, culture and behavior. At the same time, better roads and

¹⁰ Amusing musings on this subject are found in *Village on a Hill*, p. 8-9

the opening of stores meant that many of life's necessities could be bought more easily than raised, ending the need for subsistence farming. Farmers turned to grazing, principally of sheep, as a less strenuous means of livelihood.

Up through 1854, Dublin knew diverse small commercial operations: shoe-making shops, an ice business, a pottery business, a woodenware mill, cloth-making, sawmills, gristmills, blacksmiths, and the thriving complex of woolen mills in its Harrisville area. There were ten schoolhouses, a community church, a small library, livery stable, inns and taverns. Much of the forested land was now bare, cleared for timber and grazing. Dublin's population in 1852 was about 1100.

As railroads gradually stretched into New England during the 1840s and '50s, mill owners in northern Dublin sought railroad service to move their raw materials and products. But the farmers in the south of Dublin where the hills were in any case too steep for tracks had no such interest. They defeated a proposal at the Town Meeting of 1869 to raise the subsidy required to attract the Manchester & Keene Railroad. This led Harrisville to petition the state legislature to be set off as a separate town, comprising the northern third of Dublin and part of Nelson.

Meanwhile, the Civil War involved more than ten percent of Dublin's entire population. A fifth of these young men died; others did not return to town.

In 1870, the Civil War over, the State of New Hampshire granted Harrisville's petition, splitting Dublin into two towns. Instantaneously almost all Dublin's industry was gone; its land holdings were diminished by a third; its population dropped by nearly 50%. At the time of the 1880 census, only 455 inhabitants resided in Dublin. As Tom Hyman recounts in *Village on a Hill*, "It was not so much a divorce as an amputation without anesthesia." But the mills got their railroad, and shortly three separate railroads were steaming in and out of the Harrisville/Hancock area.

However, Dublin village sat at the top of the major east-west road in southern New Hampshire, the "Great Road" that would eventually become a state highway, Route 101. This strategic location ultimately ensured the village's survival. So did Mount Monadnock.

The Summer Colony

In the late 1800s, arriving by train and proceeding to Dublin from Harrisville Depot in the "Upton Stage," a three-seat wagon, or riding in rented carriages, came wealthy urban industrialists intent on avoiding the heat and noise of the city. In 1871, the Appleton House hotel, later the Leffingwell, was opened in Dublin. In 1872, the first summer cottage was built. Fifty others followed in the next twenty years, so did a three-story town hall, two general stores, and telephone service.

Dublin gradually became transformed by a summer community centered on Dublin Lake and the slopes of the Monadnock highlands. Much of the land painstakingly cleared for farming went back to trees. Caretaking for summer estates began to furnish a principal source of employment for permanent residents, who numbered 408 in 1920.

Even before the Civil War, artists and writers were important in Dublin's history. Monadnock, visible on the horizon from Concord, Massachusetts, fascinated the transcendentalist writers. In the mid-19th century Henry David Thoreau climbed and camped on the mountain at least four times; Ralph Waldo Emerson and Nathaniel Hawthorne wrote about it. And as the century waned and the summer colony began to flourish, visual artists arrived, some for the summer, some to live. These included painters

Abbott Thayer and his pupils, Richard Meryman and Alexander James, as well as George de Forest Brush and Joseph Lindon Smith. From the late 1880s to the mid-20th century, more than twenty artists were associated with Dublin, an informal group known in later years as the Dublin Art Colony. The so-called "Colony" was never formal, but a loose-knit cluster of artists drawn by the scenery, excellent working conditions, and after-work conviviality. Writers were attracted, too: Amy Lowell, the cigar-smoking imagist poet, had a house on Beech Hill. Mark Twain spent summers here in rented houses in 1905 and 1906.

Richard Meryman, Jr., writes that the summer community was drawn to Dublin "by the lodestones of mountain and lake, the tonic of pure air and velvety sun—combined with the aesthetic climate created by Victorian writers, painters, professors, clerics, and redoubtable maiden ladies who first settled for the summer beneath Monadnock."¹¹

In the leisurely days before World War I, the British Embassy found relief from the Washington heat for several summers in what is now the Pool's house on Snow Hill Road. However, after the war a combination of the Great Depression, the invention of commercial airlines and air conditioning eventually put an end to the vitality of the summer community. Gradually the railroads went out of business as the automobile business thrived. Over decades, fire and neglect destroyed some of the mansions. Yet the legacy of this period continues to exist in large land holdings owned by part-time residents, in a stock of surviving mansions, a few of which have been reused for low impact institutional purposes, and in a continuing conservation ethic.

Dublin Today

The fourth period of development began after World War II. Postwar development in Dublin was episodic, but gradually formed new patterns. Many former "summer people" winterized their houses and eventually retired here. As the 20th century ended, Dublin began to experience planned neighborhood-style development for the first time. These larger-scale developments occurred outside the traditional village center and at the periphery of town. New houses on Boulder Drive, on Greenwood Road and elsewhere, as well as newly converted summer houses, provided homes for a professional and business people, many of whom work in Peterborough and Keene. Others work out of their homes. Some of these are artists and craftsmen. Some do their work by fax and modem, and their number has grown along with the information superhighway. In 2007, about 10% of employed Dubliners work from home. Recently, a small-scale commercial center has opened on Main Street, and farther east a gift store and coffee shop. Voters, in an effort to preserve the rural beauty that has always been Dublin's greatest asset, have increased the density requirements for a single house to four acres in the Rural Zone and eight acres in the Mountain Zone. Planners work to encourage residential development in the Village District and to ensure that growth does not overtake the town's ability to serve its citizens.

Current Conditions

These development patterns have resulted in a town with the following characteristics:

- The western and mountain areas of town have experienced relatively limited development. In part this is due to unfavorable topography and early and continuing individual and institutional conservation efforts. It is also the result of ownership of large parcels by owners who have had little historic reason to sell. Part-time residents own many of these parcels.

¹¹ Richard Meryman, Jr., *The Dublin Lake Club: A Centennial History*, Dublin, New Hampshire. Dublin Lake Club, 2001. Quoted with permission from the Dublin Lake Club.

- While much of the protected land in Dublin is located in these two areas, the amount of undeveloped and unprotected land exceeds the land under formal protection. As land becomes more valuable, construction technology allows previously undevelopable land to be built on, and ownership passes to third- or fourth-generation owners with less "vested interest" in the town, the probability of development in these sections of town will increase.
- Dublin's central Village District does not mirror those of most New Hampshire villages. It neither follows the 18th century conception of a crossroads settlement with a village green surrounded by community homes and services, nor by the later patterns of a 19th century industrial town. Instead, it and the areas immediately surrounding it are a random mixture of residential, community and modest commercial uses flanking a major highway. Many of the commercial facilities are located in buildings not originally intended for commercial use.
- A significant issue for the vitality of the village is the dependence of southern New Hampshire on Route 101. The rapid growth in population around Nashua and Keene is contributing to greater traffic densities—both in terms of vehicle counts and the size of vehicles using the road (an average of 8,500 vehicles a day travel through Dublin on its Main Street). The lack of alternative routes to Route 101 in the Village District means that all local and through traffic must share this single route. This raises safety and quality of life issues for the Village District. Dependence on Route 101 has also limited the depth of development in the Village District.
- The Route 137 corridor and the eastern side of town increasingly are being developed in a pattern more typical of suburban areas, although most of the remainder of town has developed in a rural, low-density pattern. This is resulting in a movement of overall town population density away from the village center and toward the Peterborough border, with the potential to further reduce the importance and vitality of the Village District.
- The presence of large historic estates have contributed to several low impact religious, educational and social service institutions being located in Dublin. These uses, when appropriately sited, have had beneficial impacts on the town.
- Many lower income residents of Dublin live in older, substandard structures or manufactured housing. Given the costs of land and new construction, a normal developer-driven market for low-income housing currently does not exist.
- Despite a special Retirement Community Overlay District designed to create incentives for an appropriate level of retirement or senior housing, there is currently no dedicated senior housing in Dublin.
- The steep topography and lack of town or utility-supplied water or septic are significant detriments to major commercial, industrial and other intensive development. Moreover, the significant amount of surface bedrock makes it unlikely that such town or utility services will be available in the future. It is expected that commercial and industrial uses will follow historic patterns, with most such uses of a size and impact similar to residential usage.
- Based on the current and updated Capital Improvement Program analysis, most, if not all, town facilities are very close to existing capacity. Some town facilities are not sited in locations that support easy expansion, especially increased parking. The town is prepared to support growth rates of the historic norm of 1%, but if growth increases much beyond that, considerable analysis and new planning must be undertaken.

Regional Change

Dublin lies at the heart of the Monadnock Region. This region comprises 35 towns from Temple Mountain on the east to the Connecticut River on the west, and from the Massachusetts border north to Stoddard. Development pressures from the east and south have already changed land use throughout the region and this change will continue. Those concerned about Dublin's future must increasingly consider issues from a regional perspective.

Transportation and internet communication planning are obvious examples of issues that cross town borders, as are our natural resources. The Conservation Commission should stay in regular contact with the commissions in neighboring towns. Those involved with planning should be aware of any anticipated new construction, such as industry, road construction, new shopping centers, or major residential developments in nearby towns that might have an impact on Dublin.

Governing the many small towns in the Monadnock region is getting to be more complex as the region grows. Sharing the costs of expertise, information gathering, talent and equipment between towns can help preserve our traditional form of governance without compromising our individuality.

