

# Summary of Recommendations

1) Newington's Old Town Center is exceptional not only for its historic sites, but also for its remarkable state of preservation. The district enters the twentyfirst century with its nineteenth century appearance almost entirely intact. Particular care and attention should be directed toward maintaining the historic character and ambience of this area.

2) Newington's Town Forest, dating to 1640, is believed to be the oldest such community forest in the nation. The forest is an integral component of Newington's historic town center. The Town should take whatever reasonable and practical steps are necessary to acquire and preserve the forest.

3) Expansion of Newington's National Register Historic District should be considered, as should the nomination of individual sites in other parts of town. No such expansion or nomination should be undertaken, however, without the consent of affected property owners.

4) The Scenic Road Ordinance regulates activities affecting trees and stone walls in the vicinity of Town owned roads. The historic character of Newington's rural roads should be respected. Work near these roadways should be carefully monitored, and this section of the ordinance should be strictly enforced.

5) One of the region's most scenic and historically significant landscapes of open fields and farmland is that 250-acre tract situated immediately northwest of the Town Center, comprised of the Frink, Pickering, Hislop and the former Rowe properties. Every effort should be made to preserve this open space.

6) In a town of such modest dimensions as Newington (only 4.7 square miles outside of Pease & the Wildlife Refuge), major ventures in resource removal or disturbance are inadvisable. Newington simply lacks the space to isolate such areas. Town officials should utilize every measure at their disposal to protect and preserve Newington's topsoil and other important natural resources.

7) Much of Newington's land that is most suitable for development has already been built upon, therefore future development will occur on increasingly marginal land. During the subdivision review process, the Planning Board should pay particular attention to the prevention of erosion and sedimentation that could result from construction related activities, particularly in areas where marine clays are present.

8) A High Intensity Soil Survey should be required in areas proposed for the development of buildings and septic systems. Development on unsuitable soils should be prohibited.

9) For land composed of Marine Clays and Shallow-to-Bedrock soils, large lots should be mandatory where onsite septic systems are necessary.

10) In Wetland soils, the water table is generally at or near the ground level for most of the year. Wetlands are best left undeveloped because they serve functions of critical importance, such as flood buffers, drainage ways, wildlife habitat, pollution filters, and aquifer recharge areas. Were these soils to be developed, wet basements and submerged leach fields would likely result.

11) Sandy & Gravelly soils offer the best potential for development since they offer fewer restrictions to construction. However, these soils may percolate so well that septic effluent reaches the groundwater. Therefore, high-density development requiring onsite septic disposal should be discouraged at those locations where aquifers may be present. The town should require basal inspection of septic leaching fields that includes probing for shallow depth to bedrock or to gravel deposits with excess permeability.

12) There are several large contiguous areas of soil with very low potential for supporting development. These areas should not be developed, and are prime candidates for open space and conservation land.

13) Given the preponderance of soil that is poorly suited for development, along with the absence of a public sewer system in Newington's residential areas, a minimum residential lot size of 80,000 square feet is recommended.

14) Local land use regulations should be carefully scrutinized in order to ensure that they encourage rather than hinder part-time agricultural operations, horticulture, and the local marketing of native produce.

15) The Conservation Commission should inventory the town's remaining undeveloped agricultural land.

16) Innovative methods should be developed by the Conservation Commission and Board of Selectmen to provide financial assistance to landowners as compensation for their retention of farmland in an undeveloped state. Such methods might include the purchase of development rights by the Town or by a local land trust. Procedures should be developed to facilitate and encourage gifts of land or development rights for civic or philanthropic purposes.

17) From an aesthetic standpoint, forests, open space areas, and farmlands substantially enhance the environmental and visual quality of the town. If these lands are developed in the future, every effort should be made to carefully locate and design such development in a manner that will minimize its visual impact and protect the most valuable resources.

18) The Town should enact an Aquifer Protection Ordinance to protect those areas identified as potentially high yield areas.

19) The Town should ensure strict adherence to the requirements of Newington's Wetlands Ordinance. Furthermore, the ordinance should be updated to reflect current standards practices for wetlands protection.

20) The Town should implement the measures recommended by West Environmental in their Town of Newington Wetland Inventory report dated February 2003 (see page 82 above), particularly those recommendations that pertain to designation of Prime Wetlands, wetland restoration opportunities, open space protection, and updating of the wetlands ordinance.

21) The Town should ensure that local septic standards are strictly adhered to.

22) Community septic systems should be explicitly prohibited. Such systems concentrate a great deal of effluent in a small area. Thus, a malfunction could have a adverse effect on groundwater. A town with only 4.7 square miles of land area (outside of Pease), most of which is adjacent to the Great Bay estuary, cannot afford such a mishap.

23) In order to lessen the town's dependence on Portsmouth Water Works, private wells should be encouraged.

24) For obvious reasons, the town's Business and Industrial Districts are not an advisable location to seek potable ground water. That leaves only the Residential District, an area covering some three square miles. With all of the town's potable groundwater concentrated in such a small area, it is of critical importance that any future development in the Residential District be low density.

25) The large quantity of toxic materials stored in the Waterfront Industrial District poses a serious potential threat to the Great Bay estuary. Town officials should continue to monitor these facilities, and ensure that all relevant NFPA standards, DOT standards, and EPA regulations are adhered to.

