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Chapter I

Introduction and Goals

“Change is everywhere and yet there is no change. The streams still flow, the rose-colored clouds still drift in the blue sky, white mists rise from the meadows. All is as it was. Old names of families who settled the town remain as if no generations had intervened.

New names are coming in, replenishing where the old have disappeared. Fresh streams of energy and purpose pour in. People from distant cities settle here for their own vigorous or tranquil work. New homes are started upon the old. The torch passes from one to another. And so is justified at the end of a century and a half the vision of Sutton’s fathers who amid hardships and all of Nature’s opposition, incorporated this town.”

A Narrative History of Sutton, 1934

MASTER PLAN PURPOSE

A Master Plan is a living document that articulates the vision, desires, and concerns of a community. The Plan provides recommendations on ways to maintain or improve the features of a community. This Plan is intended to serve as a blueprint for all future activities of Sutton. This includes future economic development efforts; amendments to land use regulations; environmental and historic preservation efforts; the expansion of community facilities and services for the next five to ten years.

This Master Plan is Sutton’s road map for the first quarter of the twenty-first century and beyond. It outlines what we are all about and where we want to go, as a community in central New Hampshire. The Plan describes us today, and forecasts our shared vision for the future. Most importantly, it defines what we will need to do over the next several years as we work together to shape the future of the Town of Sutton.

A Master Plan is intended to be the device that influences the making, interpretation, and implementation of laws and procedures that give shape and direction to the community. A Master Plan is required by law in the State of New Hampshire (RSA 674:2); but unlike other “master devices,” it has no force of law and no way to generate the resources that may be required for implementation. The Master Plan can be a powerful tool to help shape a community by giving suggested direction to appointed and elected officials. However, the true power of the document is derived from the citizenry, as they will ultimately be the voice that approves the staffing, funding, regulatory alternatives and strategies identified by this Plan.

As this Master Plan was being written, it became evident that Sutton is at a crossroads. As incremental growth creeps from southern portions of the State and the City of Concord continues to evolve and expand as a regional source of employment, Sutton will continue to grow and face new challenges and issues. Those who contributed to this plan did their best to plan for such

changes and to provide appropriate strategies that will accommodate reasonable growth while maintaining the rural atmosphere. The Planning Board should carefully consider the recommendations included in the Plan and take appropriate measures to implement them.

SUTTON MASTER PLAN PROCESS

The Sutton Master Plan is a Planning Board document, which is where the process originated. In 1999, the Sutton Planning Board decided it was time to update their Master Plan, which had not been done since 1988. In June 1999, a Master Plan Community Survey was mailed out to approximately 600 property owners. 195 surveys were returned for a 32% response rate. See **Appendix A** for the Community Survey results.

Once the survey results were compiled and analyzed, the Planning Board embarked on three year data gathering, mapping, and research effort for the various Chapters in the Master Plan.

In 2003, the Planning Board contracted with the Central New Hampshire Regional Planning Commission (CNHRPC) to assist them in completing the 2005 Sutton Master Plan. The Planning Board and CNHRPC drafted a schedule and a budget for the Master Plan creation, which was partially funded in 2003 with the majority of the project being approved at the March 2004 Town Meeting.

On July 27, 2004 the Sutton Planning Board hosted a public information session for residents and land owners to learn more about the Master Plan and provide feedback. The information session provided background on the Master Plan itself and the process, an update on what work had been done to date, and an opportunity for those attending to give suggestions on each of the Master Plan chapters and complete a survey. Over 140 people attended the session and 50% of those in attendance completed the survey, the results of which can be found in **Appendix B**.

Each Chapter of the Master Plan was created by a Subcommittee, meetings of which were open to any resident, landowner, or business owner in Sutton. Once the Subcommittees were finished with their Chapters, the Chapters were submitted to the Planning Board.

The Planning Board, once they received the Chapter, would hold a publicly noticed hearing on the Chapter and receive comments and feedback from those in attendance. Once the public hearing was closed, the Planning Board would then make their own comments, recommendations, and changes before preliminarily adopting the Chapter.

Once all the Chapters were completed and preliminarily adopted, the Planning Board held a final public hearing on March 29, 2005 on the draft Master Plan in its entirety for any last input from the public before they adopted the entire Master Plan.

MASTER PLAN GOALS

If the Master Plan is to be a useful tool for the community for the next ten years, it needs to integrate the three aspects that make up a community – conservation, community, and constructed.

Conservation - This aspect encompasses the natural life support system of interconnected lands and waters upon which human life and economic activity, as well as all other forms of life depend. Conservation infrastructure includes conservation lands, recreation lands, water bodies, scenic areas, steep slopes, and forests.

Community – This aspect encompasses the opportunities within a community for organized and informal social interaction. Community infrastructure includes cultural and civic organizations, community activities and events, methods of communication and outreach, and volunteerism in town.

Constructed – This aspect includes the many built elements that transport and shelter people, goods, and information. Constructed infrastructure includes commercial and residential development, roads, and municipal facilities.

Every effort was made to integrate these three aspects throughout the Master Plan, in the general text and in the recommendations. By doing so it greatly enhances the benefits of each system by reducing potential conflicts and minimizing competition for resources.

CHAPTER GOALS

What follows is the collective list of goals for Sutton--what the residents of Sutton want to achieve in our growing and vital town. These ideas have been laid out for all to see and work towards. Just as those who have gone before us, we can seize this opportunity to move and shape our little bit of the world and to make it a better place for us, our children and grandchildren. Herein lies a living document, one which will help us focus on the important issues of our times.

Establishing a set of goals is an important task that requires considerable public input and debate. The goals listed below are discussed in each Chapter of the Master Plan, except for the Population and Economics Chapter, the Current Land Use Chapter, and the Implementation Chapter, which do not contain goals. Goals are general statements of ideal conditions and are intended to provide a policy framework and direction to the plan.

Historic and Cultural Resources Chapter

- To obtain national and state recognition of important historical and cultural sites in Sutton through National and State Register listings.
- To obtain state and local recognition of important historical sites in Sutton through State and Local Marker placements.
- To protect and preserve historic structures of importance in Sutton.
- To ensure the proper maintenance, preservation, and protection of historic cemeteries.

- To support events, programs, and organizations that promote cultural events for Sutton residents.

Community Facilities Chapter

- To meet the needs of town residents in an efficient and effective manner.
- To ensure that Town staff and users of the Town offices are conducting business in a safe, secure, and efficient building that meets their needs.
- To ensure that the Fire Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.
- To ensure that development proposals address fire safety issues.
- Provide a high level of service to meet the needs of Sutton residents.
- To ensure that the Police Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.
- To ensure that development proposals address safety issues.
- To ensure that the Highway Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.
- To ensure that the Library building and equipment meets the needs of the community
- To provide services and resources that residents of Sutton are interested in.
- To ensure that the Transfer Station facility and equipment meet the needs of the Department and community through long-range budgeting and planning.
- To increase public awareness on the transfer station operations.
- To ensure on-going preservation and up-keep of the Town-owned cemeteries.
- To ensure the future burial needs of Sutton residents/families will be met.
- To proactively plan for school facilities in a timely manner.
- To use school facilities in an efficient and effective manner.

Natural Resources Chapter

- To ensure that the soil resources in Sutton are taken into consideration when development proposals are reviewed.
- To effectively utilize spent excavation sites for conservation and recreation activities, where appropriate.
- To ensure that all activities taking place at an active or inactive excavation site is appropriate and follows all state and local regulations.
- To ensure that the water resources in Sutton are protected through voluntary and regulatory efforts.
- Provide for the protection of wetlands during land development activities.
- To meet the federal requirements for Sutton's participation in the National Flood Insurance Program.
- To ensure clean, safe, and available drinking and surface water for the residents of the Town.
- To ensure that land with steep slopes is developed in a way to minimize negative environmental impacts.
- To preserve scenic views from development that will negatively impact their scenic attributes.
- To promote the conservation and development of land in a manner that supports wildlife habitat.
- To protect those Species of Special Concern that may exist in Sutton.

- To ensure proper protections from the introduction and spreading of invasive plant species in Sutton.
- To ensure that Town-owned forest land is managed properly and is available for resident use.
- To promote good forest management throughout the Town.
- To have the Town identify, acquire, and maintain conservation land/easements in Sutton.
- Provide incentives for landowners to maintain their property as open space or conservation land.
- To encourage and promote the development and usage of trails within Sutton.
- To encourage the access to and development of recreational opportunities.

Housing Chapter

- To encourage the development of accessory apartments that will diversify housing stock while retaining the town's rural character.
- To encourage the development of duplexes in order to diversify the housing choices in Sutton.
- To guide the development of multi-family housing within Sutton.
- To allow for the development of manufactured housing in Sutton.
- To allow for the development of housing for elderly persons within Sutton.
- Create a goal of reaching the future planning figure (87) to meet the regional share of affordable housing stock (190 total units).
- To encourage housing developments that protect and preserve open space and natural areas, support denser development, and adhere to the principals of traditional neighborhood design.

Transportation Chapter

- Utilize traffic count data to identify areas that may become impacted in the future by development.
- To reduce the number of accidents in Town that may be caused by unsafe road conditions or the current transportation infrastructure.
- To ensure a safe, reliable, and efficient system of bridges that will meet the present and future transportation needs of the Town.
- To ensure the quality of all roads within the Town of Sutton, regardless of whether they are public or private.
- Protect and preserve the existing Class V gravel roads within Town.
- Preserve roads in Town designated as Scenic Roads.
- To encourage, support, and expand the Town's trail network.
- Discourage "scattered and premature" development along Class VI roads.
- To reduce the travel speed, as well as the volume, of motor vehicles on residential neighborhood and village roads within Town while increasing safety for pedestrians.
- To have adequate and safe parking areas in key locations in Town to encourage economic activity and ease of use and access to facilities and buildings.
- To ensure that transportation options and services are available to all residents of Sutton.
- Encourage the planning and development of a safe, accessible, and efficient regional and local bicycle route system for commuting and recreational purposes.
- To have town road construction standards that enhance the uniqueness of Sutton's current and future transportation infrastructure.

- Sutton should have a formal, comprehensive, and up-to-date road management plan.

Future Land Use Chapter

- To partner with neighboring communities and local groups to enable Sutton to improve the quality of life for its residents and be better able to respond to issues which affect the Town.
- To become involved with state or regional groups, organizations, and agencies to form relationships and to take advantage of free or low cost services and information.
- To develop Zoning Districts that meet the interests of the public and protect the natural features and characteristics of the land.
- To develop Overlay Zoning Districts to provide protection to Sutton's natural resources.
- To ensure that proposed land development activities positively benefit the Town.
- To have signage that complements the historical and aesthetic look of Sutton.
- Encourage parking that will enhance economic vitality, personal mobility, and convenience while reducing costs, inconvenience, and environmental degradation.
- To preserve and enhance the desirable qualities of the community by establishing landscaping and screening design standards, which would be proportionate to the intensity of the proposed land use(s) and not diminish property values and the visual character of the neighborhood.
- Protect the aesthetic character of the community and to improve the quality of new developments constructed within Town.
- Consider enacting specific performance standards regarding lighting for non-residential sites that will meet the needs of the sites while protecting visual, environmental, and aesthetic goals.
- Ensure that all proposed non-residential development meets environmental performance standards.
- To identify potential concerns with land subdivision applications early in the process.
- To improve the land subdivision process.
- To improve the current Subdivision Regulations.
- To ensure that the most accurate data is available prior to making land use regulation changes.

CONCLUSION

The Master Plan is an advisory document that outlines the kind of town Sutton is now and the kind of town the residents would like it to be, keeping in mind its importance as a community in central New Hampshire. It describes us today, forecasts our shared vision, and defines what we need to do over the next several years.

Most importantly, we can see what we can achieve and, by committing it to paper for the world to see, what our plan is for the future. It is to be a living document helping us to focus on the important issues of our times. We need each and every community member's efforts to bring life to this document, to make this a reality!

Chapter II

Current Land Use

INTRODUCTION

The Current Land Use Chapter describes how land is currently being used in Sutton, along with some of the development history, trends, and regulations that have brought us to its current status. The Future Land Use Chapter tackles the tough question of “What will the Town look like if changes are made today in the land development patterns; if history does not continue forward?” Both Chapters are necessary in the Master Plan, one to tell people where the Town is today and one to say where it could and should be going tomorrow.

The history of Sutton's development pattern began long before there were any land use regulations in the State or Town. Development occurred in those areas with good drainage, access to a water supply, transportation, and waterpower. Sutton developed into four distinct villages – East Sutton Village, South Sutton Village, North Sutton Village, and Sutton/Sutton Mills – which still remain intact today. The institution of zoning ordinances and other land use tools reflects a relatively recent effort to assure that development proceeds in a planned and controlled manner rather than being allowed to “just happen.” The intelligent use of such tools becomes increasingly important as the economic expansion of southern New Hampshire focuses increasing development pressure on the Town.

Increased population growth, evolving housing needs, and changing social and economic trends discussed throughout the Master Plan have had a direct impact on the landscape of the community. Land is a finite resource and thoughtful use of land is a critical issue for all communities. How a community uses its land base has a direct impact on aesthetics, community character, transportation infrastructure, housing affordability, as well as the tax base.

CURRENT LAND USE TYPES

The existing land use pattern in Sutton is typical of many communities in New Hampshire; commercial land uses are located along heavily traveled regional roadways while the majority of residential development is located in the back lands of the community. Please see the **Current Land Use Map** for more detailed information. The following table is a summary of the current composition of land uses in Sutton.

Residential Land

Residential land uses are scattered throughout the community, with current development pressures influenced by Concord and the Dartmouth/Lake Sunapee Region. In total, residential land uses occupy nearly 5.3% of the community's land area.

Public / Institutional Land

In total, public and institutional land uses occupy approximately 1.2% of the community's land area. Examples of such uses include the school, Town Offices, the Department of Public Works, State-owned land, Town-owned recreation land, Library, and local churches and cemeteries.

Commercial Land

This land use occupies less than 3.5% of Sutton's total land area. Commercial uses involve the sale or trade of goods and services, examples of which include restaurants, convenience stores, warehouses, and gas stations.

Excavation Land

This use occupies slightly more than 2% of the community's total land area. The excavation of land encompasses any land use where raw materials are removed from the earth and processed.

Highway and Utility Land

Highway and utility lands include electric, railroad, cable, and telephone rights-of-way, as well as the right-of-way for Interstate 89. This land use occupies 2.7% of the communities total land area.

Non-Profit Land

Non-profit lands include those properties in Sutton owned by Habitat for Humanity and the Girl Scouts, which account for approximately 1% of the total land area.

Conservation Land

Conservation lands include land that has been permanently set aside for conservation, with development thereby prohibited. Such land includes Town forests, lands owned by private conservation organizations, and properties subject to conservation easements. Occupying nearly 7% of the community's total land area.

Undeveloped Land

Undeveloped lands, which are lands that are neither currently developed nor protected from development, comprise 77.3% of the Town's entire land area. Some of these areas are located on land with steeper slopes, limited road access, or other development constraints. This category also includes land that may have a current building on it but that can still be further developed based on the Town's regulations.

Summary of Acreage Developed by Land Use Category, 2004

Category	Area (Acres)*	Percent of Total Land
Residential Land	1,454	5.3%
Commercial Land	948	3.5%
Public / Institutional Land	340	1.2%
Excavation Land	532	2.0%
Highway/Utility Land	743	2.7%
Non-Profit Land	265	1.0%
Conservation Land	1,895	7.0%
Undeveloped Land	21,056	77.3%
Total	27,234	100%

Source: CNHRPC Geographic Information System (GIS),
Town Reports, Town Assessor information

* Estimates based on GIS mapping for 2004 Master Plan

DEVELOPMENT PATTERNS, 1994-2003

Research and analysis of development patterns is important to help Sutton better plan for future development. Knowledge of development patterns helps people be aware of and understand the changes taking place within a Town, as well as in abutting communities. By looking at how many subdivisions and site plans were approved, building permits issued, and land placed in and taken out of Current Use during the past ten years, the Town is able to accurately report trends.

Subdivision Activity

During the period of 1994 through 2003, a total of 72 new lots were created in Sutton through subdivisions. The table below compares the amount of subdivision activity in Sutton to the amount of subdivision activity in abutting communities.

Number of New Lots Created, 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Total
Sutton	0	4	1	2	37	1	1	3	4	19	72
Bradford	3	2	1	1	7	6	20	6	16	27	89
New London	16	41	16	4	20	33	15	0	27	32	204
Newbury	n/a										
Warner	9	1	4	1	2	2	3	3	7	13	45
Wilmot	n/a										

Source: Town Staff, Town Reports, UVLSRPC staff, Bradford Meeting Minutes

Site Plan Activity

From 1994-2003, there were 20 Site Plans approved by the Town of Sutton. These approved Site Plans included a change of use from a commercial or industrial use to another, as well as

approvals for new commercial or industrial operations. The table below shows the comparison to abutting communities.

Number of Site Plans¹ Approved, 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Total
Sutton	0	0	1	1	2	0	2	4	8	2	20
Bradford	3	5	3	2	3	7	0	4	8	6	41
New London	11	8	7	13	0	12	15	11	16	14	107
Newbury	7		3	0	3	5	3	5	2	6	
Warner	1	2	2	3	1	5	1	5	7	9	38
Wilmot						2		2	7	4	

Source: Town Reports, Town Staff, Bradford Meeting Summaries, UVLSRPC Staff

Residential Building Permits

During the period of 1994 through 2003, Sutton issued 141 building permits for new residential construction. This number does not include the tear-down and rebuilding of existing residential structures. See the Housing Chapter for more information.

Number of New Residential Building Permits Issued, 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	Total
Sutton	6	2	4	0	4	17	25	17	33	33	141
Bradford	1	1	3	2	9	11	14	13	18	11	83
New London	18	25	23	20	33	33	24	15	42	32	265
Newbury	12	14	21	15	19	32	28	29	31	46	247
Warner	4	7	12	12	12	10	13	23	25	26	150
Wilmot	12	3	7	5	9	12	8	11	9	26	102

Source: Annual Town Reports, Town Staff, NHOEP Current Estimates and Trends in NH Housing Supply

¹ Some communities require Site Plans for Home Businesses.

Current Use

Current Use is one of the easiest and most popular methods of preserving undeveloped land, forests, and agricultural fields. Current Use is a preferential tax program (RSA 79-A) in which the land is taxed on its potential to generate income in its existing or current use. Sutton residents have continually participated in this program, as can be seen by the figures below.

Current Use Acreage for the Town of Sutton for 1994-2003

	# Acres in Current Use
1994	16,723
1995	16,362
1996	17,425
1997	17,735
1998	17,799
1999	18,040
2000	18,043
2001	17,520
2002	17,545
2003	17,452

Source: Town Reports

CURRENT ZONING REGULATIONS

The power to regulate private property is one of the most important powers granted to local governments. Used properly, zoning can be a powerful tool to improve the aesthetics of a community, protect the natural environment, and enhance the quality of life. Used improperly, zoning can serve special interests, diminish the natural environment, and increase disparities between socioeconomic classes.

Zoning Districts

The Town of Sutton has two Zoning Districts – a Residential District and a Rural-Agricultural District. The locations of these Districts can be seen on the **Current Zoning Map**.

Residential District

The Residential District encompasses 9% of the Town and allows the following uses: Single-family dwellings (excluding manufactured homes); Accessory buildings; Rooming or boarding houses (no more than 4 guests); and Home businesses. In addition, with a Special Exception² granted by the Zoning Board of Adjustment, Two-family dwelling; Nursing homes; Private clubs; Hospitals; Kindergartens; Day care centers; Religious institutions; Public libraries;

² Special Exception – A use which may be approved by the Zoning Board of Adjustment in Districts where the use is specifically authorized by the Ordinance, and where the Zoning Board of Adjustment finds that such use can be developed in accordance with the provisions of Article VI of the Zoning Ordinance.

Municipal buildings; Parks or playgrounds; Public museums; Educational institutions; and Cluster developments are also allowed.

In the Residential District, a 2-acre lot size is required with 250' frontage along a town road, 15' side and rear setback, and a 75' setback from the high water mark of a wetland and 150' setback from the boundary of a lake. Depending on the type of street the property is accessed by, the following front setbacks apply - 46.5' front setback on a 2 rod street or private right-of-way, a 55' front setback on a 3 rod wide State or Town road, or a 63' front setback on a 4 rod wide State or Town road.

Rural-Agricultural District

The Rural-Agricultural District encompasses 91% of the Town and allows the following uses: Single-family dwellings (excluding manufactured homes); Accessory buildings; Rooming or boarding houses (no more than 4 guests); Home businesses; Forestry; and Roadside or farm stands. In addition, with a Special Exception granted by the Zoning Board of Adjustment, Two-family dwelling; Nursing homes; Private clubs; Hospitals; Kindergartens; Day care centers; Religious institutions; Public libraries; Municipal buildings; Parks or playgrounds; Public museums; Educational institutions; Cluster development; Essential service; Commercial sawmill; Automobile repair shop; Golf course and country club; Riding stables; Dog kennels; Industrial, commercial, or agricultural use; land application of sewage sludge, and Manufactured home parks or subdivisions (10 home minimum) are also allowed.

In the Rural-Agricultural District a 2 acre lot size is required with 200' frontage along a town road, with a 25' side and rear setback. Depending on the type of road the development is accessed by, a 66.5' front setback on a 2 rod street or private right-of-way, a 75' front setback on a 3 rod wide State or Town road, or a 83' front setback on a 4 rod wide State or Town road will be required.

Overlay Zoning Districts

Overlay Districts are superimposed upon the Base Zoning Districts, described above, so that the regulations pertaining to the Overlay Districts shall be *in addition* to the regulations of the Base District. The land within the town may be used if and to the extent that such use is permitted in both the applicable Base and any relevant Overlay District(s).

Floodplain Development Ordinance

The Floodplain Development Ordinance was adopted in 1988 and amended in 1994 and again in 1998. The Floodplain District was established to reduce the hazards of floods upon public health, safety, and welfare; to protect areas from flooding caused by land development; to protect the public from financial burden for flood control and relief; and to protect the capacity of floodplain areas to absorb, transmit, and store runoff. See the **Current Zoning Map** in the Natural Resources Chapter for the location of this District.

Personal Wireless Service Facilities

The purpose of the Personal Wireless Service Facilities (PWSF) Ordinance is to permit carriers to locate PWSF in the Town of Sutton consistent with appropriate land use regulations that will ensure compatibility with the visual and environmental features of the Town. New ground-

mounted PWSF are permitted, but only when the use of existing structures and buildings is found not to be feasible. Co-location is encouraged for PWSF applications and the review of such applications shall be on this basis.

Other Zoning Ordinance Provision

In addition to the Zoning District, Sutton has adopted numerous other Land Use Regulations that influence and help shape the land use patterns in Town. Some of these Zoning Ordinances are specific to a District, while others can be applied to the entire Town, when certain criteria are met.

Land Application of Sewage Sludge

Land application of EPA Class B sewage sludge may be permitted only in the Rural-Agricultural District of the Town subject to the approval of a Special Exception by the Zoning Board of Adjustment and Site Plan Review by the Planning Board.

Cluster Development

The purpose of the Cluster Development provision is to encourage the preservation of open space, to promote more efficient use of land in harmony with its natural features and limitations, and to accommodate flexibility and variety in residential development within the prescribed limits so as to enhance and protect the health, safety, convenience, and general welfare of the residents of Sutton.

The ordinance is intended to promote the arrangement of dwellings to enhance privacy for residents; safety for children, pedestrians, and bicyclists; and to enhance aesthetic enjoyment through interrelating open spaces with residential areas, providing views of natural features, and through provisions of recreational amenity.

CONCLUSION

This Chapter describes how the land in Sutton is currently being used and the development patterns that brought the town to this point. Potential new developments may impact the town visually, environmentally, historically, or fiscally, all of which merit the attention of the Planning Board and Zoning Boards. How these lands are to be used will impact all aspects of town life, town services, schools, conservation, commercial growth, and residential growth. The Town is currently in a position to make decisions on future land use that will impact the development, feel, and character of the Town. The following Chapters in the Master Plan contain recommended changes to the land development regulations. Those recommended changes seek to guide future growth and development in a manner that builds on the foundations established by Sutton's history, and reflects the interests and desires of its current citizens.

Chapter III

Population and Economics

INTRODUCTION

The purpose of this Chapter is to delineate the elements that make up the economic life of the Town of Sutton and to consider how various elements should be managed to best achieve the type of community our citizens desire. The Master Plan Community Survey indicated that the citizens wish to retain the rural atmosphere and “high quality of life” of the Town and that growth of the Town be managed to encourage desirable industrial and commercial activities in properly zoned areas.

The need to maintain flourishing workplaces is of great importance to many communities throughout New Hampshire. A sustainable community includes a variety of businesses, industries, and institutions, which are environmentally sound and financially viable. Businesses need to provide reasonable wages and benefits to workers and provide those workers with opportunities to develop their skills through training, education, and other forms of assistance to prepare for the community’s future needs. Government, business, and public service organizations are all important in attracting new investment and in developing new businesses that suit the character of the community.

POPULATION CHARACTERISTICS

Historical Population Trends

Changes in the population of any community are influenced by a variety of factors, ranging from changes in the local economic base to national events, such as wars and recessions. From 1790 to 2000, Sutton had seen a growth in population of 1,024 people, or approximately 5 people per year. However, as can be seen from the following chart, this is not a consistent rate and is subject to fluctuation.

Sutton Historical Population, 1790-2000

Year	Population	% Change from Previous Decade
1790	520	--
1800	878	68.8%
1810	1,328	51.3%
1820	1,573	18.4%
1830	1,424	-9.5%
1840	1,362	-4.4%
1850	1,387	1.8%
1860	1,431	3.2%
1870	1,155	-19.3%
1880	993	-14.0%
1890	849	-14.5%
1900	776	-8.6%
1910	698	-10.1%
1920	632	-9.5%
1930	512	-19.0%
1940	675	31.8%
1950	554	-17.9%
1960	498	-10.1%
1970	642	28.9%
1980	1,091	69.9%
1990	1,457	33.5%
2000	1,544	6.0%

Source: US Census, NH Office of Energy and Planning

Sutton's historical population has fluctuated greatly over the last 210 years. The largest population expansion occurred between 1970 and 1980 during which the Town experienced nearly 70% growth. Prior to that growth, the Town had seen similar growth in 1800 – that growth lasted for twenty years (1820) and was followed by decades of negligible or negative growth.

Regional Population Trends

During the period of 1980 through 2002, Sutton experienced a population increase of 49.3%, as can be seen below. Since 1980, the population has increased by 538 people, with the largest increase occurring between 1980 and 1990 (366 people or 36.6 persons per year).

Sutton and Abutting Communities Population Trends 1970-2002

Town	1980 Population	1990 Population	% Growth 1980- 1990	2000 Population	% Growth 1990- 2000	2002 Population Est.	% Growth 1980-2002
Sutton	1,091	1,457	33.5%	1,544	6.0%	1,629	49.3%
Bradford	1,115	1,405	26.0%	1,454	3.5%	1,514	35.8%
New London	2,935	3,180	8.3%	4,116	29.4%	4,286	46.0%
Newbury	961	1,347	40.2%	1,702	26.4%	1,790	86.3%
Warner	1,963	2,250	14.6%	2,760	22.7%	2,883	46.9%
Wilmot	725	935	29.0%	1,144	22.4%	1,190	64.1%
Merrimack Co.	98,302	120,005	22.1%	136,225	13.5%	140,947	43.4%
State of NH	920,610	1,109,117	20.5%	1,235,550	11.4%	1,275,000	38.5%

Source: 1980 Census, 1990 Census, 2000 Census, NH Office of Energy and Planning

Population Projections

Based on observed past population estimates, it is difficult to develop population projections for future years. As noted in the Community Facilities Chapter of this Plan, predicting future population growth is crucial for planning the expansion of community services and facilities.

Prediction of future population changes can only serve as an estimate of what may happen in the future. As noted previously, population trends are affected by numerous variables, including economic shifts and other similar events. The local population projections are based on a community's historical share of its' county's growth. These numbers can only serve as an estimate of what may occur over the next twenty years, with regards to population changes.

Sutton and Abutting Communities Population Projections, 2000-2025

Town	2000 Actual	2005 Projected	2010 Projected	2015 Projected	2020 Projected	2025 Projected	2000- 2025 % Increase
Sutton	1,544	1,680	1,810	1,940	2,070	2,200	31.0
Bradford	1,454	1,650	1,790	1,900	1,990	2,070	25.5
New London	4,116	4,410	4,690	4,960	5,240	5,520	25.2
Newbury	1,702	1,820	1,950	2,090	2,230	2,370	30.2
Warner	2,760	2,960	3,210	3,450	3,700	3,960	33.8
Wilmot	1,144	1,220	1,300	1,380	1,470	1,560	27.9
Merrimack County	136,225	145,510	155,280	164,580	173,780	182,880	25.7
State of NH	1,235,550	1,311,050	1,385,210	1,456,120	1,523,680	1,586,070	21.0

Source: October 1999 Population Projections, NH Office of Energy and Planning, 2000 Census

As can be seen above, Sutton's population is projected to increase 31% from 2005 - 2025. This corresponds to a 1.5% **annual** population increase and a 15% per decade population increase. These population projections should be looked at as a rough estimate of future population growth in the region.

Population Densities

One common measure of community character and sense of place is population density (persons per square mile). These density figures are based on the total land area, not discounting for unbuildable land, roads, and permanently protected areas. As noted below, Sutton had 36 persons per square mile in 2000, which is the lowest density, as compared to abutting communities.

Population per Square Mile for Sutton and Abutting Communities, 1970 - 2000

Town	Land Area (Sq. Miles) *	Persons per Square Mile 1970	Persons per Square Mile 1980	Persons per Square Mile 1990	Persons per Square Mile 2000
Sutton	43.3	15	25	34	36
Bradford	35.9	19	31	39	41
New London	22.4	100	131	142	184
Newbury	35.8	14	27	38	48
Warner	55.5	26	35	41	50
Wilmot	29.4	18	25	32	39
Merrimack Co.	934.0	87	106	129	146
State of NH	8968.0	83	103	124	138

* Land area includes all buildable and unbuildable land

Source: 1970 Census, 1980 Census, 1990 Census, 2000 Census

Age Characteristics

Knowing not only the number of people living in Sutton but also the characteristics of the residents, is key to adequately planning for Sutton's future needs.

Households with Children and Older Adults

By knowing the number of households with children, under the age of 18, and adults, over the age of 65, the community can better plan for the needs and wants of the residents. As represented in the table below, Sutton has fewer households with children as compared to abutting communities with the exception of New London. In general, Sutton is on the low side of average for both the state and county.

Households with Children, 2000

Town	Households with People Under 18 Years Old		Households with No People Under 18 Years Old	
Sutton	198	31.9%	423	68.1%
Bradford	204	36.5%	355	63.5%
New London	317	20.1%	1,257	79.9%
Newbury	222	32.1%	469	69.8%
Warner	366	34.9%	682	65.1%
Wilmot	163	35.5%	296	64.5%
Merrimack Co.	18,677	36.0%	33,166	64.0%
New Hampshire	167,367	35.3%	304,459	64.7%

Source: 2000 Census

Households with Older Adults, 2000

Town	Households with People 65 Years Old or Older		Households with No People 65 Years Old or Older	
Sutton	143	23.0%	478	77.0%
Bradford	117	20.9%	442	79.1%
New London	730	46.4%	844	53.6%
Newbury	175	25.3%	516	74.7%
Warner	196	18.7%	852	81.3%
Wilmot	94	20.5%	365	79.5%
Merrimack Co.	10,242	19.8%	41,601	80.2%
New Hampshire	168,371	35.5%	303,455	64.5%

Source: 2000 Census

As can be seen in the two tables above, Sutton has 31.9% of households with people under the age of 18 and 23.0% of households with people 65 years old or older.

Population by Age Group

Understanding population trends by age group can help communities allocate resources for public infrastructure and services to meet the needs of the population. As can be seen below, the age group in Sutton with the largest percentage of people in it is 35-44 years of age.

Sutton Population by Age Group, 2000

Age Group	Population	Group as % of Population
Under 5	66	4.3%
5 to 9 Years	96	6.2%
10 to 14 Years	106	6.9%
15 to 17 Years	74	4.8%
18 and 19 Years	29	1.9%
20 to 24 Years	25	1.6%
25 to 34 Years	123	8.0%
35 to 44 Years	386	25.0%
45 to 54 Years	279	18.1%
55 to 59 Years	112	7.3%
60 to 64 Years	78	5.1%
65 to 74 Years	154	10.0%
Over 75	90	5.8%
Total	1,544	100.0%

Source: 2000 US Census

EDUCATION LEVELS OF RESIDENTS

Of the total population living in Sutton in 2000 (25 years old and older), 90.8% of Sutton residents had a high school degree or higher and 33.3% had a bachelors degree or higher. These figures are just slightly lower than the *average* educational attainment of the abutting communities. For more detail regarding the educational levels of Sutton and abutting communities, please refer to the table below.