The Society for the Protection of New Hampshire Forests recently published a statewide land analysis, "New Hampshire's Changing Landscape 2005." Among its findings:

- For four straight decades, New Hampshire has been the fastest growing state in New England and the nine-state Northeast region.
- New Hampshire's population more than doubled from 1960 to 2000, from 606,400 to more than 1.2 million.
- From 1990 to 2004, New Hampshire's population grew by 17.2%, twice the average for the rest of New England. The state gained more than 13,000 people per year during the period, for a total of 190,248 new residents.
- New Hampshire is projected to add an additional 358,000 residents between 2000 and 2025, an increase of more than 28%.
- Population growth and sprawling development are consuming open space and community character at a rapid rate. Researchers estimate that within the next 25 years, southeastern New Hampshire will be virtually built-out, meaning that all available land not conserved will be developed.
- Four-fifths of this new population will be absorbed by the four southeastern counties that comprise about one-third of the state's land base. Hillsborough County is projected to have the highest population growth with an increase of 101,680 residents.
- In the Monadnock Region, 1,400 acres are being developed each year.
- The New Hampshire Office of Energy and Planning projects that from 2000 to 2025, Cheshire County's population will grow by 17,700.

New Hampshire's growth over the last thirty years has resulted primarily from migration radiating from the Massachusetts border and following major and secondary road systems. Until recently, the majority of this growth has been further east. As southeastern New Hampshire has become more and more a part of the Boston metropolitan area, significant growth has been experienced in the highway corridors

leading west and north.

If these trends continue, as studies predict, two development corridors will impact Dublin in the near future: Route 101, and Routes 119 and 124. Historical trends demonstrate the relationship between growth and location, and show that Dublin has grown as have other towns, but it remains the least densely populated town in these corridors:¹²

Table 1

Impact Corridors

From the East			From the South		
NH 101 Corridor	% Increase in population density per square mile, 1970-2005	2005: Population density per square mile in relation to Dublin's density per square mile	NH 119 and 124 Corridor	% Increase in population density per square mile, 1970-2005	2005: Population density per square mile in relation to Dublin's density per square mile
Amherst	252 %	622 %	New Ipswich	275 %	274 %
Milford	223 %	1057 %	Rindge	279 %	296 %
Wilton	177 %	285 %	Jaffrey	172 %	272 %
Temple	336 %	121 %	Marlborough	125 %	185 %
Peterborough	164 %	298 %			
Dublin	183 %	100 %	Dublin	183 %	100 %

Source: The Society for the Protection of New Hampshire Forests (SPNHF)

Generally, the most desirable land (on the basis of location and ease of development) will be developed first. Given the historic pattern of westward/northward population movement, coupled with its relative low density and Dublin's attractive location, it would appear inevitable that Dublin will face significant development pressures over the next decades.

¹² A note on land use in Dublin as reflected in the tables that follow: We should be aware that a significant percentage of Dublin's land in the Mountain District is either unbuildable or protected from development by conservation easement. This skews various figures because most other towns do not have a mountain of open space. For example, the population density of Dublin, now about 55 persons per square mile of land area, would be considerably more if the mountain acreage were subtracted.

Town Land Use Goals

Dublin's residents have repeatedly expressed their concern that Dublin maintain a small-town, rural atmosphere and that we protect our valuable and fragile natural resources. In keeping with these concerns, and the need to provide for smart and sustainable town development, the following are the Land Use goals of the town:

- Maintain the Village District as the focal point of the town.
- Encourage further development and revitalization of the Village District, including potentially increasing the size of the Village District.
- Limit the density of settlement outside the Village District (particularly at the edges of town) and discourage suburban-style sprawl.
- Continue to extend protections to the Mountain District, the major water bodies (especially Dublin Lake, Mud Pond, Stanley Brook and Howe Reservoir), and other environmentally sensitive areas.
- Protect wetlands, water resources and aquifers; ensure that resources are neither overburdened nor compromised; maintain the 100-foot minimum setback from all wetlands.
- Protect ridge lines, scenic viewsheds, and other historic and natural resources.
- Find local alternatives to Route 101, particularly in the Village District.
- Encourage appropriately-scaled and centrally-located retirement and affordable housing opportunities.
- Maintain a balance among differing housing options.
- Encourage non-vehicular pathways and interconnections.
- Protect town scenic gateways on Route 101.
- Expand community recreational resources.

Land Use Initiatives

In order to fulfill the Land Use Goals listed above, the town of Dublin needs to undertake a number of initiatives over the course of this Master Plan.

Village District Initiatives

- Analyze prior attempts to promote development within the Village District.
- Consider and implement incentives that may be necessary to increase development potential in the Village District.
- Plan for expanded town services within the Village District.
- Analyze expansion scenarios for the dimensions of the Village District.
- Analyze potential local alternatives to Route 101 and sites for expanded town facilities to the extent necessary in the future.
- Work with New Hampshire Department of Transportation (DOT) on traffic calming strategies.

Density and Sprawl Initiatives

- Review minimum lot size and other density requirements in all districts.
- Apply the 2006 Conservation Subdivision Design regulations, updating them as needed.
- Analyze potential for innovative property development incentives such as transfer of development or conservation rights.
- Analyze needs for additional zoning districts in the Rural District.
- Review existing Gateway Overlay District regulations.

Environmental and Conservation Initiatives

- Create a permanent, town-authorized Open Space Committee that will use the 2006 Natural Resource Inventory and the 2006 Viewshed Study as the initial base for developing strategic protection priorities.
- Pursue funding for land conservation in Dublin; continue to search for grants and aid, both financial and advisory; cooperate with local organizations, such as the Monadnock Conservancy, to help the Monadnock region achieve conservation goals.
- Coordinate the perspectives and efforts of the Open Space Committee, the Conservation Commission, the Planning Board and the Selectmen to ensure that all work towards the common goals outlined in this Master Plan.
- Work with public and private entities to protect strategic properties.
- Review and analyze the use of town-owned properties.
- Complete and utilize bedrock-mapping analysis and other emerging water protection technologies.
- Sponsor well-water testing and water quality mapping.
- Develop an integrated trail strategy.
- Develop lighting (Dark Sky) regulations; work with sub-regional and regional towns to extend this prudent, safety-oriented, and environmentally responsible approach.

Special Housing Class Initiatives

- Review the Retirement Community Overlay District statute with regard to incentives versus those contained in Conservation Subdivision Design.
- Analyze potential incentives for creating more affordable housing consistent with Dublin's character.

Initiatives Common to All Districts

- Review the Table of Use Regulations in the Dublin Zoning Ordinance as well as the criteria for the granting of Special Exceptions to insure that proposed uses would not unduly impact neighboring properties or residences, especially in the Rural Zone.
- Consider creation of a Residential District comprising the more densely settled portions of the Rural Zone, where certain uses more suited to rural areas would be restricted to prevent undue impacts on residential uses.

LAND USE STATISTICS

Land Parcels

Dublin is a town of somewhere between 18,341 and 18,533 acres, or about 28 square miles.¹³ Of these, approximately 17,763 acres are land and 578 acres are water. The table following shows the land holdings in individual parcels, sorted by size.

Table 1

Land Holding in Dublin By Parcels, October 2006

Range of Acres in Holdings	Number of Parcels	Total Acres	% of Total Acreage
300 or more	5	2,147.18	12.1%
200 to 299	8	1,878.68	10.6%
100 to 199	27	3,511.29	19.8%
50 to 99	45	3,213.03	18.1%
10 to 49	217	4,494.90	25.3%
less than 10	816	2,518.42	14.2%
TOTAL	1,118	17,763.50	100.0%

Source: Avitar

Dublin is a diverse community. No single entity controls it or its land. Of the 1,118 parcels of land in Dublin, only 85 are 50 acres or larger; 1,033 are 49 acres or smaller. To protect the rural character of Dublin, everyone must work together.

¹³ The area of a town is always an estimate. In 1993, the Southwest Region Planning Commission, using computer mapping, estimated the total acreage in Dublin to be 18,533, including lakes and ponds. In 2006, Avitar, Dublin's assessing agency, put the figure at 18,341 acres—this is the sum of all land parcels identified in Avitar's database as existing in Dublin and also includes the 578 acres of water; it is the figure used in this Master Plan. The difference of 1.2% is not unusual for computer-mapped data.

Table 2

Parcels Sorted By Use

Type of Parcel	# of Parcels
Residential Land Only (not including Land in Current Use)	199
Residential Land Only in Current Use	150
Residential Land & Building¹⁴ (not including Current Use)	473
Residential Land & Building¹⁵ in Current Use	109
Manufactured Housing on Own Land	13
Manufactured Housing on Land of Another	1
Duplex and Multifamily	61
Commercial/Industrial Land Only (not including Current Use)	11
Commercial/Industrial Land & Building (not including Current Use)	22
Commercial/Industrial in Current Use	11
Utility	1
Total Taxable	1051
Other – Total Exempt (Non Taxable)	67
Total Number of Parcels	1118

Source: Avitar

Dublin residents prefer single-family houses. About 10% of the parcels containing a building with additional eligible acres have at least part of that additional land in current use.

The next two tables show the acreage in each district distributed by use, and give one example of what could happen if Dublin became totally built-out, so that there was no more land available. The figures below are extremely conservative, counting only the acres that are currently undeveloped, and not allowing for the subdivision of a large parcel currently classified as "developed" because there is one structure on it.

¹⁴ Residential Condominiums are included in Residential Buildings.

¹⁵ Residential Condominiums are included in Residential Buildings.