26) Toxic materials entering the PDA storm water drainage system also pose a threat to the estuary. Town officials should continue to carefully monitor this drainage system, and take appropriate enforcement action in the event that pollutants are detected.

27) In the interest of protecting public safety, new buildings and septic systems should be prohibited in areas that are subject to inundation during a 100 Year Flood.

28) The Newington Conservation Commission should undertake a study of present and recent past uses of pesticides. These areas should be mapped.

29) The Town should develop a public education program to promote domestic water conservation, and to demonstrate proper disposal practices for household hazardous materials. The Town should promote and advertise the household hazardous waste program.

30) Due to the possibility of contaminants from Pease migrating into the town's groundwater, wells should be tested on a regular basis. Financial assistance should be sought from the PDA.

31) Groundwater in the vicinity of Newington's transfer station and highway salt pile should be monitored on a regular basis.

32) Pease lies on one of the largest sand and gravel aquifers in southeastern New Hampshire. Every effort should be made to clean up and protect the aquifer.

33) An elevated water storage tank should be installed in the Commercial/Industrial District, preferably on high ground in order to reduce friction losses and maintain adequate flow over an extended period of time.

34) As an alternative to the storage tank, a diesel driven booster pump could be installed at the Turnpike pumping station along the 24" main that runs from Madbury to Portsmouth. This pump would discharge into the Fox Run Road and Woodbury Avenue lines. This booster pump alternative, however, may not meet the ISO (Insurance Service Office) requirement of 3,000 to 6,000 GPM within the Commercial/ Industrial Districts.

35) Portsmouth Water Works should be encouraged to explore the feasibility of constructing a desalinization plant.

36) The use of natural gas should be encouraged in Newington.

37) Land should be set aside for a future expansion of the wastewater plant. The Planning Board recommends the acquisition of several acres adjacent to, and to the south and west of the plant.

38) Extension of the sewer system beyond the Commercial, Office & Industrial Districts is not recommended.

39) The Town should adopt an explicit code that designates the boundaries of the Sewer District, and that specifies the criteria for residential hook-ups in the non-residential zones.

40) Require all utility lines to be placed underground along all new roads.

41) The Planning Board recommends that the Town negotiate for some meaningful concessions from Comcast, as is common practice elsewhere, and that the renewal period extend no more than three years into the future.

42) The Town should encourage Verizon and other potential alternatives to Comcast's television and broadband monopoly to do business in Newington, for the interests of Newington's residents and businesses are better served by competition in the cable business.

43) Newington's 4.7 square mile area is so small that a wireless network that covers the entire town would be fairly easy to implement. The Town should do so.

44) Allow 88 affordable dwelling units in the vicinity of the water storage tank atop Beane's Hill on the tradeport.

45) Ensure that the Spaulding Turnpike expansion plans include provisions for the PDA-funded pedestrian infrastructure improvements as well as for PDA-funded sewer and water extensions.

46) The Planning Board does not recommend cluster zoning.

47) Construct subsidized housing for Newington's elderly residents, to be funded solely by Newington taxpayers.

48) Amend the Zoning Ordinance to permit elderly housing units atop commercial buildings in the Commercial Zone.

49) Should enrollment at the Newington School consistently fall below 50 students, the Town should consider alternatives such as a regional facility.

50) In no event should the Newington School property be sold, for the Town's school age population will eventually require a facility of that size.

51) Over the long term, Newington could experience dramatic population growth. Were enrollment to increase so that a classroom contains more than 20 students, the Planning Board recommends the construction of additional classrooms. Should enrollment surpass 80% of the Newington School's capacity of 100 pupils (capacity determined by SAU #50), the Town should enact growth control measures in order to prevent overcrowding, until such time as a school expansion is accomplished.

52) The Planning Board anticipates that the malls will continue to keep the Police Department busy. Mall management should be encouraged to make better use of technology in monitoring and discouraging criminal activity, and the Newington Police Department should be better integrated into these efforts.

53) Portable radios should be procured for use during large-scale incidents so that the radios may be distributed to personnel from other communities, thereby enabling all responders to operate on the same radio frequency.

54) Police Station Sallyport: The drainage problem should be rectified.

55) Police Station Grounds: The landscaping should be improved.

56) Substantial new growth in the commercial, industrial, or high-density residential sectors however, could pose a challenge for the Department in terms of manpower, facilities and equipment. While planning for such growth, the Town should make provisions to ensure adequate manpower, improvements to the water supply system, and the housing of additional equipment. Specific recommendations are detailed below.

57) In order to provide the adequate fire protection and EMS services, a new fire protection assessment should be performed by an independent company in the near future. The last known Fire Protection evaluation on record was performed by Richard Rand in 1984. The Planning Board recommends a new evaluation be prepared when a large new commercial or industrial project is proposed.

58) The feasibility of extending vehicle bays should be studied, because the Fire Station is not large enough to accommodate some of the larger trucks that may be required in the future. The feasibility of adding a second floor to the Fire Station should also be considered. Currently the Town is looking at having the front bay doors raised approximately one foot to accommodate the taller vehicles. The feasibility of a regional fire department should be studied.

59) The 1977 Pierce pumper should be replaced immediately, but no later than 2011, because this vehicle does not meet current safety standards promulgated by NFPA 1901 Appendix D.