Educational Levels of Persons 25 Years and Older, 2000

	Sutton	Bradford	New London	Newbury	Warner	Wilmot	State
Less than HS Diploma	102 (9.2%)	74 (7.4%)	106 (3.8%)	82 (6.7%)	259 (13.8%)	52 (6.5%)	103,754 (12.6%)
HS Diploma	283 (25.4%)	286 (29.2%)	313 (11.3%)	288 (23.4%)	512 (27.5%)	185 (23.2%)	247,723 (30.1%)
Some College	255 (22.9%)	216 (22.1%)	512 (18.5%)	250 (20.4%)	351 (18.8%)	153 (19.3%)	164,634 (20.0%)
Associates Degree	102 (9.2%)	86 (8.8%)	185 (6.7%)	103 (8.4%)	158 (8.5%)	67 (8.4%)	71,772 (8.7%)
Bachelors Degree	225 (20.2%)	209 (21.4%)	1,080 (39.0%)	350 (28.5%)	364 (19.5%)	194 (24.4%)	153,873 (18.7%)
Graduate / Professional Degree	146 (13.1%)	107 (10.9%)	574 (20.7%)	155 (12.6%)	221 (11.8%)	145 (18.2%)	82,230 (10.0%)
% of Pop. with HS Degree or Higher	90.8%	92.4%	96.2%	93.3%	86.1%	93.5%	87.4%
% of Pop. with Bachelor's Degree or Higher	33.3%	32.3%	59.7%	41.1%	31.4%	42.6%	28.7%

Source: 2000 Census

EMPLOYMENT AND COMMUTING CHARACTERISTICS OF RESIDENTS

Labor Force, Employment, and Unemployment

The labor force of a community is defined as the number of people who are over the age of 16, regardless of their employment status. Employment is defined as the number of employed persons in the labor force. In 1990, the population of Sutton was 1,457 people, with a labor force of 817 people, constituting 56.1% of the population. In 2000, the population of Sutton was 1,544 people, with a labor force of 825 people, which is approximately 53.4% of the population. The changes in labor force, employment, and the unemployment rate for Sutton are compared below with the surrounding communities. Overall, Sutton has one of the lowest rates of unemployment.

1992-2002 Labor Force, Employment, and Unemployment Figures

Sutton	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	783	785	791	836	820	837	836	849	825	820	824
Employed	754	758	779	825	808	823	824	837	814	808	808
% Unemployed	3.7%	3.4%	1.5%	1.3%	1.5%	1.7%	1.4%	1.4%	1.3%	1.5%	1.9%
Bradford	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	744	766	808	805	799	789	794	807	839	835	1,559
Employed	696	710	759	778	767	762	775	793	816	814	1,524
% Unemployed	6.5%	7.3%	6.2%	3.4%	4.0%	3.4%	2.4%	1.7%	2.7%	2.5%	3.2%
New London	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	1,338	1,380	1,443	1,522	1,511	1,564	1,584	1,607	1,578	1,554	1,559
Employed	1,282	1,323	1,408	1,502	1,473	1,527	1,555	1,580	1,536	1,524	1,524
% Unemployed	4.2%	4.0%	2.4%	1.3%	2.5%	2.4%	1.8%	1.7%	2.7%	1.9%	2.2%
Newbury	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	705	765	848	780	778	792	787	799	782	778	785
Employed	677	740	824	761	751	771	778	790	768	763	763
% Unemployed	4.0%	3.3%	2.8%	2.4%	3.5%	2.7%	1.1%	1.1%	1.8%	1.9%	2.8%
Warner	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	1,318	1,302	1,388	1,418	1,406	1,462	1,494	1,524	1,575	1,575	1,660
Employed	1,256	1,254	1,347	1,382	1,363	1,428	1,466	1,499	1,543	1,538	1,611
% Unemployed	4.7%	3.7%	3.0%	2.5%	3.1%	2.3%	1.9%	1.6%	2.0%	2.3%	3.2%
Wilmot	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	479	496	549	548	546	554	554	564	553	545	548
Employed	465	480	545	542	533	546	550	558	543	539	539
% Unemployed	2.9%	3.2%	0.7%	1.1%	2.4%	1.4%	0.7%	1.1%	1.8%	1.1%	1.6%
Merrimack County	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	65,731	66,259	69,934	71,381	70,573	71,744	73,423	74,038	76,669	77,072	80,712
Employed	61,560	63,027	67,622	69,393	68,445	69,920	71,684	72,471	74,895	75,019	78,185
% Unemployed	6.3%	4.9%	3.3%	2.8%	3.0%	2.5%	2.4%	2.1%	2.3%	2.7%	3.1%
State of NH	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Labor Force	610,412	615,967	623,868	634,001	623,783	645,555	652,922	668,096	685,511	688,657	705,633
Employed	564,565	575,418	595,102	608,783	597,868	625,386	633,949	649,969	666,320	664,293	672,363
% Unemployed	7.5%	6.6%	4.6%	4.0%	4.2%	3.1%	2.9%	2.7%	2.8%	3.5%	4.7%

Source: NH Department of Employment Security, 2004

Occupations

The chart below outlines what types of occupations the residents of Sutton were engaged in during 2000. The numbers below do not necessarily represent the types of occupations available in the Town of Sutton, but those occupations of Sutton residents. In 2000, the highest percentage of the Sutton work force was employed in the “Management, professional and related occupations”, while the lowest percentage of people were employed in “Farming, fishing and forestry occupations”.

Occupations of Employed Sutton Residents, 2000

	Number Employed	Percent Employed
Management, professional, and related occupations	311	36.7%
Service occupations	104	12.3%
Sales and office occupations	220	25.9%
Farming, fishing, and forestry occupations	9	1.1%
Construction, extraction, and maintenance occupations	104	12.3%
Production, transportation, and material moving occupations	99	11.7%
Total Employer Persons over 16 years of age	847	100.0%

Sources: 2000 Census

Commuting Patterns of Residents

The table below shows that most of Sutton’s employed residents (847) work outside of Sutton, and only 34 of the jobs in Sutton were occupied by a non-resident in 2000.

Sutton Residents’ Commuting Patterns, 2000

Number of Sutton Residents In the Labor Force	847
Total Number of Jobs in Sutton	185
Number of Sutton Residents Employed in Sutton	151
Number of Sutton Residents Commuting to Another Town for Employment	691
Where Sutton Residents Commuting to for Employment (Top 3 Locations)	New London
	Concord
	Manchester

Source: 2000 Census

INCOME CHARACTERISTICS OF RESIDENTS

The income characteristics of households, families, and individuals tell a tale of the economic conditions within a community. Income and poverty levels of a community serve as indicators of the types of social services that a municipality may require.

Per Capita Income

As can be seen below, Sutton has the one of the highest percent change in per capita income from 1980 to 2000, as compared to abutting communities.

Per Capita Income, 1980-2000

Town	1980 Per Capita Income	1990 Per Capita Income	% Change 1980- 1990	1996 Per Capita Income	% Change 1990- 1996	2000 Per Capita Income	% Change 1996- 2000	% Change 1980- 2000
Sutton	\$4,796	\$17,886	272.9%	\$20,673	15.6%	\$24,432	18.2%	409.4%
Bradford	\$6,160	\$17,234	179.8%	\$19,771	14.7%	\$22,240	12.5%	261.0%
New London	\$7,044	\$27,055	144.7%	\$33,855	25.1%	\$37,556	10.9%	433.2%
Newbury	\$6,274	\$16,091	156.5%	\$23,531	46.2%	\$29,521	25.5%	370.5%
Warner	\$4,848	\$18,088	273.1%	\$23,056	27.0%	\$21,587	-6.4%	345.3%
Wilmot	\$5,740	\$15,766	174.7%	\$19,498	23.7%	\$25,629	31.4%	346.5%
Merrimack County	\$9,915	\$20,703	108.8%	\$25,733	24.3%	\$23,844	-7.3%	140.5%
State of NH	\$9,601	\$20,713	115.7%	\$26,522	28.0%	\$23,208	-12.5%	141.7%

Source: 1980 Census, 1990 Census, 2000 Census, NH Department of Revenue Administration, 2004

Median Household and Family Income

Household income is the total income of people living in one household. Family income is the total income of all family members who consider themselves members of one household.

Median income is the middle figure in a series from lowest to highest. As can be seen below, Sutton's median household and family income is average as compared to abutting communities.

Median Household Income 1980-2000

Towns	Median Household Income 1980	Median Household Income 1990	Median Household Income 2000	Median Household Income % Change 1980-1990	Median Household Income % Change 1990-2000	Median Household Income % Change 1980-2000
Sutton	\$15,753	\$35,536	\$50,924	125.6%	43.3%	223.3%
Bradford	\$14,773	\$36,667	\$49,018	148.2%	33.7%	231.8%
New London	\$20,931	\$46,681	\$61,520	123.0%	31.8%	193.9%
Newbury	\$14,605	\$35,821	\$58,026	145.3%	62.0%	297.3%
Warner	\$15,962	\$37,917	\$44,142	137.5%	16.4%	176.5%
Wilmot	\$14,792	\$37,000	\$49,605	150.1%	34.1%	235.4%
Merrimack Co.	\$35,801	\$28,012	\$48,522	- 21.8%	73.2%	35.5%
State of NH	\$28,508	\$36,329	\$49,467	27.4%	36.2%	73.5%

Source: 1990 Census, 2000 Census, NH Department of Employment Security, 2004

Median Family Income 1980-2000

Towns	Median Family Income 1980	Median Family Income 1990	Median Family Income 2000	Median Family Income % Change 1980-1990	Median Family Income % Change 1990-2000	Median Family Income % Change 1980-2000
Sutton	\$16,937	\$40,990	\$56,685	142.0%	38.3%	234.7%
Bradford	\$16,767	\$41,106	\$57,083	145.2%	38.9%	240.4%
New London	\$27,800	\$55,869	\$82,201	101.0%	47.1%	195.7%
Newbury	\$16,542	\$40,303	\$61,389	143.6%	52.3%	271.1%
Warner	\$17,261	\$43,317	\$50,926	150.9%	17.6%	195.0%
Wilmot	\$16,150	\$43,020	\$57,143	166.4%	32.8%	253.8%
Merrimack Co.	\$32,500	\$41,018	\$56,842	26.2%	38.6%	74.9%
State of NH	\$33,049	\$41,628	\$57,575	26.0%	38.3%	74.2%

Source: 1990 Census, 2000 Census, NH Department of Employment Security, 2004

Poverty

The Census Bureau uses a set of money income thresholds that vary by family size and composition to define poverty levels. If a family's total income is less than the Census Bureau's threshold, then that family, and every individual in it is considered below poverty level. The poverty thresholds are updated annually for inflation using the Consumer Price Index. The following table contains the poverty thresholds for 1990 and 2000 that the Census Bureau used for their calculations.

Poverty Thresholds, 1990-2000

1990		2000	
Individual Person	\$6,652	Individual Person	\$8,794
2-Person Family	\$8,509	2-Person Family	\$11,239
3-Person Family	\$10,419	3-Person Family	\$13,738
4-Person Family	\$13,359	4-Person Family	\$17,603
5-Person Family	\$15,792	5-Person Family	\$20,819
6-Person Family	\$17,839	6-Person Family	\$23,528
7-Person Family	\$20,241	7-Person Family	\$26,701
8-Person Family	\$22,582	8-Person Family	\$29,701
9+ Person Family	\$26,848	9+ Person Family	\$35,060

Source: US Census Bureau, 2004

By looking at the table below, you can see that Sutton had, in 2000, an average rate of families and individual persons below the Poverty level. Sutton's share of persons and families below the Poverty level is below the state and county levels respectively.

Poverty Data for Sutton and Abutting Communities, 1990-2000

Town	% of Families Below Poverty Level 1990	% of Families Below Poverty Level 2000	% of Persons Below Poverty Level 1990	% of Persons Below Poverty Level 2000
Sutton	1.9%	2.5%	4.6%	4.9%
Bradford	4.2%	2.5%	6.2%	4.1%
New London	NA	1.5%	1.2%	2.4%
Newbury	NA	0.0%	3.6%	1.8%
Warner	3.9%	5.0%	5.6%	6.8%
Wilmot	5.8%	1.8%	8.4%	4.4%
Merrimack Co.	NA	4.1%	5.5%	5.9%
State of NH	NA	4.3%	6.4%	6.5%

Source: 1990 Census, 2000 Census

SUTTON EMPLOYERS

Understanding historic trends in the local economic base can help the community better develop sound economic development strategies for the future. One key trend is the change in size and type of the local employment base. Local employment data (i.e. the number and types of jobs in the community) is collected by various government agencies, including the Census Bureau and the New Hampshire Office of Employment Security. Using a classification system, the number of employment positions for each business in the community can be identified and tracked over time. The School District is the largest employer in Sutton.

Wage Comparisons

To gain a better understanding of the types and quality of the jobs located in Sutton we can compare wages paid by employers in Sutton to those in the surrounding communities. Although the figures below show average annual weekly wages for people who work within the Town of Sutton, they do not represent the average weekly wage of a Sutton resident.

As can be seen below, Sutton is the highest for private industry weekly wages, as compared to abutting communities.

Average Annual Weekly Wage - Private Industries and Government, 2002

	Sutton	Bradford	New London	Newbury	Warner	Wilmot
Private Industries						
# Employers	32	38	217	42	63	33
# Employees	197	212	2,382	425	792	140
Avg. Weekly Wage	\$787	\$607	\$563	\$301	\$452	\$452
Government						
# Employers	6	5	8	3	7	1
# Employees	155	90	247	32	118	15
Avg. Weekly Wage	\$502	\$480	\$498	\$563	\$482	\$292

Source: NH Department of Employment Security, 2002

Tax Characteristics

An examination of the tax rate helps to gauge the economic attractiveness of a community to businesses. As can be seen below, Sutton's total tax rates have fluctuated since 1997, with Sutton having the lowest total tax rate of abutting communities, with the exception of New London.

Breakdown of Sutton Tax Rates, 1997-2002

Year	Municipal Tax	Local Education	State Education	County Tax	Total Tax
1997	\$5.62	\$17.22	--	\$2.10	\$24.94
1998	\$6.25	\$17.06	--	\$2.06	\$25.37
1999	\$6.46	\$6.47	\$6.10	\$1.95	\$20.98
2000	\$6.60	\$6.51	\$5.93	\$1.94	\$20.98
2001	\$7.18	\$6.69	\$5.66	\$2.45	\$21.98
2002	\$7.71	\$8.88	\$5.80	\$2.63	\$25.02
2003	\$5.47	\$6.81	\$3.53	\$1.70	\$17.51

Source: NH Division of Revenue Administration, 2002

Tax Rates of Sutton and Abutting Communities, 2003

Town	Total Tax Rate
Sutton	\$17.51
Bradford	\$22.71
New London	\$15.47
Newbury	\$21.17
Warner	\$33.29
Wilmot	\$23.21

Source: NH Department of Revenue Administration, 2004

CHAPTER SUMMARY

As previously stated, the purpose of this chapter is to define the properties that constitute the economic makeup of the Town of Sutton. The community survey taken during the summer of 1999 indicated that the majority of residents wished to retain the rural character of the town, which in turn should help us retain our high quality of life.

Based on the numerous charts included in this chapter, Sutton falls towards the middle of just about every category, including population growth, education of the populace, income (both individual and family income), and tax rates, when compared with the surrounding towns.

Sutton's population has fluctuated over the years, but the general trend has been steady, slow growth, and we can expect this trend to continue. The largest growth spurt in recent years came between 1970 and 1980, where had almost a 70% increase in residents, and judging by recent growth in other central New Hampshire towns, we can probably expect growth of that magnitude during the next few years. National population forecasts indicate a US population of approximately 450 million people by the year 2050, up from the present 300 million, and of course, New Hampshire and Sutton will see its share of that increase.

CHAPTER IV

HISTORIC AND CULTURAL RESOURCES

INTRODUCTION

There are many reasons for preserving historically significant resources and their surroundings. Among the most compelling are psychological ones, reasons which are associated with the continuity and quality of life. Older buildings provide us with tangible links to the past; they give us a sense of the continuity of time and place. Just as important, they become part of our own lives. These historic, cultural, and architectural riches frequently bear a relation to events, eras, or persons in history which help to define us as a cultural group.

Gradual and pervasive erosion of the historical character can happen with the accumulation of incremental changes to buildings and places. It is our challenge to ensure that this does not continue to happen in Sutton. Historic preservation is an important issue to Sutton residents, as evidenced through the Community Survey. Over 76% of the survey respondents felt that the Town should use regulations and ordinances to protect and preserve historic sites, buildings, and village centers and 73% would be in favor of spending tax dollars to protect or acquire natural or cultural resources through purchase or easement.

Many historical sites have been lost through the years due to growth and development. Some of these sites include Native American burial grounds, family cemetery plots, homestead sites of earlier settlers, the site of the log meeting house in Sutton Village, and sites of early mills. There have also been sites that have come under private ownership, with a lack of public access and proper maintenance following. Preservation should not be a reaction to a crisis, but part of the planning process. Preservation does not and should not be thought of as prevention.

This Chapter looks to highlight local historic and cultural resources, describes why they are significant, and looks to provide the resources, recommendations, and tools to plan for the preservation, protection, and enhancement of those resources.

HISTORY OF SUTTON

Artifacts reportedly found on the shores of Kezar Lake more than two centuries ago show that Indians were present in Sutton in early times. However, details of their lives and of when they were here have yet to be uncovered.

On November 30, 1749, the Masonian Proprietors granted “Perrystown,” the township that would later become Sutton, to 30 men from Haverhill District and Kingston in New Hampshire and to 25 from Haverhill, Newbury, Andover, and Bradford in Massachusetts. During the following winter, Obadiah Perry, the surveyor Timothy Clements, and four other men worked 28 days laying out and marking the lots in the town which were assigned to the 55 town proprietors at a lottery on July 11, 1750.

In spite of the early drawing of lots, Perrystown did not have any settlers until Samuel Peaslee arrived in April, 1770. A 1771 map and its accompanying documents show the existing roads, house locations, and dates of arrival for Perrystown's first settlers – Samuel Peaslee, Cornelius Bean, Thomas Cheney, Jacob Davis, Ephraim Gile, and Samuel Bean – and the partly built house of John Knight. By 1784, Perrystown had grown to about 50 families and was incorporated by the state under its new name of Sutton.

Much of the land in town, including the tops of hills, was cleared for grazing or cropland and remained open for well over a century, but many of the farms were abandoned as the town's population gradually declined after 1820. The topography of the town led to the development of three main villages – South Sutton, Sutton Mills, and North Sutton – each with a church and a store and with family dwellings close together. Smaller gatherings of houses and a few businesses gave East Sutton an identity along with the now abandoned lesser communities of Potash Corner and Palmertown. Late 19th century summer residents began to make Blaisdell Lake popular.

During the past few years, Sutton's population has passed its previous high of 1820. As new residents arrive, their awareness of the town's history and heritage will enrich their personal attachments to the town and perhaps encourage their involvement with community affairs.

COMMUNITY CORNERSTONES PROJECT

The Community Cornerstones Project was an outgrowth of then Governor Judd Gregg's Commission on New Hampshire in the 21st Century. The Community Cornerstones Project is designed to help towns identify various aspects of the natural and built environment which are important to the heritage of the town. The long-range goal of the project is for each town to develop a plan to protect each Cornerstone for negative impacts as New Hampshire becomes more populated.

Sutton participated in this project through a group of volunteer townspeople. The Committee distributed a survey to the Town in early November 1990 and generated a list of about 30 nominations for Cornerstones. The nominations covered many different categories of historic sites, buildings, and Town events. Some of the Cornerstones were general and some specific, with some being publicly owned and some privately owned. A second round of informal volunteer balloting was held at the 1991 March Town Meeting in order to focus the list to 21 Cornerstones, which are listed below and can be seen on the **Community Cornerstones Project Map**.

- 1) South Sutton Village¹
- 2) Sutton Mills Village
- 3) North Sutton Village
- 4) Eaton Grange
- 5) Muster Field Farm/Harvey Homestead

¹ Each Village consists of several historic sites and buildings, which have been identified in the nomination process. Generally, the Cornerstone should be considered as the central, thickly settled portion of each of the Villages.

- 6) Wadleigh Homestead
- 7) Schoolhouses and sites
- 8) Settler's Oven
- 9) Indian Fireplace
- 10) Jones Gristmill Site
- 11) Town Pound
- 12) King Hill Quarry
- 13) Palmer Town/Sutton gore
- 14) Scenic Roads
- 15) Scenic High Places
- 16) The Pinnacle
- 17) Old Home Day
- 18) Fourth of July Parade
- 19) Muster Field Farm Day
- 20) Icing Day
- 21) Children's Christmas in South Sutton

The purpose of going through the Community Cornerstones Project is to document community consensus about which aspects of community life are the most important to preserve and protect. Most of the 21 Cornerstones are discussed and mapped in this Chapter. The Scenic Roads and Scenic Vistas are discussed in the Transportation Chapter and the Natural Features, respectively.

HISTORICAL RESOURCES

National and State Register of Historic Places

Having a property listed in the National or State Registers of Historic Places can contribute to the preservation of historic properties in a number of ways, which include:

- Public recognition that a property is significant to a community;
- Consideration and advocacy in the planning of local and state funded or otherwise assisted projects;
- Qualification for state financial assistance for preservation projects, when funds are available; and
- Special consideration or relief in the application of some access, building and safety code regulations;

National Register of Historic Places

Under the terms of the National Historic Preservation Act of 1966, the U.S. Department of Interior's National Park Service maintains the National Register, which lists the Nation's cultural resources worthy of preservation. The National Register is the Nation's roster of properties that are important in history, architecture, archaeology, engineering, or culture. Properties may be nominated individually, in groups, or by Districts. The nomination process requires careful documentation as to a site's historical significance. In addition to buildings and bridges, other categories - such as Main Streets and roads, villages, parks, and monuments - can be listed.

Sutton currently has three sites listed on the National Register of Historic Places, which are listed below and can also be seen on the **National Register, State Historic Marker, and Local Historic Marker Location Map**.

Matthew Harvey Homestead

The Homestead, erected in 1787 and placed on the National Register in 1992, is an elegant example of rural Georgian architecture, little altered except for certain remodeling in the Federal style around 1800. Built with heavy timbers of oak and white pine, the building is one of the most massively framed structures of its size in the region. There is an historical easement on the Homestead, which gives legal protection in perpetuity against any alterations or activities that would adversely affect the appearance or workmanship of the building.

Pillsbury Memorial Town Hall

Sutton's Town Hall was built in 1891 and was formally accepted as such by the town in 1892; the generous gift of John Sargent Pillsbury (1828-1901). Pillsbury Memorial Hall is located at 93 Main Street in Sutton Mills and is described as a Richardson-Romanesque in style and was designed by architect Leroy S. Buffington of Minneapolis. It was listed on the National Register of Historic Places in 1993.

South Sutton Meeting House

The present Meeting House was built in 1839, which could have been a renovation of the original meeting house or replacement. The interior of the building is much as it has been since 1839. The chandelier was purchased in 1900 with money received from John Pillsbury. In 1898, lightning struck the building and major repairs were necessary. This building was entered on the Register in 1993.

There are a number of benefits for properties listed on the National Register. These include the provision for special review and mitigation if a road widening, or other project using Federal funds is undertaken in the vicinity, and the possible eligibility for Federal benefits. These include charitable deductions for donations and easements, grants for preservation, and investment tax credits for the rehabilitation of income-producing buildings.

No additional regulative restrictions are placed upon those properties that are listed on the National Register; but instead, a listing in the Register recognizes the property's significance, encourages the stewardship of the property or resource, and stimulates local pride, appreciation, and commitment to preservation.

New Hampshire State Register of Historic Places

The New Hampshire State Register of Historic Places is one part of the state's efforts to recognize and encourage the identification and protection of historical, architectural, archaeological and cultural resources. These resources may be buildings, districts, sites, landscapes, structures or objects that are meaningful in the history, architecture, archaeology, engineering or traditions of New Hampshire residents and communities. The State Register is administered by the New Hampshire Division of Historical Resources (NHDHR), which is the

state's Historic Preservation Office. Sutton currently has no sites listed on the State Register of Historic Places.

Owners of private property listed on the State Register are free to maintain, manage, or dispose of their property as they choose, without oversight or comment from the NHDHR, provided that no state monies or permits are involved.

All properties listed on the State Register are documented and evaluated against the following criteria. These broad criteria are designed to guide individuals, local governments and others in evaluating potential entries in the State Register. Properties not specifically described in the text below may still be eligible.

- Properties may be listed on the State Register for the story they tell.
- Properties may also be meaningful for their associations with people who made important contributions to a community, profession or local tradition.
- Properties may be listed on the State Register for their tangible merit, either as a well-preserved example of local architecture, design, construction or engineering, or as a long-standing focal point in a neighborhood or community. These types of resources need not be extraordinary or the best example in town; they often can be a common, although irreplaceable, feature on the New Hampshire landscape.
- Identified, but unexcavated and unevaluated archaeological sites may also be listed.

Generally, properties eligible for listing on the State Register should be at least fifty years old. Properties approaching the fifty-year mark can be listed, if their historical values are already clear.

Goal

To obtain national and state recognition of important historical and cultural sites in Sutton through National and State Register listings.

Recommendations

- The Town should support individuals and organizations that are proposing sites in Town to be placed on the National Register or the New Hampshire State Register of Historic Places by providing applicable information and resources.
- Sutton Historical Society should increase public education regarding the location and significance of National Register sites in Sutton.
- Establish a permanent source of funding for the maintenance of the existing, and the establishment of new, National and State Register sites, as well as the printing and distribution of material about the sites.

State and Local Historic Markers

Many historic and cultural resources within the Town deserve to be highlighted and identified through State and Local Historic Markers for the purpose of public education.

State Historic Markers

The Historical Marker Program is one way that New Hampshire remembers its past. The New Hampshire Division of Historical Resources is responsible for approving the subject, location,

wording, and accuracy of the State Markers. The authorizing official of the historical marker program is the Commissioner of Transportation, who has the power to erect up to ten markers per year. The only way a marker can be placed in a Town is in response to a proposal and petition of twenty signatures from concerned citizens. These markers can be erected on State and local roads. However, the initial costs of the markers and on-going maintenance are local responsibilities. Some of the marker locations contain tangible reminders of the past, while others mark the locations where structures once stood or a historical event took place.

Sutton has one State Marker at the birthplace of John Sargent Pillsbury. See the National Register section for a description of this site. The location of this State Historic Marker can be seen on the **National Register, State Historic Marker, and Local Historic Marker Location Map**.

Local Historic Markers

Local Markers, or the actual remnants of the structures themselves, indicate the sites of various other historic landmarks and events. Local historic marker sites are commemorated by the municipality, a local historical organization, or both through the placement of a marker. Sutton has four sites that are identified with Local Historic Markers throughout Town, which are listed below. The location of these local markers can be seen on the **National Register, State Historic Marker, and Local Historic Marker Location Map**.

Muster Field Farm Museum

This marker commemorates the historic Harvey Homestead and was erected in 1984 by the Bicentennial Committee. Matthew Harvey settled here in 1772 and was active in town affairs. Son Matthew was Governor in the 1830's and son Jonathan led the State Senate and General Court. Both Matthew and Jonathan were members of the US Congress. The 30th NH Regiment mustered at this location.

Smiley Grove

This marker, which was erected in 1984 by the Bicentennial Committee, commemorates the many summer camps and hotels that were located at Smiley Grove on Kezar Lake. The "Summer Business" flourished around Kezar Lake and North Sutton Village from the late 1800's to about 1950. People from the cities came to the rural lands and lakes of Sutton where farmers accepted boarders into their homes. Some of the farmhouses grew into hotels – Twin Pines House, Huntoon House, and Follansbee Inn. Children's summer camps shared the lake – Camp Penacook for boys and Camp Bueno for girls.

Sutton Free Library

A marker, which was erected by the Bicentennial Committee, stands at the entrance of the Sutton Free Library in the Sutton Mills Region. Sutton Mills Village was first called Quimby's Mills after Moses Quimby, who settled here in 1773 and built saw- and grist-mills. Later, upstream from this site, seven more dams were built that provided waterpower for making a variety of products, from bobbins to wagon wheels. Nearly all the dams were destroyed in 1936 with the last sawmill remaining in operation until 1939.

Province Road

A marker lies next to Province Road at the East Sutton Cemetery, which was erected in

1984 by the Bicentennial Committee. First called the “Indian Road,” NH’s first east-west carriage road was authorized by Act of Provincial Assembly in 1769. Built as a military road, it was also an aid in settlement of towns. It stretched from Boscawen to Charlestown, entering Sutton at its eastern boundary, passing through the Village of South Sutton, and exiting at its western boundary.

Goal

To obtain state and local recognition of important historical sites in Sutton through State and Local Marker placements.

Recommendations

- Nominate the following for State Marker designation – General John Eaton, an 1854 graduate of Dartmouth, ordained minister, the colonel (regiment leader) of the 63rd Colored Infantry and then a brigadier general in the Civil War, and US Commissioner of Education from 1870-1886; and Lydia Wadleigh, who was one of the most prominent national female educators during the 19th century. Both of these people were born in Sutton.
- Sutton Historical Society should increase public education regarding the location and significance of State and Local Historic Markers in Sutton.
- Sutton Historical Society should investigate the designation and placement of additional State and Local Historic Markers at sites within Town.
- Establish a permanent source of funding for the maintenance of the existing, and the establishment of new, State and Local Historic Markers, as well as the printing and distribution of material about the Markers.
- Sutton Historical Society should have oversight of the maintenance, preservation, replacement, and expansion of the Local Historic Markers in Sutton.
- Create a standard format for Local Historic Markers so that they are easily identifiable.
- Sutton Historical Society should create a map of the local historic sites, with information about each one that can be used for self-guided tours.
- Relocate the Province Road Local Marker to a yet-to-be-determined site. Its current location at the East Sutton cemetery is at least a mile from where the Province Road actually ran.

Historic Structures and Sites

The following historic structures – Town-Owned Historic Structures and Sites, One-Room Schoolhouses, and Churches – were chosen for inclusion in this Chapter because these resources are the ones that the community identifies with as part of the Town’s past. Although there are numerous other examples of privately-owned homes and other structures within town that are of equal historic importance, the time and resources were not available to do a complete inventory.

Town-Owned Historic Structures and Sites

The Town of Sutton currently owns two buildings of historic significance. The Town-owned buildings are listed below with descriptions of their historic significance.

Pillsbury Memorial Town Hall - Sutton's Town Hall was built in 1891 and was formally accepted as such by the town in 1892; the generous gift of John Sargent Pillsbury (1828-1901). Pillsbury Memorial Hall is located at 93 Main Street in Sutton Mills and is described as Richardson-Romanesque in style and was designed by architect Leroy S. Buffington of Minneapolis. It was listed on the National Register of Historic Places in 1993.

Old Store Museum – The first store (1800), which was destroyed by fire, was located on the same site as the present Old Store Museum. The present building dates to 1850. It operated as a general store supplying grain, hardware, dry goods, meats, and other commodities to the residents.

The first telephone in the Town was installed in this building in 1892 and the first call was made to the Post Office in Bradford. Mail arrived by train in Bradford and was transported by stagecoach to South Sutton. The US Post Office was located in this building until 1931. It served as an important communication link between South Sutton and the outside world.

Settler's Oven – A dry laid stone “bee-hive” oven built against a large glacial erratic by an early settler. The site includes ground depressions indicating possible structures were located on the site. There has been an archeological dig at the site, which was conducted by Howard Sargent. The site was deeded to the Town at the time of the approval of the Southfield Subdivision in and accepted at the 1987 Town Meeting.

South Sutton Common and Civil War Monument – This common is historic because its availability made it possible for the Civil War Monument to be placed here. The civil war monument was given to the Town by George Alfred Pillsbury, the brother of John Sargent Pillsbury, in 1890. The Common has since been used by the Townspeople as a picnic and recreational area and as a gathering place for Hold Home Day.

World War II Veteran Monument – This monument is located in Smiley Grove in North Sutton and was completed in May 1957.

One-Room Schoolhouses

Also known as the rural school, these schoolhouses were the earliest educational systems in America. At one time, there were 14 separate school districts where schoolchildren of all ages were taught together in a single room. As the town population declined, so did the number of districts. Sutton had 13 original one-room schoolhouse's, ten of which are still standing and are indicated in the list below.

- 1) Old South School - Route 114 and Johnson Hill Road
- 2) North School – Route 114 and North Road
- 3) Eaton School – Birch Hill Road
- 4) Center Mills School - Sutton Mills, Chalk Pond Road
- 5) Northwest School - King Hill; no longer standing
- 6) Northeast School – Baker Road

- 7) Buck Union School - Near Pound Road; no longer standing
- 8) Gore School - Gore Road; no longer standing
- 9) South Center School – Sutton Mills, Newbury Road
- 10) Kendriels School – Eaton Grange Road
- 11) Todd’s School – Hominy Pot Road
- 12) Burpee School - Newbury/Nelson Hill Road
- 13) Poplar District School - Baker Hill and Poor Farm Road

Churches

Throughout history, religion has played an important role within a community and this section tries to highlight those houses of worship still remaining in Sutton.

North Sutton Meeting House – Serves as the First Free-Will Baptist Church. In 1797, this building was a true meeting house, meaning that it served the town as a place to conduct meetings and as a house of worship. The building did not have a second floor but rather a balcony that was located on the east, west, and south sides. “Porches” on each end of the meeting house provided access to the balcony, which was probably never completed (the porches were removed when the building was remodeled in the late 1800’s). The entire first floor served as the meeting and worship area. An elevated pulpit was centered on the north wall (wall closest to the cemetery). Box pews were arranged on the remaining floor space. The door on the side opposite the pulpit was the main entrance. The meeting house was remodeled in 1855 with balcony being replaced with a full second floor, which served as the worship area. The building did not have a steeple and bell (added in 1870). The clock was added in the 1920’s. During the 1980’s the meeting house was remodeled and a porch was added to the west end and this addition is now the primary entry to the building.

South Sutton Meeting House – Currently owned by the Sutton Historical Society. The construction of the original South Meeting House was started in 1794; however a fire burned the building to the ground. Reconstruction began immediately, was completed in 1797. The present meeting house was built in 1839 and the fate of the earlier meeting house is not known. There may have been one additional meeting house in South Sutton that served between the original and the current buildings.

Sutton Mills Church – Currently used as a private residence. This church was built on land purchased in 1839. The building is similar in design to the current South Meeting House. The building served as a church until 1989.