Table 3

Acreage Sorted by Use and District

	Village District Acres	Rural District Acres	Mountain District Acres	Neighborhood Commercial District Acres	Total of each use
Undeveloped Land	82	5,924	3,312	0	9,317
Developed Land	221	5,633	2,573	14	8,442
Acres in Current Use	143	8,042	3,722	12	11,919
Total Acreage	303	11,557	5,885	18	17,763

Source: Avitar

Assuming, for instance, that 40% of the available land is buildable,¹⁶ then Dublin has 3,727 acres of undeveloped buildable land, including 1,324 acres in the Mountain District. Under Dublin's Conservation Design Ordinance, here is an estimate, calculated from the above data, of a complete build-out, assuming no land is taken out of Current Use and the Village District is not expanded:

Table 4

Estimated Scenario for a Build-Out of Dublin

	Houses Built	Minimum Open Space Land Created
Village District	33	33 acres
Rural District	592	1,185 acres
Mountain District	165	662 acres
Totals	790	1,880 acres

¹⁶ No steep slopes or wetlands, etc.

Open Space Land and Current Use

Table 5

Reserved Land (Conservation Easements or Deed Restrictions)

Owner	Acres Protected by Restrictions and Open to the Public	Acres Protected by Restrictions and Closed to the Public	% of Total "Dry" Land
State of New Hampshire	165.30 ¹⁷		1.70 %
U.S. Government	227.00		1.69 %
Society for the Protection of New Hampshire Forests	1,644.00		3.26 %
New England Forestry Foundation	100.00		0.75 %
Town of Dublin	477.25		3.56 %
Private	704.80	1,600.53	16.32 %
Sub-Totals	3,318.35	1,600.53	17.29 %

Source: See Appendix, Section IV

The total reserved open space is 4,918.88 acres. The total area in lakes and ponds is approximately 578 acres, making the total of reserved (unbuildable) land 5,496.88 acres, about 30.9% of Dublin.

¹⁷Forty-six acres have no deeded restrictions, but are wetlands owned by N.H. Fish and Game and are listed here as protected, since they cannot be developed.

Table 6

Changes in Current Use Land in Dublin

Category	Acreage in Current Use in 1993	Acreage in Current Use in 2006	Change in Current Use Acreage	Growth in %
Farmland	1,159.00	1,126.81	-32.19	-2.8 %
Unmanaged Forest				
Pine	870.00	948.16	78.16	9.0 %
Hardwood	3,171.00	2,856.23	-314.77	-9.9 %
Other	3,069.00	3,435.34	366.34	11.9 %
Managed Forest				
Pine	138.00	246.33	108.33	78.5 %
Hardwood	750.00	1,399.94	649.94	86.7 %
Other	14.00	465.86	451.86	3227.6 %
Unproductive Current Use Acres (including wetlands)	597.00	631.80	34.80	5.8 %
TOTAL	9,768.00	11,110.47	1342.47	13.7 %

Sources: Avitar, SPNHF, Monadnock Conservancy

Decreasing farmland is a response to the increase in residential development. However, while historically Dublin's farmland has been sparse, there is no way of knowing how important it may be in our future. Ecologists at Antioch New England University estimate that the climate in Southern New Hampshire may eventually approach that currently experienced in South Carolina. In that uncertain future, even small Dublin farmlands may again be valuable. Current projections by the University of New Hampshire suggest that by the end of this century, southern New Hampshire may have sixty 90-degree days and twenty 100-degree days each year.

The enormous increase in managed forests partly reflects the value of hardwood in today's escalating lumber market, as well as a need for tax relief. Current Use, however, is a reversible status with significant economic penalties if development occurs. If a parcel is never to be developed for commercial or residential use, placing a Conservation Easement on it may provide greater economic benefit to both the owner and the town.

There is a common misconception that residential growth helps reduce town tax rates—the notion being that the more people paying taxes, the less each pays. Independent studies confirm that is not the case: taxes on residences typically do not cover the cost of the residence to the town (fire and police costs, school costs (in Dublin about 65% of our taxes), road maintenance, town administration, impact on other town facilities including the transfer station, post office, library, etc). Residential growth, whether done directly or after Current Use status is removed, typically results in an increase in tax rates throughout a town.

Open space does not cost a town very much. Very few town costs are associated with maintaining undeveloped and unoccupied tracts of land. As a consequence, tax revenues from open space help reduce or stabilize local tax rates.

To summarize: open space brings in more revenue than it requires in services. In towns with more open space per year-round resident, property taxes are usually lower. Property taxes are usually higher in towns with more residents, more commercial and industrial development and more taxable property. Commercial/industrial properties, which often have lower direct cost for services than they generate in taxes, have significantly higher secondary costs.

Studies have compared the income and expense for different land use types in a single year in specific towns. Table 7 shows thirteen New Hampshire communities studied between 1997 and 2004. National studies in eighteen states found similar patterns of costs to communities, regardless of size or tax structure or amount of open space.

Table 7

New Hampshire Cost of Community Services Studies

Community	Date of Study	Population	Land in Open Space	Direct Cost per Dollar of Income		
				Residential	Commercial/Industrial	Open Space
Alton	1999	3,500	55 %	\$ 0.92	\$ 0.54	\$ 0.52
Brentwood	2002	3,197	54 %	\$ 1.17	\$ 0.24	\$ 0.83
Deerfield	1994	3,200	52 %	\$ 1.15	\$ 0.22	\$ 0.35
Dover	1993	25,500	35 %	\$ 1.15	\$ 0.63	\$ 0.94
Exeter	1997	13,000	25 %	\$ 1.07	\$ 0.40	\$ 0.82
Fremont	1994	2,700	64 %	\$ 1.04	\$ 0.94	\$ 0.36
Groton	2001	339	71 %	\$ 1.01	\$ 0.12	\$ 0.79
Lyme	2000	1,537	78 %	\$ 1.05	\$ 0.28	\$ 0.23
Meredith	1999	5,000	40 %	\$ 1.06	\$ 0.48	\$ 0.29
Mont Vernon	2004	2,034	62 %	\$ 1.03	\$ 0.04	\$ 0.29
Peterborough	1997	5,600	55 %	\$ 1.08	\$ 0.31	\$ 0.54
Stratham	1993	5,200	35 %	\$ 1.15	\$ 0.19	\$ 0.40
Sutton	1998	1,479	72 %	\$ 1.01	\$ 0.40	\$ 0.21

Source: http://www.farmlandinfo.org/documents/27757/FS_COCS_8-04.pdf

Conservation easements are one way to help preserve the character of Dublin, its natural resources, and its recreational, aesthetic and economic values. Not only does it reduce local taxes on land to approximately the Current Use level, but also allows significant reductions in U.S. Income Tax, which can

be spread over several years.

Table 8

Changes in Protected Land in the Mountain Zone

	Acres in 1993	% of Mtn Zone	Acres in 2006	% of Mtn Zone
Town of Dublin	0.0	0.0 %	150.	2.6%
Society for the Protection of NH Forests	1,471.0	25.1%	1,647.	28.1%
Monadnock Conservancy	79.5	1.4 %	110.	1.9 %
Private Individuals	1,365.0	23.3 %	1,810.	30.9 %
New England Forestry Foundation	100.0	1.7 %	100.	1.7 %
Total Protected Acres	3,015.5	51.5 %	3,817.	65.2 %
Unprotected Acres	2,842.5	48.5 %	2,041.	34.8 %
Total Acres in Mountain Zone in Dublin	5,858.0		5,858.	

Source: Avitar

APPENDIX

Section I	POPULATION ANALYSIS
Section II	HOUSING ANALYSIS
Section III	MAJOR PLANNING STUDIES
Section IV	PROTECTED LAND
Section V	RESOURCES

APPENDIX, SECTION I

Population Analysis

By knowing past population trends, and projecting future population, it is possible to estimate population changes and their effect on future housing needs. Population statistics can indicate which segments of the population may be expected to grow or decline, thus enabling the town to plan so that growth can occur in an orderly manner and periods of no-growth can be accommodated. If, for example, population statistics point to a burgeoning elderly population and/or a declining school-age population, the town should begin to plan for facilities necessary to serve an aging population.

The population data contained in this section are based on the 10-year cycles of the U.S. Census; the last complete data-set was compiled in 2000. Unless otherwise indicated, all tables in this section come from the U.S. Census Bureau.

Over the last fifty years of the 20th century, Dublin's population increased by 801 residents, going from 675 in 1950 to 1,476 in 2000. This growth was gradual until the period 1970-1980 when it jumped 56%. Our current population is estimated at 1,545, which represents an 85% growth since 1970.

Table 1

Population Trends in Dublin, 1930-2005

Year	Population	% Change
1930	506	
1940	621	22.7 %
1950	675	8.7 %
1960	684	1.3 %
1970	837	22.4 %
1980	1,303	55.7 %
1990	1,474	13.1 %
2000	1,476	0.1 %
2005	1,545	4.7 %
2010	1,630	5.5 % (10.2 % for the decade)

Source: U.S. Census¹⁸

The table shows that Dublin's population growth was by no means steady. In fact, the growth in Dublin has tended to be episodic with periods of relatively rapid growth followed by periods of minimal growth. The 1970s saw the greatest growth for the entire period, consistent with the trend in this region and in the state as a whole. Currently, growth appears to be increasing. While ten building permits were issued for

¹⁸ Population figures in the last two rows of this table are projections published by the state

new residences in 2006, an additional ten residential lots were approved in one subdivision, and 26 more are in the Design Review phase at the Planning Board.

Another fact that is not obvious in the previous table is that even in periods when population total has remained relatively constant, significant changes in the population have occurred. This is demonstrated by place-of-residence data, which follow below.

Table 2
Place of Residence, Five Years Previous to the Census

	1980	% of Total	1990	% of Total	2000	% of Total
Same House	566	46 %	778	57 %	828	59 %
Different House, Same County	214	17 %	170	12 %	316	23 %
Cheshire County Residents	780	63 %	948	69 %	1,144	82 %
Different County in N.H.	142	12 %	158	12 %	103	7 %
Different State or Country	307	25 %	256	19 %	159	11 %
Non-Local Migration	449	37 %	414	31 %	262	18 %

Source: U.S. Census

There is significant migration out from and into Dublin. Over any relatively long period of time approximately 40% of Dublin residents are new to town (i.e., resident for less than 5 years).