60) Riverfront Dry Hydrants: If a major conflagration should develop involving any of the fuel storage depots along the waterfront, additional water would be required, as much as 10,000 to 20,000 GPM. During such an event, it would be necessary to use Piscataqua River water. There are currently two dry hydrants, tubes that allow the fire department to draft water from the river to the fire engine pump, located on the property at the Sprague Energy Old Dover Rd facility. These hydrants should have suction lines of minimal length, and to the extent possible, should be protected from icing and freezing.

61) Portable Foam Units: The Town should require the riverfront fuel storage facilities to have portable foam units on hand, in addition to fixed systems. These units could be trailered to another location to help suppress a fire in any of the nearby industrial complexes.

62) The Fire Department should closely monitor development proposals at Pease, and should assist the Planning Board in evaluations of these projects in anticipation of that land returning to full municipal jurisdiction in the future.

63) Water Supply at the Old Town Center: Due to this area's high elevation and isolated location, water pressure and volume is less than optimal. The Planning Board recommends that several options be examined with the goal improving pressure and volume: 1) Construct a cistern in the vicinity of the Old Town Hall; 2) create a loop by running a water line across the cemetery; 3) run a 8" water line in from the North Ramp; or 4) run a 10" water line up Arboretum Drive. The latter two options should be examined carefully for their potential impact on development at the north end of the Tradeport.

64) Water Supply at Exit 4: In order to increase water pressure and volume at the north end of the Office District, a 10" water line should follow Shattuck Way underneath the Spaulding Turnpike.

65) Water pressure and volume in South Newington would greatly benefit from running an 8" water line along McIntyre Road in order to connect South Newington with the rest of town. The Planning Board recommends such a connection.

66) In order to increase water supply and pressure, an elevated water storage tank should be considered in the Commercial/Industrial District, preferably on high ground such as Beane's Hill, and close to the water line on Fox Run Road. The tank's capacity should be at least one million gallons, so as to reduce friction losses and maintain an adequate flow over an extended period of time.

67) Appropriate sites in the Town's industrial waterfront district should be reserved for the construction of a desalinization plant because at some point in the future such plants will be essential.

68) As an alternative to the storage tank, a diesel driven booster pump could be installed at the Turnpike pumping station along the 24" main that runs from Madbury to Portsmouth. This pump would discharge into the Fox Run Road/ Woodbury Avenue lines. The booster pump alternative, however, may not meet the ISO requirement of 3,000 to 6,000 GPM within the Commercial/Industrial District.

69) Town Hall: A new heating system is necessary, at a cost of \$30,000. Due to structural problems, three of the building's five chimneys were removed in 2005.

70) Adequate protection of the library's collection should be a prime consideration of the Town.

71) The Town Garage should be replaced. A replacement structure should be erected on the same site or at the Transfer Station off Little Bay Road. The Planning Board endorses the proposed relocation.

72) A salt shed, in poor condition, is situated next to the garage. That structure should be replaced as well.

73) The Planning Board recommends the establishment of a comprehensive and mandatory recycling program. The disposal of used motor oil, electronic equipment, and household hazardous waste should also be addressed. A regional solution is a possibility.

74) The Olde Parsonage is a distinctive asset to the community, and should be preserved at all costs.

75) Regardless of the future uses to which the Old Town Hall may be put, it should be maintained as closely as possible in its present condition, as a link to the past and a continuation of the town's rich historic tradition.

76) The Planning Board recommends that the Town pursue a modest renovation of the Stone School, of a sufficient scale to bring the structure up to code, so that the building may house senior groups, the Reapers, indoor winter recreation, and programs for pre-schoolers.

77) The old rail depot is an historic structure and an important player in Newington's history, and thus warrants preservation and restoration.

78) The Planning Board recommends replacing the Mott House with a pavilion to enhance outdoor recreational activities at Fox Point. The pavilion could be used for winter and summer activities such as picnics, and a warming up place for sledding and cross-country skiing. Outdoor sporting equipment could be stored here. The structure could also serve as a summer dormitory in conjunction with the summer program.

79) Fox Point provides a great many recreational opportunities for local residents. The following proposed improvements are recommended: more appropriate lighting at the dock and boat launching area; an improved & larger parking area near the boat ramp; more docks; more picnic tables and benches at appropriate locations; signs and stations for a fitness trail; restroom facilities; a designated swimming area with a sandy beach behind the chicken coop; and improvements to the stairs leading to the beach on Little Bay.

80) The Fox Point trails need to be cleaned up to allow for cross-country skiing, there are many low hanging branches, and yearly brush growth has crept into the trails in some places.

81) The Fox Point boat launching ramp is in dire need of repair and maintenance. The ramp hosts large outcroppings of ledge, and the ramp was paved years ago on uneven ground. The pavement needs to be removed and the ramp leveled and interlocking cement planks should be installed with crushed stone and stone dust. The outcroppings of ledge that are in the launching area should be removed as well.

82) In addition to the above, Clamshell Pond should be improved to facilitate ice-skating. Specific improvements include brush cutting, dredging, and construction of a warming hut.

83) As for the open space at Fox Point, there is a consensus in favor of maintaining Fox Point in its natural state, and to restrict the use of the property, other than to boating, to passive recreation. A conservation easement would help to ensure the preservation of open space.