The locations of the Town-owned historic structures and sites, one-room schoolhouses, and churches can be seen on the **Historic Structures, Historic Sites, and Cemetery Location Map**.

Goal

To protect and preserve historic structures of importance in Sutton.

Recommendations

- Create a management plan for the town-owned historic buildings and sites that includes scheduled maintenance and rehabilitation, proposed uses, and funding sources for the preservation of these buildings and sites.
- Town should put aside funding each year for the purchase of additional historic resources, sites, and structures that may become available.
- Ensure that town historical information– books, papers, artifacts, maps, etc. – are stored using the best preservation and conservation practices, are properly catalogued and accounted for, and are accessible to the public, where feasible.
- Encourage the use of the town-owned historic building for the education and display of historical resources, i.e. maps, documents, books, artifacts, etc. that can be accessible to the public for their use and research.
- Create a permanent source of funding from the Town for the Sutton Historical Society to preserve, protect, display, and educate residents about Sutton’s history.
- Sutton Historical Society should increase education about the importance of historic buildings through the use of historic photographs and brochures to be displayed at the various historic buildings and in other public places.

Cemeteries

Cemeteries - both Town-owned and small private family plots - are an important and personal link to the past. Cemeteries, whether they are historic family plots or larger and newly established, play an important and visible role in the history of Sutton. The goal is to ensure that all cemeteries within Town are well maintained and protected to preserve their historic characteristics.

The following is a chart of historic cemeteries located in Sutton. The location of these cemeteries can be seen on the **Cemetery and Historic Structures Location Map**.

Cemeteries	Location
North Sutton	Off Route 114, by Kezar Lake
Sutton Mills	Sutton Mills, off Village Road
Millswood	Between the Lane River and NH 114
Old South	Off Meeting House Hill Road
East Sutton	Southeastern Sutton, off East Sutton Lane
Sutton Gore (Palmertown)	Off Kearsarge Gore Road
Blaisdell Hill (Privately Owned, Town Maintained)	Intersection of Blaisdell Hill Road and Blaisdell Farm Road
Mastin (Town Owned, Privately Maintained)	Intersection on Kearsarge Valley and Baker Roads

The Cemetery Commission is a Town Committee that is charged with maintaining the town-owned cemeteries and ensuring their preservation.

Goal

To ensure the proper maintenance, preservation, and protection of historic cemeteries.

Recommendations

- Create a permanent funding source for the repair and maintenance of headstones and fences in historic Town-owned cemeteries.
- The Town Cemetery Commission should conduct a detailed inventory of all historic cemeteries in Town, which should include photos of the headstones, a map of each cemetery with the layout, a copy of what each headstone says, and an assessment of the condition of each headstone at the time of inventory. This effort should be coordinated with the Sutton Historical Society to make sure that efforts are not duplicated.
- The oversight of alterations to and the preservation and care of the historic cemeteries located in Sutton should belong to the Town Cemetery Commission.
- Ensure that the historic importance of established cemeteries are taken into consideration when any type of development is proposed that may impact the cemeteries and that appropriate precautions are taken, such as the establishment of buffers.

CULTURAL RESOURCES

In a Town like Sutton, cultural resources are difficult to isolate from historical resources because one is often part of the other. The following list highlights some of the Town's resources, which are often described as being cultural. Some of the resources are run by the Town, while others have benefited from an association with the Town, but are privately directed.

Children's Christmas Pageant

This event is a 25-year tradition that takes place at the South Sutton Meeting House on the Sunday prior to Christmas at 5pm. No formal committee or organization runs the pageant, just local residents and parents who want to keep the tradition alive. There is a living crèche with traditional costumes, verses, and music. This is followed by the lighting of individual candles, the singing of Silent Night, and the procession down to the Common to await the visit of Santa Claus.

Fourth of July Parade

Established in 1920, the parade is a community-wide event in that more people are usually in the parade than are watching it. Led by Miss Liberty draped in antique bunting, followed by the Spirit of '76, participants decorate themselves, their animals, bicycles, and carts in red, white, and blue. They form at the junction of Roby Road and 114 and march down to the Common, where an antique cannon is fired.

Muster Field Farm

Muster Field Farm Museum was established for educational purposes to promote and encourage the history of NH agriculture and early architecture. The Museum has 4 major attractions:

- 1) The Matthew Harvey Homestead, a handsome 18th century farmhouse listed on the National Register of Historic Places.

- 2) A varied collection of historic farm buildings, ranging from huge barns to small corn bins, and a one room school house, saved from destruction and moved to the property.
- 3) A working farm, producing vegetables, flowers, hay, cord wood, and maple syrup
- 4) A superb, scenic location between Mount Kearsarge and King Hill, covering 250 acres of field and woods.

The Museum sponsors several seasonal events during the year, including Farm Days in August, Harvest Day in September, and Ice Day in January. Exhibits of sheering sheep, spinning and weaving, barn raising, the power of man and animal on the farm, and the practice of defense through reenactment battles. Muster Day was established in 1981.

Museum grounds are open to the public every day. Visitors can take a self-guided walking tour of the farm buildings and garden. Cross-country and snowshoeing trails are also available for use in the winter months.

Old Home Day

The Sutton Historical Society now organizes Old Home Day. Governor Frank Rollins declared that all citizens should return to their home town once a year, and 2004 marked the 89th year of participation in Sutton. Participants are urged to wear period costumes as they sing a hymn lined in the old-time way, listen to native son, Tom Lowe's, wonderful "New Hampshire Sunday Morn" sung by the choir, the children's bell ringers, and thoughts of visiting speakers. After the service in the South Sutton Meeting House, there is a picnic lunch on the green, usually toe-tapping music, and old-fashioned games for the children.

There are three buildings under the care and preservation of the Sutton Historical Society – the 1839 South Sutton Meeting House, the 1863 South Sutton School, and 1/3 of the Benjamin Evans House, built in the early 1800s. This last building is fondly known as the Blue House, and has been furnished as it might have been at the time of its birth. It stands next to the Old Store Museum. These buildings are open on Old Home Day and once a month during the summer.

Goal

To support events, programs, and organizations that promote cultural events for Sutton residents.

Recommendation

- Work with cultural organizations to locate presentation and display spaces within the Town to highlight their work and/or programs.

CONCLUSION

Granted in 1749 as Perrystown, first settled in 1767, and incorporated in 1770, Sutton has a long and distinguished history that deserves to be memorialized. Sutton's historic resources range from farmlands, forests, stonewalls and waterways to cemeteries, farmhouses, barns, community buildings, churches and the sites of former buildings.

Particularly during a time of rapid growth, Sutton should move more aggressively than it has in the past to protect its historic resources. These measures should include not only conservation steps to protect the town's natural resources, but initiatives to guard buildings and sites that were significant in the community's early life and growth.

Town officials and community groups should begin the process of placing significant structures and sites on national and state historic registers. Additionally, they should encourage the formation of private organizations that can begin to preserve and, when appropriate, acquire buildings and sites.

For the benefit of both the present generation and those who will follow, we need to establish permanent reminders of the people, sites and buildings that were part of the history and development of Sutton. Documentation of the present through photographs, preservation of records, and maintenance of buildings is very important because current events become tomorrow's history.

CHAPTER V COMMUNITY FACILITIES

INTRODUCTION

Historically, rural communities in New Hampshire have very few community services. In many cases, these services were limited to only a Town Hall and public school. However, as the population of New Hampshire increased, more services were added to meet the needs of the citizenry. Today, communities are expected to and in some instances are legally required to provide police and fire protection, as well as highway crews, waste disposal, recreational facilities, and professional staff to manage the daily operations of Town government.

Like other rural communities, the Town of Sutton provides vital services to the citizenry. Fire and police protection ensure the safety of all residents. The school system provides the children of Sutton with an adequate public education. The Highway Department maintains roads year-round, including snow removal during the winter months.

The purpose of this Chapter is to inventory and assess current town facilities and programs, identify and assess the adequacy of existing equipment and future equipment needs, identify current and long-term staffing needs, and identify long-term facility and service needs. In order to provide community services in an efficient and effective manner, the Town must assess its current and future needs in order to anticipate future demands and services for the various Departments. Sutton must also develop a mechanism to ensure coherence and consistency among all town and school district agencies. This mechanism can increase opportunities to plan efficient, attractive and long-lasting facilities. By having community facilities that are up-to-date, responsive to residents needs, and operating in the most effective and efficient manner, Sutton will be able to retain its small-town essence while providing high-quality amenities to its residents and businesses.

POPULATION PROJECTIONS

Predicting future population growth is crucial for planning the expansion of community services and facilities. Prediction of future population changes can only serve as an estimate of what may happen in the future. As noted previously, population trends are affected by numerous variables, including economic shifts and other similar events. The local population projections are based on a community's historical share of its' county's growth. These numbers can only serve as an estimate of what may occur over the next twenty years, with regards to population changes.

Sutton Population Estimates & Projections, 2000-2025

2000 Actual	2001 Estimate	2002 Estimate	2003 Estimate
1,544	1,600	1,629	1,686

2005 Projected	2010 Projected	2015 Projected	2020 Projected	2025 Projected	2000-2025 % Increase
1,680	1,810	1,940	2,070	2,200	31.0

Source: March 2003 Population Projections, NH Office of Energy and Planning; 2000 Census

As can be seen above, Sutton's population is projected to increase 31% from 2005 - 2025. This corresponds to a 1.5% annual population increase and a 15% per decade population increase. However, it should also be noted that the 2005 population projections are lower than the 2003 population estimate. Therefore, these population projections should be looked at as a low estimate of future population growth and the Town should plan accordingly with regard to community facility expansion.

TOWN OFFICES

The Town Offices are located in the Pillsbury Memorial Hall in Sutton Mills, which was built in 1891. The Town Hall houses the Town Clerk, Tax Collector, Assessing, Administrative Offices for the Board of Selectmen, Police Department, and the files for the Planning Board, Zoning Board of Adjustment, and Conservation Commission.

Over the years, the current Town Hall has been able to meet the needs of the town staff, boards and committees, and the general community. However, as the Town continues to grow, there may be a need to relocate departments, services, or Commissions/Board to other areas within Town to better utilize the existing space at the Town Hall. This will likely require new facilities to be built somewhere else in Town. The 2004 Community Survey responses support this concern with 23 responses indicating that the Town Hall should be expanded/replaced in the next 5-10 years.

Goal

To meet the needs of town residents in an efficient and effective manner.

Recommendations

- Research the need and cost for a Planning and Zoning Administrator and an additional clerk within the next 5 years.
- Create an archival system and storage location for Town documents that is easily accessible and secure.
- Investigate the desirability and cost of using the Internet to provide services and information from the various Town Departments and Committees.

Goal

To ensure that Town staff and users of the Town offices are conducting business in a safe, secure, and efficient building that meets their needs.

Recommendations

- Address the ADA accessibility issues in and around the Town Hall to ensure that the Town is serving all residents.
- Establish a capital reserve fund for the expansion of town offices within the existing structure or the relocation of offices to another facility.
- Undertake a space-needs study in 2005 to address the space needs of all Town Departments and Boards for the next 20-25 years.

FIRE DEPARTMENT

The Sutton Fire Department was organized in 1941 and is an all volunteer Department. This Department provides fire prevention services to all residents and businesses in Sutton. The Department also educates the public on fire prevention, smoke detector checks, and does life safety inspections for properties within Town.

Calls for Service

Calls for service include medical calls, motor vehicle accidents, fires, false alarms, and other service calls. Since 1994, the number of calls for service the Fire Department has responded to has remained fairly constant with a jump in 2003, which can be seen in the tables below.

Calls for Service 1994 - 2003

Year	Total Calls for Service¹
1994	61
1995	75
1996	64
1997	66
1998	57
1999	67
2000	83
2001	77
2002	88
2003	102
Total	740

Source: Town Reports

¹ Majority of calls are for motor vehicle accidents on I-89.

1994-2003 Calls per Capita

Year	Total Calls for Service	Population Estimates	Calls per Person
1994	61	1,472	24.1
1995	75	1,478	19.7
1996	64	1,472	23.0
1997	66	1,489	22.6
1998	57	1,479	25.9
1999	67	1,500	22.4
2000	83	1,544	18.6
2001	77	1,600	20.8
2002	88	1,629	18.5
2003	102	1,686	16.5

Source: Town Reports and OEP Population Estimates

1994-2003 Calls per Fire Fighter Volunteers

Year	Total Number of Calls for Service	Number of Volunteers	Calls per Staff/Volunteers/On-call Personnel
1994	61	NA	NA
1995	75	21	3.6
1996	64	21	3.0
1997	66	22	3.0
1998	57	22	2.6
1999	67	23	2.9
2000	83	23	3.6
2001	77	23	3.3
2002	88	26	3.4
2003	102	31	3.3

Source: Town Reports; Fire Department Volunteers

Review of Equipment Needs

The Fire Department received two grants in 2003 for the purchase of a Cascade System for filling air bottles and the other was for a forest fire pump.

Review of Fire Department Staffing Needs

The Town of Sutton participates with 13 other area towns in the Kearsarge Mutual Aid Organization to provide mutual aid coverage, which is an agreement between area fire departments that allows for additional assistance to be sent when needed. The thirteen towns include Henniker, Hopkinton, Webster, Salisbury, Weare, New Boston, Warner, Bradford, Andover, Newbury, Springfield, Wilmot, and New London.

Goal

To ensure that the Fire Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.

Recommendations

- Establish an expendable capital reserve fund for building maintenance that can annually be added to by Town Meeting.
- Establish a capital reserve fund for equipment purchases that can annually be added to by Town Meeting.

Goal

To ensure that development proposals address fire safety issues.

Recommendation

- Investigate the impacts that proposed large-scale developments may have on fire protection services by having the Fire Department review all Major Subdivision applications and Site Plans.

RESCUE SQUAD

The Sutton Rescue Squad is an all volunteer Department that provides emergency services to Sutton and the 13 communities that are part of the Kearsarge Mutual Aid organization.

Calls for Service

Calls for service include medical calls, motor vehicle accidents, fires, false alarms, and other service calls. Since 1994, the number of calls for service the Rescue Squad has responded to has remained fairly constant, which can be seen in the tables below.

Calls for Service² 1994 - 2003

Year	Total Calls for Service
1994	78
1995	103
1996	93
1997	92
1998	100
1999	97
2000	98
2001	95
2002	100
2003	154
Total	1,010

Source: Town Reports

² Most calls for service are for motor vehicle accidents on I-89.

1994-2003 Calls per Capita

Year	Total Calls for Service	Population Estimates	Calls per Person
1994	78	1,472	18.9
1995	103	1,478	14.3
1996	93	1,472	15.8
1997	92	1,489	16.2
1998	100	1,479	14.8
1999	97	1,500	15.5
2000	98	1,544	15.8
2001	95	1,600	16.8
2002	100	1,629	16.3
2003	154	1,686	10.9

Source: Town Reports and OEP Population estimates

1994-2003 Calls per Rescue Squad Volunteers

Year	Total Number of Calls for Service	Number of Volunteers	Calls per Volunteers Personnel
1994	78	13	6.0
1995	103	11	9.4
1996	93	12	7.8
1997	92	11	8.4
1998	100	NA	NA
1999	97	12	8.1
2000	98	10	9.8
2001	95	13	7.3
2002	100	15	6.7
2003	154	15	10.3

Source: Town Reports

Review of Equipment Needs

There is an agreement between the Sutton Rescue Squad, Bradford Ambulance, and the New London Hospital Ambulance to provide transport of people to area hospitals if needed, thus allowing Sutton not to have to solely provide this service.

Goal

Provide a high level of service to meet the needs of Sutton residents.

Recommendations

- Continue to be members of the Kearsarge Mutual Aid organization.
- Provide training and educational opportunities for volunteer personnel.

POLICE DEPARTMENT

The Sutton Police Department was incorporated in 1784 and is located in the bottom floor of the Town Hall. This Department provides DARE education in the Sutton Central School to 5th graders, as well as providing coverage at school dances (KRHS), graduation ceremonies at KRHS, fingerprinting/photo's for child safe program, education on firearm safety/gun safe program, and any other requests that may arise. The Police Department also provides vacant house checks.

Calls for Service

From 1994 to 2003, the Police Department calls for service have fluctuated annually, which can be seen in the tables below.

Calls for Service, 1994-2002

Year	Calls
1994	NA ³
1995	2,495
1996	2,263
1997	2,294
1998	1,755
1999	2,415
2000	1,735
2001	2,804
2002	1,961
2003	2133

Source: Town Reports; Police Department

1994-2003 Calls per Capita

Year	Total Calls for Service	Population Estimates	Calls per Person
1994	NA	1,472	NA
1995	2,495	1,478	1.7
1996	2,263	1,472	1.5
1997	2,294	1,489	1.5
1998	1,755	1,479	1.2
1999	2,415	1,500	1.6
2000	1,735	1,544	1.1
2001	2,804	1,600	1.8
2002	1,961	1,629	1.2
2003	2,133	1,686	1.3

Source: Town Reports and OEP Population Projections

³ 1994 figures are not comparable because of a change in reporting.

1994-2003 Calls per Staff

Year	Total Number of Calls for Service	Number of Staff (Full Time Equivalent)	Calls per Staff/
1994	NA	2	NA
1995	2,495	2	1,247
1996	2,263	2	1,131
1997	2,294	2	1,147
1998	1,755	2	877
1999	2,415	3	805
2000	1,735	3	578
2001	2,804	3	935
2002	1,961	3	654
2003	2,133	3	711

Source: Town Reports and Police Department

Review of Facility Needs

The location and size of the current Police Department is inadequate and poses potential safety issues to the staff and community members. The 2004 Community Survey responses indicate that 12 people also agree that the current facility is need of updating/expansion.

There is currently no handicap access to the Department and there are 13 stairs that need to be passed to reach the Department, which can be very dangerous when wet. As well, the space available to the Police Department does not allow for secure evidence storage, the holding of suspects, or the private questioning of witnesses.

Review of Equipment Needs

The following is a list of equipment needs for the Police Department over the next ten years.

- 1) Update portable radios to digital
- 2) New radar/speed equipment (handheld, vehicle)
- 3) Video/Audio equipment for both cruisers
- 4) Replace cruiser with 4-wheel drive vehicle
- 5) Office equipment to include desks, computers etc. (all laptops, printer, desktops, copy machine)
- 6) Update camera equipment
- 7) Update mobile car radios
- 8) Emergency life systems
- 9) Computer programs
- 10) Add one more car (fleet total of 3)

Review of Police Department Staffing Needs

The Police Department currently has two full-time officers – a chief and a patrolman. It is anticipated that the position of Sargent will be filled by the end of 2004. Currently, there are 3

part-time officers. Anticipated future needs will be for a full-time resource officer for the high school/middle school in Sutton.

Goal

To ensure that the Police Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.

Recommendations

- Establish a capital reserve fund for equipment purchases that can annually be added to by Town Meeting.
- Review the various options for relocating the Police Department out of the Town Hall. This review should include land costs, building costs, and equipment costs associated with the relocation and how should relocation should be paid for (bonds, capital reserve funds, selling of town property, etc.).

Goal

To ensure that development proposals address safety issues.

Recommendation

- Investigate the impacts that proposed large-scale developments may have on safety services by having the Police Department review all major subdivision applications and Site Plans.

HIGHWAY DEPARTMENT

The role of the Sutton Highway Department is to maintain town roadways and to make improvements that are necessary to provide safe and convenient travel. Maintenance duties of the Department include road grading, paving, snow removal, drainage improvements and other repairs, as they are needed. The Department purchases equipment as approved at Town Meeting and performs most repair and maintenance in-house at the Town garage.

See the Transportation Chapter for more information on the Highway Department.

Facility Needs

The Highway Department facility is located at 13 Village Road in Sutton Mills and has a storage garage of approximately 3,400 sq.ft in size, as well as three sheds and a barn. This facility is inadequate for the current Department operations, because not all of the existing equipment can fit into the storage garage, and should be replaced/expanded.

Equipment and Staffing Needs

At the present time, the Highway Department does not need any additional staff or equipment. However, as the Town continues to expand, it is anticipated that an additional plow truck and full-time staff will be necessary in order to maintain the current level of service.

Goal

To ensure that the Highway Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.

Recommendations⁴

- Continue to annually put money into the equipment capital reserve fund at Town Meeting.
- At Town Meeting, annually add money to the established capital reserve fund for the expansion/replacement of the current department facility, including feasibility and architectural studies, land acquisition costs, and the actual building.

SUTTON FREE LIBRARY

The library is located in Sutton Mills, near the Town Hall, in a building originally built in 1910.

The Library provides a children's summer reading program, which is funded by the Library, and an adult springtime reading program, which is funded through the NH Humanities Council. The Library Trustees has also offered periodic craft workshops as a way to raise funds for Library equipment purchases.

Staffing Needs

Currently, the Librarian is the only paid staff person but there are a few residents who volunteer regularly at the Library. There are five Library Trustees who serve 1 to 3-year staggering terms who are also responsible for many of the operations of the Library.

Facility Space and Equipment Needs

The library is crowded and there are few options available to try to alleviate this situation in the current building short of removing portions of the collection. In the 2004 Community Survey, 33 respondents felt that the Library would need to be updated/expanded in the next 5-10 years.

There is limited equipment in the Library but it currently includes two public computers with internet access, a TV, VCR, and photocopier.

Goal

To ensure that the Library building and equipment meets the needs of the community

Recommendation

- Establish an expendable capital reserve fund for building maintenance that can be annually added to by Town Meeting.
- Make sure that the building, equipment, and staff/volunteer adhere to state and federal regulations, such as fire safety, ADA, and library privacy rules and requirements.

⁴ See the Transportation Chapter for more Highway Department recommendations.

Goal

To provide services and resources that residents of Sutton are interested in.

Recommendations

- Conduct a community survey to assess the interest of the community members in various programs, services, books, etc. in order to accurately plan and budget for such things.
- Create a comment/suggestion box to be placed in the Library to solicit on-going feedback from patrons.
- Partner with the schools to avoid duplication of services and resources, as well as increase participation by students in the library.
- Take greater advantage of funding opportunities offered by the state and other non-profit organizations to help expand current program offerings, such as workshops, book signings, reading programs, and music.
- Create an easy to use tracking system for library holdings in order to assess the types of books that are of interest to the patrons. This information can help direct future purchases as well as creating a methodology for removing some items from the collection (i.e. book sale).

SOLID WASTE AND RECYCLING FACILITY

Sutton does not offer municipal curb-side trash/recycling pick-up. All residents must bring their waste to the solid waste and recycling facility or hire a private hauler to take the solid waste away. The 2003 figures for material collected at the Transfer Station can be seen below.

2003 Solid Waste and Recycling Facility Figures

Residential Municipal Solid Waste	200 tons
Construction & Demolition Debris	98 tons
Leaf & Yard Waste/Brush	30 cubic yards
Mixed Paper/Cardboard ⁵	200 tons
Glass	90 tons
Cans	14 tons
Scrap Metal	150 tons
Computers	90/yr
Propane Tanks	75/yr
Fluorescent Tubes	100/yr
Batteries	300/yr

Source: Transfer Station Director, August 2004

⁵ The Town receives \$35/ton for this material.

In 2003, the cost for disposal of trash at the Lebanon landfill, which is where the municipal solid waste is disposed of, is based on a rate of \$57/ton for trash (2001-2011 contract).

Recycling in Sutton is mandatory and revenue is generated by selling recyclable materials collected at the solid waste and recycling facility. The types of materials accepted at the transfer station for recycling include glass, paper and cardboard, cans, scrap metal, batteries, used oil, and tires.

The solid waste and recycling facility also accepts yard waste/brush, construction debris, florescent lights, and other bulky items (refrigerators, washers, dryers, etc.). Residential septage is also accepted.

Every year the Town participates in a regional household hazardous waste day with the Town of Henniker in which residents can safely dispose of hazardous materials, such as paint, motor oil, and batteries.

Staffing and Equipment Needs

There are currently 2 full-time (plus an addition part-time person in the summer) staff people that manage the solid waste and recycling facility.

Goal

To ensure that the Transfer Station facility and equipment meet the needs of the Department and community through long-range budgeting and planning.

Recommendations

- Establish an expendable capital reserve fund for building maintenance that can annually be added to by Town Meeting.
- Establish a capital reserve fund for equipment purchases that can annually be added to by Town Meeting.
- Establish a capital reserve fund for special studies that may be required for environmental permitting processes.

Goal

To increase public awareness of the transfer station operations.

Recommendations

- Provide public education materials about the benefits of recycling, including the environmental, public health, and cost savings to the community.
- Provide information in the Annual Report on the amount of solid waste, recycling, septic sludge, brush, etc. collected, as well as posting monthly totals at the Transfer Station.

TOWN-OWNED CEMETERIES

There are seven cemeteries in Sutton that the Town maintains in some way. There are three elected Cemetery Commissioners, making the policies and budgets that govern the Town-Owned Cemeteries. The Cemetery Commission is responsible for maintaining the cemeteries, except the Maston Cemetery.

A listing of the Town-owned cemeteries located in Sutton can be seen below and the location of these cemeteries can be seen on the Historic Structures, Historic Sites, and Cemetery Location map in the Historic and Cultural Resources Chapter.

- 1) Old Cemetery in South Sutton
- 2) Millwood Cemetery
- 3) East Sutton Cemetery
- 4) Gore Cemetery
- 5) Sutton Mills Cemetery
- 6) North Sutton Cemetery
- 7) Maston Cemetery

Goal

To ensure on-going preservation and up-keep of the Town-owned cemeteries.

Recommendations

- Digital pictures should be taken of all headstones to ensure that the information will be preserved and to create a record for maintenance purposes.
- Establish an expendable capital reserve fund for cemetery maintenance that can be annually added to by Town Meeting.

Goal

To ensure the future burial needs of Sutton residents/families will be met.

Recommendations

- The Town-Cemeteries should be mapped to show the locations of all occupied and unoccupied plots and all purchased but yet unoccupied plots.
- Create a plan, budget, location, and timeline for the establishment of a new cemetery.

SUTTON CENTRAL SCHOOL

The Sutton Central School is an elementary school that houses kindergarten through fifth grade. The school is for Sutton residents and those children from other communities wishing to pay tuition to attend. The school is located at Newbury Road and was originally built in 1952 with additions in 1977, 1994, and 2001.

Enrollment Figures

School Department needs, more than any other community facility, are dictated by the future population trends of a community. As the number of school-aged children rise and fall, staffing, facility, and operating projections need to be made and budgeted for. Because many of these expenses, such as an addition to a building, can take years to plan and finish, enrollment projections are vital to ensuring that adequate budgeting and planning are done.

School Enrollment* Figures, 1994-2004

Year	Enrollment
1994	92
1995	100
1996	95
1997	90
1998	87
1999	90
2000	92
2001	96
2002	97
2003	108
2004	110

Source: KRSD Office of the Superintendent

* Enrollment is determined by a count conducted on 10/1 of each year

Goal

To proactively plan for school facilities in a timely manner.

Recommendation

- Continuously review current and projected enrollment figures in order to plan for staffing, equipment, and space needs.
- If school expansion becomes necessary, investigate the feasibility of expanding the existing facility at its current site or building a new elementary school where the middle school is being built.
- Establish a capital reserve fund, and annually add funds to it, which can be used to help pay for school facility expansion or new construction.

KEARSARGE REGIONAL SCHOOL DISTRICT

The Town of Sutton is part of the Kearsarge Regional School District, which was established in 1966 and contains six other towns. The middle school (grades 6-8) built in 1941, is located in New London, and the addition was completed in 1962. The high school (grades 9-12) is located in Sutton, on North Road, and was built in 1970 as America's first "open concept" school. This concept has now been abandoned for a more traditional system following the advice of numerous recent studies.

Enrollment Figures

School Department needs, more than any other community facility, are dictated by the future population trends of a community. Operating projections, staffing, facilities, and budgeting need to be updated as the number of school-aged children rise and fall. Because many of these expenses, such as an addition to a building, can take years to plan and finish, enrollment projections are vital to ensuring that adequate budgeting and planning are done. The Kearsarge School system enlists the help of experts and state population projections to achieve this goal with fairly accurate results.

School Enrollment* Figures, 1994-2003

Year	Kearsarge Regional Middle School	Kearsarge Regional High School
1994	73	53
1995	67	73
1996	69	88
1997	49	98
1998	61	87
1999	70	77
2000	75	85
2001	84	81
2002	84	63
2003	81	91

Source: KRSD, Office of the Superintendent

* Enrollment is determined by a count conducted on 10/1 each year Sutton portion only

Facility Needs

In 2003, the decision was made for the Regional School District to purchase 86 acres in Sutton for a new middle school. This will replace the existing school in New London and have a capacity of 700 students. This new school is necessary because the current middle school has a capacity of 450 students and the enrollment is at 562 (2003 figures). There is also ADA compliance and health and safety issues at the current middle school that would be easier to address by building a new facility, rather than trying to fix the current building.

The high school also has had capacity issues that are being currently being addressed. In March 2004 the voters of the district passed a bond for the construction of a second floor addition. This increases the capacity by approximately 250 students: seven classrooms, two biology labs, and a computer lab. This will partially address some of the overcrowding, but the common areas, such as the cafeteria and the auditorium cannot be altered. Creative scheduling will help relieve this problem.

Goal

To use school facilities in an efficient and effective manner.

Recommendation

- The Regional School Board and Town should work together to proactively plan and pay for additional school facilities in a timely manner.
- The Regional School District is conducting a feasibility study for future uses of the existing middle school building in New London. Sutton should actively participate in this study. One of the most promising possibilities is to use this building as a vocational school with some of the space possibly reserved for the SAU offices, a Pre-School, James House, and community related activities. The State has just offered a \$10,000 grant to study the feasibility of a Public Vocational Charter School for this facility which will include some state funding.

CONCLUSION

The provision of community services and facilities is one of the primary functions of government. As the population and demographics of Sutton grow and change over time, it is important that the community make adjustments in its delivery of services to meet those changes. Trends for the future indicate that certain services will be provided on a regional basis, with multiple towns sharing the costs for equipment and staffing. Other services may in the near future become Internet-based, such as billing and payment of taxes.

The recommendations made in this Chapter address some of the changes that could potentially be made to community facilities to help maintain a high level of service. It is evident that each department in Sutton is in need of additional staff, new or expanded facilities, or equipment upgrades. Although many of these requests have already been planned for, Sutton needs to be proactive in its financing and planning to ensure that community services remain at their current level of quality and that the residents are not burdened with large tax increases to pay for such services all at once.

Efficient community facilities and services that meet the needs of the public are important for maintaining and improving quality of life. Sutton is a desirable community because of its small-town feel and numerous amenities. In the future, community facilities will continue to play a crucial role in Sutton's ability to attract potential newcomers as well as retain current residents.

CHAPTER VI NATURAL RESOURCES

INTRODUCTION

This Chapter describes the major elements of the natural environment that are within the Town of Sutton. The protection, conservation, and enhancement of the natural environment are important to the residents of Sutton.

To achieve the recommendations of this Chapter, the Town should not view this Plan as a static document that lays out precisely what needs to be done for the next ten years, although in some cases it is able to do just that. The idea is to steadily increase the information base regarding important issues, make that information available to the public and decision-makers in an accessible, clear, and consistent manner. From there, this information should be used not only to refine management plans, but also to target and prioritize the need for additional information. It is useful to think of this Chapter as adaptive in the sense that it can be adjusted as we learn more about the environmental systems in which we live.

SOILS

One of the most important natural resources and determinants of land use is soils. This is particularly important in Sutton, which has no public sewer or municipal water districts. Information about soil characteristics, with other supporting data, allows a community to make sound land planning decisions.

In addition to offering many environmental and agricultural benefits, soils are subject to contamination, erosion, and depletion at an alarming rate. Productive soils for farming and forestry are often prime development sites, that when built upon, become unavailable for those essential uses.

Soil is a collection of organic materials and minerals that reflects a combination of factors that formed it – climate, plant and animal life, parent materials, topography, and time. In New Hampshire, most parent material was deposited by glaciers or are glacial material that have been reworked and deposited as a result of the forces of wind and water.

Among the most restrictive soils, in terms of development potential, are the hydric soils. These soils form where there is water at or near the surface for at least several weeks. This extended period of saturation causes visible changes in the soils. Hydric soils are one of the three indicators used to identify wetlands and may be classified by their drainage class. Most hydric soils are considered poorly drained or very poorly drained. Other hydric soils are the very poorly drained soils, which have at least four inches of organic matter near the surface.

Hydric soils are mapped to an accuracy threshold of about 2 acres by the Natural Resources Conservation Service (NRCS). Determination of hydric soil areas for development purposes using NRCS data is not accurate enough, in most cases, to protect this resource.

Goal

To ensure that the soil resources in Sutton are taken into consideration when development proposals are reviewed.

Recommendation

- Amend the Subdivision and Site Plan Review Regulations, to require new developments to submit site-specific soil data to ensure that new developments have adequate carrying capacity for such proposed uses. Site specific data submittals should be consistent with best management practices and current technology.

SAND AND GRAVEL DEPOSITS

Large deposits of sand and gravel can be a valuable source of construction materials. Because of their permeability (the ability to allow water to flow through), sand and gravel deposits also tend to be good sites for water supply wells. Permeability also makes sand and gravel deposits very vulnerable to contamination; once contaminants are spilled or dumped, they can quickly spread. Therefore, special attention should be given to regulating land uses over sand and gravel deposits.

The Town of Sutton issues new permits for commercial sand and gravel excavation under New Hampshire State statute (RSA 155-E:4-a) and through the Zoning Board of Adjustment issuing licenses for new excavation operation (Section III B 1-3 of the Zoning Ordinance). The Board of Selectmen annually reviews the excavation sites for tax purposes, as does the NH Department of Revenue Administration.