Up to 2000, Dublin increasingly drew on migration from within Cheshire County, and less from other parts of New Hampshire or outside the state. Given the relatively high cost of real estate in Dublin, this indicates the desirability of living in Dublin, especially on the part of those most familiar with it.

However, a check of people moving into Dublin between 2000 and 2007 suggests that this pattern may be changing:

Table 3

Number of Families Moving Into Dublin, 2005 to 2007

From	Number of Families	% of New Arrivals
NH	6	30 %
CT	4	20 %
MA	3	15 %
NY	2	10 %
PA	2	10 %
ME	1	5 %
NC	1	5 %
TX	1	5 %

Source: Dublin Town Clerk

Dublin appears to be attracting people from more diverse areas.

When asked why they moved to Dublin, many of the new residents represented in Table 3 explained that they were unhappy with the way their former town was developing and that they wanted a true rural atmosphere "like Dublin's." This was especially true of the families that moved here from eastern sections of New Hampshire. In the last decade Dublin has had newcomers from the edges of America: Texas and Alaska.

The Census Bureau collects other data useful in describing a population, including categories of age, level of education, and selected economic indicators. Table 4 below presents four age categories for Dublin residents from 1980 to 2000. Examination of the age breakdown of the population can be useful for identifying and planning for potential special needs, i.e., additional schools for upcoming school-age children or facilities and services for an increasingly older population.

Table 4

Age Structure of the Population, 1980-2000

Age Group	1980	% of Total	1990	% of Total	2000	% of Total	National %
5 and younger	75	6 %	138	9 %	83	6 %	7 %
5-17	220	17 %	255	17 %	262	18 %	19 %
18-64	859	66 %	916	62 %	936	63 %	62 %
65+	149	11 %	165	11 %	195	13 %	12 %
Total	1,303	100 %	1,474	100 %	1,476	100 %	100 %

Source: U.S. Census

These figures indicate that while there are periodic fluctuations, throughout these decades student populations have remained relatively stable as a percentage of overall population. As with other parts of the U.S., the over-65 population is expanding, but during this twenty-year period Dublin's age structure has not varied dramatically from the average U.S. expansion.

Recently, the Census Bureau analyzed this data in slightly different categories, providing a look at pre-school children, and more precise data on an aging population. Population projections suggest that Dublin's population is likely to increase in the 42-58 age group during the next decade.

Table 5

Age Structure of the Population, 2000

Age Group	# of People	% of Total
Under age 5	72	4.7 %
Age 5 to 19	304	20.6 %
Age 20 to 34	183	12.4 %
Age 35 to 54	536	38.4 %
Age 55 to 64	186	12.5 %
Age 65 and over	195	13.2 %
Total	1476	100 %
Median Age	42.8 years	

Source: U.S. Census

Table 6 presents education information on Dublin residents, which can be useful in measuring the potential earning ability of the population.

Table 6
Level of Education, People Age 18 and Over, 1980-2000

	1980	% of Total	1990	% of Total	2000	% of Total	National %
Did Not Finish High School	192	19 %	110	10 %	129	11%	20 %
Finished High School	314	31 %	229	21 %	250	22%	29 %
1-3 Years of College	183	18 %	314	29 %	276	25%	29 %
4 Years of College	177	17 %	291	27 %	284	25%	15 %
5 or more Years of College	142	14 %	130	12 %	186	17%	8 %

Source: U.S. Census

The overall level of education of Dublin residents has risen. Between 1980 and 2000, the percentage of our population with four or more years of college increased from 32% to 42%, while the percentage not finishing high school declined from 19% to approximately 11%. The level of educational attainment among Dublin residents remains significantly higher than in the nation as a whole.

Raising the age to 25, thereby tending to exclude students attending undergraduate colleges, provides a more differentiated analysis. Table 7 provides this information for the year 2000 :

Table 7

Level of Education, People Age 25 and Over, 2000

Level of Education in Dublin	Number of people	% of Dublin's Population
Population 25 and over	1,037	100 %
Less than 9 th grade	14	1.4 %
9 th to 12 th grade, no diploma	78	7.5 %
High school graduate or higher	226	21.1 %
Some college, no degree	186	17.9 %
Associate degree	70	6.8 %
Bachelor's degree	227	26.7 %
Graduate or professional degree	186	17.9 %
% high school graduate or higher	945	91.1 %
% bachelor's degree or higher	462	44.6 %

Source: U.S. Census

Table 8 shows how Dublin educational attainment related to that of regional towns in 2000.

Table 8

Sub-regional Educational Attainment as a Percentage of Population, 2000

Town	Population	High School (includes Equivalence)	Some College or Associates Degree	Bachelor's Degree	Master's, Professional or Doctorate Degree
Dublin	1,476	21.8 %	24.7 %	26.7 %	17.9 %
Fitzwilliam	2,141	35.2 %	27.5 %	15.9 %	8.2 %
Jaffrey	5,476	36.1 %	23.5 %	16.7 %	7.3 %
Marlboro	2,009	36.8 %	23.7 %	16.7 %	9.3 %
New Ipswich	4,289	35.2 %	28.7 %	15.2 %	6.9 %
Peterborough	5,883	22.0 %	30.2 %	23.2 %	18.1 %
Rindge	5,451	34.5 %	30.1 %	16.4 %	8.6 %
Sharon	360	19.6 %	27.8 %	26.9 %	18.8 %
Temple	1,476	29.3 %	31.0 %	22.2 %	10.7 %
Troy	1,962	43.0 %	22.7 %	11.0 %	4.7 %
NH		30.1 %	28.7 %	18.7 %	10.0 %
USA		28.6 %	27.4 %	15.5 %	8.9 %

Source: U.S. Census

The relatively high level of education in Dublin generally correlates with income statistics from the county and state:

Table 9
Income Statistics, 1990 and 2000

	1990 Median Family Income	1990 Per Capita Income	2000 Median Family Income	2000 Per Capita Income
Dublin	\$47,188	\$17,972	\$57,578	\$27,028
Cheshire County	\$36,566	\$13,887	\$51,043	\$20,685
New Hampshire	\$41,628	\$15,959	\$57,575	\$23,844

Source: U.S. Census

While Dublin has a higher median family and per capita income than Cheshire County or the state of New Hampshire, the following table, based on the best available information, shows that Dublin probably has a larger percentage of its population in poverty.

Table 10
Poverty Status¹⁹

	% of Individuals 18 and over	% of Individuals 65 and over	% of Families with Children under 18	Individuals in Poverty as % of Population	Year Data Acquired
Dublin	8.7 %	5.5 %	12.6 %	10.6 %	1999 ²⁰
Cheshire County	7.1 %	7.9 %	not available	7.5 %	2005
New Hampshire	6.9 %	6.9 %	8.3 %	7.5 %	2005

Source: U.S. Census

¹⁹ Computation of the poverty level is uniform across America. The Census Bureau, using monetary income, including welfare, social security income, alimony, child-support and other sources, adds all the income from a family living together and, according to a set of criteria, measures the needs of the family against poverty thresholds. A chart of these thresholds will be found at www.census.gov/hhes/www/poverty/threshld/thresh04.html. For example for a family of three, with one child, the national poverty threshold is \$15,205. In 2005, 37 million people were in poverty in America, roughly 12.6% of the nation's population or approximately 3 out of every 25 people.

²⁰ No updated poverty figures are available for Dublin since the 2000 census (data gathered in 1999).

Sub-regional Population Trends

In 1980 the population density of Dublin was 44.2 people per square mile. In 2004, Dublin averaged 55.5 people per square mile.²¹ In 2004, the regional average was 88 people per square mile and rising.

An analysis of Dublin's population would not be complete without an examination of the population trends of the surrounding towns (Peterborough, Harrisville, Jaffrey and Marlborough). This information is presented in tabular and graphic form below and on the following page. In Table 11, the percentages represent each town's population with respect to the sub-region as a whole.

Table 11

Sub-regional Population Trends

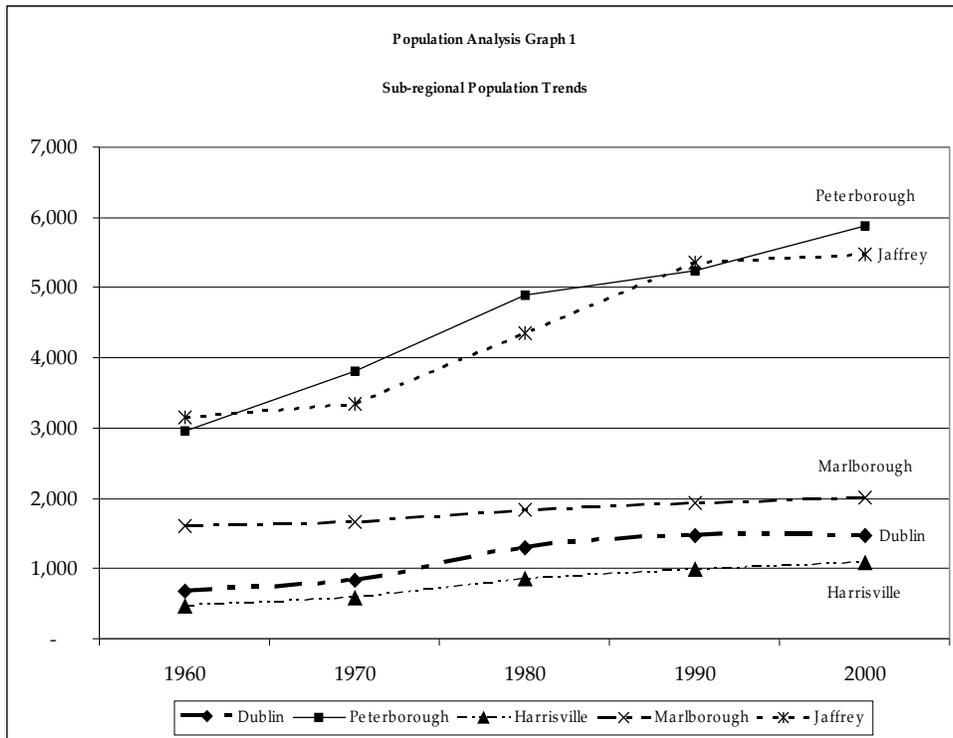
	1960	%	1970	%	1980	%	1990	%	2000	%
Dublin	684	7.7 %	837	8.2 %	1,303	9.8 %	1,474	9.8 %	1,476	9 %
Peterborough	2,963	33.4 %	3,807	37.1 %	4,895	36.9 %	5,239	35 %	5,883	37 %
Harrisville	459	5.1 %	584	5.7 %	860	6.5 %	981	6.5 %	1,075	7 %
Marlborough	1,612	18.2 %	1,671	16.3 %	1,846	13.9 %	1,927	12.9 %	2,009	13 %
Jaffrey	3,154	35.5 %	3,353	32.7 %	4,349	32.8 %	5,361	35.8 %	5,476	34 %
Sub-region	8,872	100 %	10,252	100 %	13,253	100 %	14,982	100 %	15,919	100 %