84) The Planning Board recommends a recreation center that can be used year-round. Possible candidates are the Old Stone School and Fox Point. The Recreation Committee believes that this need will become an important issue in the near future. The Planning Board concurs with the Recreation Committee.

85) The recreational uses and potential of the School, Town Hall, Stone School, Old Town Hall, and Fox Point are discussed above. Newton's other recreational facilities are listed below, along with each facility's problems, and specific recommendations for corrective action. The locations of these facilities are depicted on the map on the opposite page.

86) Carter's Rocks and Picnic Area: These picnic facilities occupy a quarter acre of land along Broad Cove. The grill and picnic table should be cleaned and maintained on a regular basis. The walk down to the rocks should be repaired, the fence should be replaced with a fence with a gate, and the steps down to the rocks should be more clearly delineated. The causeway should be removed.

87) Town Recreational Grounds by the School: This area contains two lighted tennis courts, a regulation size softball diamond, a basketball court, and a bark mulched playground area that includes swings, climbing structures, and benches. The playground equipment was replaced in 2005. The recreational grounds should be improved further by adding the following: benches for ballplayers; outdoor bathrooms; a lighted basketball court; rails around Mott's Pond to facilitate recreational fishing; rails and wildlife observation stations along Knights Brook; and improvements to facilitate recreational salt-water fishing.

88) Improvements to the ballfield backstop are needed. There should be a "line-drive" fence that extends from the backstop out in each direction for 30 to 40 feet in order to protect the players on benches from being injured by a line-drive foul ball. The backstop canopy should also be extended.

89) Flynn's Pond: This well protected, shallow pond is used for ice-skating in the winter. Providing for the yearly removal of limbs, brush, and tall grass in the pond area would improve the skating surface. The small parking area should be cleared and graded.

90) Playing Field Behind the Old Town Hall: This playing field is situated adjacent to the Cemetery. Volleyball courts should be added, and a supply shed should be purchased.

91) South Newington Basketball Court: This basketball court is situated on a 4.2 acre parcel off Newington Road immediately north of the McIntyre drainage ditch. The grounds adjacent to the court should be cleared and leveled so that the property could be used as a playing field by South Newington residents. The court should be illuminated. The area should also house playground equipment for the children of South Newington.

92) Bicycle, Jogging & Multi-Use Paths: Town officials should look into the feasibility of constructing these paths alongside appropriate Town roads. Prime candidates for such paths are narrow, well traveled roads such as McIntyre Road and Little Bay Road. The feasibility of constructing a river walk from Fox Point to Gosling Road should also be explored.

93) Town Forest: This wooded tract has picnic tables and a barbecue pit. Bridle paths and hiking paths are used, although not marked. These trails should be maintained and marked.

94) Town Landing on Patterson's Lane: This area includes a boat launching ramp and adjacent grassy areas. Picnic tables should be provided. The boat-launching ramp is in need of maintenance and repair. Parking spots for the use of this area need to be delineated and marked.

95) Considering its age, the Meetinghouse is in fairly good shape. However the belfry has suffered extensive damage due to leaks and much of the belfry trim has rotted. The belfry's structural members have sagged. That problem should be addressed. The building needs a new roof, and some minor repainting in the interior. The structure's foundation requires some attention as well. A structural analysis is recommended.

96) The Town of Newington and the NHDOT should join efforts in managing the traffic flow by limiting the number of access driveways, and channeling traffic to enter Woodbury Avenue at existing, signalized intersections. This can be achieved through the permitting process where NHDOT requires applicants for curb cut permits to obtain prior approval from the Town of Newington.

97) Shattuck Way should be extended easterly to Gosling Road.

98) The Planning Board proposes that the Town negotiate a land swap with PSNH, i.e. the transfer of the 17,000 square feet prior to acquiring the aforementioned 12,000 square feet for construction of the industrial roadway.

99) Given the unsafe conditions in the vicinity of the malls, the Town should restrict new development to the type that can reasonably be expected to generate a low traffic volume until such time as roadway safety problems are remedied,

100) Until such time as turnpike expansion plans are finalized, adequate buffers should be preserved.

101) The Planning Board endorses NH DOT's Option #13 as delineated by NH DOT.

102) Sullivan Bridge: This historic structure should be preserved, as should its current function as a pedestrian walkway and a critical link in the bicycle route between Rockingham and Strafford counties.

103) New office space is an important component to a successful mixed-use district. Placing a ceiling on new restaurant construction would make more land available for offices and light industry.

104) Thoughtful planting could improve the appearance of the Town's primary commercial corridor.

105) Buildings, signs, parking lots, and the outdoor display of merchandise should observe a 75-foot setback from Woodbury Avenue.

106) The Commercial and Office Zones should be separated by the Woodbury Avenue corridor, and the Office and Industrial Zones should be separated by the Shattuck Way corridor.

107) The Town should seek solutions to these problems. Curb cuts should be fewer and narrower. No additional traffic signals should be erected on Gosling Road or Shattuck Way.

108) Where appropriate in the Business District, acceleration and deceleration lanes should be required.

109) Some types of businesses attract an excessive volume of motor vehicle traffic. This results in degradation of air quality. New businesses that generate excessive traffic should be required to mitigate their impact on air quality.