There are currently 7 privately-owned sand and gravel pit operations and 1 state-owned gravel pit that will need to be reclaimed once all of the financially viable deposits have been removed. Reclamation means the restoring of an excavation site to a standard at least equal to those outlined in Town regulations. See the table below and the **Excavation Sites and Potential Sources of Contamination Location Map** for the locations of existing excavation sites within the Town.

Owner	Pit Size (Acres)	Location	Amount Excavated 2003 (cubic yards)	Pit Assessed Value 2003
Alan Wagner	1.0	Roby Road		\$20,000
Alan Wagner	1.0	Roby Road		\$20,000
NH Golf Course (for own use)	2.2	Baker Road		\$44,000
Carol Dixon (Inactive)	5.0	Wilmot Road		\$100,000
Donald E. Rowe	0.5	Cotton Road	5,305	\$7,500
Christopher Scott Rowe	2.95	King Hill Road	3,100	\$59,000
NH Fish and Game	9.4	Baker Road	5,650	Tax Exempt
Kenneth West	2.7	Shaker Street	1,925	\$54,000

Source: Town of Sutton Assessor Database 2004

Goal

To effectively utilize spent excavation sites for conservation and recreation activities, where appropriate.

Recommendation

- The Town should look to buy/receive recreation or conservation easements at current excavation sites after reclamation takes place at appropriate locations, which can serve as recreational areas and/or provide water access for residents.

Goal

To ensure that all activities taking place at an active or inactive excavation site is appropriate and follows all state and local regulations.

Recommendations

- Any reuse of the sand and gravel pits located within the Town should be evaluated as to the appropriateness for the proposed activity, and best management practices should be used to prevent contamination of subsurface water bodies, as well as adjacent streams, ponds, rivers, and/or wetlands.
- Ensure that the Board of Selectmen are annually reviewing excavation operations to ensure compliance with State regulations.

WATER RESOURCES

This section on water resources includes information on surface water, groundwater, wetlands, and floodplains located in the Town of Sutton.

Surface Water

Surface water is an important part of the natural environment providing the Town with water, acting as retention/detention area, recreational areas, and as wildlife areas. Sutton contains many surface water bodies, as can be seen on the **Water Resources Map**.

The Town of Sutton lies within the Merrimack River principal drainage basin and the Contoocook River sub-basin, with the exception of the western face of Kings Hill in the northwest corner of Sutton, which drains into Lake Sunapee and the Connecticut River principal drainage basin. The northeastern 20% of the Town flows into the Blackwater River, while the remainder flows into the Warner River.

Cascade Brook originates in Winslow State Park in Warner. Baker Brook originates in Baker Pond in Sutton and flows into Cascade Brook east of Shaker Road in northeast Sutton. Cascade Brook then flows north to Wilmot Flat, where it empties into the Blackwater River.

The Warner River originates in Bradford and flows in an easterly direction through Warner before entering the Contoocook River in Hopkinton. One meander bend flows into Sutton along the southern boarder. At this bend is the confluence of Lane River. Beginning at Kezar Lake in North Sutton, Lane River flows south through Sutton Mills and South Sutton to the Warner River. Lyon Brook flows south from New London into Kezar Lake, with tributaries draining the eastern side of Kings Hill. Crate Brook and Kings Brook originate at the southern base of Kings Hill and flow into Lane River at Sutton Mills. Thistle Brook flows from just south of Gile Pond, along Route 114, and into Lane River just below Sutton Mills.

Newbury Reservoir and Blaisdell Lake feed small streams, which drain into the Warner River in Bradford. Stevens Brook begins near the intersection of Kearsarge Valley Road and North Road and flows along northeast side of Interstate 89 into Warner.

There are six state-owned public bodies of water within the Town of Sutton, which are described in more detail below.

Billings Pond

This natural pond is located in the southwest corner of Sutton, adjacent to the southern shore of Blaisdell Lake. Its 0.21 square mile watershed is contained within the watershed of Blasidell Lake and is part of the Warner River System.

Blaisdell Lake

The second largest lake in Sutton, Blaisdell Lake is used extensively for recreation activities in the summer. Many summer residences front its shores. Blaisdell Lake is a natural lake, which has been raised by damming, and drains a land area of 0.67 miles. It does not have free public access.

Gile Pond

Located south of North Sutton Village, this natural pond is bounded in part by Shadow Hill State Forest. It is also part of the Warner River system.

Kezar Lake

Kezar Lake is a 181.45 acre lake in North Sutton. Eighty-eight percent of the water in Kezar Lake comes from Lyon Brook, which itself is composed of Lyon Brook, Clark Brook and King Hill Brook. Kezar Lake is a significant public waterbody for the western section of the state,

supplying a moderately sized state park managed by the Department of Resources and Economic Development, many seasonal and year round homes, and a public access to the lake. This public access is also a public swimming beach, Horse Beach.

In 1931, a sewage treatment facility in New London, three miles from Kezar Lake, began to discharge treated effluent into Lyon Brook. In 1963 the first documented algae bloom occurred. "In 1968, the State Tax Commission ordered a 30 percent across the board reduction in appraised evaluations (Town Report of Sutton, New Hampshire, 1968)." In 1982, the New Hampshire Fish and Game Department purchased Chadwick Meadows, and altered the outlet structure to create a year-round wetland. The dam is managed for the benefit of Kezar Lake.

In 1990, as a result of lengthy litigation between the Town of New London and members of the Kezar Lake Protective Association, the Town of New London was ordered to pay \$220,000 to the Association. In addition, a consent decree was entered into by both towns. The Town of New London was ordered to pay for up to two more treatments of the lake when certain water quality standards were not met. The court ordered that weekly sampling of the lake and its watershed be conducted jointly by the Town of New London and the Kezar Lake Protective Association, and that the Department of Environmental Services of the State of New Hampshire take additional samples monthly. In 1995, at the recommendation of DES, the Kezar Lake Watershed Committee was formed. Representatives of Sutton, New London, and DES meet periodically to monitor the entire watershed.

The New Hampshire Department of Environmental Services began to clean up Kezar Lake in 1979. A large EPA grant was given to the state to study and remediate the lake. Eventually, aluminum salts were applied to the lake. They bound with the phosphates, which were causing the algae blooms. The phosphates sank to the bottom, where they remain to this day.

Kezar Lake is not like any other lake. It is the most studied lake in the U.S. It has known phosphate deposits at its bottom, bound up with the aluminum salts. Additional phosphates could, at any point, result in the release of the existing phosphates. An algae bloom could then reoccur. The algae bloom from the past has been described as pea soup. The history of Kezar Lake, and its fragile condition, must be remembered when any land use activities in its watershed are considered.

Newbury Reservoir

Also known as the Loch Lyndon Reservoir, this artificial pond straddles the Newbury Town Line. Of the 127 total acres of this Reservoir, 90 acres are contained within Sutton.

Russell Pond

This natural pond is located ½ mile upstream from Blaisdell Lake. It is used in all seasons for various recreational activities. The Town recently purchased a 9 acre parcel of land with approximately 2,000 feet of frontage on the Pond.

	Area (acres)	Shoreline Length (miles)	Elevation (feet)	Average Depth (feet)	Max. depth sounded (feet)	Length (miles)	Width (miles)
Billings Pond	27	0.9	826	13	20	0.3	0.2
Blaisdell Lake	158	2.9	817	21	40	1.2	0.3
Gile Pond	57	1.2	902	8	10	0.4	0.4
Kezar Lake	182	2.1	906	NA	25	0.8	0.6
Newbury Reservoir	127	3.0	787	12	15	1.0	0.2
Russell Pond	15	0.6	851	6	8	0.2	0.1

Source: 1988 Sutton Master Plan

The Town has an obligation to protect its water quality. Conservation efforts in the past have helped to protect these resource values through the Town's ordinances and through the acquisition of conservation land or easements. 82% of the 1999 community survey respondents support the protection of lake and pond shoreline through ordinances and regulations. It is important for the Town to take proactive steps to ensure that the quality and aesthetic value of the surface water resources are protected, enhanced, and valued.

Groundwater

Groundwater is an important limited resource. Without adequate amounts of high quality groundwater, development will be restricted. Groundwater is the subsurface water, which saturates the soil and fills the cracks within the underlying bedrock. The top surface of this saturated zone is called the water table. In some locations, such as kettle hole ponds, the visible surface of the water may reflect the level of the groundwater of the adjacent land.

The groundwater is replenished largely by rainwater and snowmelt, which percolates downward through the soil. Other sources of replenishment, or recharge, may come from streams, lakes and ponds. Some groundwater flows to streams, ponds, and lakes and then becomes part of the surface water runoff. Although rainfall will percolate into all soil and weathered rock surfaces to some extent, areas of more porous sand and gravel will allow a greater amount of infiltration, and are specifically noted as "recharge zones" to signify their importance in recharging groundwater reservoirs. Therefore, it is important to identify and protect these areas from land uses that may be a significant threat of subsurface contamination.

If there is enough groundwater to provide an adequate water supply, that area of groundwater is called an aquifer. Most of the highly productive aquifers in New Hampshire consist of unconsolidated deposits of gravel and sand, floodplains, abandoned riverbeds and alluvial valleys.

In addition, if recharge areas are covered by development and impervious material, then the recharge of the underlying aquifers is reduced. The surface of the soil would be physically sealed by various materials such as asphalt or cement, which would not allow any water to penetrate the surface. This means that, not only would the recharge of the aquifer be impaired, but also there would likely be an increase in surface runoff and, therefore, an increase in the occurrence of floods. Because aquifers are such a valuable natural resource, they should be protected. 82% of the 1999 survey respondents favor preserving and protecting water supply lands through regulations and ordinances.

Sutton contains one aquifer with high potential to yield groundwater. This aquifer is located near North Sutton Village. The largest stratified drift aquifer in Sutton is located in the eastern half of Town in an elongated strip from Cascade Marsh to Steven Brook. This aquifer has medium potential to yield groundwater but due to its shape and location, it is probably not a good candidate for a public water supply. Another aquifer with medium potential to yield groundwater lies on the west side of Route 114 from South Sutton to Sutton Mills. Water quality here may have been affected by the original landfill site, a septage disposal site, the burial of ashes from the solid waste incinerator, and road salting on Route 114. See the **Water Resources Map** for the known aquifer locations in Sutton.

Wetlands

Wetlands are identified based on three indicators: the presence of water at or near the surface during part of the growing season, the presence of hydric soils, and the prevalence of vegetation adapted to grown in wet areas. Wetlands include, but are not limited to swamps, bogs, marshes, vernal pools, and similar areas.

Many wetlands have water present because the soils are poorly drained or the water table is very close to the surface. Sutton has a significant number of wetlands. The primary impacts facing wetland resources in Sutton today are the effects of development in their buffers or in the wetlands.

77% of 1999 survey respondents felt that the Town should preserve and protect its wetlands through its regulations and ordinances.

Wetlands have been viewed in the past as areas with little economic value and have been subjected to filling, draining, and dumping with little regard for the consequences. In recent times, however, it has been shown that wetlands provide benefits to the community. Wetlands provide numerous functions and values, some of which are listed below.

- 1) Flood Control – Some wetlands act as a giant sponge during periods of high run-off or flooding and then release this stored water slowly during drier periods.
- 2) Water Storage and Groundwater Recharge - The water in the wetlands can move up by means of evaporation, laterally by flowing in streams, and downwards, thus recharging groundwater.
- 3) Erosion and Sediment Control - Because wetlands vegetation absorbs or retains and slows down the rate of runoff, the water's erosive powers are decreased, and the sediment settles out of the water.

- 4) Pollution Filtration - Wetlands vegetation and microorganisms reduce the harmful potential of pollutants such as organic material, bacteria, nitrates, and phosphates found in water.
- 5) Wildlife - Wetlands vegetation and water provides food, habitats, and breeding grounds for a wide variety of wildlife.
- 6) Education and Recreation - Wetlands provide natural areas of study for all ages. Wetlands serve as excellent sites for photography, canoeing, snowshoeing, hiking, fishing, and hunting.
- 7) Environmental Health and Diversity - Generally, only wetland plants can tolerate wet soils and only certain types of animals and wildlife can tolerate such an environment.

See the **Water Resources Map** for more information and the locations of wetlands in Sutton.

Floodplains

Floodplains are areas of land bordering a river or stream that flood periodically. Floodplains are important for at two major reasons: 1) they carry floodwaters, and 2) they provide valuable wildlife habitat. By trapping sediments and reducing erosion, undeveloped floodplains play an important role in preventing pollution of rivers and streams. See the **Water Resources Map** for the location of the floodplain in Sutton.

As development occurs in an upstream watershed the runoff volume and rate of flow increase due to the larger areas of paved and other impervious surfaces (e.g. roofs, roads and driveways). Flooding can consequently become more frequent and floodwaters more damaging since they are moving faster. Preserving floodplains becomes increasingly important as uplands are developed, as does attention in local Ordinances to minimizing the amount of impervious surfaces in these floodplains. 77% of the 1999 survey respondents felt that the Town should protect and preserve floodplains through its regulations and ordinances.

Retaining a floodplain in its natural state, is the most cost-effective way to reduce flood damages, and has been found to be far less expensive than dams, channelization, and other structural methods. Undeveloped floodplains also trap sediments and pollutants and reduce erosion. Since protecting a floodplain helps to reduce water pollution, development within the floodplain leads to more rapid movement of pollutants into the stream channel, which degrades the quality of the water.

Goal

To ensure that the water resources in Sutton are protected through voluntary and regulatory efforts.

Recommendations

- The Conservation Commission should help educate the public on the proper maintenance of septic systems, pet waste management, livestock waste management, water conservation, and low-water landscaping.
- The Town should provide for comprehensive protection of shoreland and surface waterbodies through regulatory, educational, and voluntary efforts.

- The Town of Sutton should annually update its ordinances and regulations to adequately address the issues of stormwater management and erosion and sediment control in order to improve the quality of the Town's waterbodies to incorporate best management practices and technologies.
- Develop an Aquifer Protection Overlay Zoning District to help guide development where this resource is present.
- Research other road de-icing methods, besides the use of road salt, in some or all parts of Town to minimize this type of contamination.
- Ensure that all development proposals comply with the NH Shoreland Protection Act.
- Consider adopting a maximum impervious surface requirement into the Zoning Ordinance that would limit the amount of impervious surface per parcel in an effort to reduce runoff.

Goal

Provide for the protection of wetlands during land development activities.

Recommendations

- When evaluating development proposals that affect wetlands, the entire wetland system should be considered, instead of just the specific acreage of wetland being directly impacted.
- Develop a Wetlands Overlay Zoning District to help guide development when this resource is present.

Goal

To meet the federal requirements for Sutton's participation in the National Flood Insurance Program.

Recommendation

- Annually review the Floodplain Development Ordinance to ensure best management practices are being followed and that the recommendations outlined in the Community Assistance Visit are implemented.

POTENTIAL SOURCES OF CONTAMINATION

All types of development have the potential to contaminate surrounding natural resources, especially water resources. This contamination can come in two forms, point-source pollution and non-point source pollution. Point-source pollution is pollution where the source can specifically be determined, such as a leaking underground storage tank. Non-point source pollution is pollution that comes from multiple sources and activities and not be attributed to one incident or location. An example of non-point pollution is sedimentation of a waterbody.

Point Source Pollution

According to the NH Department of Environmental Services OneStop data source (July 2004), there are over 25 potential locations of point-source contamination that exist in Sutton. Point sources of contamination refer to the fact that the point of contamination can be determined,

unlike other types of contamination such as runoff. These contamination sources include properties that have underground storage tanks, landfills, are hazardous waste generators, are old dump sites, as well as others. See the **Excavation Sites and Potential Contamination Sites Location Map** for more information on these locations.

Non-point Source Pollution

Much of the non-point source pollution occurring in Sutton is impacting surface water bodies – lakes, rivers, and ponds. There are various sources that can contribute to this type of pollution, including septic systems, pet and domestic animal waste, lawn and garden care, impervious surface runoff, and land disturbance during land development activities. Many of these items have been addressed in the Water Resources section of this Chapter.

Goal

To ensure clean, safe, and available drinking and surface water for the residents of the Town.

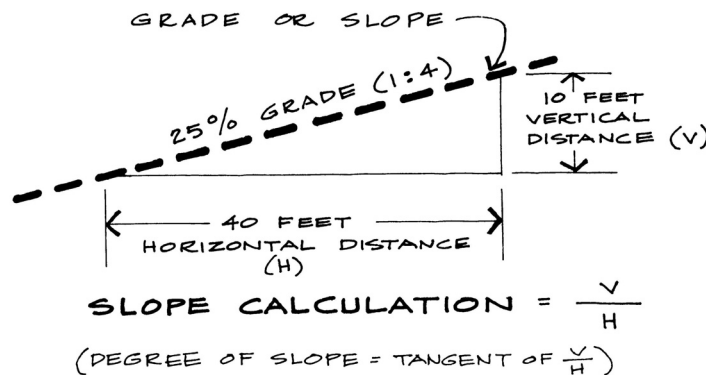
Recommendation

- To develop and adopt an Aquifer Protection Overlay District that would prohibit uses that could be potential sources of contamination.
- To research the creation of a Kezar Lake Watershed Overlay District that would regulate uses within the watershed to maintain and protect water quality.
- To research the creation of other Watershed Overlay Districts, in addition to a Kezar Lake Watershed Overlay District.

SLOPES

Slope is a very critical consideration in land use planning because it affects the capability and suitability of land to support development, as it relates to the site and the building, septic system and building design costs, and environmental impacts. Environmental impacts include such things as runoff, erosion, sedimentation, and pollution. 60% of the 1999 survey respondents felt that the Town should preserve and protect steep slopes through its regulations and ordinances.

Slope is the ratio of change in vertical elevation in relation to the change in horizontal distance, multiplied by 100 percent.



Source: The Illustrated Book of Development Definitions
Harvey S. Moskowitz and Carl G. Lindbloom, 1993

There are four slope classifications, which are presented below. In Sutton, the majority of land has a slope of less than 25%. There are, however, a few areas with steep slopes, as can be seen on the **Slopes and Scenic Viewpoints Map**.

Slope Classification	Description
Gently Sloping (1-10%)	Suitable for many uses; are not prohibitive for development and make for excellent natural drainage conditions
Moderately Sloping (11-25%)	May be restrictive for certain land uses; low density residential development is feasible
Steep Slopes (26-35%)	Excavation and grading are almost always required; development not intensive in its coverage may be accommodated with limited environmental impact
Very Steep Slopes (Over 35%)	Subject to adverse environmental impacts and heavy construction costs; intensive use of land should be done cautiously

Careful development of land with steeper slopes is important to reduce the potential negative impact on stormwater runoff, wildlife habitat, and abutting properties.

Goal

To ensure that land with steep slopes is developed in a way to minimize negative environmental impacts.

Recommendations

- The Planning Board should encourage developers to protect the naturally occurring steep slopes with slope easements.
- The Planning Board should adopt slope development criteria to ensure the protection of the environment and public safety in both the short and long term.

SCENIC VIEWPOINTS

The landscape of a community defines its cultural, natural, and historical heritage and thus provides the residents of a community with a sense of identity. 74% of the 1999 survey respondents felt the Town should preserve and protect scenic hilltops through its ordinances and regulations. The quality and importance of a scenic resource varies widely according to the physical prominence of the features in question, the viewing possibilities, and the number of persons able to enjoy the views and vistas.

In 2001, the Sutton Master Plan Committee selected 22 key viewpoints from around town. The viewpoints were chosen based on a consensus of the committee members after identification of important views and features in the Town and should not be considered an exhaustive list. This analysis sought to identify and include views from places where people live, gather, and move through the Town. Thus, emphasis was placed on views from commonly traveled roadways, villages, and important open areas of the Town, such as lakes, farm fields, and wetlands.

The results of the scenic viewpoint analysis can be seen in the list below and on the **Slope and Scenic Viewpoint Map**. The viewpoints listed below are locations from which scenic views can be seen, not the scenic views themselves. **Appendix C** contains an analysis of key landscape features which can be seen from each scenic viewpoint.

- 1) Route 114 at Little Britton Road
- 2) Kearsarge Valley Road at the Town Line
- 3) Kearsarge Valley Road at the Country Club of NH
- 4) Exit 10 at North Road and I-89
- 5) Muster Field Farm/Matthew Harvey Homestead on Harvey Road
- 6) Horse Beach on Kezar Lake
- 7) Intersection of Corporation Hill Road and Main Street in Sutton Mills
- 8) Old Newbury Road at the Newbury Reservoir
- 9) Route 114 in South Sutton at Roby Road
- 10) I-89 northbound 1¼ miles north of the Warner Town line
- 11) Route 114 at Russell Pond
- 12) Route 114 at Blaisdell Lake
- 13) Eaton Grange Road at Sutton Lane
- 14) Baker Hill Road ¾ mile south of the Town Line
- 15) Poor Farm Road ¼ mile south of King Hill Road
- 16) Wadleigh Hill Road at Pressey Bridge
- 17) Gile Pond Road at Gile Pond
- 18) Rest stop on I-89
- 19) Meetinghouse Hill Road ¾ mile north of the Village of South Sutton
- 20) Birch Hill Road ¾ mile east of Roby Road
- 21) Route 103 ½ mile east of Roby Road
- 22) Blaisdell Hill Road ½ mile north of Town Line

Sutton has a diversity of scenic views and vistas, most of which are protected only by the willingness and desires of the landowners. As more development occurs within the Town, the scenic views, and locations to observe such views, will become more endangered.

Goal

To preserve scenic views from development that will negatively impact their scenic attributes.

Recommendations

- The Town should approach the landowners whose property is considered to be part of a scenic viewpoint and discuss the donation or purchase of a scenic easement to protect this resource.
- The Planning Board should amend their Site Plan and Subdivision Regulations to include incentives for developers to protect scenic views when proposing a subdivision or site plan.
- Undertake a comprehensive scenic viewpoint and viewshed analysis that would include pictures and criteria for inclusion in the analysis.

FLORA AND FAUNA

Wildlife

The challenge of conserving enough habitats to support healthy native wildlife populations is complicated by the varying habitat requirements of the number of diverse species located in Sutton. Some species require less than an acre of undisturbed forest, while others need territories covering a hundred acres. In addition, many species require several different habitat types through the course of the year. The more habitat diversity within the region, the more likely it will support a diverse and abundant wildlife population.

A major threat to wildlife diversity is sprawling development patterns that cover the rural landscape, which cause habitat fragmentation through residential lawns and roads. Wildlife that are sensitive to human encroachment are restricted to these islands of undisturbed land and they may move or die out if an area becomes too small. The fragmentation of wildlife habitat may also result in a loss of native plants, a reduced breeding gene pool, a loss of natural predators, and an increase in animals' susceptibility to disease.

For optimum wildlife habitat, blocks of unfragmented land should be void of significant human activity or development. Unfragmented lands often encompass many habitat types and can also provide safe travel corridors and migratory pathways. Reducing the size of forest tracts affects many species, even if all other habitat features remain the same. Fragmentation of undisturbed habitats with roads represents a source of mortality and creates barriers to wildlife movement.

84% of the 1999 survey respondents felt that wildlife areas should be preserved and protected through regulations and ordinances.

Corridors and greenways are typically used not only by people for recreation and transportation, but also by wildlife to travel from one habitat to another. Maintaining viable and undeveloped corridors ultimately measures the biological success of the animals, particularly larger mammals within an area. The more biodiversity found within an area, the more valuable and self-sustaining the community becomes from both ecological and economic perspectives.

The NH Fish and Game Department has completed a coarse filter analysis of potential significant wildlife habitat for the state based on a protocol modified from that outlined in the manual "Identifying and Protecting New Hampshire's Significant Wildlife Habitat" (Kanter et al. 2001). There are three maps created for this project, which are available at Town Hall. The maps include a Base Map, a Habitat Features Map, and a Co-Occurrence Scores Map. This study, in addition to other wildlife habitat studies, can be useful to guide conservation strategies for the Town. NH Fish and Game hopes to complete their analysis by Fall 2005 for the state.

The size of a species population is usually dependent on the amount and location of suitable habitat. Animal populations can often be manipulated by varying the amount of available habitat. However, unless a species is rare and endangered, one species should not be favored over another. Providing a variety of habitats and protecting them from development and negative environmental impacts will increase wildlife diversity in Sutton.

Invasive Species

Sutton is fortunate to have a diversity of fauna and flora, but invasive species present a threat to the many of the plants and animals in the region and also to the economic value of property.

“Invasive species means an alien species whose introduction causes or is likely to cause economic or environmental harm or harm to human health” (NH Department of Agriculture).

There are several alien invasive plant species present in the town of Sutton that are of particular concern: Purple Loosestrife, Phragmites, milfoil, Japanese Knotweed, and European Bittersweet. See **Appendix D** for more information on these five types of invasive species currently present in Sutton.

Species of Special Concern

The Natural Heritage Bureau, in the NH Division of Resources and Economic Development’s Division of Forest and Lands, maintains a database of known rare plant populations, rare wildlife populations, and exemplary natural community occurrences. Exemplary natural communities are distinctive communities of forests, wetlands, grasslands, etc., that are found in few other places in New Hampshire, or are communities that are in good condition.

The Natural Heritage data (which is updated periodically) represent the current documented information for the location and status of species of concern and natural communities in New Hampshire, but all significant plant and animal species have not yet been documented since a comprehensive natural resources inventory of the Town has not been done.

Flag*	Species or Community Name	Threatened or Endangered – State	# Reported in Sutton in Last 20 Years
Natural Communities - Palustrine			
	SNE Acidic Seepage Swamp		Historical
Plants			
Very High Importance	Atlantic White Cedar (Chamaecyparis thyoides)		1
	Ciliated Willow-Herb (Epilobium ciliatum)	Threatened	Historical
Vertebrates - Birds			
Very High Importance	Great Blue Heron (rookery) (Ardea herodias)		2
High Importance	Least Bittern (Ixobrychus exilis)	Endangered	1
Very High Importance	Northern Harrier (Circus cyaneus)	Endangered	1
High Importance	Pied-Billed Grebe (Podilymbus podiceps)	Endangered	1

Vertebrates - Reptiles			
Very High Importance	Blanding's Turtle (<i>Emydoidea blandingii</i>)		1
Very High Importance	Wood Turtle (<i>Glyptemys insculpta</i>)		1

Flag indicates very high importance based on a combination of

- 1) How rare the species or community is and
- 2) How large or healthy its examples are in that town.

Source: Natural Heritage Bureau, July 2004

Goal

To promote the conservation and development of land in a manner that supports wildlife habitat.

Recommendations

- Encourage more property owners, including the Town, to manage their properties for wildlife habitat.
- Educate landowners on wildlife corridors and land management techniques that they can employ to help maintain and enhance these areas.
- Inform landowners, using town sources of information, about wildlife habitat conservation programs, such as the New Hampshire Coverts Project and the Wildlife Habitat Incentives Program (WHIP). Encourage the Conservation Commission to participate in these programs.

Goal

To protect those Species of Special Concern that may exist in Sutton.

Recommendation

- A public education campaign should be carried out and/or combined with other efforts to educate the public about the presence of endangered, threatened, and/or species of special concern located within the Town of Sutton, and the environmental and societal benefits for preserving such species.
- The Town should, where possible, acquire conservation easements or purchase the land where species of concern exist. Special priority should be given to those lands that connect currently protected parcels of land in the Town or abutting Towns.

Goal

To ensure proper protections from the introduction and spreading of invasive plant species in Sutton.

Recommendation

- Work with the New Hampshire Department of Environmental Services to do public education in Sutton about milfoil, *Phragmites*, purple loosestrife, and other exotic species.
- Encourage programs that inspecting boats entering the water to avoid the spread of milfoil.

- Post information about milfoil and other aquatic invasive species at boat launches on bodies of water in Town.
- Post links to information on invasive species on the Town website.

FORESTS

Sutton is a predominantly forested community. Forests serve a number of functions in both the community and the region, including protecting public water supplies and watersheds, serving as a source of renewable energy, providing lumber and other forest products, wildlife habitat, providing outdoor recreational opportunities, and contributing to the rural character of the community.

While a small percentage of Sutton's forestland is state and town owned, the majority is owned by private individuals and woodland investors. The Sutton Town Forest system contains 1 lot that totals approximately 74 acres of forest and wetland and is located in North Sutton. This town forest is managed for wildlife, recreation, and aesthetics.

A Tree Farm is a privately owned forest managed to produce timber with added benefits of improved wildlife habitat, water quality, recreation, and scenic values. To qualify as a tree farm, a landowner must dedicate at least 10 acres to growing and harvesting forest products, have a written plan for the future management of their forest, follow management recommendations, and demonstrate a commitment to stewardship of their forest for multiple values. Of all of the woodlots in Sutton, 13 are certified New Hampshire Tree Farms that include 1,482-acres (from New Hampshire Tree Farm data, April 2004) and can be identified through the green and white diamond-shaped signs on each property. This voluntary certification recognizes landowners who are good stewards of their property and who meet the standards of both the National Tree Farm certification as well as the state standards.

Forest management is also found on non-Tree Farm properties in Sutton and there are also instances of rampant logging. While the heavily logged areas may appear to be the norm as they have the largest visual impact, they may actually be the exception to the normal practice in Sutton.

Forest management includes timber production but also wildlife habitat management, water quality control and recreational opportunities. 77% of the 1999 survey respondents felt that the Town should preserve and protect land for forestry through its regulations and ordinances. The town can encourage sound forest management on public properties through the development of written forest management plans with well-defined prescriptions all geared toward complete forest management. The plans should be put into action with stand treatments being done according to Best Management Practices for Timber Harvesting. Private landowners, too, can be encouraged to implement forest management on their own properties through landowner education, by hosting woodlot tours on publicly managed lands, and through the posting of workshops and woodlot tours offered to the public. The State of New Hampshire already encourages forest management on private lands through Current Use Assessment with the tax incentive category of Forestland With Documented Stewardship.

New Hampshire has a real estate tax and timber is considered to be real estate. Timber is taxed only at the time it is cut and at a rate that encourages the growing of timber. Timber on all land is taxable at 10% of the assessed stumpage value (standing timber value) at the time of cutting. Yearly timber tax totals have fluctuated over time, as can be seen in the table below. The tax collected goes into Sutton's general fund, according to RSA 79.

Year	Timber Tax Collected
1994	\$40,467
1995	\$15,156
1996	\$28,190
1997	\$32,141
1998	\$16,855
1999	\$39,631
2000	\$42,340
2001	\$27,374
2002	\$37,908
2003	\$11,466

Source: Sutton Town Reports

Goal

To ensure that Town-owned forest land is managed properly and is available for resident use.

Recommendations

- A Town Forest Management Plan should be developed in order to have a plan in place for the management of this town resource. The public should be involved in the process to ensure that all concerns regarding the management of the Town Forests are addressed.
- The Town-owned forests should be used to provide residents with public land for outdoor recreational activities.
- The Town Forests should be managed as a multiple-use resource where consideration is given to timber harvesting, recreational opportunities, wildlife habitat, watershed protection, education, and preservation.

Goal

To promote good forest management throughout the Town.

Recommendation

- Forest management information should be made available by the Town to private woodland owners to encourage long-term planning and consideration of all aspects of the forest ecosystem, including wildlife and watershed concerns. UNH Cooperative Extension for Merrimack County is an ideal source for forest management information.

CONSERVATION LAND AND OPEN SPACE

Open Space

In its simplest definition, open space is land that has not been developed or converted to other uses. They include forests, fields, river corridors, wetlands, wildlife habitat, and greenway corridors, as well as agricultural lands and town parks. These are features that make Sutton a special place to live.

Open space is a very important part of any community. Open land can be used for commercial, recreational, and relaxation activities. It provides aesthetic and scenic values, wildlife habitat, and helps to minimize urban sprawl. Recreational opportunities on open land include walking, hunting, fishing, biking, wildlife viewing, and photography, just to name a few. In addition, open land costs the town less than developed land. In 1998, a Cost of Community Services Study was conducted in Sutton and it found that for every dollar generated in revenue from open space, only twenty-one cents were expended in services.¹

One of the essential reasons to plan for open space is to set a course for the Town of coordinated development that maintains the Town's high quality of life. Many times decisions are made on land use without the benefit of a unifying plan to coordinate the actions. The result is haphazard development that disregards the Town's and/or region's unique characteristics and sense of place.

Greenways

Greenways are corridors of open space managed for conservation and recreational purposes, that may be permanently protected land. Greenways often follow natural land or water features, and link nature reserves, open space, farms and forest land, parks, cultural features, and historic sites with each other, as well as with populated areas. Some greenways may be publicly owned, some may be privately owned, and some are the result of public/private partnerships. In more developed areas, greenways can encompass natural or built features and can be managed primarily for resource conservation or recreation.

In more rural areas, greenways are natural corridors linking large unfragmented natural areas, preserving wildlife habitats and migration routes. Greenways serving as wildlife corridors can be virtually any type of traversable land, preferably of at least 200 feet in width. Common tracts of land that can be used as greenways include Class VI roads, railroad rights-of-way, and buffer areas along agricultural/forestry lands. Creating and maintaining a greenway system will help prevent those parcels of open space, which include forest, wetland, and agricultural lands, from becoming isolated islands, detached from one another and surrounded by development.

The Sunapee-Ragged-Kearsarge Greenway (SRKG) is a 75-mile emerald necklace of hiking trails surrounding Lake Sunapee, Ragged and Kearsarge Mountains and maintained by the SRKG Coalition. The Greenway passes through the Towns of Andover, Danbury, Newbury, New London, Springfield, Sunapee, Sutton, Warner, Goshen, and Wilmot

¹ "Town of Sutton New Hampshire Cost of Community Services Study" Sutton Cost of Community Services Ad Hoc Study Committee, December 1998.