Source: U.S. Census

Of the five towns in this sub-region, Dublin ranks fourth in population, Harrisville being the smallest town and Peterborough the largest. Peterborough and Jaffrey are the only towns that have shifted their position within the sub-region.

The Sub-regional Population Trends graph below presents this information in two ways: one is the change in population over time; and the other is each town's relative share of the sub-regional population for each of the years presented.

²¹ See footnote 12 on page 22.



Source: U.S. Census

It is easy to see how all five towns have changed in population over time. Most growth in the sub-region was relatively stable between 1960 and 1970, the exception being Peterborough. In 1970, Jaffrey took off and by 1990 had surpassed Peterborough in population, although this trend reversed between 1990 and 2000. Dublin and Harrisville also experienced their largest increases between 1970 and 1980 and then leveled off, while Marlborough has had limited growth throughout the four decades.

The most constant condition noticeable over this time period is the proportion of the sub-regional population shared by each town; there was virtually no change in individual ranking (with the exception of the Jaffrey/Peterborough reversal between 1990 and 2000). As the sub-region has grown, so each town has grown, yet the relative sizes of the towns has essentially remained constant.

APPENDIX, SECTION II

Housing Analysis

A specific purpose in analyzing the local housing situation is to determine whether amendments to the zoning ordinance might be required in order to address inequities. Following two important New Hampshire Supreme Court cases, *Soares vs. Atkinson*, 128 NH (1986) and *Britton v. Town of Chester*, 134 NH (1991) V, the concepts of equal opportunity housing and access for the disabled are now firmly established in the Master Plan process.²² In short, through its Master Plan every town must address the current and future housing needs of all residents and in doing so must consider the housing situation in neighboring towns as well.

This section describes the housing stock in Dublin in terms of housing types and changes in the housing supply over the past decade. As with the population analysis, Dublin's share of its sub-regional housing supply is also examined. The categories used here to designate housing types are defined by the U.S. Census as follows:

- Duplex: a two-family unit.
- Multi-family: three or more dwelling units in a structure.
- Manufactured homes: the term now used by state statute and the Census that includes what used to be called mobile homes.
- Other: any living quarters occupied as a housing unit that does not fit the previous categories, such as houseboats, campers and vans.

Note also that if permanent rooms have been added onto manufactured homes, they are then counted as single family homes. "Single family" includes both detached and attached units (e.g., row houses, townhouses).

The reason for presenting the housing stock by type is to enable some measurement of housing affordability, given that multi-family units and manufactured homes still tend to represent more options for affordability than do single family homes. The housing statistics for the years 1980, 1990 and 2000 follow in Table 1.

Unless otherwise specified, the source of all tables and graphs is the U.S. Census Bureau.

²² In both cases, the court held that the local zoning ordinance did not provide reasonable housing opportunity for low and moderate income residents.

Table 1

Dublin Housing by Type

Type	1980	% of Total	1990	% of Total	2000	% of Total
Single Family	430	87 %	567	87 %	636	93 %
Duplex	30	6 %	37	6 %	20	3 %
Multi-Family	18	4 %	12	2 %	8	1 %
Manufactured Home	13	3 %	13	2 %	22	3 %
Other	2	0.4 %	22	3 %	-	-
TOTAL UNITS	493	100 %	651	100 %	686	100 %

Source: U.S. Census

The overall increase in Dublin's housing supply from 1980 to 2000 was 39% with most of this change (32%) in the first ten years. However, within the individual categories, single family homes increased their domination to 93% of the housing stock; manufactured homes maintained their relative share; multi-family housing declined.

The New Hampshire Office of Energy and Planning (OEP) collects building permit data from all towns each year, also by housing type. This information for the years 1980 to 2003 is presented in Table 2 on the following page. Note, however, that the figures represent only the number of building permits that were granted in each year, not the total number of units built in any given year. In other words, citizens could have received a building permit, and then decided not to build that year. The numbers in Table 2 are occasionally inconsistent with the Census figures, as the latter are subject to variation in reporting accuracy from year to year, as are the yearly population estimates; nevertheless, the data afford a comparison with neighboring towns.

Another important distinction is that OEP's definition of "multi-family" differs from that of the Census. For the N.H. Office of Energy and Planning, "multi-family" refers to any structure with two or more units and includes duplexes, row houses or other attached units; for the U.S. Census, "multi-family" means three or more dwelling units in one structure.

Table 2 shows the building permits issued for new houses over a 26-year period. The figures from 1990 to 2007 were checked against town records; permits for rebuilding damaged houses were not included, nor were those for barns or other non-habitable structures.

Table 2**Residential Building Permit Activity**

Year	Single Family	Multi-family	Manufactured Housing	Total
1980	6	0	0	6
1981	3	0	1	4
1982	5	0	1	6
1983	13	0	0	13
1984	4	0	0	4
1985	22	0	0	22
1986	17	0	0	17
1987	13	0	0	13
1988	15	0	0	15
1989	12	0	0	12
1990	6	0	6	12
1991	3	0	0	3
1992	6	0	0	6
1993	3	0	0	3
1994	6	2	0	8
1995	4	0	0	4
1996	5	1	0	6
1997	5	0	0	5
1998	11	1	0	12
1999	3	0	0	3
2000	3	0	0	3
2001	9	0	2	11
2002	8	1	0	9
2003	14	0	0	14
2004	12	0	0	12
2005	4	0	0	4
2006	10	0	0	10

Source: OEP and Dublin Town Records

Condition of Housing Stock

The condition of the housing stock is addressed here through examination of the age of housing units, whether or not they have complete kitchen and/or plumbing facilities, and whether or not they are considered to be overcrowded. This information represents only a partial measure of housing condition; a complete site inspection of every housing unit in town, in order to be most accurate, is not feasible for this document. Moreover, the age of a house is not always a true indicator of deterioration. Nevertheless, the data is useful; it can point out the potential for replacement of septic and heating systems, or roofs or foundations, for example.

Table 3 presents the number and percentage of housing units built prior to 1940 and during each decade thereafter. As the figures illustrate, 31% of Dublin's housing stock was built prior to WWII. Not surprisingly, the period of slowest growth followed in the 1940s, when only 27 units were constructed. Even after the war years, though, construction activity was slight until it began a dramatic increase in the 1970s and 1980s.

Table 3

Age of Housing Stock

Year of Construction	Number of Units	% of Total
1939 & earlier	212	30.9 %
1940 - 1959	75	10.9 %
1960 - 1969	64	9.3 %
1970 - 1979	106	15.5 %
1980 - 1989	161	23.5 %
1990 - 1994	29	4.2 %
1994 - 1998	22	3.2 %
1999 - 2000	17	2.5 %

Source: U.S. Census

What can we know about the condition of these houses? In 1980 and 1990, 3% of all housing units lacked complete plumbing facilities; by 2000 only .7% lacked such facilities. Figures for kitchen facilities are not available for 1980, but in 1990, 2% of all units lacked complete kitchen facilities, while by 2000 this declined to .4%. These numbers are not significant enough to indicate serious housing problems; instead they reflect changes in summer populations and the steady modernization that has occurred.

As defined by the Census, an overcrowded unit is one in which more than one person per room resides in a dwelling. Rooms include living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms. In 1980, 8 out of 493 housing units fell into this category (1.6%). By 1990 this figure *increased* to 15 units, or 2.3% of all housing units. In 2000 however, this figure *declined* to 4 units out of 560 (.7%). These figures may also reflect modernization and expansion of houses; in any case, they do not indicate serious housing problems.

The count of number of persons per housing unit shows that there was an average of 2.5 persons living in each owner-occupied home in Dublin in 2000. The figure for renter-occupied units is only slightly more, at 2.55 persons (a statistic inconsistent with national data that indicate single family homes normally have larger households than mobile homes, apartments, or condominiums—types of housing frequently occupied by elderly or unmarried person, or married couples with no children).

Vacancy Status

Census data on vacancy status are collected from landlords, owners, neighbors, rental agents and others. The Census definition of "vacant" includes the following classifications:

- For Rent: vacant units offered for rent, and for rent or sale.
- For Sale Only: includes cooperative and condominiums.
- Rented or Sold, Not Occupied: the transaction has occurred, but the tenant or new owner has not yet moved in.
- For Seasonal, Recreational, or Occasional Use: may also include quarters for seasonal workers, and time-sharing condominiums.
- For Migrant Workers: applies only to farm workers.
- Other Vacant: includes units held for occupancy by a caretaker or janitor, and units held for personal reasons of the owner.