110) A number of hazardous materials are presently transported through town on local rails, highways, and along the Piscataqua River. Flammable, toxic, and explosive materials pose a threat to the environment and nearby residents. The local rail is in poor condition and should be upgraded. Highway and river traffic warrant further study to better assess potential problems.

111) Shattuck Way: In order to achieve the primary objective of the roadway's construction, i.e. to segregate truck traffic from shoppers along Woodbury Avenue, Shattuck Way should be extended southerly to Gosling Road. At the present time, the Planning Board does not endorse an extension of Shattuck beyond Gosling due to lack of support from both the City of Portsmouth and the regional planning commission.

112) Gosling Road: As this roadway is shared 50/50 by Portsmouth and Newington, a mutual endeavor is the only practical way to plan the corridor's future. An effort should be made to minimize land use conflicts along the corridor. Due to the virtual prohibition of restaurants, convenience stores, and gasoline stations on the Pease Tradeport, a substantial increase in traffic volume along Gosling is anticipated in the coming years. Portsmouth and Newington should plan now for a future increase in Gosling's capacity. The PDA should be encouraged to permit more small commercial nodes such as the one that is under construction in Manchester Square. Gosling's infrastructure should be upgraded to industrial standards in order to handle the heavy trucking that serves waterfront industries and the PSNH Schiller plant

113) Traffic studies have predicted that the intersection of Gosling Road and Woodbury Avenue will steadily deteriorate. Should conditions at this bottleneck worsen substantially; the effects will be felt up and down the Woodbury Avenue corridor. In conjunction with the City of Portsmouth, the intersection should be improved to better handle the projected traffic volume.

114) In recent years, the town's traffic problems have increased at a rate far in excess of proposed solutions. The State of New Hampshire appears unwilling to commit the necessary funds for a long-term solution to Spaulding Turnpike congestion. Until such time as the State takes adequate action in this regard, traffic intensive development should be discouraged. Both the Town of Newington and the Pease Development Authority should refrain from luring industries whose employees cannot afford to reside locally and would need to commute over the Little Bay bridges.

115) One of the Newington Planning Board's more notable achievements during the 1980's was its success in persuading the town's two largest retailers, the Newington Mall and the Fox Run Mall, to construct a roadway connecting the two facilities. A shopper who wishes to travel from one mall to the other no longer has to negotiate several signalized intersections and Woodbury Avenue's heavy traffic. The connector road, traversed by hundreds of vehicles per day, has alleviated some of this vehicular pressure on the overburdened Woodbury Avenue. More such vehicle and pedestrian connectors should be constructed. Additional roadways should connect commercial properties at the following locations: between commercial properties which line the west side of the Woodbury Avenue corridor; between properties in the Office Zone along the east side of the Woodbury corridor; and between the Fox Run Mall and the Crossings at Fox Run, along the ring roads, at two locations: near the Spaulding

Turnpike and near Woodbury Avenue. Construction of these two connectors would be subject to a positive recommendation by the Town's consulting traffic engineer.

116) A network of walkways would improve pedestrian safety and encourage foot traffic, thereby reducing motor vehicle congestion and air pollution in the Commercial District. Specifically, the Planning Board recommends that walkways be constructed at the locations cited below. Funding should be provided by commercial enterprises whose customers, employees, and clients would utilize the walkways.

117) At all six locations between the two malls where pedestrians have already created well-worn paths, and alongside mall connector roadways, as depicted on the adjacent map: along both sides of Woodbury Avenue; along the north side (the WalMart side) of Fox Run Road; and along both sides of Gosling Road between Gosling Meadows and the Crossings.

118) Bicycle Lanes/Paths should be established at the following locations: a long Woodbury Avenue and Gosling Road; and in the Spaulding underpass by Exit 4.

119) The regional transit system should be provided financial support by the Town. Businesses and industries that benefit from public transit should also be encouraged to provide support.

120) COAST should be asked to establish more bus stops in Newington, and to expand their trolley service to include routes serving the mall area.

121) An on-call transit system should be established to serve Newington's residential district.

122) Newington's traveled ways should retain the dimensions and character of country roads. In order to safeguard the character of these roadways, the Planning Board recommends that any changes to Town roads be subject to prior approval by the Historic District Commission and the Conservation Commission.

123) The scenic qualities of Newington's historic roadways should be respected. The removal of stone walls or large trees should be permitted only when there are no other feasible alternatives to assure the public safety.

124) Although McIntyre Road is designed and posted for 35 MPH, many motorists routinely travel this road at 55 MPH. The S-curve at the southern end of McIntyre is the site of a disproportionate number of accidents. The prospects of convincing the Pease Development Authority to remove the S-curve appear slim. Due to the hazardous S-curve, as well as the large number joggers and bicyclists who use McIntyre, the speed limit should be strictly enforced along the entire length of this road.

125) Little Bay Road in the vicinity of the transfer station is somewhat hazardous due to the road's narrow width and many curves. Removing the curves would only encourage people to drive faster. It is recommended that the speed limit be strictly enforced along this stretch of roadway.

126) In Newington's residential district, excessive truck and automobile traffic may create noise, vibrations, and safety problems that threaten the peace and quiet that the majority of the town's residents wish to preserve. Particularly vulnerable are the town's older residences, many of which are situated relatively close to the road. Additionally, the Town recognizes that bicyclists, pedestrians, and people on horseback have as much right to Newington's roadways as do motorists.