SRKG's mission is to create and maintain a forever green, circular loop of trails and conserved lands providing hikers with access to the mountains, lakes, vistas and historical sites of the region. The "necklace" comprises over 75 miles of trails, created with the cooperation of landowners, state, and local authorities, through the forests, over mountains and, where appropriate, via old roads, now unsuitable for wheeled traffic but more extensively used as much as two centuries ago. Maintaining the Greenway, improving its pathways and creating new ones, some to form links with other famous hiking areas such as Monadnock and Cardigan mountains, are undertaken by SRKG members.

Protected Open Space and Conservation Lands

The Town owns a number of parcels of land, many of which are managed by the Conservation Commission as open space. The State of New Hampshire, as well as many other non-profit conservation organizations, also own land or hold conservation easements on land within Sutton. The table below, as well as the **Conservation Land Map**, shows these parcels of conservation land in Town.

Map/Lot	Location	Name	Acres*	Easement Holder
State Owned Lands in Sutton				
5-897-562 5-835-595 7-818-035	Gile Road and Gile Pond Road	Shadow Hill State Forest	35.10	NA
8-053-139 8-129-044	Wadleigh Hill Road and Penacook Road	Wadleigh State Park	41.44	NA
8-082-269	Kezar Lake	Loon Island	0.67	NA
10-081-189	Hominy Pot Road	Chadwick Meadows	60.0	NA
7-342-574 7-348-428 7-239-337 7-298-414 7-299-477 9-299-057 9-378-030 9-345-208	Kearsarge Valley Road, Baker Road, and Cotton Road	Cascade Marsh Wildlife Management Area	325.10	NA
Land Owned by the Town of Sutton				
1-113-554	North Road and I-89	Stevens Brook-Cloues Natural Area	23.60	NA
3-126-029	North Road	Redington Dam Area	0.50	NA
4-070-198	Off Eaton Grange Road	Sprout Lot	4.10	NA
4-391-036	Route 114/Russell Pond	Spiers Lot	9.10	NA
6-068-565	Wadleigh Hill Road	Town Forest	75.00	Deed

		Tree Farm		Restrictions
6-038-545	W/S Route 114	Town Wetland Smiley (Aqua Villa) Property	25 (31)	NA
7-926-552	Route 114, No. Sutton	Enroth Gift	7.10	NA
8-018-340 8-018-336	Keyser Street & Kezar Lake	Mildred Lefferts Natural Area	5.20	Deed Restrictions
8-109-368	Keyser Street and Penny Ante Alley	W&L Sundell Natural Area	3.80	NA
8-369-498	Hominy Pot Road	King Hill Reservation	441.00	ASLPT
5-821-512	Southfield Road	Settlers Oven Site	1.23	Deed Restrictions
8-171-362	Off Park Ave, on Kezar Lake	Seymour Natural Area	3.90	NA
Private Lands with Conservation Easements				
8-113-444 9-909-051 9-982-168 10-124-023 10-135-141	Harvey Road Hominy Pot Road Lovers Lane	Muster Field Farm & Museum	251.70	SPNHF SPNEA
9-823-463 9-835-539	Rt.11 and Old Coach Road	Emerson Conservation Easement	31.51	ASLPT
8-191-357	Keyser Street and Penacook Road	Enroth Conservation Easement	38.86	ASLPT
6-068-417 6-121-485 6-098-266	Wadleigh Hill / Corporation Hill Roads	Keith Conservation Easement	116.30	SPNHF
3-113-102	North Road	Bing/Freeman Conservation Easement	18.8	SPNHF
1-338-510	Birch Hill Road	Bing/Freeman Conservation Easement	238.10	SPNHF
3-544-195	Eaton Grange Road	Bing/Freeman Conservation Easement	17.80	SPNHF
3-336-192	North Road	NA	2.00	NA
9-404-031	Off Shaker Street	Holland	117.85	NHLCIP

Source: Town Assessor, Town Reports, Betsy Forsham (8/14/04) * Approximate acreage
 ASLPT – Ausbon Sargent Land Preservation Trust SPNHF – Society for the Protection of NH Forests
 SPNEA – Society for the Preservation of NE Antiquities NHLCIP – NH Land Conservation Investment Program

73% of the 1999 survey respondents and 75% of the 2004 survey respondents favor spending tax dollars to protect or acquire natural resources through purchase or conservation easement.

Current Use Tax Program

Current Use is a property tax incentive to encourage landowners to keep open space undeveloped. Land that is participating in the Current Use Program is taxed on its potential to generate income in its existing, or current use. The alternative taxing strategy would be to tax the land on its income producing potential at the most highly developed use that could take place on it, such as a housing development or commercial business venture.

Landowners who have qualifying land must apply to the Town to participate in the Program. Lands which typically qualify for the Current Use Program include farm land, forest land, tree farms, certain wetlands, and other undeveloped areas over 10 acres in size, as well as qualifying farmland and discretionary easements. An additional tax benefit can be added to Current Use land if recreational uses are allowed. Landowners can post all or part of their Current Use land for no trespassing, as well as post against certain types of uses (ATVs, hunting, snowmobiling, etc.) (RSA 79-A).

Over the last ten years, the Current Use program has been embraced by the residents of Sutton. Over 60% of the total land area in Town has been enrolled in the Current Use program annually, as can be seen below.

	# Acres in Current Use
1994	16,723
1995	16,362
1996	17,425
1997	17,735
1998	17,799
1999*	18,040
2000*	18,043
2001	17,520
2002	17,545
2003	17,452

Source: Sutton Town Reports

* Figures count tax-exempt land in Current Use, which is not accounted for in the other years totals

When land that has been participating in this program is developed and/or no longer meets acreage requirements, a Land Use Change Tax (LUCT) is charged. The Land Use Change Tax is set at 10% of the assessed market value of the land at the time the change occurs. Since 2002, one-hundred percent of the proceeds from the Land Use Change Tax are dedicated to open space purchase through the Conservation Commission. The table below shows the LUCT amount that has been assessed since 1994.

1994-2003 Land Use Change Tax Assessed

1994	NA
1995	\$2,434
1996	\$1,480
1997	\$600
1998	\$5,704
1999	\$33,592
2000	\$27,252
2001	\$5,041
2002	\$32,236
2003	\$5,797

Source: Sutton Town Reports

Goal

To have the Town identify, acquire, and maintain conservation land/easements in Sutton.

Recommendations

- The Conservation Commission should identify and prioritize potential parcels of land that the Town feels should be protected because of important cultural, ecological, historical, recreational, or scenic value.
- The Town should annually set aside funding into a capital reserve fund, which would be separate from the Land Use Change Tax funding, for land conservation activities associated with easement or land purchase.
- A management plan should be created for each easement or piece of property the Town owns to ensure that the conditions of the easement/sale are being met.
- There should be consistent signage for all Town-owned Conservation Land.

Goal

Provide incentives for landowners to maintain their property as open space or conservation land.

Recommendation

- Provide information to all eligible landowners about the Current Use Program
- Provide information to interested landowners that encourages the donation of easements for agricultural lands, conservation lands, forestry lands, and open space lands to the Town or other eligible organizations.

RECREATION

One of Sutton's most attractive and admired qualities is its recreational opportunities. These opportunities include trails, surface water resources, and bicycle lanes.

Trails

Trails create opportunities to access open land in the community and allow residents to get outdoors to access natural, scenic, and recreational areas. Trail-users include pedestrians, hikers,

equestrians, mountain bikers, snowmobilers, and ATV riders, just to name a few. A multi-use trail is defined as any trail that is used by more than one user group or for more than one trail activity. Many trails allow for multiple uses but may be posted for no trespassing during certain seasons or for specific types of trail uses.

Trails are can be classified as official or unofficial, permanent or temporary, seasonal, and single-use or multi-use. Examples of official trails are those owned and/or maintained by the federal, state, or town government and examples of unofficial trails are Class VI roads. An example of a permanent trail includes those located on the Muster Field Farm property while temporary trails include x-country ski trails. Seasonal trails are those trails that are maintained, used, or exist in a specific season, such as snowmobile trails in winter. Single-use trails are those that are created and maintained for a specific user group, such as equestrians, while multi-use trails can accommodate more than one user at a time.

Snowmobiling

Sutton has a local non-profit snowmobile club, the Sutton Ridgerunners, which was formed in 1970 and has over 80 members. The Ridgerunners maintain approximately 40 miles of trails in Sutton for snowmobile use. All of the snowmobiling trails within Town are for winter snowmobiling use only, except where posted by private property owners. These trails are developed through annual agreements with local landowners and are maintained by Sutton Ridgerunner volunteers.

Class A Trails²

A Class VI road is one types of rights-of-way to consider for an officially designated recreational trail system because the pathway has been established and public access is allowed. Typically, Class VI Roads are public rights-of-way that are used for recreational purposes, for through travel, for driveway access, and for other uses, such as agricultural and forestry uses. The owners of the properties abutting the Class VI road are not liable for damages or injuries sustained to users of the road, although they may choose to maintain the road for access to their property.

In 1993, the State enacted RSA 231-A, which allows municipalities to designate Class V and VI roadways as “Class A” trailways. With such a designation, the roadways are established as municipal trails. This designation will create ownership and responsibility for the trail by the Town. Class A Trails allow abutting landowners continued use of the right-of-way for vehicular use to existing structures, timber, or agricultural operations, but any new building or development is prohibited. The abutting landowners may be eligible for damages as per RSA 231-A:2(II).

Class A trails can be established at the annual Town Meeting by including a warrant article on the specific proposal and needs a simple majority in order to pass. In addition, Class A status can be rescinded through a vote at the Town Meeting.

² For more information in Class A Trails, see *A Hard Road to Travel: New Hampshire Law of Local Highways, Streets and Trails*; Local Government Center; pg 151-164. 2004

Water Access

Sutton has numerous lakes, rivers, and ponds. These provide opportunities for swimming, boating, fishing, and wildlife viewing. It is desirable for the people of Sutton to have access to these resources. Some access to Kezar Lake is available through Wadleigh State Park and “Horse Beach.” There is no free public access to Blaisdell Lake. See the Water Resources section of this Chapter and the **Water Resources Map** for more information.

Bike Lanes

Planning for a bicycle network requires a different approach from that of motorized transportation planning. Bicyclists have different needs from those of motorists, including wider shoulders, better traffic control at intersections, and stricter access management. Often, roadways are designed solely with motor vehicles in mind and Sutton is no exception to this.

By creating a local bicycle infrastructure, members of the community have the ability to travel within Town for employment, shopping, and recreational purposes without driving. The **Bicycle Infrastructure Map**, in the Transportation Chapter, shows the Regional Bicycle Network, as well as a proposed Local Bicycle Network here in Sutton.

Goal

To encourage and promote the development and usage of trails within Sutton.

Recommendations

- Publicize the official trails within Town by publishing a brochure, creating a trail-specific map series, and/or by holding special events on the trails.
- Undertake an on-foot survey of all Class VI roads within Town to gauge their ability to sustain certain types of trails usage.
- Ensure that all official town trails are maintained and have proper signage and parking areas.

Goal

To encourage the access to and development of recreational opportunities.

Recommendations

- The Town should consider acquiring access to Blaisdell Lake, Newbury Reservoir, and other large bodies of water so they become accessible to Sutton property owners.
- Establish a permanent Recreation Committee, comprised of various interests within Town, in order to oversee the maintenance of any existing and the creation of new town recreation opportunities.

CONCLUSION

The primary focus of this Chapter is to identify the natural and man-made resources in Town, recognize the role they play in giving the Town of Sutton its character, and decide what strategies would best maintain the character of the Town and conservation of its natural

resources. Most of the Town's resources are interconnected and any change to one may have a significant impact on the others. As the population increases, demands on many of these resources will increase, some to the point of threatening the quality and quantity of the resource. It is the goal of this chapter to help develop a balance between development and resource protection within the Town.

There needs to be the recognition that many natural resources do not stop at the Town's boundaries and that a regional approach may be critical to their long-term protection. Some of our natural resources are considered renewable, such as forests, while others, like soil, are not. Appropriate measures need to be taken to prevent contamination, erosion, depletion and misuse of Sutton's natural resources.

The Town's existing open space consists of forests, fields, and wetlands and surface waters. Most of the development pressure that is currently being felt by the Town is focused on privately owned open space. Because such lands are being targeted for development, it is important that the Town identify critical habitats, greenways, and corridors that should be protected through purchase, easements, or other means. These actions will help to reduce land fragmentation and help maintain the rural, cultural, scenic, and historic character of the Town that makes Sutton the place it is today and the vision of what it wants to be tomorrow.

Chapter VII Transportation

INTRODUCTION

A safe and efficient transportation network is an essential component for the development of any community. Over the past several years, development trends in Sutton have been largely influenced by I-89, the town's proximity to vacation and recreation destinations, and the rural atmosphere enjoyed in Sutton. It is likely that these factors will continue to influence the future development of Sutton.

This Transportation Chapter reaffirms a commitment to the preservation of the rural and open space character of Sutton and seeks to provide an integrated system of transportation for the 21st Century that will minimize traffic congestion and promote an attractive entry corridor and a vibrant community.

Rural character and sense of place are important components to a high quality of life in Sutton. Sutton's rural atmosphere is defined by its scenic roads, historic stonewalls, and villages. Sutton residents enjoy and treasure the ability to walk, hike, and cross-country ski throughout the villages, quiet back roads, and recreational trails. These features are equally important in the identity of the community and need to be protected and preserved. However, as development continues, many are concerned that Sutton's traditional rural atmosphere and unique sense of place will slowly erode. This Chapter hopes to identify these important transportation infrastructure resources and propose strategies to preserve and enhance them.

Planning for future transportation needs should not only accommodate anticipated future growth of the town, but also help insure that development occurs in a responsible manner. Through comprehensive planning and construction of identified transportation improvements, the Town will develop a transportation network that should meet the needs of the community. Sound and thoughtful transportation planning is an essential part of guiding development in order to preserve valued features of the community and achieve and enhance community goals.

The purpose of this Chapter is to provide an inventory and assessment of Sutton's transportation network, detail sources of funding for projects, identify new alternative modes of transportation for the Town's population, and provide policy recommendations to improve the existing transportation network and achieve the overall community transportation goals.

FUNCTIONAL HIGHWAY CLASSIFICATIONS

One method by which public roadways are classified, relevant to long range planning of roadway improvements, is on the basis of primary function or the roadway's relation to the community transportation system as a whole. These divisions are used to determine roadway design standards. The five basic functional classifications are described below.

Principal Arterial

Principal arterial roadways form the basic framework of the State roadway system. They primarily function as the main routes for interstate commerce and traffic. In addition, they also link major geographic and urban areas to economic districts of the State. Ideally, access to these roads by abutting parcels is not permitted. I-89 is an example of a Principal Arterial Highway.

Minor Arterial

These roadways serve as long distance traffic movements and are secondary to primary arterial roadways in that minor arterial primarily serve as links between major population areas, or between distinct geographic and economic regions. There are no Minor Arterial Highways in Sutton.

Major Collectors

These roadways differ from arterial roadways due to size and general service area. Collectors serve traffic in a specific area, whereas arterials generally serve traffic moving through an area. Thus, average trip lengths on collectors are shorter than trips on arterials. Furthermore, collectors gather traffic from local roads and streets and distribute them to the arterial. There are no Major Collector Highways in Sutton.

Minor Collector

These roads provide access to smaller communities within a geographic area or economic region. They may link locally important trip generators, such as shopping centers, to surrounding rural areas. They also serve as links between two or more major collectors. NH 114 is an example of Minor Collector Highway.

Local Roads

These roads and streets are used primarily to provide access to adjacent properties. These roads have numerous turning movements in and out of abutting driveways and curb cuts. Rowell Hill Road, Old Blaisdell Road, and Birch Hill Road are examples of Local Roads.

STATE AID HIGHWAY CLASSIFICATION

Another system used to classify roadways in New Hampshire is the State Aid Highway Classification System. This system was created under the requirement set forth by RSA 229-231, to determine the responsibility for the reconstruction and maintenance of roadways located in the State. This system is also used to determine the eligibility of roads for State funding. This classification system is broken into six categories (Class I through Class VI highways). See the **Highway Classification Map** for more detail.

Class I, Trunk Line Highways

This classification consists of all existing and proposed highways on the primary state system, except all portions of such highways within the compact sections of communities, providing said sections are Class I highways. I-89 is an example of a Class I Highway.

Class II, State Aid Highways

This classification consists of all existing and proposed highways on the secondary state systems, except those in compact sections of cities and towns. All sections of these roadways must be improved to the satisfaction of the NHDOT and are maintained and reconstructed by the State. The Town must maintain all unimproved sections of these roadways, where no state or federal moneys have been expended, until they are improved to NHDOT satisfaction. All bridges maintained with state or federal funds shall be maintained by the State, while all other bridges shall be the responsibility of the municipality. NH 114 is an example of a Class II Highway.

Class III, Recreational Highways

This designation is assigned to all roads leading to, and within, state reservations designated by the New Hampshire Legislature. The NHDOT assumes all responsibility for construction and maintenance. The State Park Beach Road is an example of a Recreational Highway.

Class IV, Urban Highways

This designation is assigned to all highways within the compact areas of municipalities listed in RSA 229:5, V. The compact section of any city or town shall be the territory within such city or town where the frontage on any highway, in the opinion of the DOT Commissioner, is mainly occupied by dwellings or buildings where business is conducted, throughout the year. No highway reclassification from Class I or II to Class IV shall take effect until all rehabilitation needed to return the highway surface to reputable condition has been completed by the State. Sutton does not have any Class IV Highways.

Class V, Rural (Town) Highways

This classification consists of all traveled highways that the town or city has the duty to maintain regularly. Baker Road, Shaker Road, and Gile Pond Road are examples of Class V Highways.

Class VI, Unmaintained Highways

Roads under this category consist of all other public ways, including highways subject to gates and bars, and highways not maintained by the Town in suitable condition for travel for more than 5 years. Portions of Dodge Hill Road, Eaton Grange Road, Nelson Hill, and Poor Farm Road are examples of Class VI Highways.

The following table shows the breakdown of the six different classes of roads, by mileage, in the Town of Sutton.

Sutton Roadway Mileage by Classification

Road Classification	Description	Miles 1998
Interstate		9.690
Class I	Trunk Line Highway	0.751
Class II	State Aid Highway	11.374
Class III	Recreational Roads	0.590
Class IV	Urban Highways	0.000
Class V	Rural Highways	63.036
Class VI	Unmaintained Highways	13.571
Total		99.012

Source: New Hampshire Department of Transportation 1/1/98 Report

TRAFFIC COUNT DATA

The majority of traffic counts conducted by the NH Department of Transportation (NHDOT) and the Central NH Regional Planning Commission (CNHRPC) are non-permanent counts. These counts are normally collected over a period of three to seven days between the months of May and October. The Towns themselves select the roads to which counts are to be conducted on. The selection process involves the Selectmen, the Road Agent, the Planning Board, and the Police Department. The traffic counters operate by sensing air pulses that are created when vehicles pass over the rubber tubes that have been stretched across the roadway and are connected to the traffic counters.

As with any mechanical counting device, traffic counts are prone to a variety of errors being introduced into the count. The rubber tube may experience a failure, which could end the count prematurely or simply cause the machine to under or over count the vehicles passing over it. Due to the short counting period, there could be a local gathering that we (CNHRPC or NHDOT) were not aware of that could artificially elevate or lower the count. Other factors that can contribute to error include busy roads, vehicles turning near traffic counters, trucks, or slow travel speeds. Some of these errors can be adjusted for using other data, but those adjustments are not made for all counts. In general, traffic counts, particularly older counts, should be used as a general guide for how many vehicles are utilizing a given roadway.

CNHRPC has monitored traffic at 40 locations in Sutton from 1994-2003. **Appendix E** shows the location of traffic counts done on Sutton roads and what the counts were. The **Traffic Count and Bridge Location Map** gives a better understanding of where these counts were conducted in the community.

Regular monitoring of traffic during peak times is critical in the planning process, as accurate projections are required for transportation and land use planning. The time of year when the traffic counts are conducted are also important for future planning use, especially near the school when it is in session.

Goal:

Utilize traffic count data to identify areas that may become impacted in the future by development.

Recommendations:

- In locations where traffic has increased significantly, land use regulations should be closely examined and modified to best maintain and promote an efficient transportation network.
- Sutton should work with CNHRPC to identify and conduct traffic counts on roads of concern in the community on an annual basis.
- The annual traffic count data should be included in the town report.
- The Road Agent and the Board of Selectmen should use the traffic count data to help prioritize road maintenance projects.

ACCIDENT LOCATIONS

One of the most obvious methods of identifying where transportation improvements are needed is to analyze the location and frequency that occur in the community. The data below, as well as the **Accident Location Map**, provides a quick picture of known automobile accident locations, which may be due, in part, to road conditions.

Accidents in Sutton January 1996 – December 2003

Year	# of Accidents
1996	17
1997	14
1998	18
1999	33
2000	27
2001	21
2002	42
2003	24
Total	196

Source: Sutton Police Department, June 2004
114 of the total number of accidents occurred on I-89.

Goal:

To reduce the number of accidents in Town that may be caused by unsafe road conditions or the current transportation infrastructure.

Recommendations:

- Use the accident location information to identify and prioritize areas that need improvement because of safety concerns.

- The Road Agent and Road Committee should annually review accident locations and determine enhancements that could be made to improve safety. This list of enhancements should be submitted to the Planning Board and Board of Selectmen for review and endorsement.
- The Police Department and Highway Department should establish a system for the public filing of complaints/comments on the condition of roads, snow removal, icy conditions, intersections, and signage to better prioritize roads within Town that may require safety enhancements.

BRIDGE NETWORK

Bridges are a key component of the highway system, as they connect road segments across streams, lakes, rivers, and other roads. Bridges are the most expensive sections of roads and the lack of adequate bridges creates transportation bottlenecks. Currently, there are a total of twenty-three bridges in the Town of Sutton.

The NHDOT maintains an inventory of all bridges in New Hampshire using Federal Sufficiency Ratings (FSR), a nationally accepted method for evaluating bridges. A FSR represents the relative overall effectiveness of a bridge as a modern day transportation facility. A FSR greater than 80 means that the bridge is in overall good condition. A bridge having an FSR between 50 and 80 is eligible for Federal bridge rehabilitation funding. A bridge with an FSR less than 50 is eligible for either Federal bridge replacement or rehabilitation funding.

Functionally Obsolete (FO) refers to a bridge with substandard deck width, under clearance, approach roadway alignment, or inadequate waterway. Structurally Deficient (SD) refers to a bridge with one or more deteriorated components whose condition is critical enough to reduce the safe load carrying capacity of the bridge.

The table below, as well as the **Traffic Count and Bridge Location Map**, provides more detailed information on the twenty-three bridges located in Sutton.

Sutton Bridge Network

Bridge	Feature Crossed	FSR	Functionally Obsolete or Structurally Deficient	Year Built	Owner
King Hill Road	Brook	97.0		1996	Town
I-89 SB	North Hominy Pot Rd.	92.8	FO	1967	State
King Hill Road	Brook	97.0		1996	Town
I-89 NB	North Hominy Pot Rd.	93.5	FO	1967	State
Felch Road	Lyon Brook	51.7	FO	1983	Town
Hominy Pot Road	Lyon Brook	92.5		1996	Town
Main Street	Kings Brook	58.8	FO	1935	Town
Chalk Pond Road (Main Street)	Lane River	86.0		1990	Town
Wadleigh Hill Road	Lane River	61.0	FO	1985	Town
I-89 SB	NH 114	94.8		1967	State
I-89 NB	NH 114	84.4		1967	State
Penacook Road	Kezar Lake Outlet	77.7		1940	State
NH 114	Lane River	88.4		1932	State
I-89 SB	Gile Pond Road	96.0		1967	State
I-89 NB	Gile Pond Road	94.9		1967	State
Baker Road (culvert)	Cascade Brook	39.9	SD	1997	Town
Cotton Road	Baker Brook	21.7	SD	1945	Town
Roby Road	Lane River	37.8	SD	2002	Town
Stevens Brook (culvert)	Stevens Brook	96.8		1997	Town
Morse Loop	Brook	52.5		1988	Town
I-89 NB	East Sutton Road	90.5	FO	1967	State
East Sutton Road	Stevens Brook	41.0	SD*	1997	Town
I-89 SB	East Sutton Road	90.1	FO	1967	State

Source: NHDOT Mini Bridge List, 1997; NHDOT Municipal Red List Bridge Summary, 2001

* Has been redone since rating

In the past few years, there have been two local bridge projects – the Penacook Bridge project and the Roby Road Bridge project. The Bridge Network, which encompasses Town-owned and State-owned bridges, is an important and necessary component of the comprehensive transportation infrastructure.

Goal:

To ensure a safe, reliable, and efficient system of bridges that will meet the present and future transportation needs of the Town.

Recommendations:

- Work with NHDOT to repair, replace, and/or upgrade bridges that have a FSR of less than 80.
- The Town Road Agent should continue to annually inspect the bridges in Town that are Town-owned and provide a status report to the Board of Selectmen and NHDOT for their review.

PRIVATE ROADS

Private roads are roads that have been constructed but for various reasons are not maintained by the Town or considered town-owned roads. The Town requires all newly built private roads to be designed and built to town road standards, which is supported by 78% of the 2004 survey respondents. The residents living along or owning land on a private road are responsible for the roads maintenance

The following is a list of private roads within the Town of Sutton. These can also be seen in the **Private Road, Class V Gravel Road, Scenic Road, and Class VI Road Location Map**.

Private Roads in Sutton

Summit Road
Morgan Lane
Sap House Road
Cottage Lane
Bailey Road
Tillinghast Road

Shaker Heights
Southfield Road
Saddleback Road
Fox Chase Road
Twin Oaks Road
Mountainside Drive

The Town of Sutton has 12 roads that are currently classified as private roads. Some of the private roads in Town are inspected periodically by the Road Agent, as arranged with the developer and/or abutting landowners. These periodic inspections are important to maintain a quality transportation system.

Goal:

To ensure the quality of all roads within the Town of Sutton, regardless of whether they are public or private.

Recommendations:

- The Road Agent, Police Department, and Fire Department should work with the residents of private roads and annually review all private roads to make sure that they meet safety standards.
- The Subdivision Regulations should specify that new private roads must be built to Town Road Standards.
- Sutton should create a Private Road Policy that would outline the conditions under which the Town would consider accepting a pre-existing private road as a Town road.

- Before a building permit can be issued for lots along private roads, it should be required that a waiver be signed by the applicant acknowledging that the Town has no responsibility to provide municipal services along the road.

CLASS V GRAVEL ROADS AND SCENIC ROADS

A major component of a Town's rural character is its gravel and Scenic Roads. These roads help to retain a sense of history and rural quality that residents have indicated a strong desire to maintain in Sutton.

The Town of Sutton has a mix of paved and/or gravel Class V roads on which to travel, most of which follow their original right-of-way that was laid out by the town decades ago. This diversity allows Sutton to retain its historic past while, to some extent, acknowledging growth and infrastructure needs. The preservation of gravel roads will help to ensure that the Town honors its history and original design.

In New Hampshire, communities have the ability to protect the character of specific Scenic Roads by enacting the provisions of RSA 231:157 at annual Town Meeting. Any Class IV, V, or VI highway can be designated a Scenic Road using the procedure in RSA 231:157. Ten people who are either Town voters, or who own land abutting the road (even though not voters) may petition. The voters of the Town may, at any annual or special town meeting, by vote designate the road as a Scenic Road. A town may rescind its designation of a Scenic Road using the same procedure.

The effect that Scenic Road designation does have is to legally require a hearing, review, and written permission by the Planning Board before the Town, or a public utility, can remove (or agree to the removal of) stone walls, or can cut and remove trees with a circumference of 15 inches, at 4 feet from the ground. The Planning Board can be bypassed - and only Selectmen permission is needed - if the Highway Agent wishes to cut trees that have been declared a "nuisance" under RSA 231:145-146, or which, in the Road Agent's opinion "pose an imminent threat." Moreover a public utility can cut the trees for the "prompt restoration of service" without anybody's permission (RSA 231:158, II). The Scenic Road law does not prohibit landowners from the cutting of trees or removal of stone walls (RSA 231:158, IV) on their property.

In recognition of the fact that State law itself is not very stringent, the New Hampshire Legislature added RSA 231:158, V, in 1991, which gives a town broad power to impose Scenic Road regulations that are different from, or in addition to, those contained in the State law. These additional regulations could include giving protection to smaller trees or by inserting criteria for the Planning Board to use in deciding whether to grant permission. Though some critics of the law believe it to be too weak, RSA 231:157 remains one of the few techniques available for the preservation of culturally important and scenic roads. The Town of Sutton currently has 10 designated Scenic Roads, which were voted on at the 1986 Town Meeting and are listed below.

Scenic Roads

Hominy Pot Road
Penacook Road
Corporation Hill Road
Music Hill Road
North Road

Keyser Street
Harvey Road
Wadleigh Hill Road
Shadow Hill Road
Blaisdell Hill Road

The **Private Road, Class V Gravel Road, Scenic Road, and Class VI Road Location Map** shows the location of the Town's Class V gravel roads and Scenic Roads. The diversity of roads in Sutton contributes to the Town's unique and historic atmosphere. Maintaining the gravel roads and designated Scenic Roads will further enhance the character of the community.

Goal:

Protect and preserve the existing Class V gravel roads within Town.

Recommendations:

- To encourage the rural quality of gravel roads, the zoning and subdivision regulations should be reviewed to ensure that development proposing to occur on and adjacent to the gravel roads meets this goal.
- Gravel roads should continue to be assessed as to their level of safety and traffic by the Road Agent and Road Committee before decisions are made whether or not to pave them.

Goal:

Preserve roads in Town designated as Scenic Roads.

Recommendations:

- Sutton should do outreach and education about the State Scenic Road Law and what such designation means.
- Sutton should consider identifying roads with scenic vistas and aesthetic qualities, such as stone walls, historic buildings, and farms for Scenic Road designation at Town Meeting.
- Planning Board should research additional methods of protecting and preserving designated Scenic Roads.

CLASS VI ROADS

Class VI roads are roads that are not maintained by the Town, may be subject to gates and bars, and are almost always gravel. A Class V road can become a Class VI road if the Town has not maintained it for five years or more. The Town defers to RSA 674:41 regarding building on a Class VI road.

Under RSA 674:41, I(c), for any lot whose street access (frontage) is on a Class VI road, the issue of whether any building can be erected on that lot is left up to the "local governing body" (Town Selectmen) who may, after "review and comment" by the Planning Board, vote to authorize building along that particular Class VI road, or portion thereof. It is the policy of the

Sutton Board of Selectmen that no building permit will be authorized if driveway access to the structure from the Class VI road begins more than six hundred (600) feet from the intersection of the Class VI road and the Class V or better road, which gives access to said Class VI road. The Board of Selectmen can waive the 600 foot requirement if it is not contrary to the spirit and intent of the policy or where the applicant brings the relevant portion of the Class VI road to Class V standards. If the Board of Selectmen does vote to authorize building along a Class VI Road, the Town does not have to do any maintenance on the Class VI Road.

Of the 2004 survey respondents, 39% feel that a developer should be allowed to subdivide land along a Class VI Road if they upgrade the road to meet Class V standards while 43% of the respondents do not support this type of development.

In an effort to expand recreational trail opportunities communities can look at Class VI roads as candidates for designation as Class A Trails. Class VI Roads often make good trails because they have little or no development associated with them, are scenic, have no inherent liability concerns, public access is already allowed, and they serve to connect large areas of open space, conservation, and/or agricultural lands. By reclassifying certain Class VI roadways that meet this criteria to Class A Trails, the community could be taking a step in creating a community-wide system of greenway trails.

In 1993, the State enacted RSA 231-A, which allows municipalities to designate Class V and VI roadways as “Class A” trailways. With such a designation, the roadways are established as municipal trails. This designation will create ownership and responsibility for the trail by the Town. Class A Trails allow abutting landowners continued use of the right-of-way for vehicular use to existing structures, timber, or agricultural operations, but any new building or development is prohibited. Unlike Class VI roads that the Town does not maintain, Towns, at their option, may conduct maintenance on Class A Trails.

Class A trails can be established at the annual Town Meeting by including a warrant article on the specific proposal. In most towns, the proposal needs a simple majority in order to pass. In addition, Class A trail status can be rescinded through a vote at the Town Meeting.

It is important to stress that reclassification of Class VI roads to Class A Trails will not inhibit the access rights of landowners along the roadways. However, under such classification, new building development as well as expansion, enlargement, or increased intensity of the use of any existing building or structure is prohibited by New Hampshire Statute. The Town and owners of properties abutting Class VI roads are not liable for damages or injuries sustained to the users of the road or trail. Reclassification may allow abutting landowners to be eligible for damages as per RSA 231-A:2(II).

See the **Private Road, Class V Gravel Road, Scenic Road, and Class VI Road Location Map** for more information about the location of Class VI Roads in Sutton. Class VI roads are an important component of a Towns transportation infrastructure because they personify the community's rural character and provide vast recreational opportunities.

Goal:

To encourage, support, and expand the Towns trail network.

Recommendations:

- Research Class VI Roads that might be good candidates for Class A Trail designation because they connect open space, forest, conservation, and/or agricultural land, would connect to existing trails, and/or contain scenic attributes.

Goal:

Discourage “scattered and premature” development along Class VI roads.

Recommendations:

- Sutton should maintain building policies for all Class VI roads. The Class VI road policy the Planning Board adopts should distinguish between building on existing lots and creating new lots.
- The subdivision regulations should be clarified to ensure that any subdivision on a Class VI road will be deemed "scattered and premature" unless and until some provision is made, via a decision of the Selectmen, to improve the road.
- The Planning Board should look into the possibility of large-lot zoning (10-50 acres) and/or conservation/open space zoning in areas of town with Class VI road frontage.