In 2000, Dublin had 126 vacant units, out of a total of 686 (18.4% of the total housing stock). Ninety-four of these were for seasonal use, which means that 4.7% of all housing units in town were vacant for one of the other reasons listed above. These figures are consistent with 1990 results.

The Census estimates the number of vacant housing units for sale or rent by calculating a "vacancy rate" for homes and for rentals.²³ The homeowner vacancy rate for Dublin in 2000 was 1.7%, and the renter vacancy rate was 0.0 . By comparison these rates for Cheshire County are 1.2% and 3.5% and for the state, 1.0% and 3.5%. Dublin has typically had one of the lowest rental vacancy rates, not only in the county, but statewide. It's hard to get much lower than zero. However, while Census figures are not available for 2007, the effect of the slowdown in the housing market has definitely affected Dublin: as the year 2007 began, about 17 homes were for sale, and a half-dozen apartments or homes advertised for rent. As of Town Meeting in March, two of the homes had been sold.

Cost of Housing

The cost of housing has risen drastically over the past decades. The economic upswing of the 1980s was accompanied, and in part caused, by a boom in new housing units—not just in the southwest region, but throughout virtually all of New Hampshire. In 1980 the median value of an owner-occupied unit in Dublin was \$53,800; by 2000 this figure had nearly tripled, to \$151,900. Most of this increase had occurred by 1990, with housing prices remaining flat from 1990 to 2000. A housing recession in the early 1990s drove down values, all of which recovered by 2000. Housing prices have increased significantly since 2000.

²³ The homeowner rate is the percentage relationship between the number of vacant units for sale and the total homeowner inventory, computed by dividing the number of vacant units for sale-only by the sum of the owner-occupied units plus the number of vacant units for sale-only. The rental rate is the percentage relationship between the number of vacant units for rent and the total rental inventory. It is computed by dividing the number of vacant units for rent by the sum of the renter-occupied units and the number of vacant units for rent.

The rental market (for apartments) in Dublin did not experience the same level of increase in the 1980-1990 interval as did some other towns in the region; the median Dublin rent increased from \$232 in 1980 to \$393 in 1990. However in 2000 it rose dramatically, to \$675. As of 2000, Dublin's median rental cost ranked 10th of the 36 regional communities.

Information from the U.S. Census indicates that more people in Dublin are paying greater proportions of their income toward housing than ever before; in particular, the lower the income level, the higher the percentage of income spent on housing.

Assuming that no more than 30% of a household's income should be spent on housing (the figure accepted by the Department of Housing and Urban Development as being most reflective of affordability), Table 4 examines the possibilities for home ownership in Dublin.

Table 4
Housing Ownership Affordability, 2000

	Dublin's Median Family Income²⁴ (\$ 57,578)	80% of Dublin's Median Family Income (\$ 46,062)	50% of Dublin's Median Family Income (\$ 23,031)
30% of Monthly Income	\$ 1,439	\$ 1,152	\$ 576
Property Tax (2000 Census Median) / Month	\$ 294	\$ 235	\$ 147
Available for Mortgage / Month	\$ 1,145	\$ 916	\$ 429
Mortgage affordable at 6.25% for 30 years	\$ 186,008	\$ 148,806	\$ 69,626
Value of Home Assuming Down Payment of:			
5 %	\$ 195,798	\$ 156,638	\$ 73,290
10 %	\$ 206,676	\$ 165,340	\$ 77,362
15 %	\$ 218,833	\$ 175,066	\$ 81,912
20 %	\$ 232,510	\$ 186,008	\$ 87,032
25 %	\$ 248,011	\$ 198,409	\$ 92,834

Source: N.H. Office of Energy and Planning.

Analysis of Table 4 will show that, based on figures for the year 2000, only those households with income close to the median income could afford the median home, valued in Cheshire County at \$170,600 in 2005.²⁵

²⁴ Median income for a family of 4. Source: U.S. Census

²⁵ <http://factfinder.census.gov>

Median monthly mortgage *costs* in Dublin in 2000 were \$1,212,²⁶ slightly more than the amount estimated as being available to median-income households for a mortgage. By the same token, the home ownership options for a lower income household (one earning 50% of the median) are limited to manufactured housing²⁷ or to an older home requiring extensive repairs.

While in the years intervening since 2000 housing values have risen ("skyrocketed" is the term used until 2006 when house prices began to fall), the overall pattern sketched by the figures above has probably worsened; although the rise in house and land prices has been regional and nation-wide, it has not been matched by increases in income for the average family.

As a rough measure of comparing current housing values with those in 2000, we created the following Table 5 from data provided by Avitar. In 2006, twenty houses were sold in Dublin. The mean assessed valuation of those homes was \$354,000, and the mean selling price was \$337,500. Two houses did sell for under \$200,000, and three others sold for under \$230,000. The New Hampshire Finance Authority sets guidelines for first-time home-buyers. In Cheshire county, its sets the low-income housing peak at \$237,000. So 25% of the homes sold in Dublin in the year 2000 could classify as low-income housing.

Median monthly mortgage costs for the mean assessed valuation, assuming a 20% down-payment and a 30 year mortgage, would be \$1,757.46, significantly more than the median monthly income available to pay it, based on the year 2000 income figures. Table 5 follows:

²⁶ <http://factfinder.census.gov>

²⁷ It should be noted, however, that not all manufactured housing is necessarily "affordable," when the costs for land and siting and local performance standards are factored in. Furthermore, banks sometimes treat the financing of some manufactured housing as a motor vehicle loan and not as a long-term mortgage, which can easily make a manufactured unit no longer affordable.

Table 5

Mean and Average Prices on 20 Dublin Houses Sold in 2006

Sorted By						Sorted By
Selling Price	Assessed Value				Selling Price	Assessed Value
135,000	129,000				135,000	129,000
189,500	200,900				189,500	200,900
215,000	203,900				215,000	203,900
228,000	247,300				228,000	247,300
229,000	252,200				229,000	252,200
285,000	313,800				300,000	288,700
290,000	316,600	Selling		Appraised	285,000	313,800
299,000	313,900	Price		Value	299,000	313,900
300,000	288,700	\$ 337,500	Mean	\$ 354,000	350,000	315,361
325,000	396,100				290,000	316,600
350,000	315,361	\$ 359,575	Average	\$ 355,108	392,500	391,400
356,000	438,200				356,000	392,100
374,000	391,400				428,500	394,599
392,500	437,400				325,000	396,100
410,000	394,599				550,000	403,100
428,500	403,100				410,000	437,400
535,000	539,500				374,000	438,200
550,000	403,100				670,000	493,800
630,000	634,300				535,000	539,500
670,000	493,800				630,000	634,300

Sub-regional Housing Supply

Housing data for the sub-region can be examined to see how towns compare. The four tables and the graph following identify housing units by type for Dublin and its neighboring towns as counted in the Census of 1990 and 2000; the information is presented as absolute numbers in Table 5 and as percentages in Table 6. Table 7 shows the housing supply in each of the towns as a percentage of the sub-regional total.

Table 6

Sub-regional Housing Supply

	1990				2000			
Town	Single Family	Multi-Family	Manu-factured Housing	Total	Single Family	Multi-Family	Manu-factured Housing	Total
Dublin	549	68	34	651	619	45	22	686
Marlborough	538	260	58	856	586	272	35	893
Peterborough	1,393	811	38	2,242	1,533	952	18	2,503
Harrisville	517	32	39	588	625	45	28	2,352
Jaffrey	1,539	721	166	2,426	1,525	663	164	2,352
Sub-region Total	4,536	1,892	335	6,763	4,888	1,977	267	7,132

Source: U.S. Census

Table 7

Housing Supply as a Percentage of Housing Type

	1990				2000			
Town	Single Family	Multi-Family	Manu-factured Home	Total	Single Family	Multi-Family	Manu-factured Home	Total
Dublin	12.1 %	3.6 %	10.1 %	9.6 %	12.7 %	2.3 %	8.2 %	9.6 %
Marlborough	11.9 %	13.7 %	17.3 %	12.7 %	12.0 %	13.8 %	13.1 %	12.5 %
Peterborough	30.7 %	42.9 %	11.3 %	33.2 %	31.4 %	48.2 %	6.7 %	35.1 %
Harrisville	11.4 %	1.7 %	11.6 %	8.7 %	12.8 %	2.3 %	10.5 %	9.8 %
Jaffrey	33.9 %	38.1 %	49.6 %	35.9 %	31.2 %	33.5 %	61.4 %	33.0 %
Sub-region Total	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %

Source: U.S. Census

Table 8

Housing Supply as a Percentage of Sub-regional Total

	1990			2000		
Town	Single Family	Multi-Family	Manu-factured Home	Single Family	Multi-Family	Manu-factured Home
Dublin	8.1 %	1 %	0.5 %	8.7 %	0.6 %	0.3 %
Marlborough	8.0 %	3.8 %	0.9 %	8.2 %	3.8 %	0.5 %
Peterborough	20.6 %	12.0 %	0.6 %	21.5 %	13.3 %	0.3 %
Harrisville	7.6 %	0.5 %	0.6 %	8.8 %	0.6 %	0.4 %
Jaffrey	22.8%	10.7 %	2.5 %	21.4 %	9.3 %	2.3 %
Sub-region Total	67.1 %	28.0 %	5.0 %	68.5 %	27.7 %	3.7 %

Source: U.S. Census

According to the figures in Table 6, Dublin's ranking within its sub-region has not changed appreciably since 1990. In both years examined, Dublin's share of the sub-regional housing stock stayed the same. However, Dublin's contribution by type has changed both in absolute and relative terms as single family housing has become a greater part, and multi-family and manufactured housing a lesser part, of this housing supply.