127) The Town has a number of means at its disposal to control vehicular traffic. Thru- trucking, for example, should be banned from local connectors such as McIntyre Road. Heavy trucking should be minimized on all Town owned roads except for Shattuck Way. Overnight on-street parking should be prohibited in the residential district altogether.

128) Posted speed limits should be low. Roads requiring particular attention include McIntyre, Little Bay, and Nimble Hill in the vicinity of the elementary school.

129) Provision of street-side curbs and sidewalks is justifiable only in response to a specific need in a given location, rather than mandated by a town wide policy. In most areas of Newington's residential district, curbs and sidewalks are not consistent with the desired rural character. In many instances, roadside drainage swales are significantly less expensive to install than granite or precast concrete curbing.

130) New roads should respect the natural contours of the land. In addition to the aesthetic values thus preserved, such roads are generally easier to drain and less expensive to build. Also to be kept in mind is that the wider the road, the more costly maintenance will be when the taxpayers assume responsibility for it.

131) Cul-de-sac Streets enhance privacy, and the lack of thru-traffic improves safety. However, due to the possibility of a tree limb or electrical wire blocking access to emergency vehicles, long cul-de-sacs should be prohibited.

132) Due to their light traffic load, cul-de-sacs need not be wider than 22 feet. In fact, the American Association of State Highway and Transportation Officials (Geometric Design of Highways and Streets, 1985) recommends a pavement width of 18' for those streets in which average daily traffic will not exceed 250 vehicles.

133) Adequate turning radii should be required at the entrance to the cul-de-sac.

134) When reviewing new road proposals, particular attention should be paid to existing drainage and wetlands. All too often in New Hampshire, wetlands are destroyed or inadvertently created through careless road design.

135) Provisions for adequate sight distance should be designed into every new roadway and intersection. Sight distances should be consistent with probable traffic speed, terrain, and roadway alignments. The design should assume that the roadway surface conditions would occasionally include a thin layer of ice.

136) While reviewing proposed subdivisions and site plans, the Planning Board should insist on minimizing the number of curb cuts. Fewer curb cuts result in less entering and turning traffic, and in most cases it will prove to be a generally safer situation all around.

137) In the interest of maintaining Newington's open spaces and rural character, the siting of residential development should be encouraged on new interior roads, and discouraged on existing Class V Town Roads. Were most new residential developments to occur along existing roadways, the town's character would appear congested and built up, even if back lands were to remain open.

138) Due to their historical association with Newington, the following are recommended as future street names: Dame, Downing, Frink, Furber, Hoyt, Knight, Langstaffe, Leighton, Meserve, Moody, Nutter, Pendleton, Peavey, Pickering, Pinkham, Pomfret, Ragg, Rollins, Rowe, Swadden, Trickey, Walton, and Witham. Geographical features should also be considered for naming purposes, e.g. Bloody Point and Hogstye Cove.

139) In the interest of protecting the Town's substantial investment in past road improvements, Town officials have wisely placed a great deal of emphasis on preventive maintenance. In the long run, it is far more cost effective to prevent deterioration of a relatively good road than to pour substantial resources into a road that is in poor condition. The Planning Board recommends the continuation of this policy of preventive maintenance.

140) A comprehensive system of bicycle paths, hiking trails, bridle paths, and cross-country ski trails should be planned and implemented. Priority locations for off-road paths are as follows:

141) Along the south side of Nimble Hill Road from the Fire Station to Thermal Electron;

142) From South Newington to Little Bay Road, east of and parallel to McIntyre Road;

143) Along Little Bay Road from McIntyre Road to Nimble Hill Road;

144) The network should be integrated with adjacent communities at the following location: The aforementioned South Newington route should extend into Greenland.

145) McIntyre Road and Newington Road should include bicycle lanes, and the Town of Greenland should be encouraged to continue the lane southward.

146) Newington is situated along a major bicycle route that connects Portsmouth and Dover. Adequate directional signs should be erected to assist the many bicyclists who are unfamiliar with Newington.

147) The railroad is a very important component of Newington's industrial infrastructure. In light of its role in lessening truck traffic on the town's roadways, as well as its importance in attracting and serving industry, the Town's land use policies should continue to encourage and support rail service.

148) More frequent rail service would alleviate traffic congestion on local roadways.

149) Such an improvement would facilitate the transport of cargo from the Piscataqua's industrial waterfront to and from locations throughout North America. In every instance, the shipment of cargo via rail in or out of the waterfront is the Town's first preference. Trucking should be viewed as the last resort.

150) The economic importance of Newington's deepwater frontage cannot be overemphasized. The Piscataqua River waterfront should be reserved exclusively for industrial uses that are dependent upon ocean going transport and which pose no significant environmental threat to the estuary.

151) There is a very limited amount of deepwater frontage in New Hampshire. This prime land is recognized as an invaluable natural resource, and it should be reserved for optimum utilization so that the economic benefits may be realized to their fullest extent. In order to maximize the maritime utilization of land further from the river, the erection of conveyors, pipelines and other such devices should be encouraged.