PEDESTRIAN INFRASTRUCTURE

Pedestrian facilities, such as paved sidewalks and gravel walking paths, are critical features for roadways with high volumes of traffic or high speeds. As Sutton grows, this subject will become more relevant. The primary purpose of sidewalks is to improve safety for pedestrians by separating them from the travel lanes of roadways. In addition to this, sidewalks can also serve as a source of recreation for residents, a non-motorized mode of travel, serve to beautify an area, or stimulate economic activity in rural and village settings.

Speed limits have been the usual method of improving pedestrian safety and other non-motorized modes of travel. In both rural and urban areas, the minimum speed limit a town can impose is 25 miles per hour. Limits can be made lower at intersections (RSA 265:63, (a)) and in school zones (265:60, II (a)).

Crosswalks are a form of traffic regulation and therefore, must be approved by the Board of Selectmen. Sutton has one crosswalk on Chalk Pond Road at Main Street. Crosswalks located on State roads must be approved and installed by NHDOT, while the Town is responsible for those located on Town-owned and Town-maintained roads.

Many communities in the United States are now exploring ways to safely encourage pedestrians and other non-motorized modes of travel to share roads with motorized traffic. These measures, collectively called Traffic Calming, use the physical design of the roadway to prevent inappropriate automobile speeds. They are not intended for roads where the primary objective is to move traffic quickly through an area. Most often they are used in residential or village areas

where residents see the road as part of their neighborhood and a place where walking, recreation, and social interaction can safely coexist with motorized traffic.

Traffic Calming suggests road design techniques using active or physical controls (bumps, barriers, curves, rumble strips, etc.) and passive controls, such as signs and traffic regulations, to reduce speeds. Traffic Calming measures foster safer and quieter streets that are more hospitable to cyclists, pedestrians, and joggers and enhance neighborhoods and village environments. The potential benefits of Traffic Calming include reduced traffic speeds, reduced traffic volumes - by discouraging "cut-through" traffic on residential streets - and often improved aesthetic quality of streets.

An example of some physical traffic calming techniques include: speed humps, speed tables, and raised crosswalks - All of these techniques involve raising the height of the pavement in a more subtle fashion than with a speed bump, allowing vehicles to pass over them at the intended speed of the road, but preventing excessive speeds and alerting drivers to the existence of non-motorized users. Passive traffic calming techniques include signage warning motorists of pedestrian activity, reduced speed signs, dense development signs, etc. The signs should help to alert motorists that they are not the only users of the roadways.

Residents of Sutton value the rural and country atmosphere of the Town, yet there is a threat to that atmosphere from the increasing numbers of cars on the road and their associated speed, especially in the residential neighborhoods.

Goal:

To reduce the travel speed, as well as the volume, of motor vehicles on residential neighborhood and village roads within Town while increasing safety for pedestrians.

Recommendations:

- Use innovative methods to increase safety, which could include such things as raised crosswalks, increased signage, or walking paths separated from the road by landscaping, where appropriate.
- Investigate the use of appropriate traffic calming measures to discourage high speeds and to direct traffic around neighborhoods.
- Sutton should investigate establishing a standard of 25 mph or less in densely developed village or rural residential neighborhoods that have seen a large increase in traffic and numerous motor vehicle accidents.

PARKING AND PUBLIC TRANSPORTATION

Parking and public transportation are usually the two issues that most towns spend the least time planning, studying, or regularly setting aside money for, yet they are the very issues that often residents identify as areas in Town that need improvement.

Safe and adequate parking facilities, or the lack thereof, is one of the concerns in the Sutton Villages. The key is to not only have a pedestrian infrastructure in place, if needed, but to also have accessible and convenient parking available.

There is currently no regularly scheduled public transportation available to or from Sutton. The only service available is provided by Concord Area Transit and the Kearsarge Area Council on Aging, which provides rides on a as-needed-basis to elderly residents from Sutton to surrounding communities.

The ability for all residents to move freely around Town and immediate area encourages a greater sense of community, as well as fostering economic development and vitality.

Goal:

To have adequate and safe parking areas in key locations in Town to encourage economic activity and ease of use and access to facilities and buildings.

Recommendations:

- Sutton should inventory all existing municipal parking areas within Town and ranking them as to their safety, adequacy, and usefulness. This inventory could also identify potential new parking spaces that could be created to enhance or replace existing parking areas.
- The Road Agent, in conjunction with the Police Department, should create a method for recording complaints about unsafe public parking areas or those in need of maintenance.
- Sutton should make sure that its municipal parking facilities throughout Town meet the Americans with Disabilities Act (ADA) requirements.

Goal:

To ensure that transportation options and services are available to all residents of Sutton.

Recommendation:

- Sutton should investigate if there is a need and interest in creating a more regularly scheduled public transportation service in Sutton.

BICYCLE INFRASTRUCTURE

Planning for a bicycle network requires a different approach from that of motorized transportation planning. Bicyclists have different needs from those of motorists, including wider shoulders, better traffic control at intersections, and stricter access management. Often, roadways are designed only with motor vehicles in mind and Sutton is no exception to this. Transportation decisions are usually made solely for those who can drive and have access to an automobile. This leaves out transportation options for those who would prefer to combine recreation and exercise with transportation.

By creating a local bicycle infrastructure, members of the community have the ability to travel within the Town for employment, shopping, and recreational purposes without driving. The

Bicycle Infrastructure Map shows the Regional bicycle Network, as well a proposed Local Bicycle Network here in Sutton. When asked whether Sutton should support the development of bicycle lanes along state and town roads, 74% of the 2004 community survey respondents supported the idea. As the concern over air quality, traffic congestion, and other issues increases, the need and desire for a well-maintained and safe bicycle route system will continue to grow from a luxury into a necessity.

Goal:

Encourage the planning and development of a safe, accessible, and efficient regional and local bicycle route system for commuting and recreational purposes.

Recommendations:

- Sutton should adopt and support the Regional Bicycle Network and take all available steps to help implement it within Town.
- A Local Bicycle Network should be developed that connects with the regional network and incorporates key locations within Town, such as the library, State park, Horse Beach, schools, etc.
- Sutton should research funding options for creating, maintaining, and providing signage for a local bicycle network.
- The Highway Department should consider widening, striping, and paving the shoulders of Town roads to accommodate bike lanes when doing regular road maintenance and re-construction.

TOWN ROAD POLICY

How streets are designed and built is a key part of well-planned, orderly growth. The design and construction of roads affects the visual quality of communities, public safety, and quality of life for years to come. Road design standards can fit with natural contours, that preserves natural features, and meets other community objectives. One-size fits all design standards often leads to over-designed roads, which encourage excessive vehicle speeds, and present a less attractive neighborhood streetscape. Sound road design considers topographic features, to assure proper road functions and to minimize impacts to vegetative and other natural features. Sensible street alignment and design standards allow new roads to fit well with the land, and preserve the natural features to the area as much as possible.

Residential street standards provide the basis for safe, efficient, and economical access to these areas. Safe residential streets are attained by specifying street geometrics that discourage excessive speeds and emphasize access. Residential houses are efficiently accessed with lower travel speeds on streets that are safer for bicyclists and pedestrians. The purpose of residential streets is to serve the land that abuts them. In doing so, residential streets should promote the safe and efficient movement of vehicular and pedestrian traffic and take into consideration land use, construction, and future maintenance.

The Town currently requires a traffic impact analysis, when necessary, of proposed developments allowing the design of the road to match the level of need. It is the Planning Board that requires developers to do an analysis when a project is being considered.

Many of the roads in Sutton have very little traffic on them and would be considered very low-volume local roads. A very low-volume local road is a road that is functionally classified as a local road and has a design average daily traffic volume of 400 vehicles per day or less. The primary function of these roads is to provide access to residences, farms, businesses, or other abutting property, rather than to serve through traffic. Roads that are very low-volume local roads should be between 18-22 feet in width, not including travel and shoulder width. See the AASHTO 2001 publication entitled “Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT \leq 400)” for more specific design guidelines for these types of roads.

Clear design requirements for Town roads help allow the Planning Board and developer to design, approve, and build roads that are at the appropriate scale. Keeping pavement and travel lanes to a minimum width, relative to a streets function, helps keep speed down, preserves a more appealing streetscape, reduces costs to the developer and Town, and allows the Town to retain its rural look and feel while accommodating growth.

Goal:

To have town road construction standards that enhance the uniqueness of Sutton's current and future transportation infrastructure.

Recommendations:

- The Town Road Agent and Road Committee should compare the existing Town Road standards to that of other Towns similar to Sutton and make recommendations for changes/modifications, based on that review, to the Planning Board.
- Aesthetic and landscaping requirements should be researched and incorporated into the Town Road Construction standards.
- The design and planning of residential streets should follow natural contours and preserve natural features whenever practical; minimize traffic speed, volume, noise, congestion, and hazards to pedestrians; and perhaps minimize the amount of paved area to reduce storm water runoff, and thereby protecting water resources and reducing construction costs.
- Sutton should research the idea of having new roads in rural areas be consistent in design with the rural collector roads that they are being built off of.
- A provision should be added to the Subdivision Regulations that requires all new roads to be inspected by a Town-selected engineer as the road is being built. The cost of these inspections will be paid by the applicant.
- The Road Agent and Road Committee should be consulted on all proposed roads before the Planning Board for feedback as early in the process as possible.

ROAD MANAGEMENT PLAN

The Sutton Highway Department has an informal road management plan that helps guide the activities of the Department and helps plan for future activities. This plan is intended for use as a guide for major roadway improvements. It may become necessary to change or modify the plan for certain projects, as damaging storms, budget restrictions, or unexpected situations can have an impact on the timing of projects.

The financing of and planning for transportation maintenance and improvements can be difficult to accomplish in small communities with limited resources, which is why having a long-range plan will help prioritize and fund such projects.

Goal:

Sutton should have a formal, comprehensive, and up-to-date road management plan.

Recommendations:

- The Town Road Agent and the Road Committee should review and amend the Road Management Plan on an annual basis and present the Plan to the Board of Selectmen for review.
- Before the Planning Board considers any subdivisions, they should consult with the Road Management Plan to ensure that the proposed plans are in accordance with the Plan.
- Sutton should work with regional, state, and federal agencies and programs to prepare a comprehensive transportation plan that includes funding availability for the desired projects and programs.

CONCLUSION

Bearing in mind the commitment to the preservation of the rural character of Sutton and the disruption to the quality of life that comes from increased numbers of vehicles on the roads, this Chapter supports a principle that maximizes incentives to retain this rural atmosphere in Sutton. This commitment takes the form of support for such things as traffic calming, slower speeds, preservation of the character of roads with scenic attributes, development of bike lanes, proper consideration of road networks as part of neighborhoods, and pedestrian paths and passageways, when needed. Movement in Sutton in all of these directions would result in the improvement of the transportation infrastructure and the protection and preservation of the open space and rural aesthetic character valued by the community.

The overall goal of the Chapter is to maintain a convenient and efficient transportation network to allow the safe transfer of goods and people throughout Sutton, while protecting the aesthetic and scenic qualities of roads within Town. The thrust of the work in the Transportation Chapter is an attempt to articulate a vision and a means by which that vision can be achieved for the Town.

Chapter VIII Housing

INTRODUCTION

The Housing Chapter is intended to identify the current supply of housing in Sutton and the way this inventory has evolved as the community has grown. The Chapter tries to guide land use such that the rural character of the Town is preserved, maintained, and enhanced. The Chapter also recognizes that providing housing opportunities for families, individuals at different stages of their lives, and people at different income levels helps to promote a vibrant and sustainable community.

Central New Hampshire's strong economic growth over the last decade created many benefits for most communities and residents, but it also generated a demand for housing that the marketplace has been unable to meet. The results are rising home prices, record low vacancy rates and higher rents – a housing market that presents a significant affordability challenge for many citizens, a barrier to labor force development, and a grave challenge to continued economic growth and vitality.

The Chapter's goal is to identify strategies that can maintain and enhance the current quality of Sutton's housing and encourage a variety of housing types consistent with different personal needs, income, and stages of life. In addition to providing homes for growing families, Sutton also should have housing appropriate for younger and older individuals who may now find their housing choices limited in Sutton. Encouraging long-term residency is important to our community history and spirit. For example, children should be able to live in the community they grew up in, and the elderly should be able to remain here.

HOUSING DATA¹

1970-2000 Housing Units

By understanding past housing trends, Sutton can better predict future housing growth and needs. Over the past 30 years, Sutton has averaged 21 units per year in the 1970's, 33 units per year in the 1980's, and 5 units per year in the 1990's. Since 1970, the total number of housing units has grown by over 241%.

When compared to abutting communities, Sutton has the second highest percent growth from 1970-1980, the highest percent growth from 1980-1990, and the second lowest percent growth from 1990-2000, as can be seen below.

¹ Housing data for this Chapter was collected from the US Census, NH Office of Energy and Planning, NH Housing Finance Authority, Central NH Regional Planning Commission reports, and Sutton town reports and staff. Most data was collected on an annual basis, where available, except for Census data, which is only available in ten year increments.

Number of Housing Units, 1970 - 2000

Town	1970 Housing Units	1980 Housing Units	% Change 1970- 1980	1990 Housing Units	% Change 1980- 1990	2000 Housing Units	% Change 1990- 2000	% Change 1970- 2000
Sutton	242	449	85.5%	776	72.8%	826	6.4%	241.3%
Bradford	277	520	87.7%	757	45.6%	762	0.7%	175.1%
New London	1,082	1,492	37.9%	1,806	21.0%	2085	15.5%	92.7%
Newbury	826	1021	23.6%	1,184	15.9%	1,311	10.7%	58.7%
Warner	618	771	24.8%	1,039	34.8%	1,228	18.2%	98.7%
Wilmot	263	401	52.3%	458	14.2%	530	15.7%	101.5%

Source: 1970-2000 Census

Housing Stock Types

A well-balanced housing stock is important for all communities. A diversified housing stock provides for housing opportunities for all members of the community at various income levels and stages of life. The figures below were compiled using 2000 Census figures.

As of 2000, Sutton's housing stock was comprised of 94.3% single family housing units (second highest in the region), 1.6% manufactured housing units (middle range for the region), and 3.9% multifamily housing units (second lowest for the region).

Housing Types for Sutton and Abutting Communities, 2000

Town	Total Units of Housing	# Single- Family Units	Single Family Units as % of Total	# Manuf. Housing Units	Manuf. Housing Units as % of Total	# Multi- Family Units	Multi- Family Units as % of Total
Sutton	826	779	94.3%	13	1.6%	32	3.9%
Bradford	762	680	89.2%	22	2.9%	60	7.9%
New London	2,085	1,815	87.1%	0	0.0%	264	12.7%
Newbury	1,311	1,291	98.5%	11	0.8%	11	0.8%
Warner	1,228	929	75.7%	134	10.9%	165	13.4%
Wilmot	530	478	90.2%	15	2.8%	37	7.0%

Multi-Family is defined as an structure containing 2 or more housing units.

Single Family is defined as a 1 unit structure detached from any other structure.

Manufactured Housing is defined in the Manufactured Housing Section of this Chapter.

Source: 2000 Census

Since 1994, an average of 14 building permits for new homes have been issued each year in Sutton, with all of them for single-family residences. The location of these issued permits can be seen on the **1998-2003 Building Permit Location Map²**.

² Locations of 1994-1997 building permit is not available for inclusion on the map.

Sutton Building Permits Issued, 1994-2003

Year	Single-Family Housing Building Permits	Multi-Family Housing Building Permits	Manuf. Housing Building Permits	Total Building Permits Issued
1994	6	0	0	6
1995	2	0	0	2
1996	4	0	0	4
1997	0	0	0	0
1998	4	0	0	4
1999	17	0	0	17
2000	25	0	0	25
2001	17	0	0	17
2002	33	0	0	33
2003	33	0	0	33

Source: New Hampshire Office of Energy and Planning, Sutton Town Reports, CNHRPC

Owner-Occupied and Renter-Occupied Information

Knowing what percentage of the occupied housing units in a community are owner-occupied and which ones are renter-occupied helps to create a picture of the types of housing options available.

As can be seen below, in 2000 Sutton has 84.9% of its occupied housing units owner-occupied, which is down from 86.8% in 1990, and 15.1% of its occupied housing units renter-occupied, which is up from 13.2% in 1990.

Occupied Housing Units, 1990-2000

Towns	1990			2000		
	Total Occupied Units	Owner-Occupied	Renter-Occupied	Total Occupied Units	Owner-Occupied	Renter-Occupied
Sutton	559	485 (86.8%)	74 (13.2%)	621	527 (84.9%)	94 (15.1%)
Bradford	514	409 (79.6%)	105 (20.4%)	559	444 (79.4%)	115 (20.6%)
New London	1265	1031 (81.5%)	234 (18.5%)	1574	1297 (82.4%)	277 (17.6%)
Newbury	506	425 (85.8%)	81 (14.2%)	691	602 (87.1%)	89 (12.9%)
Warner	845	675 (79.9%)	170 (20.1%)	1048	797 (76.0%)	251 (24.0%)
Wilmot	1152	319 (73.0%)	40 (27.0%)	459	392 (85.4%)	67 (14.6%)

Source: 1990 and 2000 Census

Household Size

The average household size in a community is an indicator of how the population is arranged. Sutton had an owner-occupied and renter-occupied average household size of 2.6 and 2.5, respectively, in 1990. This decreased slightly in 2000, where there was an owner-occupied

average household size of 2.5, which is slightly lower than the region, and a renter-occupied average household size of 2.3, which is the highest in the region (tied with Newbury). The state owner-occupied average household size is 2.7 and the renter-occupied average household size is 2.14 for 2000.

Average Household Size, 1990-2000

Town	1990		2000	
	Owner-Occupied Avg. Household Size	Renter-Occupied Avg. Household Size	Owner-Occupied Avg. Household Size	Renter-Occupied Avg. Household Size
Sutton	2.6	2.5	2.5	2.3
Bradford	2.8	2.4	2.7	2.2
New London	2.1	1.6	2.2	1.9
Newbury	N/A	N/A	2.5	2.3
Warner	2.8	2.2	2.7	2.0
Wilmot	2.6	2.5	2.6	2.0

Source: 1990 and 2000 Census

Age of Homeowners

As of 2000, the largest percentage of homeowners in Sutton (45.4%) were 45-64 years of age and only 8% of the homeowners were less than 34 years old. These figures highlight the fact those people/families looking to buy their first house or their second house, can not or choose not to live in Sutton, resulting in an older than average homeowner population.

Age of Homeowners, 2000

Town	% of Homeowners 34 Years Old or Younger	% of Homeowners 35-44 Years Old	% of Homeowners 45-64 Years Old	% of Homeowners Over 65 Years Old
Sutton	8.0%	25.9%	45.4%	20.7%
Bradford	9.7%	21.4%	45.1%	23.9%
New London	3.4%	11.0%	35.1%	50.6%
Newbury	9.0%	23.8%	39.7%	27.6%
Warner	9.9%	25.9%	45.2%	19.1%
Wilmot	7.7%	25.5%	44.6%	22.2%

Source: 2000 Census

Housing Size

The size of the housing units in a municipality is one measure of the wealth and diversity of residents within a community. The Census defines rooms in a housing unit as: "living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms." In 2000, the largest percentage of homes in Sutton (41.9%) had 7+ rooms, which is consistent with 1990 data (35.4%) .

Median Home Size in Sutton and Abutting Communities, 2000

Towns	# 1- Room Housing Units	# 2- Room Housing Units	# 3- Room Housing Units	# 4- Room Housing Units	# 5- Room Housing Units	# 6- Room Housing Units	# 7+ Room Housing Units
Sutton	0 (0.0%)	6 (1.0%)	37 (6.0%)	51 (8.3%)	128 (20.7%)	137 (22.2%)	259 (41.9%)
Bradford	5 (0.1%)	9 (1.6%)	39 (7.0%)	88 (15.7%)	100 (17.9%)	112 (20.0%)	206 (36.9%)
New London	6 (0.4%)	29 (1.8%)	92 (5.8%)	100 (6.4%)	234 (14.9%)	316 (20.1%)	797 (50.6%)
Newbury	0 (0.0%)	14 (2.0%)	16 (2.3%)	69 (9.9%)	140 (20.2%)	179 (25.8%)	276 (39.8%)
Warner	12 (1.1%)	30 (2.9%)	106 (10.1%)	153 (14.6%)	199 (19.0%)	216 (20.6%)	332 (31.7%)
Wilmot	3 (0.7%)	7 (1.5%)	22 (4.8%)	45 (9.8%)	66 (14.4%)	127 (27.7%)	189 (41.2%)

Source: 2000 Census

Vacancy Rates

Vacancy rates are important to monitor, as they reflect the amount of choice available to those seeking housing. Vacancy rates provide one gauge of how housing supply (available units) and demand (number of prospective renters or owners) match up – in other words, the availability of housing for people needing it. A very high vacancy rate can be disastrous for housing sellers and providers, as it may indicate a glut in the market, thus resulting in deflated housing prices. On the other hand, a very low vacancy rate can indicate an inadequate amount of housing available in the market, inflated housing prices, and the need to develop more housing opportunities.

Merrimack County has had a vacancy rate under 2% since 1996. For rental units, a vacancy rate below 2% is considered negligible, accounting for natural turnover in the units. Since 2000, both rental and home ownership vacancy rates were below 1% in Merrimack County. A 5% vacancy rate, for both rental and home ownership, is a desirable level.

According to the 2000 Census, there was a 3.1% vacancy rate in rental units in Sutton and 1.9% vacancy rate for owner-occupied units, as can be seen below. These figures are higher for owner-occupied and average for renter-occupied units when compared to abutting communities.

Vacancy Rates for Sutton and Abutting Communities

Town	1990 Owner- Occupied Vacancy Rate	2000 Owner- Occupied Vacancy Rate	1990 Renter- Occupied Vacancy Rate	2000 Renter- Occupied Vacancy Rate
Sutton	2.8	1.9	4.1	3.1
Bradford	2.9	2.0	6.6	1.7
New London	4.6	1.6	3.7	5.8
Newbury	7.7	1.6	2.1	5.3
Warner	10.3	1.4	10.8	3.1
Wilmot	8.1	1.3	5.1	1.5

Source: 1990 and 2000 Census

Vacancy rates are constantly changing and the information presented above should be viewed as a snapshot of the conditions present at the time the data was collected. Vacancy rates are influenced by a variety of factors, including the economy, land use regulations, and rate of new growth in the community and region as a whole.

Trends in the Cost of Housing

Since 1980, the cost of housing in the central New Hampshire region has increased significantly. This increase can be attributed to numerous factors, including market demand, interest rates, property tax rates, quality of community facilities, and location.

Since 1980, the median value for homes in Sutton has increased. Over the period of 1980 to 2000, the median home value in Sutton rose 160.3% from \$46,900 to \$122,100, as reported by the Census. This 1980-2000 increase was lower than all but one of Sutton's abutting communities (Bradford). The 1980-1990 change in home value for Sutton was 163.1%, which was the second lowest when compared to abutting communities, and the 1990-2000 change in home value was -0.7%, which was in the middle range when compared to abutting communities.

Comparison of Median Home Value* 1980-2000

Town	1980 Median Home Value	1990 Median Home Value	% Change in Median Home Value 1980-1990	2000 Median Home Value	% Change in Median Home Value 1990-2000	% Change in Median Home Value 1980-2000
Sutton	\$46,900	\$123,000	163.1%	\$122,100	- 0.7%	160.3%
Bradford	\$42,600	\$109,000	155.9%	\$100,600	- 7.7%	136.2%
New London	\$73,900	\$204,300	176.5%	\$215,500	5.5%	191.6%
Newbury	\$47,200	\$138,800	194.1%	\$143,200	3.2%	203.4%
Warner	\$41,100	\$116,800	184.2%	\$112,700	- 3.5%	174.2%
Wilmot	\$44,800	\$128,200	186.2%	\$141,300	10.2%	215.4%

Source: 1980-2000 Census

* Median represents the middle value in a distribution. The median divides the total frequency into two equal parts. Value is the respondent's estimate of how much the property would sell for if it were for sale.

The table below lists the median purchase price for those homes sold in Sutton from 1994-2003.

1994-2003 Sutton Home Sales

Year	# Home Sales	Median Purchase Price*
1994	11	\$93,00
1995	9	\$100,000
1996	7	\$125,000
1997	8	\$104,000
1998	20	\$113,000
1999	23	\$123,000
2000	35	\$137,900
2001	31	\$158,000
2002	24	\$167,500

Source: NH Housing Finance Authority, 2004

*Calculations of median purchase price based on a sample size of less than 50 are highly volatile and are not considered valid

The price of rental housing has also increased significantly since 1994. In Merrimack County, the median rent for a two-bedroom apartment has increased from \$632 per month, in 1994, to \$919 per month, in 2003. This is an increase of 45.4% over ten years.

From 1980 to 1990, the cost of rent in Sutton increased an average of \$250, or 138.9%, and from 1990 to 2000 it increased an average of \$289 or 67.2% . Rental figures for Merrimack County, the Town of Sutton, and abutting communities can be seen below.

Median Rent for a Two-Bedroom Unit in Merrimack County, 1994-2003

Year	Median Rent
1994	\$ 632
1995	\$ 616
1996	\$ 663
1997	\$ 669
1998	\$ 718
1999	\$ 748
2000	\$ 814
2001	\$ 832
2002	\$ 868
2003	\$919

Source: NH Housing Finance Authority 1994-2003 Rental Cost Surveys

Median Rent 1980 – 2000 for Sutton and Abutting Communities

Town	1980 Median Rent	1990 Median Rent	% Increase 1980-1990 Median Rent	2000 Median Rent	% Increase 1990-2000 Median Rent	% Increase 1980-2000 Median Rent
Sutton	\$180	\$430	138.9%	\$719	67.2%	299.4%
Bradford	\$206	\$425	106.3%	\$634	49.2%	207.8%
New London	\$150	\$400	166.7%	\$546	36.5%	264.0%
Newbury	\$193	\$511	164.8%	\$775	51.7%	301.6%
Warner	\$216	\$450	108.3%	\$573	27.3%	165.3%
Wilmot	NA	NA	NA	\$575	NA	NA

Source: 1980-2000 Census

TYPES OF HOUSING

Accessory Apartments

An accessory apartment is a separate and complete dwelling unit that is on the same lot as a single-family dwelling or business. The apartment can be within a single-family dwelling or business or in an accessory building. An accessory apartment has separate cooking, bathing, and sleeping areas from the main structure, as well as a separate entrance.

Regulations vary from municipality to municipality regarding accessory apartments but they usually are concerned with health and safety consideration, as well as maintaining the basic character of the neighborhood. These objectives can often be achieved by using designated minimum and maximum floor areas for the apartments, requiring off-street parking, and prohibiting any change in the basic appearance of the structure.

Sutton currently allows the development of “rooming or boarding houses for not over four guests” in both the Residential and the Rural-Agricultural Districts. The number of existing accessory apartments in Sutton is currently unknown.

This residential option provides economic, social, and security benefits to its inhabitants since it allows older people, as well as those just starting out, to live independently but in the same community where they have lived for many years. It also provides housing that is more affordable than a single-family dwelling and provides income to the owner of the apartment.

Goal

To encourage the development of accessory apartments that will diversify housing stock while retaining the town’s rural character.

Recommendations

- Create standards for approving the building of accessory apartments to ensure consistency for the Building Inspector.
- Clearly define “Rooming and Boarding House” in the Zoning Ordinance to ensure that there is no confusion as to what is allowed.
- Research past Planning Board and Building Inspector approvals regarding the creation of accessory apartments to create baseline data that can be used for future housing planning and policy development.

Duplex Housing

Duplexes contain two single-family housing units that are attached by a common wall or ceiling/floor and that have their own entrance. Duplexes can be built to look just like a single-family home thus maintaining the rural character of an area.

These types of housing can be built as market-rate housing, affordable housing, elderly housing, or housing for those with special needs. Duplexes are typically looked at as “starter homes” for young people and homes for older individuals to transition into once they no longer want to, or can afford to, maintain a larger home.

Sutton currently allows duplexes to be built in the Residential and the Rural-Agricultural Zoning Districts by Special Exception. In order to develop a duplex, a minimum of 4 acres is required for the lot.

Goal

To encourage the development of duplexes in order to diversify the housing choices in Sutton.

Recommendations

- Permit duplexes as an Allowed Use in the Residential Zoning District
- Research changing the minimum lot size for duplexes from 4 acres (currently) to 2 acres in the Residential Zoning District.

Multi-Family Housing

Typically, the term multifamily housing describes apartments, town houses, and/or condominiums that contain 3 or more dwelling units. Multi family housing is often best located in already developed areas, such as town or village centers and where there is access to community facilities. Historically, multi-family housing needed to have access to municipal water and sewer in order to be developed. However, with advancements in technology there are now opportunities to use private well and septic systems, where environmental conditions allow.

These types of housing can be built as market-rate housing, affordable housing, elderly housing, or housing for those with special needs. Multi-family housing are typically looked at as “starter homes” for young people and homes for older individuals to transition into once they no longer want to, or can afford to, maintain a larger home.

Sutton currently allows the development of multi-family housing, of no more than 6 units, if it is located in a Cluster Subdivision, which is allowed in both Zoning Districts by Special Exception. Only a small percentage – 3.9% (32 units) according to the 2000 Census - of Sutton’s current housing stock is multi-family housing.

Goal

To guide the development of multi-family housing within Sutton.

Recommendations

- Create specific Site Plan Regulations that cover landscaping, buffers, pedestrian facilities, architectural façade, and lighting for new multi-family housing developments.
- Create Site Plan Review Regulations that outline requirements for buffers, parking, and building code compliance when converting a single-family home to multi-family home.
- The Zoning Districts should be revised to encourage the development of multi-family housing in areas of town that have existing town infrastructure in place and will not have negative traffic impacts.

Manufactured Housing

In an effort to provide for more affordable housing options, the NH Legislature has acted to increase opportunities for the siting of manufactured homes in New Hampshire municipalities. RSA 674:32 requires municipalities to provide “reasonable opportunities” for the siting of manufactured housing and prohibits the complete exclusion of manufactured housing from a municipality.

Manufactured housing is defined as:

“...any structure, transportable in one or more sections, which, in the traveling mode, is 8 body feet or more in width and 40 body feet or more in length, or when erected on site, is 320 square feet or more, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to required utilities, which include plumbing, heating and electrical heating systems contained therein.” (RSA 674:31)

Presite built housing is defined as:

“... any structure designed primarily for residential occupancy which is wholly or in substantial part made, fabricated, formed or assembled in offsite manufacturing facilities in conformance with the US Department of Housing and Urban Development minimum property standards and local building codes, for installation, or assembly and installation, on the build site.” (RSA 674:31-a)

This section in the Master Plan refers to manufactured housing, not presite built housing.

Municipalities have several options regarding the siting of manufactured housing within their community. They can choose to allow manufactured homes on individual lots “in most, but not necessarily all” Districts zoned for residential use. They can also permit manufactured housing parks or manufactured housing subdivisions. If one or both of these latter options are chosen, the parks or subdivisions must be permitted “in most, but not necessarily all” Districts zoned for residential use in the town. Municipalities may also permit all three manufactured home options: individual lots, manufactured home parks, and manufactured home subdivisions.

Manufactured homes permitted on individual lots must comply with the same lot size, frontage requirements and space limitations as conventional single-family housing in the same District, and Special Exceptions or special permits can not be required of manufactured homes located on individual lots or subdivisions unless required for single-family homes. The provisions of the statute that prohibit treating manufactured homes differently from conventional single-family homes in the same District are important to keep in mind in the context of affordable housing.

Towns that permit manufactured housing parks “shall afford reasonable opportunities” for the parks development and expansion. Therefore, lot size, density requirements, and areas for such parks must be reasonable.

Sutton allows Manufactured Housing Parks and Subdivisions in the Rural-Agricultural Zoning District by Special Exception. The Ordinance requires a minimum of 10 manufactured homes to be placed in the Park or Subdivision. According to the 2000 Census, Sutton currently has 1.6% of its housing stock composed of manufactured homes.

Manufactured Housing Cooperatives are becoming the preferred method of manufactured housing park structures here in New Hampshire. Cooperatives give residents control over their own housing situation and allow residents to function in a decision-making capacity. While there are a range of approaches being used around the country, two main objectives underlie New Hampshire’s cooperative financing and ownership structure: (1) to maximize the degree of resident control, and (2) to make membership accessible to all families, regardless of income.

Goal

To allow for the development of manufactured housing in Sutton.

Recommendations

- Remove the requirement that all Manufactured Housing Subdivision and Parks have a minimum 10 homes per development, in order to comply with state law.
- Remove the requirement that all Manufactured Housing Subdivisions and Parks receive a Special Exception before they apply to the Planning Board, in order to comply with state law.
- Create specific regulations that cover landscaping, buffers, pedestrian facilities, architectural façade, and lighting for Manufactured Housing Park developments.
- Work with the New Hampshire Community Loan Fund to ensure that any proposed manufactured housing parks and subdivisions use Best Management Practices.

ELDERLY HOUSING

Designated elderly housing is restricted to residents above a certain age, which can be anywhere from 55-65+ years old and older. These types of development usually do not allow children or grandchildren to live within the developments but do make concessions for those with spouses or partners who are younger than the minimum age requirement. Elderly housing can be comprised of single-family homes, condos, townhouses, apartments, and manufactured housing, as well as being market-rate or affordable (subsidized) in purchase price or rent. Many people see this type of development as a way to help elderly people who currently live in town remain in town, thus encouraging a greater sense of community.