Within the sub-region, Peterborough and Jaffrey carry the largest percentage of multi-family units. Between these two towns, they account for 81% of all multi-family units in the sub-region. At the same time, these towns have accounted for approximately 70% of the sub-regional population over the last four decades; significantly, both towns have some level of municipal water and sewer, which are typical prerequisites for any sizable multi-family developments, whereas Dublin does not.

Table 9

Housing Needs Assessment: Population Increase

Town	2003	2010	2015	2020	2025	% Increase
Dublin	1,520	1,630	1,720	1,800	1,880	23.7 %
Marlborough	2,090	2,170	2,280	2,380	2,470	18.2 %
Peterborough	6,090	6,610	6,940	7,240	7,540	23.8 %
Harrisville	1,100	1,180	1,250	1,320	1,380	25.5 %
Jaffrey	5,670	6,040	6,380	6,680	6,970	22.9 %

Source: U.S. Census

According to these projections, the population of all five towns will increase by an average of 21% over the next twenty years. For the purposes of this Master Plan, however, it is not necessary to go beyond the year 2015; the shorter time span also increases the degree of accuracy of the projections. By that time, the entire area is expected to have grown by 11%. Dublin itself should see 8% growth. If this is translated into needed housing units, Dublin would need a total of 695 housing units by the year 2015. Given that the town presently has 651 units in existence, and given the flexibility of the zoning ordinance in regard to housing opportunities, it seems reasonable to assume that, assuming these projections prove accurate, this housing need can be met.

APPENDIX, SECTION III

Major Planning Studies

The First Studies

In 2004, the Dublin Planning Board undertook two initial planning projects: a Viewshed Analysis and a Natural Resources Inventory. Like all community projects that will shape public policy, these two activities relied equally on empirical information (provided by government agencies, non-profit organizations and research institutions), and local knowledge. The results are a part of this Master Plan, bound in separate volumes, available at the Town Hall and on the web at www.townofdublin.org.

Preparatory to beginning an actual update of the 1996 Master Plan, the Planning Board also commissioned a community survey.

The 2004 Survey

The survey, designed by the Southwest Region Planning Commission, records public perceptions about Dublin's landscape, its natural resources, growth, quality of life and future expectations. The survey was distributed to approximately 700 households in Dublin's local newsletter, *The Advocate*, in June 2004. Ninety-two completed surveys were returned. The results of the survey are presented here.

Summary Findings

Most of the 92 respondents were year-round residents. The average tenure of residence in Dublin was 18 years.

The most frequent selection from the choices offered for the question of why respondents feel that Dublin is a desirable place to live were "small town / rural atmosphere" (93%) and "scenic areas" (79%). About half of the respondents also identified "people and community spirit," "historic character," and "proximity to cities."

There were strong preferences for the types of housing respondents would like to see encouraged in town: single-family homes (66%) and elderly or age-restricted (47%). Open Space Subdivision was the third most frequent response (39%).

Over half of the respondents (63%) felt that new home construction is an important concern.

There was no clear majority opinion regarding respondents' perceptions of the rate of growth in Dublin and the way growth is being managed, with a virtual tie among choices of "Dublin is growing too fast," "Dublin is not growing fast enough," "Dublin is growing as fast as neighboring towns," "Growth is not a major issue in Dublin," and "Dublin is not managing its growth."

When asked to select aspects of development that warrant new or further levels of regulation, protecting groundwater (71%), requiring setbacks from water resources (67%), regulating noise (55%), and regulating logging (53%) were most frequently identified. More than 30% of respondents also favored regulating outdoor commercial lighting and the landscaping of commercial properties. However, 30% were opposed to regulating landscaping on commercial sites, 23% opposed further regulating logging, and 20% opposed regulating noise.

More than half of the respondents (53%) indicated that preservation of open space in Dublin is "very important" to them, another 16% feel it is "important," and 19% that it is "somewhat important" to them.

While 55% favor the town buying land to protect open space, almost all respondents (90%) are in favor of the town using private donations and grants to protect natural, cultural and historic resources. More than half (57%) believe that Dublin should use public moneys for land acquisition. Twenty-three percent oppose the prospect of the town buying land for conservation and 29% oppose using public money for any manner of land conservation.

The features identified from a list of options by respondents as "the most important natural features in Dublin" were, in descending order: hills and mountain (87%), water bodies (82%), scenic views (80%), forested back roads (67%), forests (64%), fields / open land (66%), groundwater (60%), historic buildings and sites (58%), wildlife (57%), farms (41%) and fish (38%).

Swimming (65%), hiking (64%), and canoeing/kayaking (54%), bird-watching (43%) and snowshoeing (38%) were the most frequent responses to the question of respondents' outdoor recreation activity. Other choices selected by 25% or fewer respondents were, in descending order of frequency: fishing, boating, skiing, hunting, horseback riding, mountain biking, camping and snowmobiling.

Respondents were asked to describe one or two views that they felt are important to the rural character of Dublin and/or their neighborhood. Fifty-two respondents named at least one view. Many of those included Mount Monadnock (24) and Dublin Lake (17). Others were generally related to "forested hills" and several were specific places, e.g. forested back roads and views within or from the respondents' private properties. Thirty-three also identified a second view, which was, again, dominated by Mount Monadnock and Dublin Lake.

Subsequent Actions of the Town

All surveys and every Dublin Master Plan has insisted that Dublin retain its rural character and beauty, preserve its natural resources, and grow slowly. In 2004, however, respondents showed uncertainty on whether Dublin was at that time "growing too fast," "not growing fast enough," or even if it were "growing as fast as neighboring towns." Many towns were caught by surprise by the tumultuous growth throughout southwestern New Hampshire in the last decade; suddenly New Hampshire has become the fastest growing state in New England. In the months after the survey, the implications of regional growth gradually became clearer. In March 2005, Dublin voters approved an Interim Growth Management Ordinance, a one-year moratorium on major subdivisions, to enable the Planning Board to develop regulations designed to maintain the rural character of Dublin and keep the town's infrastructure from being overwhelmed by sudden growth.

That year, 2005, was filled with many Planning Board public meetings and hearings, all based on issues raised in the 2004 survey and studies of the effects of growth on other southern New Hampshire towns. By March 2006 there had been fourteen public hearings and several committees addressing ways of

maintaining the small town, rural atmosphere, and the quality of Dublin's natural resources and scenic beauty.

Town Meeting 2006 instituted measures designed to preserve town values. To limit density in the Rural and Mountain Districts, the minimum lot size (on which housing density is based) was increased. As a major step in protecting aquifers, bedrock mapping was funded. An ordinance was passed that better protects wetlands. And voters gave the Planning Board authority to implement a Conservation Subdivision Design Ordinance to generate protected land as subdivisions increase.

APPENDIX, SECTION IV

Protected Land in Dublin

More than a century of concern for the natural and aesthetic environment, thousands of hours of work and planning by hundreds of people, and great generosity has nurtured the Dublin we live in. The following table lists the 64 parcels of land that comprise 4,918.88 acres of land that carry some kind of protection.

Land or Conservation easements donated to the Dublin Conservation Commission, the Monadnock Conservancy, the Society for the Protection of New Hampshire Forests, or other appropriate agencies afford the donor a significant federal tax deduction that can be extended over years. The Dublin Conservation Commission can provide detailed information about this process, that has thus far been effective in preserving the natural resources, beauty and economy²⁸ of the town.

²⁸ Land in conservation easement often saves a town money. See the discussion on pages 29-31, especially Table 7.

Parcel Number	Owner	Type of Protection	Acreage
1,2 & 3	State of New Hampshire	Part of Leighton State Forest; deeded to be forever held for conservation purposes.	40
4 & 5	State of New Hampshire	Leighton State Forest—original parcels, restrictions unknown.	78
6	Town of Dublin	No specific deeded restrictions; however the Conservation Commission has responsibility for the parcel.	40
7 & 8	Town of Dublin	Flowage Protection (open water much of the time).	40
9	Society for the Protection of New Hampshire Forests	Bruce Forest; managed for timber production, wildlife habitat, watershed protection, outdoor recreation (trails open to the public).	24
10, 11 & 12	Society for the Protection of New Hampshire Forests	Brewster Forest; managed for aesthetics, watershed protection, forest products, wildlife and recreation (trails open to the public).	22
13	Private (Dark Pond, Inc.)	By deed: no building, no sign, no commercial or industrial or residential use, no dam or bridge, no cutting timber; may be used with permission for camping, fishing, boating, hiking trails.	139
14	Private	Conservation easement deeded to the Society for the Protection of New Hampshire Forests (SPNHF) to be maintained in perpetuity as open space; no commercial or industrial use except agriculture and forestry, no structures, no change in topography, no signs, no mining, etc. No dumping or burial of environmentally hazardous materials. Owner may cut grass, graze animals, construct ponds.	52

Parcel Number	Owner	Type of Protection	Acreage
15	State of New Hampshire	No deeded restrictions; purchased from Public Service New Hampshire by N.H. Fish and Game.	46
16	Private (New England Forestry Foundation)	No deeded restrictions; currently maintained as Weld Memorial Forest as open space for forestry, wildlife, recreational and educational purposes.	100
17	Town of Dublin	Remote location at end of Old Troy Road. Forest. Acquired through tax sale. Conservation easement held by SPNHF.	150
18	Private	Conservation easement deeded to SPNHF; maintained as open space with standard open space restrictions (see #14).	222
19, 20, 21 & 22	Society for the Protection of New Hampshire Forests	Part of Mount Monadnock area designated as National Landmark by National Park Service; open to public for hiking, forested by owner.	1,318
23	Private	Three conservation easements deeded to SPNHF to be maintained as open space with standard open space restrictions (see #14).	387
24	Private	Conservation easement deeded to SPNHF in perpetuity to be maintained as open space (agriculture and forestry allowed); no subdivision other than one for family children; purpose for preservation of land area for outdoor recreation by, and education of general public, and preservation of open space for scenic enjoyment of general public as stated in Dublin 1987 Comprehensive Plan.	141.6
25	Private	Conservation easement deeded to SPNHF in perpetuity to be maintained and used as in #24 above, except no subdivision allowed.	51.4