152) Land uses that do not involve the importing or exporting of cargo via ocean-going ships should be strictly prohibited. In particular, trucking cargo both in and out of Newington does not represent the highest and best use of this land.

153) The Planning Board endorses air passenger service to a destination that is useful and practical, e.g. New York City. The flying time from Pease to NYC is one hour and fifteen minutes. New York is both a popular destination and a transit point to virtually any part of the globe. Reliable passenger service to NYC could enhance the quality of life for many Seacoast area residents, and it could help to lure desirable companies and jobs from Manhattan to Seacoast New Hampshire.

154) Alternate Routes for Newington Residents to Access the Residential District: There are a number of possibilities in this regard. The advantages and disadvantages of each should be carefully analyzed. Strategies for traffic reduction strategies in the Residential District should be examined in greater detail.

155) The Town supports the development of hydroelectric power along the Piscataqua River to the extent that such development does not interfere with shipping, fishing and wildlife.

156) The Planning Board recommends that local codes and land use recommendations be amended so as to facilitate and encourage solar and power.

157) LEED (Leadership in Energy & Environmental Design) construction should be encouraged. The Newington Building Code should be amended to reflect this goal.

158) The Planning Board recommends that Newington's land use regulations and building code be revamped in order to encourage sustainable residential development, i.e. that is more energy efficient and environmentally friendly.

159) Newington should encourage the construction of electrical generating plants fueled by natural gas by designating such land uses as among the highest and best along the town's three-mile stretch of industrial waterfront that runs from Gosling Road to Bloody Point.

160) The Town supports improvements to electrical transmission infrastructure, outside the Town's residential district, that would help to attract electrical generating plants to Newington's industrial waterfront.

161) Rising Sea Level, caused by the melting of the polar ice caps, will impact every coastal community. This trend could be exacerbated if current predictions of changing weather patterns are realized. The Planning Board recommends that FEMA's (Federal Emergency Management Agency) 100-year flood to be recalibrated so as to take the rising sea level into account. Regardless of how long it may take FEMA to address this issue, the Town can act immediately by restricting development in the affected areas. At a minimum, no roadways should be constructed in the floodplains, especially roads that could potentially be transferred to Town ownership in the future.

162) The Town should enact a mandatory recycling program in the residential, commercial, and municipal sectors.

163) The biannual household hazardous waste collections in Portsmouth should be well advertised in Newington so that local residents are aware of this service.

164) The Planning Board recognizes that the large volume of explosive materials in Newington's industrial waterfront make that area a more tempting target. Accordingly, the Planning Board recommends that land use regulations be amended so as to prevent an undue concentration of population in the vicinity of the industrial waterfront.

165) The Planning Board recognizes that terrorists may employ biological weapons. The board will review the Town's land use regulations with the aim of reducing our vulnerability to such an attack, and will encourage appropriate Town officials to have a comprehensive plan for responding to such an incident.

166) The price of oil will continue to rise as countries such as India and China compete with the United States for the finite supplies of this resource. Our nation must decrease its dependence on oil. The Town of Newington can assist in this effort by reducing the distance between workplace and residence, as detailed in the Transportation chapter of this master plan.

167) The Town should encourage energy efficient and alternate means of transport such as trains, light rail, pedestrian infrastructure, bicycle paths, and multi-use paths. The Town's role would be to construct the appropriate infrastructure, or alternately, to require land developers to do so as mitigation for the impact their projects have on the local transportation network.

168) Aquifer Protection: Land development in the vicinity of high-yield aquifers should be restricted.

169) Desalinization: Appropriate sites in the Town's industrial waterfront district should be reserved for the construction of a desalinization plant because at some point in the future such plants will be essential.

170) Storm Water run-off is the source of considerable contamination of surface waters. The Town's land use regulations should be overhauled so as to require far more stringent treatment of such run-off.

171) Prime Wetlands are the most valuable wetlands in Newington in terms of the beneficial impact they have on the environment, as detailed in the Water Resources chapter of this master plan. These wetlands should be accorded a high degree of protection.

172) As New England's climate warms, insect-borne diseases that formerly were unable to survive in colder climates will become increasingly more prevalent. The review of land development proposals should be scrutinized with this in mind, and the design should include measures that minimize insect problems.

173) The Town recognizes the importance of reducing our reliance on a food supply that is distant from New England. Accordingly, land use regulations should be amended to encourage local agriculture and food production.

174) Ocean based food production should be encouraged. Newington's regulations should support seafood harvesting and production facilities in Newington's waterfront industrial district.

175) Open Space Preservation and tree planting should be promoted in order to help counteract the excessive volume of carbon dioxide in the atmosphere that leads to climate change. The Planning Board also endorses the following open space initiatives: preserve the Knights' Brook wildlife corridor, the Trickey's Cove shoreline in its natural state, encompassing land between the Sullivan Bridge and Beans Lane; and the Newington Town Forest.

176) New Hampshire is among the most rapidly graying states in the union. The trend is particularly evident when one considers Newington's unusually small school-age population. The Planning Board recommends that the Town investigate means to increase cost efficiency per student based on state averages.

177) Industrial Base: During the past years, Newington lost many manufacturing jobs. The Town should nurture fledgling industry by enacting land use regulations that offer some degree of protection for such enterprises within the Town's industrial district.