In most cases, Elderly Housing Ordinances provide for a far higher density than allowed in other Residential Zones and contain a separate set of regulations and restrictions than those found for other types of residential development. Some of the types of regulations include a provision for on-site recreational and community facilities, open space and walking trails, and on-site medical and management staff. Many times, when an elderly housing facility is developed by a non-profit entity, the town will negotiate a payment in lieu of taxes so that any increase in community services due to the development is not solely the responsibility of the town.

Elderly housing Zoning Districts are increasingly becoming a way that communities are addressing the need for specialized housing for the elderly without allowing for general multi-family housing. These usually take the form of Overlay Zoning Districts, which means that the Elderly Housing Zoning District is in effect only in areas where elderly housing is being proposed. In a few communities, specific areas have been zoned for elderly housing.

By encouraging the development of elderly housing in town, Sutton will be able to retain and attract residents within the community who, for a variety of reasons, may be looking for a different type of housing arrangement than they are currently in. These types of developments help to create a housing option for those in their later years who do not wish to or can not afford to maintain a larger home.

Goal

To allow for the development of housing for elderly persons within Sutton.

Recommendations

- Research the creation of an Elderly Housing Overlay District with provisions for the types of dwellings, landscaping, parking, lighting, signage, buffers, and community amenities required. This District should be located within close proximity to existing town facilities.
- Research the possibility of the Town encouraging elderly housing development through the donation of land or the development of infrastructure for such a development to be built with an emphasis on housing for existing Sutton residents.

AFFORDABLE HOUSING

For a healthy, sustainable community, a variety of housing types should be available and encouraged. This variety should be evident in the housing type (single-family house, multi-family, condominium, or duplex) and occupancy (owner or renter). Additionally, housing should vary based on size and cost. Ensuring such a varied housing supply will ensure residents can participate in and contribute to our community regardless of their stages of life (for example, a new family or elderly) or income level. In 2000, Sutton had 107 housing units that were considered affordable, according to the *2000 Affordable Housing Needs Assessment Report* prepared by CNHRPC.

In recent years, the term Workforce Housing has been used in New Hampshire to describe housing that used to be called Affordable Housing. Workforce Housing is the term used for a range of housing options for working households, for a variety of incomes levels, that incorporates quality design, placement, and land use. Although the terms are inter-changeable, we will continue to use the phrase Affordable Housing in this Chapter.

Affordable housing is just that – what a family can afford. The current standard states housing should cost no more than 30% of a family's gross income, leaving the remaining income to cover food, clothing, transportation, child care, medical care, etc. To be within the 30% criteria, a homeowner with a net income of \$48,000/year could afford mortgage, taxes, and utility payments of \$1,200/month. A renter with a net income of \$36,760/year can afford rent payments of \$919/month, which was the median cost of a 2 bedroom unit in Merrimack County in 2003. An estimated 30% of all New Hampshire households (renter and owner) pay more than 30% of their income for housing.

Affordable housing can be single-family homes, duplexes, condos, townhouses, apartments, manufactured housing, elderly housing and/or special needs housing. There is no one "type" of housing that constitutes affordable housing, and all people hope for affordable housing given their income.

Affordable housing can be developed using five methods.

- 1) Subsidize the development. Here subsidies and grants are used to pay development costs, requiring less payment from the renter/homeowner.

- 2) Subsidize the renter/owner. Grants (such as down payment assistance for homeowners), subsidies or rent vouchers reduce what a renter/owners pays for the housing usually because of the resident's limited income or other circumstances.
- 3) Reduce development costs through town regulations. Planning and zoning requirements have a significant impact on development costs and thus housing costs. For example, more housing units per acre reduces costs; less housing units per acre increases costs. Thus, towns can encourage (or discourage) affordable housing through town land-use regulations or by allowing incentives to developers that agree to build housing affordable to certain income levels. For example, regulations could allow smaller lots, reduced setbacks, lower impact fees or relief from other regulatory controls that drive up costs making certain housing developments cost prohibitive.
- 4) A developer can create a development with a mix of affordable and market-rate units mixed throughout with the price from the market-rate development offsetting the costs of providing affordable housing. In this scenario, the market-rate and affordable housing units can look exactly the same and be mixed throughout the development.
- 5) Combining methods. Because development cost are so high, as compared to incomes, a developer must often use a combination of these methods.

Affordable housing is an issue that is considered and worked on by all levels of government and housing developers, both for-profit and non-profit. The Federal government promotes affordable housing through various programs administered by the Department of Housing and Urban Development. State government promotes affordable housing through the passage of several laws requiring communities to permit affordable housing and through periodic funding. Furthermore, New Hampshire has also created several Commissions and Departments, such as the New Hampshire Housing Finance Authority, to examine and foster the development of affordable housing opportunities. Ultimately, housing must be built in a local community, and thus, communities must ensure their regulations, procedures and support exists for a varied housing supply.

State and Local Regulations

The New Hampshire Legislature has promoted the need for communities to develop affordable housing through the creation of NH RSA 674:2,III; RSA 672:1, IIIe; and RSA 674:32.

NH RSA 674:2, III, requires communities preparing Master Plans to include an analysis regarding the existing and anticipated affordable housing needs of the community. This portion of the Master Plan is to be based on the most recent regional housing needs assessment, as prepared by all Regional Planning Commissions, in addition to other pertinent data.

NH RSA 672:1, IIIe, specifies the purpose and benefit of local land use regulations and zoning. This section states:

“All citizens of the state benefit from a balanced supply of housing which is affordable to persons and families of low and moderate income. Establishment of housing which is decent, safe, sanitary, and affordable to low and moderate income persons and families is in the best interests of each community and the state of New Hampshire, and serves a vital public need. Opportunity for development of such housing, including so-called cluster development and the development of multi-family structures, should not be prohibited or discouraged by use of municipal planning and zoning powers or by unreasonable interpretation of such powers.”

Lastly, NH RSA 674:32, bars the regulatory prohibition of manufactured housing and sets specific standards for the location of such housing in all municipalities. This is discussed in more detail in the Manufactured Housing section of this Chapter.

Sutton’s Theoretical Fair Share of the Regional Affordable Housing Stock

As a result of the growing concern over access to affordable housing, all Regional Planning Commissions in New Hampshire have been charged by the Office of Energy and Planning to develop an affordable housing needs assessment for each community, within their region, every five years.

Because of the lack of 2000 Census data when the *Affordable Housing Needs Assessment* report was written (2000), CNHRPC determined that it would be more appropriate to develop estimates based upon a variety of data, rather than base the report on 1990 Census data. The vast majority of the data utilized in the preparation of this assessment was provided by the New Hampshire Office of State Planning, the New Hampshire Department of Employment Security, and the New Hampshire Department of Revenue Administration. The *Affordable Housing Needs Assessment* report is scheduled to be redone in 2005 for the central New Hampshire region.

The analysis conducted in this report utilizes the following formulas and definitions.

Estimated Number of Households at 80% of Median Income in 1998

The Department of Housing and Urban Development defines low to moderate-income households as those that earn 80% of the communities median income, or less. To better estimate the number of low to moderate-income households in the central New Hampshire region, a proportion using 1990 census data and 1998 estimated population was developed.

$$\text{Formula} = \frac{1990 \text{ Households @ } 80\% \text{ of Median Income}}{1990 \text{ Community Population}} \times \frac{X}{1998 \text{ NHOEP Est. Community Pop.}}$$

Sutton Figures $(209/1,457)(X/1,479) = 212$

Averaged Result

The “averaged result” factors the communities share of the regional population, the communities share of the regional job base, the communities share of the regional income (wages paid), and the communities share of the region’s total assessed property values. These figures are considered generation and capacity factors for affordable housing. These figures are added together and then averaged into a single figure for purposes of determining theoretical need.

Formula = (Community Share of Regional Population) + (Community Share of Regional Employment) + (Community Share of Total Regional Wages Paid) + (Community Share of Regional Assessed Value) / 4

Sutton Figures = 1.4% + 0.4% + 1.6% + 2.1% / 4 = 1.4%

Theoretical Community Share of Affordable Housing for CNHRPC Region

This figure uses the variables of the “averaged result” and the total number of low to moderate-income families, and generates a figure that explains how many affordable housing units a community should theoretically provide based upon generation and capacity figures existing in the community.

Formula = (Averaged Result for community) X (13,770³)

Sutton Figures = 1.4% x 13,770 = 190

Total Credits (a.k.a. the number of affordable housing units existing in the community)

Total Credits accounts for all housing in each community which is suspected to be affordable. The formula is dependent upon the assumption that all manufactured and multifamily housing units in a community are affordable.

Formula =
(2 X Number of Multifamily and Manufactured Housing in Community) +
(Estimated Number of Households at 80% of Community Median Income) / 3

Sutton Figures [(2 x 54) + 209] / 3 = 107

Future Planning Goal

This figure indicates how many affordable housing units a community should strive to develop in the near future to meet its theoretical share.

Formula = (Theoretical Share) – (Total Affordable Housing Credits)

Sutton Figures = 190-107 = 83

³ Note that 13,770 is the most recent calculated estimate of the number of low to moderated income households in the Central New Hampshire Region.

Based on the affordable housing need assessment conducted by CNHRPC in 2000, Sutton had less than its theoretical fair share of the affordable housing base for the central New Hampshire region. The formula used by CNHRPC indicated that Sutton contained approximately 107 units of affordable housing, which was 83 units less than its theoretical fair share of 190 units. This formula is based on the assumption that all multi-family and manufactured homes in the region should be considered affordable housing, which is not always the case. The table below compares Sutton's affordable housing stock and future goals to its abutting communities.

Summary of 2000 Affordable Housing Needs

Town	Theoretical Community Share of Regional Affordable Housing Stock	Total # of Existing Affordable Housing Units *	Future Planning Goal (# of Units Community Should Develop)
Sutton	190	107	83
Bradford	171	147	24
New London			
Newbury			
Warner	310	317	0
Wilmot			

Source: CNHRPC *Affordable Housing Needs Assessment*, May 2000

* Assumption that all manufactured housing and multi-family housing units are affordable

Goal

Create a goal of reaching the future planning figure (87) to meet the regional share of affordable housing stock (190 total units).

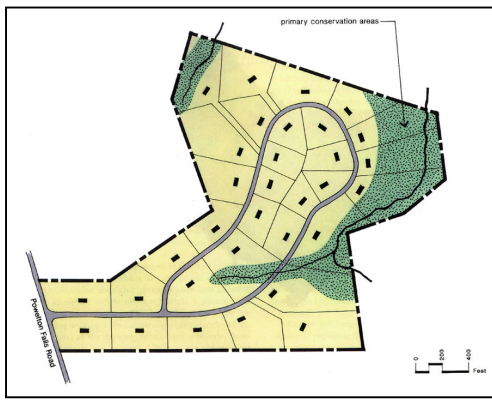
Recommendations

- Annually review the progress made to date in meeting the goal and revise the Towns regulations and Ordinances accordingly.
- Provide regulatory incentives to developers to build qualified affordable housing in the community, such reduced lot sizes, frontage and setback requirements, and exemptions from any future Growth Management Ordinance.
- Consider donating appropriate town-owned land, such as land taken for back-taxes, to nonprofit housing organizations for the development of affordable housing within Sutton.
- Work with regional Workforce Housing Coalitions to address the issue of housing on a region-wide basis.
- Create an open dialogue with the Concord Area Trust for Community Housing (CATCH), the NH Community Loan Fund, the NH Housing Finance Authority (NHHFA), and for-profit affordable housing developers in an effort to encourage affordable housing to be developed in Sutton.

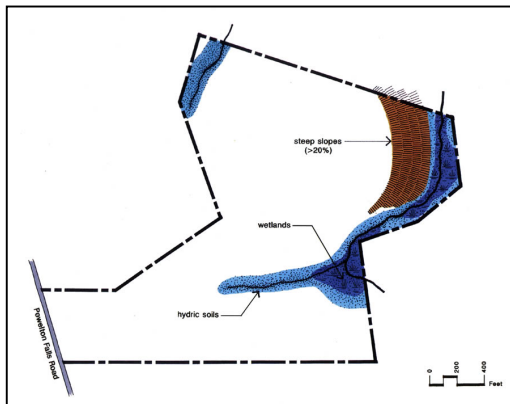
CLUSTER DEVELOPMENT

An answer to the sprawling landform created under conventional subdivisions is a new approach to subdivision design for rural areas, as outlined in the book entitled *Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks*, by Randall Arendt (Island Press, 1996). Most practitioners call this type of development Conservation Subdivision Design.

The figures below (used for example only) show graphics from Arendt's book depicting the typical scenario for the development of a parcel under the conservation development design process. In its most basic form, the conservation development process can be broken into six logical steps, which are not the steps taken for a conventional subdivision. The six steps are as follows:



1) Create a "yield plan" for the site that assesses the number of viable building lots on the site under a conventional subdivision design. This plan establishes the **minimum** density for the conservation development design. Although a yield plan is conceptual, it must be consistent with Town ordinances and regulations already in place.

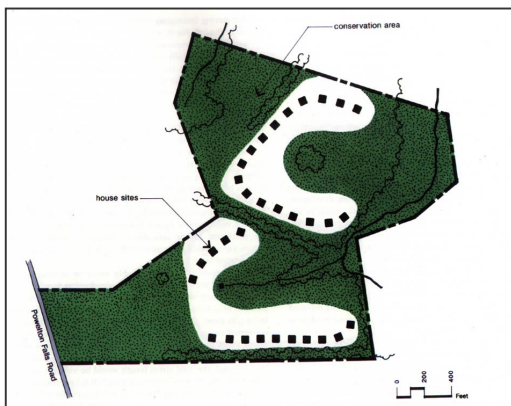


2) Prepare a conservation site analysis plan that identifies prominent open spaces and important natural features broken out into primary and secondary conservation areas. Primary conservation areas are those resources for which development should be excluded almost without exception. Secondary conservation areas are those that should not be developed, if at all possible.

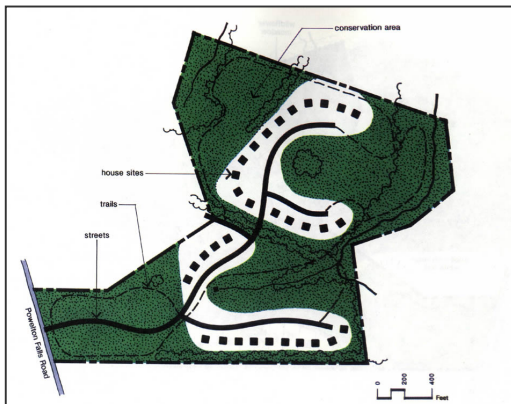




3) After evaluating the primary and secondary conservation areas, locate the portions of the site most suitable for development.



4) Locate dwelling unit sites using innovative arrangements to maximize views of open space and resources.



5) Locate and design the roadway and pedestrian travel ways. Maximize the protection of viewsheds and natural terrain in the design. Locate septic fields.

6) Delineate lot lines.



(Note: These graphics are to be used as examples only)

Primary conservation areas may include wetlands, steep slopes, aquifer recharge zones, and floodplains. Secondary conservation areas may include stonewalls, viewsheds, prominent vegetation, prominent landforms, prime agricultural soils, historic sites and features, archeological sites, and communities and species identified in the Natural Heritage Inventory. The natural areas set aside should include recreational areas, both passive (walking trails) and organized (soccer fields), as an amenity for the neighborhood.

To help ensure successful conservation subdivision designs, the following provisions should be included in the Ordinance:

1. Clearly state the goals and objectives of the regulation.
2. Clearly explain how much of the unbuildable land can be used towards the minimum open space requirement and define unbuildable land.
3. Require that the conservation land have good access and be well marked.
4. Provide performance standards to ensure a quality development.
5. Ensure workable tax collection on common land.
6. Secure developer follow-through on plan commitments.
7. Clarify application requirements to encourage more desirable plans and avoid unnecessary costs for the developer.

Sutton's regulations allow for Cluster Developments in both Zoning Districts with a Special Exception. The minimum area for this type of development is ten acres and both attached and detached single-family dwellings are allowed. There are currently no cluster developments located in Sutton.

Under this approach, increased residential density can be achieved while maintaining open space and the look of a rural community. This type of development is also beneficial in encouraging affordable housing developments, elderly housing developments, and in meeting the goals of smart growth .

Goal

To encourage housing developments that protect and preserve open space and natural areas, support denser development, and adhere to the principals of traditional neighborhood design.

Recommendations

- Change the name from Cluster Development to Conservation Subdivision Design in the Zoning Ordinance.
- Employ all possible measures to create open space that is protected in perpetuity through conservation easements, an association of all the home owners, or by deeding the land to the Town or to a conservation organization. Land should be deeded to the Town when the proposed open space land abuts existing Town-owned land.
- Ensure that the open space is usable for the desired use, such as farming, recreation, and/or wildlife habitat.

- Revise the requirement that a Special Exception is required *before* the development can be submitted to the Planning Board to allow the Planning Board to review and approve the application with the condition of receiving a Special Exception *after* Planning Board approval.
- Review the density requirements and allow an increase in density as an incentive for developers to use Cluster Development. One way to do this is to consider creating a sliding scale for lot density in exchange for more open space.
- Consider allowing a portion of the required open space to be “off-site” on a lot that is not contiguous to the residential development, provided the proposed non-contiguous open-space lot abuts Town-owned property and/or natural areas of importance. This is commonly referred to as “Transfer of Development Rights.”

CONCLUSION

Evidenced by the Town’s Community Survey feedback, maintaining the rural character of Sutton, while providing for a safe and sanitary environment, is paramount to future housing plans. With attention towards providing safe housing, Sutton can better meet its vision of providing housing for all income levels and population strata, while maintaining the character of the community. A continued sensitivity regarding affordable housing objectives and housing needs for our aging population, coupled with our desire to balance the costs of growth, shall serve as the premise for sound, long-term housing plans. The recommendations on the findings in this Chapter reflect that commitment to a Sutton with as many rural characteristics as possible.

CHAPTER IX FUTURE LAND USE

INTRODUCTION

Since its incorporation, Sutton has evolved from an agricultural community to a primarily rural, residential community with many residents commuting daily to surrounding areas for employment. There are many home-based and small businesses located in Sutton, which provide a local employment base but do not draw many people in from outside the Town for employment opportunities.

As Sutton considers the planning of its future land use, thought must be given to how the land is currently being used and regulated in order to evaluate future outcomes and development. The Current Land Use Chapter contains information on how land in Sutton is currently being used and regulated.

As Sutton moves into the 21st century, the following goals can serve as starting points for discussions on zoning changes, land development regulations, and actions taken by the town on the issues of land conservation, business development, and community facilities expansion.

- 1) Develop a long-range picture for land use – the types and uses allowed, locations, and density – and modify the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations if necessary.
- 2) Promote development that complements the natural and historic resources of the community.
- 3) Ensure that development in Town happens in a manner that ensures that impacts on community services are taken into consideration.
- 4) Provide for open space throughout the Town that can be used for forestry, agriculture, recreation, and conservation.

This Chapter describes the recommendations that the Town of Sutton can undertake in order to move toward achieving the future land use goals listed above. The recommendations contained within this Chapter are proactive, comprehensive, and long-range in scope and should not be considered a “quick fix.” Rather, the recommendations should be looked at as a starting point for further discussions on how Sutton wants to grow and develop in the next 10 years.

VISION OF FUTURE LAND USE IN SUTTON

Sutton’s land use future is at a cross-roads. With development pressure moving north from Concord and south from the Dartmouth Upper Valley region, relatively large tracts of undeveloped land within the Town’s borders, and minimal land use regulations, Sutton has the ability to choose how it will look in the future.

Land Use Vision

The future land use vision of Sutton is that of a rural community with a mix of housing located in the villages, neighborhoods, and in the countryside, with home businesses and small-scale businesses providing services and employment opportunities to local residents. Community services and infrastructure will be developed, located, and maintained in order to best serve the community in an effective and efficient manner. Agriculture, forestry, and recreation lands will be incorporated throughout the town and the natural and historic resources will be preserved and protected for future generations to enjoy.

The following are principles that can help guide this future land use vision of Sutton.

- Involve the community in planning and implementation by ensuring that development retains and enhances the sense of place, traditions, goals, and values of Sutton.
- Manage growth locally, but work cooperatively with neighboring towns to achieve common goals, and address common problems more effectively.
- Encourage development that is conducive to community life.
- Maintain traditional villages and neighborhoods by using land, resources, and investments in infrastructure efficiently.
- Incorporate a mix of uses by providing a variety of housing, employment, shopping, services, and social opportunities for all members of the community.
- Preserve Sutton's working landscape by sustaining economically viable farm and forest land, and other rural resource lands, to maintain contiguous tracts of open land and to minimize land use conflicts.
- Provide choices and safety in transportation by creating livable, walkable communities that increase accessibility for people of all ages, whether on foot, bicycle, or in motor vehicles.
- Protect environmental quality by minimizing impacts from land development activities, and planning for and maintaining natural areas that contribute to the health and quality of life of communities and people in Sutton.

Overview of Master Plan Chapter Goals

The Master Plan is a comprehensive document, which discusses all aspects of the community. There are five Chapters contained in the Master Plan that outlines the community's goals for the future land use patterns within Sutton. By looking at the goals of the Master Plan and applying them, the Future Land Use Chapter takes shape. These goals are listed below are those that **ONLY** apply to future land use. The complete list of goals can be found in the corresponding Chapters within the Master Plan.

Historic and Cultural Resources Chapter

This Chapter looks to highlight local historic and cultural resources, describes why they are significant, and looks to provide the resources, recommendations, and tools to plan for the preservation, protection, and enhancement of those resources.

Goal – Historic Structures and Sites

- To protect and preserve historic structures of importance in Sutton.

Community Facilities Chapter

The purpose of this Chapter is to inventory and assess current town facilities and programs, identify and assess the adequacy of existing equipment and future equipment needs, identify current and long-term staffing needs, and identify long-term facility and service needs.

Goals – Town Offices

- To meet the needs of town residents in an efficient and effective manner.
- To ensure that Town staff and users of the Town offices are conducting business in a safe, secure, and efficient building that meets their needs.

Goals – Fire Department

- To ensure that the Fire Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.
- To ensure that development proposals address fire safety issues.

Goals – Police Department

- To ensure that the Police Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.
- To ensure that development proposals address safety issues.

Goal – Highway Department

- To ensure that the Highway Department facility and equipment can meet the needs of the Department and community through long-range budgeting and planning.

Goals – Sutton Free Library

- To ensure that the Library building and equipment meets the needs of the community

Goals – Solid Waste and Recycling Facility

- To ensure that the Transfer Station facility and equipment meet the needs of the Department and community through long-range budgeting and planning.

Goals – Town-Owned Cemeteries

- To ensure the future burial needs of Sutton residents/families will be met.

Goal – Sutton Central School

- To proactively plan for school facilities in a timely manner.

Goal – Kearsarge Regional School District

- To use school facilities in an efficient and effective manner.

Natural Resources Chapter

This Chapter describes the major elements of the natural environment that are within the Town of Sutton. The protection, conservation, and enhancement of the natural environment are important to the residents of Sutton.

Goal - Soils

- To ensure that the soil resources in Sutton are taken into consideration when development proposals are reviewed.

Goals - Sand and Gravel Deposits

- To effectively utilize spent excavation sites for conservation and recreation activities, where appropriate.
- To ensure that all activities taking place at an active or inactive excavation site is appropriate and follows all state and local regulations.

Goals – Water Resources

- To ensure that the water resources in Sutton are protected through voluntary and regulatory efforts.
- Provide for the protection of wetlands during land development activities.
- To meet the federal requirements for Sutton's participation in the National Flood Insurance Program.

Goal – Potential Sources of Contamination

- To ensure clean, safe, and available drinking and surface water for the residents of the Town.

Goal - Slopes

- To ensure that land with steep slopes is developed in a way to minimize negative environmental impacts.

Goal – Scenic Viewpoints

- To preserve scenic views from development that will negatively impact their scenic attributes.

Goals – Flora and Fauna

- To promote the conservation and development of land in a manner that supports wildlife habitat.
- To protect those Species of Special Concern that may exist in Sutton.

Goals – Forests

- To ensure that Town-owned forest land is managed properly and is available for resident use.
- To promote good forest management throughout the Town.

Goals – Conservation Land and Open Space

- To have the Town identify, acquire, and maintain conservation land/easements in Sutton.
- Provide incentives for landowners to maintain their property as open space or conservation land.

Goals - Recreation

- To encourage and promote the development and usage of trails within Sutton.
- To encourage the access to and development of recreational opportunities.

Housing Chapter

The Housing Chapter is intended to identify the current supply of housing in Sutton and the way this inventory has evolved as the community has grown. The Chapter tries to guide land use such that the rural character of the Town is preserved, maintained, and enhanced. The Chapter also recognizes that providing housing opportunities for families, individuals at different stages of their lives, and people at different income levels helps to promote a vibrant and sustainable community.

Goal – Accessory Apartments

- To encourage the development of accessory apartments that will diversify housing stock while retaining the town's rural character.

Goal – Duplex Housing

- To encourage the development of duplexes in order to diversify the housing choices in Sutton.

Goal – Multi-Family Housing

- To guide the development of multi-family housing within Sutton.

Goal – Manufactured Housing

- To allow for the development of manufactured housing in Sutton.

Goal – Elderly Housing

- To allow for the development of housing for elderly persons within Sutton.

Goal – Affordable Housing

- Create a goal of reaching the future planning figure (87) to meet the regional share of affordable housing stock (190 total units).

Goal – Cluster Development

- To encourage housing developments that protect and preserve open space and natural areas, support denser development, and adhere to the principals of traditional neighborhood design.

Transportation Chapter

The Transportation Chapter reaffirms a commitment to the preservation of the rural and open space character of Sutton and seeks to provide an integrated system of transportation for the 21st Century that will minimize traffic congestion and promote an attractive entry corridor and a vibrant community. The purpose of the Chapter is to provide an inventory and assessment of Sutton's transportation network, detail sources of funding for projects, identify new alternative modes of transportation for the Town's population, and provide policy recommendations to improve the existing transportation network and achieve the overall community transportation goals.

Goal - Traffic Count Data

- Utilize traffic count data to identify areas that may become impacted in the future by development.

Goal – Accident Locations

- To reduce the number of accidents in Town that may be caused by unsafe road conditions or the current transportation infrastructure.

Goal – Bridge Network

- To ensure a safe, reliable, and efficient system of bridges that will meet the present and future transportation needs of the Town.

Goal – Private Roads

- To ensure the quality of all roads within the Town of Sutton, regardless of whether they are public or private.

Goals – Class V Gravel Roads and Scenic Roads

- Protect and preserve the existing Class V gravel roads within Town.
- Preserve roads in Town designated as Scenic Roads.

Goals – Class VI Roads

- To encourage, support, and expand the Town's trail network.
- Discourage “scattered and premature” development along Class VI roads.

Goal - Pedestrian Infrastructure

- To reduce the travel speed, as well as the volume, of motor vehicles on residential neighborhood and village roads within Town while increasing safety for pedestrians.

Goals – Parking and Public Transportation

- To have adequate and safe parking areas in key locations in Town to encourage economic activity and ease of use and access to facilities and buildings.
- To ensure that transportation options and services are available to all residents of Sutton.

Goal – Bicycle Infrastructure

- Encourage the planning and development of a safe, accessible, and efficient regional and local bicycle route system for commuting and recreational purposes.

Goal – Town Road Policy

- To have town road construction standards that enhance the uniqueness of Sutton's current and future transportation infrastructure.

Goal – Road Management Plan

- Sutton should have a formal, comprehensive, and up-to-date road management plan.

REGIONAL CONCERNS AND PRESSURES

While the Sutton Master Plan focuses on issues within the Town or within the control of the Town, some emphasis should be given to the outside influences that have an impact on the community. Within the Central NH Region and beyond, regional concerns such as environmental factors, population and housing growth, transportation pressures, and groundwater strongly affect the Town of Sutton.

Partnerships opportunities are identified to foster good relations with neighboring communities on issues that affect multiple towns. Involvement in regional projects, which include Sutton will help the community better place itself in a larger context and participate in activities which will benefit the Town. In this section, specific ideas about how Sutton can become involved in those issues most important to the Town are given to help guide the Town in thinking how its actions can have an effect on the entire Region.

Influences on Sutton from Regional Development

Sutton has a number of outside influences which may affect the Town but which the community has little control over. This section highlights the primary influences that Sutton should be concerned about and offers suggestions about how the Town can get involved. A small amount of participation in these multi-town activities will enable the people of Sutton to voice their opinions and influence possibilities. For many of these issues, Sutton can similarly affect other communities with its own actions.

I-93 Highway Expansion

According to the Environmental Impact Statement (EIS), which was released in April 2004, the basic purpose of the Salem to Manchester section of the project is to “*improve transportation efficiency and reduce safety problems associated with this approximately 19.8-mile segment of highway from the Massachusetts/New Hampshire state line to Manchester.*” The proposal is to widen the I-93 corridor from Salem to Manchester from 4 lanes (2 in each direction) to 8 lanes (4 lanes in each direction). If the current schedule is adhered to, construction will begin in 2005 and be completed by 2016. It is estimated that the results of this expansion will encourage over 100,000 acres of land to be developed and 41,000 people to move to the state over 20 years. These figures are in addition to the already estimated growth and development of the state.

The I-93 Bow to Concord improvement project was added to the New Hampshire Ten Year Transportation Program (Ten Year Plan) in 2001, with the initiation of construction not expected until after 2010. The project will necessitate study of a wide range of options and issues between the I-89/I-93 interchange and Exit 16, including the number of lanes, improvements to exits within the study area, safety improvements, the protection of a future rail corridor, and traffic demand measures. The study is currently underway and the first phase, Phase A, is anticipated to be completed in 2005.

Mt. Sunapee Expansion

The company that runs the Mt. Sunapee ski resort, Okemo, is proposing to create 50 acres of new ski trails and a high-speed ski lift on the western face of Mt. Sunapee. In order to accomplish this plan, a proposal to lease 175 acres from the state is under review by the Department of Resources and Economic Development. The company is also proposing to develop 250 condominiums on land it owns in the Town of Goshen. If the lease agreement is approved, residents of the condominium development will have direct access to the ski trails.

If this expansion of the resort is approved as it is being proposed, Sutton will most likely feel impact in traffic, housing construction, increased enrollment in the regional school district, and more economic development opportunities.

High-Speed Rail – Boston to Montreal

In late 2000, the Boston to Montreal route was designated as one of the nation's three new High Speed Rail Corridors by the Federal Railroad Administration. High Speed Rail corridors have been established to facilitate planning for future transportation needs which will provide alternative travel modes for specific regions.

The principal objectives of High Speed Rail Service are to reduce congestion associated with highway and air travel and provide an alternative mode of travel. In the Boston to Montreal corridor, alternative rail service could reduce growing traffic concerns in the Boston metropolitan area and the I-93 and Route 3 corridors in northern Massachusetts and New Hampshire. The High Speed Rail service could also reduce growing traffic volumes for I-89 in Vermont and New Hampshire. In addition it would provide an alternative travel mode for airline travelers currently using Boston-Logan International, Manchester International, Burlington International or Montreal-Dorval airports which could mitigate anticipated future air travel congestion.

The length of the corridor is approximately 325 miles, roughly equal to the Northeast high speed rail corridor between Boston, MA and Philadelphia, PA. The proposed corridor travels along existing rail rights-of-way from Boston, north to Nashua, NH and up through Manchester to Concord, then turns northwesterly following the former Boston & Maine, Northern Line from Concord to West Lebanon, NH. It crosses the Connecticut River into VT at White River Junction and travels northwesterly to Montpelier, Burlington and St. Albans, Vermont, linking with the Canadian National railroad at Alburg, VT, from Alburg, the line travels the final 65 miles to Central Station in Montreal, Quebec.

There are two phases to this study. Phase I , which was completed in November 2002, assessed the potential ridership, identified institutional and infrastructure issues including integration of existing passenger with freight operations, station selection criteria, and governmental considerations. Phase II of the Plan has been stalled because of the lack of funding by New Hampshire.

Kearsarge Regional School District

The Town of Sutton is part of the Kearsarge Regional School District, which was established in 1966 and contains six other towns. The middle school (grades 6-8) built in 1941, is located in New London, and the addition was completed in 1962. The high school (grades 9-12) is located in Sutton, on North Road, and was built in 1970.

School Department needs are dictated by the future population trends of a community, which are impacted by land development activities. Operating projections, staffing, facilities, and budgeting need to be updated as the number of school-aged children rise and fall. Because many of these expenses, such as an addition to a building, can take years to plan and finish, enrollment projections are vital to ensuring that adequate budgeting and planning are done. The Kearsarge School system enlists the help of experts and state population projections to achieve this goal with fairly accurate results.

In 2003, the decision was made for the Regional School District to purchase 86 acres in Sutton for a new middle school. This will replace the existing school in New London and have a capacity of 700 students. This new school is necessary because the current middle school has a capacity of 450 students and the enrollment is at 562 (2003 figures). There is also ADA compliance and health and safety issues at the current middle school that would be easier to address by building a new facility, rather than trying to fix the current building.

The high school also has had capacity issues that are currently being addressed. In March of '04 the voters of the district passed a bond for the construction of a second floor addition. This increases the capacity by approximately 250 students: seven classrooms, two biology labs, and a computer lab.

Developments of Regional Impact

At the time of plan acceptance, the individual Planning Boards of New Hampshire communities should determine whether or not the project before the Board is a development that has regional impact. As provided in RSA 36:55, a development would be considered as having regional impact if the project could reasonably be expected to impact a neighboring community because of its size, proximity to the neighboring community's transportation networks, proximity to aquifers, and if facilities such as schools and solid waste are shared. If the Planning Board concludes that a project is a development having a regional impact, notice has to be provided by certified mail to the respective regional planning commission and the affected municipality. All recipients will have the status of abutters for the purpose of being provided notice and giving testimony.