Parcel Number	Owner	Type of Protection	Acreage
26	Private	Conservation easement deeded in perpetuity to Town of Dublin through the Conservation Commission for preservation of open space for general public's scenic enjoyment consistent with Dublin conservation policy in 1987 Comprehensive Plan; no industrial or commercial activity, no subdivision, structures; changes in soil, wetlands, etc.; no signs. SPNHF backup easement holder.	4.72 (1,201 feet of frontage on Dublin Lake)
27	State of New Hampshire (Division of Parks)	Deeded to be managed as scenic and natural areas; purpose to preserve scenic vistas and conservation of lake shore ecosystem, allowing only passive public uses (shore fishing and enjoyment of scenic lake and mountain vistas in natural state); no encouragement of the launching of boats, swimming, camping, picnicking, or fires.	1.3 (2,480 feet of frontage on Dublin Lake, see Tax Map 14)
28	Private	Conservation easement deeded to SPNHF in perpetuity for outdoor recreation by, and/or education of general public under direction of SPNHF; and for preservation of open space, particularly providing for agriculture and forestry activities; and for scenic enjoyment of general public consistent with 1987 Comprehensive Plan; numerous trails exist that are open to & used by public; no subdivision allowed.	123.8
29	Private	Conservation easement deeded to SPNHF in perpetuity for preservation of open space as stated in 1987 Comprehensive Plan; usual open space restrictions (see #14); no subdivision. Three separate easements are merged into this acreage.	387
30, 31 & 32	Private	Conservation easement deeded to SPNHF for preservation of open space as stated in 1987 Comprehensive Plan; usual open space restrictions (see #14); no further subdivision; no tract to be conveyed separately from one another; right to build one residence.	190

Parcel Number	Owner	Type of Protection	Acreage
33	Private	Deeded agreement with Town of Dublin to maintain property in perpetuity as undeveloped open space for agriculture, forestry, and/or broad conservation purposes with no commercial, industrial, or mining; and to prohibit man-made construction or development; no subdivision allowed; may build one single family dwelling.	28
34 & 34A	Private	Monadnock Conservancy for conservation and historic purposes; to be maintained in perpetuity as open space without industrial/commercial activity except agriculture and forestry; no structures, no soil disturbances, no signs, no dumping, burial, etc., of man-made materials, no disturbance of mill or house/barn foundation except for archaeological purposes; may be subdivided; may build two dwellings; may build road off from Craig Rd. southerly; may rebuild dam, bridge, present road, etc.	79.5
35, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48 & 49	Town of Dublin	Acquired through New Hampshire Land Conservation Investment Program to further conservation purposes set forth in NH RSA 221-A (preserve natural beauty, landscape, rural character, and natural resources); sale, transfer, or release from public trust is prohibited. Open to the public.	211
36	Private	Conservation easement deeded to Town of Dublin in perpetuity to be forever undeveloped, to be for outdoor recreation by, and/or the education of, general public through auspices of Town and to preserve Stanley Brook corridor for scenic enjoyment; acquired through NHLICIP as above.	3
50	Conservation Commission, Town of Dublin	Deeded conservation and preservation restriction that it not be developed, but held in its natural state forever in memory of Charles F. Appleton.	12.5

Parcel Number	Owner	Type of Protection	Acreage
51	U.S. Government (Army Corps of Engineers)	MacDowell Flood Dam protection area.	227
52	Town of Dublin	No deeded restrictions; limited for current town and school recreational purposes by town vote.	15.4
53	Private	Conservation easement deeded to Monadnock Conservancy to protect scenic views and particularly the wooded shoreline of Loon Point on Dublin Lake, site of the home gardens and summer studio of Joseph Lindon Smith. Usual open space restrictions, no subdivision.	2.4
54	Town of Dublin	Conservation easement deeded to Monadnock Conservancy to protect scenic views, important forestland, and especially the water quality of Mud Pond and its associated wetland and aquifer. Usual open space restrictions, no subdivision.	8.35
55	Private	Conservation easement deeded to SPNHF, an addition to an earlier easement.	34.01
56	Private	Conservation easement deeded to SPNHF. Purpose to protect scenic views and especially a section of the Pumpelly Trail. Usual open space restrictions, no subdivision.	246
57	Private	Conservation easement deeded to SPNHF. Purpose to protect natural resources. Usual open space restrictions, no subdivision. Can be used for agricultural purposes and for raising animals including horses and alpacas.	6
58	Private	Conservation easement deeded to SPNHF. Purpose to protect natural resources including a wetland. Usual open space restrictions, no subdivision. Can be used for agricultural purposes and for raising animals including horses and alpacas.	37

Parcel Number	Owner	Type of Protection	Acreage
59	Private	Conservation easement held by SPNHF.	35.7
60	Society for the Protection of New Hampshire Forests	To protect the natural resources on the side of Mount Monadnock. Usual open space restrictions, no subdivision.	220
61	Society for the Protection of New Hampshire Forests	To protect the natural resources on the slope of Mount Monadnock and to provide land for a parking lot for the Dublin Trail.	60
62	Society for the Protection of New Hampshire Forests	To protect the scenic views, natural features.	49
63	Private	To protect the farmland. U.S. Department of Agriculture holds the easement.	118
64	Private	To protect the watershed of Mud Pond.	17.2
Total Acres			4,918.88

APPENDIX, SECTION V

Resources

Tom Hyman. *Village on a Hill: A History of Dublin, New Hampshire, 1752-2000*. Portsmouth, New Hampshire: Peter E. Randall Publisher, 2002.

Howard Mansfield (ed.), *Where the Mountain Stands Alone: Stories of Place in the Monadnock Region*. Lebanon, New Hampshire: University Press of New England, 2006.

The Town of Dublin's website is <http://www.townofdublin.org>.

Maps available on the Dublin town website: <http://www.townofdublin.org>
Conservation Parcels with Numbered Lots
Conservation Parcels with Contour Lines

Southwest Region Planning Commission's web site is <http://www.swrp.org>.

The Natural Resource Inventory is available at the Dublin Town Hall and on the town's website.

The entire Viewshed Study is available by request from the Planning Board or Conservation Commission. An on-line version of it is available on the town's website.

The Capital Improvement Program is available at the Town Hall.

A list of historic buildings on the National Register is available online, at the Town Hall, the Town Library and the Town Archives.

Various maps are available from the Planning Board for perusal at the Town Hall, including:

- Viewshed Maps
- Bedrock map of Dublin, by the State of New Hampshire Office of Energy and Planning, Department of Geology
- Fracture Trace map showing the major bedrock fractures throughout Dublin
- Topographical maps
- Map of conservation land in Dublin
- Maps showing housing, wetlands, town-owned land and other features.

Smart Growth: For a clear explication of the concept:

<http://www.smartgrowth.org>

Low Impact Development: For an excellent overview:

<http://www.huduser.org/publications/destech/lowImpactDev1.html>

ACKNOWLEDGMENTS

Creating a Master Plan involves a whole town. The Planning Board began this update in 2004, launching the Natural Resource Inventory, the Viewshed Study and the Town Survey. The Southwest Region Planning Commission provided essential help in these studies. The Planning Board established committees to research aspects of Dublin in relation to its neighboring towns, state and national trends, and our own unique environment. We received expert comments from New Hampshire State Geologist David Wunsch, from geologist Chris Covel, and from Martin Risley, Senior Civil Engineer at Clough Harbour & Associates LLP. We solicited advice from the Selectmen and from other town officials and committees. During this period many citizens participated in public meetings to offer suggestions and advice. Key issues were identified at those meetings.

The writing process, which integrated the results of this work, began in earnest in the summer of 2006 after Dan Scully helped us get started. The Master Plan Update Committee consisted of Ed Germain, Betsey Harris, Peter Imhoff, Dick Ober, Bruce Simpson, Scott Swanson and our able consultant, Lucia Kittredge. Individual members of the committee focused on different parts of the plan. Peter Imhoff provided information on population and housing; Bruce Simpson and Ed Germain researched sections; Betsey Harris gave wise counsel. Scott Swanson chaired the Viewshed Study. Dick Ober opened the resources of the Monadnock Conservancy to provide us with data and maps. We drew from other sources as well. The Capital Improvement Program Committee, Curt Merrick, Joe Cavanaugh, Hilary Feldstein, Nate Anable and Nancy Campbell, with help from department heads Brian Barden, Tom Kennedy, James Letourneau, and Tom Vanderbilt, provided invaluable information. Bill Raymond mined the Avitar database to provide up-to-date information available nowhere else. Nancy Campbell and John W. Harris pulled historical information from the town Archives; they also wrote the original short history of Dublin for the 1996 Master Plan, which we have updated. Jack Lewis chaired the Natural Resource Inventory Committee and brought that study to its conclusion. Anne Anable, Nancy Campbell, Betsey Harris, Peter Imhoff, Lucia Kittredge, Jack Lewis and Curt Merrick provided incisive comments on the whole document. Sara Germain drafted the first page of the Vision Statement, and proofread and edited innumerable versions as the Master Plan progressed. Ed Germain was the principal writer and shepherded this project to its conclusion.

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To all these, and to the many others who helped, thank you!

The Dublin Planning Board 2005-2006, including alternate members:

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Curt Merrick
Blake Sabine
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