178) Wireless Municipal Broadband implementation is a measure that would make Newington far more business-friendly at relatively little cost. The Planning Board recommends that the Town establish such service throughout the town.

179) The Cost of Living in New Hampshire's seacoast region is making area businesses increasingly less competitive due to the high cost of labor that is a consequence of the high cost of housing. New Newington is committed to reversing this trend, as detailed in the Housing chapter of this master plan.

180) Restore the historic Stone School.

181) Restore the Bloody Point railroad station.

182) Construct a new Town Garage near the town center.

183) Construct a recreation pavilion on Fox Point.

184) Until such time as feasible technical solutions are found which can accommodate increased traffic volume in Newington's Commercial District, the only prudent course of action would be to encourage land uses that are not traffic intensive.

185) In the Industrial District, safe and nonpolluting industrial uses should continue to be encouraged. The character of the Industrial District could be improved by improving local regulations affecting industrial uses, and by the Planning Board's careful scrutiny of future industrial proposals.

186) Land use conflicts between land uses in and around the Industrial District have been a problem in the past. Specifically, hazardous and noxious industrial operations sometimes affect nearby residential areas. Due to the potential for such land use conflicts, existing residential uses in the Industrial District should be allowed to continue as nonconforming uses, but should not be encouraged, nor allowed to expand.

187) There is a very limited amount of deepwater frontage in New Hampshire. This prime land is recognized as an invaluable natural resource of the Town of Newington and of the State of New Hampshire. This land should be reserved for optimum utilization so that the economic benefits may be realized to their fullest. This waterfront land is far too valuable to squander on uses that are not truly ocean dependent, or that do not represent the highest and best use possible. The Town continues to encourage land use along the Piscataqua River that is dependent upon the sea for transport and resources. All other uses should be prohibited.

188) In years past, there were several land use conflicts between Patterson Lane residents and nearby industrial activities. Due to the possibility of large quantities of noxious and hazardous materials being transported, stored, and processed in close proximity to Patterson Lane, future expansion of residential uses should not be allowed.

189) Great Bay Marine's 31-acre boat storage and service facility provides a unique and valuable service. It is the only large-scale commercial land use west of the Flagstones drainage ditch. Due to the marina's proximity to the Residential District, non-residential land uses should not be permitted to expand beyond the present bounds of the marina property. Future business uses at this site should continue to be of a seasonal nature, and should be uses that generate minimal traffic.

190) Most of Bloody Point is owned by the New Hampshire Department of Transportation. The Town holds a long-term lease on the old nineteenth century railroad depot. Bloody Point has been designated a local Historic District by Town Meeting, pursuant to NH RSA 674:46. In view of Bloody Point's prominent location in the estuary, it is strongly recommended that this State-owned land not be transferred to private ownership, and that commercial, industrial, and residential use be prohibited.

191) Given Fox Point's prominence in the Great Bay estuary, the acquisition of these 120 acres by the Town in 1980 at the cost of \$400,000 will probably prove to be one of the more significant measures taken towards conserving the resources of the estuary. Great Bay is of regional and national significance, as exemplified by its designation as a National Estuarine Research Reserve. Accordingly, the Newington Planning Board recommends that Fox Point be preserved in its natural state in perpetuity.

192) Newington's historic center is the site of an eighteenth century parsonage, the oldest continuously operating church in New Hampshire, and the oldest Town Forest in the United States. In 1987, this area was listed on the National Register of Historic Places. Newington's Town Center is exceptional not only for its historic sites, but also for its remarkable state of preservation. The district approaches the twentyfirst century with its nineteenth century appearance almost entirely intact. Particular care and attention should be directed toward maintaining the historic character and ambience of this area.

193) Even prior to the arrival of Pease Air Force Base in 1952, Newington's total land area of 8.9 square miles was considerably smaller than that of most New Hampshire towns. At the present time, nearly two thirds of the town's land area is occupied by industry, commerce, and the Pease tradeport. This leaves only three square miles for residential use. In view of the relative scarcity of residential land in Newington, it is recommended that the Residential District be reserved exclusively for residential, agricultural, and forestry uses.

194) The preponderance of ledge and marine clays in the Residential District (detailed in the Soils chapter) render much of the district unsuitable for onsite septic systems of sufficient size to support medium to high-density residential use.

195) The Town should prepare for the dissolution of the Pease Development Authority that is called for by NH RSA 12-G.

196) The Planning Board recommends that the Peverly Brook watershed be protected so as to preserve the watershed's potential as a future water supply for communities in the region.

197) The Planning Board recommends that Pease's land area west of McIntyre Road be preserved as a wildlife refuge in perpetuity.

198) In the vicinity of the airfield, certain land uses are inherently incompatible. For obvious reasons, the following are not in the public interest and should be prohibited: uses that release steam, dust, or smoke, or which would otherwise impair visibility or interfere with the operation of aircraft; uses that produce light emissions, either direct or reflective, which would interfere with pilot vision; uses which produce electrical emissions that would interfere with aircraft communications systems or navigational equipment; and structures that come within ten feet of approach departure airspace.

199) The Pease rail should be rebuilt to its former terminus at Somersworth & Newfields, and further extended southwesterly approximately two and one half miles across relatively flat terrain to connect with the Rockingham Junction line in the vicinity of Pickering Brook in Greenland