Participation in Regional Groups and Organizations

The benefits to being involved with regional groups are a heightened awareness of how outside actions will have an impact on Sutton and the ability to take advantage of the services and knowledge that is available to members or representatives. The shared pool of resources is an asset waiting to be tapped. In addition to the regional groups and organizations mentioned in the previous sections, solid relationships with the following entities should also be developed.

Central NH Regional Planning Commission

The Central NH Regional Planning Commission (CNHRPC) is a voluntary member-driven planning advisory entity in the Concord area. Twenty communities are served. Membership to the CNHRPC provides access to free or low cost planning services such as Master Plan development, development review assistance, traffic counts, zoning ordinance revision, educational workshops, geographic information system mapping, information on latest available programs, grant projects, and statistical data.

Regional Resource Conservation Committee

The Regional Resource Conservation Committee (R2C2) is an advisory committee of the CNHRPC that meets quarterly. Comprised of Conservation Commission, Planning Board, and Board of Selectmen representatives from the 20 towns in the Central NH Region, the group discusses issues which affect their communities and holds guest speaker presentations to inform the R2C2 about the latest environmental or land preservation topics.

Transportation Advisory Committee

The Transportation Advisory Committee (TAC) is an advisory committee of the CNHRPC which is comprised of local appointed representatives from communities within the region as well as members from other local, state, and federal agencies. The official purposes of TAC are to provide technical advice and policy recommendations regarding transportation planning issues. The TAC organizes and recommends projects for the Regional Transportation Improvement Program, the State Transportation Improvement Program, and ranks Transportation Enhancement and Congestion Mitigation-Air Quality grant applications for funding. TAC meets quarterly.

NH Office of Energy and Planning

The Office of Energy and Planning (NHOEP) – formerly the Office of State Planning - is based in Concord and is legislatively required to plan for the orderly development of the state and the wise management of the state's resources; compile, analyze, and disseminate data, information, and research services to advance the welfare of the state; encourage and assist planning, growth management, and development activities of cities and towns; administer select federal and State grant-in-aid programs; and participate and advise in matters of land use planning regarding lakes and rivers management programs. The Office of Energy and Planning typically does most of its work with communities through the regional planning commissions.

Concord Area Trust for Community Housing

Since 1989, the Concord Area Trust for Community Housing (CATCH) has been helping families to become homeowners or find a stable, affordable apartment in the Concord area. Their mission seeks to increase the supply of affordable apartments, searching beyond city limits

to expand housing choices, educating and empowering families to take control of their finances, and nurturing neighborhoods through quality local management. To date, 142 dwellings have been built or rehabilitated and 350 people have gained access to decent and affordable housing.

Goal

To partner with neighboring communities and local groups to enable Sutton to improve the quality of life for its residents and be better able to respond to issues which affect the Town.

Recommendations

- Hold discussions among all area town planning boards to help facilitate a regional housing dialogue.
- Establish a regular regional dialogue, perhaps facilitated by the two regional planning commissions, among Sutton, Warner, Bradford, New London, Wilmot, and Newbury as commercial and residential growth in those towns will have an impact on Sutton.
- Coordinate planning efforts with area Towns, including the regular use of the Developments of Regional Impact statute, obtaining copies of Master Plans and regulations, and holding sub-regional planning conferences on a semi-annual basis.
- Follow the proposed Mt. Sunapee expansion debate to ensure that Sutton will be prepared for any regional impacts the expansion may cause.

Goal

To become involved with state or regional groups, organizations, and agencies to form relationships and to take advantage of free or low cost services and information.

Recommendations

- Encourage landowners to take advantage of assistance from the Natural Resource Conservation Service and the Merrimack County Conservation District to best learn the options for protecting agricultural resources.
- Continue to work with the NH Department of Transportation (NH DOT) on roadway improvement projects in Sutton.
- Work with the Highway District Engineer regarding road maintenance, winter plowing, and driveway permitting to strengthen relationships between the Town and NH DOT.
- Sustain the relationship with CNHRPC to ensure that Sutton continues to learn how to utilize smart growth principles and techniques as the Town faces new development pressures.
- Appoint two representatives to the CNHRPC's Regional Resource Conservation Committee (R2C2).
- Continue to be represented on CNHRPC's Transportation Advisory Committee to ensure that the transportation interests of Sutton are represented.
- Encourage Town officials to regularly visit the NHOEP and CNHRPC websites to view the calendar of educational planning workshops and events.

METHODS TO ACHIEVE FUTURE LAND USE VISION – ZONING ORDINANCE

The following goals and recommendations have been identified here because of their potential impact on the future land use development of the Town. Many of the recommendations were taken directly out of other Chapters while many have been expanded upon through the collaboration with the Future Land Use Chapter Subcommittee. These recommendations specifically focus on Zoning Ordinance changes that the Town can implement to meet the future land use vision.

A Zoning Ordinance can contain three components: Zoning Districts, Zoning Overlay Districts, and Other Zoning Ordinance Provisions. The Zoning Ordinance recommendations presented here should be viewed as a first step in multi-step process. The Master Plan is the starting point for land use regulations, not the ending point. Any changes proposed to the Zoning Ordinance need to be approved by the voters at Town Meeting, in addition to going through the Planning Board public hearing process.

Zoning Districts

The power to regulate private property is one of the most important powers allocated to local government. The following are proposed Zoning Districts – the allowed uses, dimensional requirements, and purposes. See the **Conceptual Future Zoning District Map** for the location of these conceptual Zoning Districts.

Village District (VD)

The purpose of the Village District is to encourage the mixed use development and compact settlement patterns that have historically been located in villages in Sutton and throughout New England. This District would incorporate the existing villages – South Sutton, East Sutton, North Sutton, and Sutton Mills - and an area in which a new village could be developed.

The District would allow new smaller lots to be developed (0.5-1.0 acres) with commensurate frontage and setback requirements. The types of residential uses allowed would be single-family, duplexes, and 3-5 unit multi-family units. Professional offices, such as doctors, lawyers, and architects; small retail, such as bookstores, bakeries, and hairdressers; and bed-and-breakfasts would also be allowed. Mixed-use buildings would be encouraged. According to the 1999 Community Survey, 12.4% of the respondents felt that “businesses and professional offices” are desirable in Sutton.

New development within this District would need to complement abutting properties and enhance the character of the area.

Residential District (RES)

The purpose of the Residential District is to allow for residential neighborhoods to be developed. The uses allowed would be single family and duplex residential units, small home businesses, and bed-and-breakfast businesses. The lot size requirement for new lots would be a minimum of 2 acres.

In the 1999 Community Survey, 21.6% felt that home-based businesses and 18.4% felt that Inns & Bed and Breakfast's were desirable in Sutton.

Rural Residential District (RR)

The purpose of the Rural Residential District is to allow for the use of land for residential and agricultural uses in a rural setting. The uses allowed in this District include single-family homes, bed-and-breakfast businesses, and agricultural uses. The lot size requirements for new lots would be a minimum of 5 acres.

Commercial/Retail District (CR)

The purpose of the Commercial/Retail District is to provide an area of town where this type of development would be allowed by right and to create standards for the review and development of retail and commercial proposals.

In the CR Zone, the lot size would be based on a formula, with a ratio of developed square feet of commercial/retail space (including impervious parking areas) to land needed for a minimum lot size. There would be a cap on the square footage allowed in this Zoning District. There would also be requirements for buffers, landscaping, and architectural design elements to be included in all plans.

The types of uses allowed include automobile sales, restaurants, gas stations, retail stores, and bed-and-breakfasts. Single-family homes would also be allowed. In the 1999 Community Survey, 11.3% of the respondents felt that restaurants and cafes were desirable in Sutton.

Commercial/Industrial District (CI)

The purpose of the Commercial/Industrial District is to provide an area of town where this type of development would be allowed by right and to create standards for the review and development of commercial and industrial proposals. 59% of those responding to the 2004 Community Survey felt that there should be an area dedicated for commercial/industrial development.

In the CI Zone, the lot size would be based on a formula, with a ratio of developed square feet of commercial/industrial space (including impervious parking areas) to land needed for a minimum lot size. There would also be requirements for buffers, landscaping, and architectural design elements to be included in all plans.

The types of uses allowed include automobile service stations, warehouse facilities, raw material storage and processing, and manufacturing. Single-family homes would also be allowed. In the 1999 Community Survey, 15.9% of the respondents felt that light industry was desirable for Sutton.

Goal

To develop Zoning Districts that meet the interests of the public and protect the natural features and characteristics of the land.

Recommendation

- Research the creation of the VD, RES, RR, CR, and CI Proposed Zoning Districts – District areas, table of uses, dimensional requirements, and other additional provisions.

Overlay Districts

Overlay Districts are superimposed upon the regular Zoning Districts so that the regulations pertaining to the Overlay Districts shall be *in addition* to the regulations of the regular Districts. The land within the town may be used if and to the extent that such use is permitted in the applicable regular and Overlay Districts.

Aquifer Protection District

An Aquifer Protection District could be established to preserve and maintain the existing and potential groundwater supplies, aquifers, and groundwater recharge areas of the Town, and protect them from adverse development or land-use practices; to preserve and protect sources of drinking water supply for the public health and safety; and to conserve natural resources. As more and more development occurs within Sutton, it is important that the current aquifers be maintained and protected from incompatible uses. For more information on aquifers, see the Natural Resources Chapter.

Wetlands Overlay District

The purpose of a Wetlands Conservation District is to protect and regulate the use of wetlands and buffer areas in the Town of Sutton. This District is intended to:

- Control the development of structure and land uses within the District that would contribute to the pollution of surface waters and groundwater;
- Prevent the destruction of wetlands which provide flood protection, groundwater recharge, pollution abatement, and the enhancement of stream flow during dry periods;
- Prevent unnecessary or excessive expenses to the Town to provide and maintain essential services and utilities which arise because of unwise use of water resources;
- Encourage those uses which can be appropriately and safely located in the District;
- Protect potential water supplies and existing aquifers and their recharge areas;
- Preserve and enhance those aesthetic values associated with this area;
- Protect wildlife habitats and maintain ecological balances; and
- Protect unique and unusual natural areas

For more information on wetlands, see the Natural Resources Chapter.

Kezar Lake Watershed Overlay District

Kezar Lake is a 181.45 acre lake in North Sutton. Eighty-eight percent of the water in Kezar Lake comes from Lyon Brook, which itself is composed of Lyon Brook, Clark Brook and King Hill Brook. Kezar Lake is a significant public waterbody for the western section of the state, supplying a moderately sized state park managed by the Department of Resources and Economic Development, many seasonal and year round homes, and a public access to the lake. This public access is also a public swimming beach, Horse Beach.

In 1931, a sewage treatment facility in New London, three miles from Kezar Lake, began to discharge treated effluent into Lyon Brook. In 1963 the first documented algae bloom occurred. In 1990, as a result of lengthy litigation between the Town of New London and members of the Kezar Lake Protective Association, the Town of New London was ordered to pay \$220,000 to the association and a consent decree was entered into by both towns.

Kezar Lake is not like any other lake. It is the most studied lake in the U.S. It has known phosphate deposits at its bottom, bound up with the aluminum salts. Additional phosphates could, at any point, result in the release of the existing phosphates. An algae bloom could then reoccur. The algae bloom from the past has been described as pea soup. The history of Kezar Lake, and its fragile condition, must be remembered when any land use activities in its watershed are considered.

See the Natural Resources Chapter for more information on Kezar Lake.

Goal

To develop Overlay Zoning Districts to that provides protection of Sutton's natural resources.

Recommendations

- Research the creation of an Aquifer Protection Overlay District.
- Research the creation of a Wetlands Overlay District.
- Research the creation of a Kezar Lake Watershed Overlay District.

Other Zoning Ordinance Provisions

In addition to Zoning Districts and Overlay Districts, communities have the ability to adopted numerous other Land Use Regulations that influence and help shape the land use patterns in Town. Some of these Zoning Ordinances are specific to a District, while others can be applied to the entire Town, when certain criteria are met. The following is a summary of these other current Zoning Ordinance provisions.

Animal Hospital/Commercial Kennel Ordinance

This Ordinance would establish the buffer, setback, and screening standards for the operation of such a business. This type of Ordinance would not impact private homeowners with domestic or farm animals unless such animals are part of a commercial kennel or animal hospital.

Campground Ordinance

The purpose of this Ordinance would be to provide regulations for the development of such businesses within Town. Such an Ordinance could contain provisions for the number of sites, length of stay, common facilities that need to be provided, development of roads, public safety provisions, and other types of items.

Conservation Subdivision Ordinance

A Conservation Subdivision Ordinance allows for an alternative subdivision design that would enable the Town to encourage the placement of homes in a manner that optimizes the availability of undeveloped land to be permanently protected open space.

The purpose of this Ordinance would be:

- 1) To help facilitate the economical and efficient provision of public services
- 2) Promoting open space conservation
- 3) Protecting natural and scenic attributes of the land
- 4) Preserving open space while providing greater flexibility in the design or residential subdivisions
- 5) Encouraging diversity and originality in lot layout and individual building design to achieve a harmonious relationship between development and the land.

A Conservation Subdivision Ordinance could allow for greater flexibility of lot sizes, setbacks, road frontage, and street design with the purpose of permanently preserving open land.

See the Housing Chapter for more information on this type of Ordinance.

Excavation Ordinance

Excavation of material, although not as common a commercial enterprise as it once was, still can play a major role in land use. The purpose of this type of Ordinance would be to regulate the excavation of earthen materials through the setting of operational standards and reclamation standards for each site.

Growth Management Ordinance

The purpose of a Growth Management Ordinance (GMO) is to regulate and control the timing of residential development in accordance with the objectives of both the Master Plan and the Capital Improvements Program, which need to be adopted by the Planning Board before a Growth Management Ordinance can be implemented.

Growth Management Ordinances typically contain statistical information, such as number of building permits issued, number of new lots created, tax rate, population estimates, school enrollment figures, as well as others, that cover a ten –year period. In addition, these types of Ordinances can be developed so as to look at growth trends only within the town or as compared to adjacent communities. Growth Management Ordinances are written to give special consideration to bona fide affordable or elderly housing, lots of existing record at the time of adoption of the Ordinance, a method to “carry-over” unused building permits from year to year, and with a sunset provision. Many communities have adopted GMOs but have not implemented the Ordinance because the growth “triggers” contained in the Ordinance have not been met, i.e. the level of growth to justify the Ordinance has not happened.

Home Occupation Ordinance

The purpose of establishing conditions and criteria for home based businesses/occupations is to ensure that any and all such uses of an operation in the residential structure remain subordinate to the principal use of the property as a residence.

Impact Fee Ordinance

A municipal impact fee represents a one-time, up-front charge on a new subdivisions and site plans to pay for future public capital costs serving new development, or to recover past expenditures in capacity to accommodate that development. Impact fees are most commonly

used in New Hampshire for the funding of schools, roads, and recreational facilities. However, impact fees are also being used for fire protection, police department, library, solid waste, water and sewer, and municipal administrative facilities.

The amount of any assessed impact fee should be a proportional share of the municipal capital improvement costs, which are related to the capital needs created by the new development. The impact fees must not be spent on upgrading, replacing, or maintaining existing facilities and services, which already exist prior to any new development. The Town has six years in which to spend the collected fee. If it is not used within that period of time the money must be returned to the property owner.

Manufactured Housing Park Ordinance

The purpose of this Ordinance would be to provide the opportunity and the guidance for the development of manufactured housing parks within select residentially zoned areas of Town. This type of Ordinance could contain regulations for community facilities, public safety, recreation areas, and road standards and maintenance.

Sexually Oriented Businesses Ordinance

The purpose and intent of this Ordinance would be to establish reasonable and uniform regulations to prevent the concentration of sexually oriented businesses within the Town of Sutton; to promote the health, safety, and general welfare of the citizens of the Town Sutton; and utilize the regulations to prevent problems of blight and deterioration.

The provisions of this type of Ordinance do not have the purpose or effect of:

- Imposing limitations or restrictions on the content on any communicative materials;
- Restricting or denying access by adults to sexually oriented materials or services protected by the First Amendment;
- Denying access by the distributors and exhibitors of sexually oriented entertainment to their intended market; or
- Condoning or legitimizing the distribution of obscene material.

Temporary Storage Trailer Ordinance

The purpose of this Ordinance is to specify the location, number, time limit, and use of temporary storage trailers.

Goal

To ensure that proposed land development activities meet positively benefit the Town.

Recommendations

- Revise the Cluster Development, Excavation, Home Occupation, and the Manufactured Housing Park regulations in the Zoning Ordinance. These should be expanded into their own Ordinances with more detail and specificity.
- Research the creation of the following Zoning Ordinances
 - Animal Hospital/Commercial Kennel Ordinance
 - Campground Ordinance
 - Growth Management Ordinance

- Impact Fee Ordinance
- Sexually Oriented Businesses Ordinance
- Temporary Storage Trailer Ordinance

METHODS TO ACHIEVE FUTURE LAND USE VISION

SITE PLAN REGULATIONS

Commercial, industrial, and multi-family housing developments may have significant impacts on the community. The existing zoning and site plan review regulations do not contain performance standards related to the aesthetic or environmental impact of commercial and industrial developments. Such performance standards should be reviewed and considered by the Town as a way to retain the desirable qualities of Sutton.

All of the recommendations under this Site Plan Regulations section applies to non-residential development, thus excluding single-family and two-family development. This in no way impacts the development of individual homeowners in Sutton.

Signs

Signage can have a significant impact on the visual character of a community. The purpose of sign regulations are to:

- Encourage the effective use of signs as a means of communication;
- Maintain and enhance the aesthetic environment of the Town while retaining the Town's ability to attract and encourage economic development and growth;
- Improve traffic safety;
- Minimize possible adverse effects of signs on nearby public and private property; and
- Enable fair and consistent enforcement of these sign regulations.

Goal

To have signage that complements the historical and aesthetic look of Sutton.

Recommendations

- For free standing signs, encourage landscaping to re-establish ground cover where disturbed by sign installation and to screen the foundation of monument or pedestal signs without blocking the view of sign information.
- Encourage freestanding monument signs and directory signs to be placed perpendicular to approaching vehicular traffic.
- Signs should establish a visual continuity with adjacent building façades and should be oriented to emphasize pedestrian visibility.
- Flashing, rotating, animated, and neon signs should be prohibited.
- Establish regulations for the definition, placement, size, and the duration for temporary signs.

Parking Requirements

Parking requirements impact a community in numerous ways, including pedestrian and driver safety, visual appeal, aesthetics of building design, and environmental impacts.

Goal

Encourage parking that will enhance economic vitality, personal mobility, and convenience while reducing costs, inconvenience, and environmental degradation.

Recommendations

- Parking area designs shall adequately consider safe pedestrian circulation to and from parking spaces and shall maximize opportunities for the safe maneuvering of all vehicles.
- Parking areas that are visible from adjacent public roadways should be visually buffered to complement the surrounding area.
- Encourage the use of alternative pavement materials other than asphalt and concrete, where appropriate. These materials could include brick, crushed gravel, pea stone, stamped concrete, cobblestone, and other similar materials. Allowing the use of such materials will preserve the rural character of the community and add to the aesthetic appeal of smaller commercial developments.
- Adopt provisions that would allow for shared parking between separate lots. Such a requirement would allow the Planning Board, when feasible, to reduce parking requirements for each lot, provided that the peak parking demand of each land use does not occur during the same time periods.
- Requiring developments, at time of subdivision or site plan review, to provide rights-of-way to abutting parcels for the future interconnection of sites to reduce congestion of streets and minimize traffic safety hazards.
- All parking areas should be adequately lit for safety, while keeping in mind aesthetic and environmental concerns. See the Lighting Standards section of this Chapter for more information.
- All parking areas should be required to be off-street.

Landscaping and Screening

Proper landscaping and screening of a site can positively impact the community's visual, environmental, and aesthetic character.

Goals

To preserve and enhance the desirable qualities of the community by establishing landscaping and screening design standards, which would be proportionate to the intensity of the proposed land use(s) and not diminish property values and the visual character of the neighborhood.

Recommendations

- Ensure that each tract of land has an adequate buffer from other properties in order to preserve property values and improve the aesthetic values of properties.
- A landscape buffer should be provided along the perimeter of a structure that is visible from abutting properties or the public right of way.
- Side and rear landscape buffers should be considered for developments to promote proper visual separation and adequate buffering between adjoining properties. Parking areas, driveways, and buildings shall not be located within any required side or rear landscape area.
- Require a landscaping plan to be submitted as part of Site Plan Review.

- The ground level view of all mechanical equipment accessory to the building (not vehicles) with a footprint of fifty square feet or greater should be fully screened from contiguous properties and adjacent streets. Screening should be accomplished by architecturally integrating the equipment into the principal structure or by surrounding it with materials compatible with the principal structure.
- All exterior trash containers shall be screened on each side and shall not be visible from any street.

Exterior Building Façade

The outside façade of a structure tells the story and history of a community. Sutton has a rich history that is consistent with most small New England villages. This is something to be proud of and encouraged.

Goal

Protect the aesthetic character of the community and to improve the quality of new developments constructed within Town.

Recommendations

- Ensure that the development of commercial and industrial structures are consistent with and improve the architectural character of the Town.
- Require that all rooftop mechanical equipment be screened from view with either building walls or roof forms. All sides visible to the public and abutters should have screen materials.
- New roof forms and materials should relate to the roof forms and materials of adjacent structures where appropriate, by duplicating the shape, pitch, and materials. Common roof forms and materials should be required to be duplicated on the primary structure whenever possible.
- To ensure the development of commercial and industrial structures are consistent with, and improve the architectural character of the Town, varied offsets, roof heights and forms, and window placement should be incorporated into all new structures, or additions to existing structures.
- Consider adopting architectural performance standards in the Site Plan Regulations for the Town.
- When developing a site that is located at high elevations, non-reflecting building materials are to be used.

Lighting Standards

Lighting is a critical component of non-residential site design that is used for advertising, safety, and design purposes.. Many communities adopt Lighting Standards to ensure that outdoor lighting does not negatively impact abutting properties or diminish the ability to view the stars at night. These standards could regulate the placement, type, style, number, and wattage of proposed outdoor lighting for commercial entities.

Goal

Consider enacting specific performance standards regarding lighting for non-residential sites that will meet the needs of the sites while protecting visual, environmental, and aesthetic goals.

Recommendations

- Any lighting used to illuminate an off-street parking area, sign, or other structure, should be arranged as to deflect light away from any adjoining properties or from the public streets. Direct or sky-reflected glare should not be permitted.
- In order to minimize glare and other adverse effects, all exterior lighting fixtures shall be of a design that provides for sharp luminaire cutoffs. Further, all fixtures shall be positioned and/or installed in such a fashion as to prevent unwanted incidental illumination of abutting properties and streets.
- Any light or combination of lights from a commercial or industrial development that casts light on a public street shall not exceed one (1) foot-candle (meter reading) as measured from the centerline of the street. Any light or combination of lights, which casts light on a residential property shall not exceed 0.1 foot candles (meter reading) as measured from the property line.
- The Zoning Ordinance and/or Site Plan Review Regulations should stipulate that all lighting fixtures be compatible to the architectural design of the proposed structures and abutting land uses.
- The Planning Board should require a detailed lighting plan for all non-residential site plans. Lighting plans should be required to incorporate standards and techniques included in the *Outdoor Lighting Manual for Vermont Municipalities*.

Environmental Performance Standards

Environmental performance standards should be developed in order to protect the long term environmental quality and overall vitality of commercially developed areas. The variety of permitted uses, taken together with often intensive land use patterns and an inventory of environmental resources, necessitates environmental performance standards. Sample environmental performance standards are provided below:

Performance Standards Related to Odors

Uses and activities which produce continuous, regular, or frequent odors and/or emissions, detectable beyond the boundary of the property from which the odor originates, shall be prohibited, in whole or in part, if the odor or emission in question is a known health risk or danger or if the Planning Board judges such odor or emission to be harmful to the rights of others to enjoy their property(s).

This standard is not intended to discourage farming in any of the Zoning Districts, as long as the farms are following established best management practices and meeting all state and local health standards.

Performance Standards Related to Noise

The Performance Standards governing noise are intended to ensure that the rights of property owners, as well as the overall health and general welfare of the community, are not diminished by unreasonable noise levels generated by commercial and industrial uses. Specific items that should be included in a noise performance standard include:

- 1) The maximum permissible sound level produced by any continuous, regular, or frequent source of sound or noise, produced by any permitted use or activity on the property and on abutting properties.
- 2) Methods for measuring noise levels.
- 3) Provisions allowing the use of Sound or Noise Abatement techniques.
- 4) An inventory of activities and devices exempt from the Noise Performance Standards, that get reviewed and updated periodically.
- 5) Hours of operation that the activity can take place.

Goal

Ensure that all proposed non-residential development meets environmental performance standards.

Recommendation

- Consider adopting specific environmental performance standards related to odors and noise into the Site Plan Regulations.

METHODS TO ACHIEVE FUTURE LAND USE VISION SUBDIVISION REGULATIONS

Most of the land development activities in Sutton over the past ten years has been for residential subdivisions. Because this type of development is so prevalent and the results of which impact all aspects of the Town, having comprehensive and understandable Subdivision Regulations is important.

Goal

To identify potential concerns with land subdivision applications early in the process.

Recommendations

- Require all major subdivisions to have a conceptual consultation prior to their official submission to the Planning Board for Subdivision Review, as allowed in RSA 674:35(I).
- Provide the Police, Fire, and Highway Departments, as well as the Conservation Commission, complete sets of Major Subdivision plans for their review prior to the public hearing on such an application.

Goal

To improve the land subdivision process.

Recommendations

- Place all subdivision public hearing notices in at least 1 news paper of general circulation and in 3 public places within Town at least 10 days prior to the scheduled public hearing.
- Require a public hearing, which is properly noticed in the news paper, in Town, and to abutters, on all subdivisions and lot line adjustments, regardless of their size.
- Revise the current language in the subdivision regulations on acceptance and approval deadlines and extension of deadlines to meet current state law, RSA 676:4.
- Remove the requirement that the applicant provide a letter to the Planning Board stating if the subject parcel is in Current Use.
- Require that all waiver requests be provided in writing to the Planning Board at the time the application is submitted.

Goal

To improve the current Subdivision Regulations.

Recommendations

- Review the current soil based lot sizing requirement to ensure that it meets best management practices and current research.
- Review the current provision of open space requirements to assess the effectiveness of such a provision, as it is currently written.
- Review the current subdivision road standards as they relate to the development of public vs. private subdivision roads.

METHODS TO ACHIEVE FUTURE LAND USE VISION **NON-REGULATORY RECOMMENDATIONS**

The following information and recommendations specifically focus on non-regulatory ideas, recommendations, strategies, and changes that the Town can implement to meet the future land use vision.

Build-Out Analysis

A build-out analysis is a process by which land use regulations and physical land constraints are analyzed to see how many lots/areas can be developed under those conditions until there is no more developable land remaining – the town would be “built-out.” The development of this analysis gives the Planning Board a tool that can be used to evaluate current land development standards. It also gives other Town Departments and the School Department the information necessary for their future planning. Alternative build-out scenarios can also be done showing build-out with various inputs, i.e., zoning changes and land purchase by Town. The results of the analyses will help the Town plan for future community facilities expansion as well as provide input on the impacts of proposed zoning changes and land development purchases.

Land Use Boards

The Planning Board and Zoning Board of Adjustment are the two boards in Sutton that determine land use development activity. Those serving on the Planning Board and ZBA are currently appointed by the Board of Selectmen, with members serving 3 year terms. The Boards develop their own rules of procedure, application processes, and meeting schedules.

Zoning Code Enforcement

Code enforcement encompasses enforcing the Zoning, Site Plan, and Subdivision Regulations of the town. Zoning Enforcement includes ensuring that what is being built and operated in Sutton meets the current Zoning Regulations and that what has been approved by the Planning Board is being built according to the approved plans (Subdivision and Site Plan Review).

Goal

To ensure that the most accurate data is available prior to making land use regulation changes.

Recommendations

- Research the development and funding of digital tax parcel data that could be used in a build-out analysis.
- Once digital parcel data has been developed, link the Assessors database to the digital parcel data.
- Consider conducting a build-out analysis using current Zoning and Subdivision Regulations, as well as conducting an analysis prior to proposing any major Zoning or Subdivision Regulation changes to see what the land use impact could be.

Goal

Ensure that the roles, process, procedures, and implementation that relate to land use boards are clear and meet the goals of the Town.

- The Planning Board and ZBA should annually review their Rules of Procedure to ensure that they are up-to-date and meet state RSAs.
- Revise the application procedures for the Planning Board and ZBA to ensure that they are easily understandable, meet state RSAs, and are compatible with the Board regulation requirements.
- Revise the Zoning Ordinance to make it more reader-friendly by including a Table of Uses and a more detailed Index, as well as reformatting the existing regulations.
- Hire a Code Enforcement Officer to ensure that the Zoning, Site Plan, and Subdivision Regulations are being followed, as well ensuring that the developments being built are done so in accordance with their approvals. This could be on a part-time or consultant basis, or as a shared staff person with abutting towns.
- Research the establishment of an elected Planning Board.

CONCLUSION

In summary, the economy of Sutton is healthy. In the long-term, Sutton desires to maintain and develop an economic base that complements the rural community character of the Town.

Residents want to encourage well designed, aesthetically pleasing commercial and industrial developments. Businesses that are environmentally sound and financially viable, with reasonable wages and benefits, help to stabilize the community and should continue to form an important piece of Sutton's economic base. Well-planned and well-placed retail, industrial, and commercial businesses contribute to the economic prosperity of Sutton and further attention should be paid to the location of future economic development within Town.

CHAPTER X IMPLEMENTATION

In the 2002 New Hampshire legislative session, the statutes relative to Master Plans, RSA 674:2-3, were rewritten to reflect the need for closer coordination among municipal Master Plan elements and for coordination of local, regional and state projects and processes. The new statute recommends having an Implementation Chapter, which the Planning Board has decided to include into its 2005 Master Plan.

This Chapter summarizes all of the recommendations contained in the other chapters of the Plan and groups them by type--regulatory or non-regulatory -- and by responsible Boards, Commissions, Committees, etc. including the year in which the work should be complete. The recommendations are diverse and pose a challenge to the responsible entity to reach fruition.

A Master Plan is not a sequence of rigid, tightly organized steps guaranteed to produce a specific result; rather it is both a reference and policy document which should be the most complete source of information about current conditions and trends within the community. Accordingly, this Master Plan is a compilation of facts, goals, and recommendations to be adopted by the Planning Board. It suggests multiple paths forward and the people of Sutton will have to keep choosing which path to take at each Town Meeting, at each Planning Board meeting, at each meeting of the Board of Selectmen, and so on.

Any changes to Zoning Ordinances or recommendations to buy or sell land will require explicit votes of the town. Many changes will be carried out by various Town Boards and will require the public hearing and review process as well. Some of the changes will be implemented at the household level, as residents decide whether to protect their wetlands buffers, whether to plant native species, whether to recycle more, and so on.

Some examples of recommendations in three key chapters are summarized below.

Future Land Use

This Chapter describes the recommendations that the Town of Sutton can undertake in order to move toward achieving the future land use goals listed below. The recommendations contained within this Chapter are proactive, comprehensive, and long-range in scope and should not be considered a “quick fix.” Rather, the recommendations should be looked at as a starting point for further discussions on how Sutton wants to grow and develop in the next 10 years.

The following goals were developed to serve as starting points for discussions on zoning changes, land development regulations, and actions taken by the town on the issues of land conservation, business development, and community facilities expansion.

- 1) Develop a long-range picture for land use – the types and uses allowed, locations, and density – and modify the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations if necessary.

- 2) Promote development that complements the natural and historic resources of the community.
- 3) Ensure that development in Town happens in a manner that ensures that impacts on community services are taken into consideration.
- 4) Provide for open space throughout the Town that can be used for forestry, agriculture, recreation, and conservation.

Natural Resources

The primary focus of this Chapter was to identify the natural and man-made resources in Town, recognize the role they play in giving the Town of Sutton its character, and decide what strategies would best maintain the character of the Town and conservation of its natural resources. Most of the Town's resources are interconnected and any change to one may have a significant impact on the others. As the population increases, demands on many of these resources will increase, some to the point of threatening the quality and quantity of the resource. It is the goal of this chapter to help develop a balance between development and resource protection within the Town.

There needs to be the recognition that many natural resources do not stop at the Town's boundaries and that a regional approach may be critical to their long-term protection. Some of our natural resources are considered renewable, such as forests, while others, like soil, are not. Appropriate measures need to be taken to prevent contamination, erosion, depletion and misuse of Sutton's natural resources.

The Town's existing open space consists of forests, fields, and wetlands and surface waters. Most of the development pressure that is currently being felt by the Town is focused on privately owned open space. Because such lands are being targeted for development, it is important that the Town identify critical habitats, greenways, and corridors that should be protected through purchase, easements, or other means. These actions will help to reduce land fragmentation and help maintain the rural, cultural, scenic, and historic character of the Town that makes Sutton the place it is today and the vision of what it wants to be tomorrow.

Transportation

Bearing in mind the commitment to the preservation of the rural character of Sutton and the disruption to the quality of life that comes from increased numbers of vehicles on the roads, this Chapter supports a principle that maximizes incentives to retain this rural atmosphere in Sutton. This commitment takes the form of support for such things as traffic calming, slower speeds, preservation of the character of roads with scenic attributes, development of bike lanes, proper consideration of road networks as part of neighborhoods, and pedestrian paths and passageways, when needed. Movement in Sutton in all of these directions would result in the improvement of the transportation infrastructure and the protection and preservation of the open space and rural aesthetic character valued by the community.

The overall goal of the Chapter is to maintain a convenient and efficient transportation network to allow the safe transfer of goods and people throughout Sutton, while protecting the aesthetic

and scenic qualities of roads within Town. The thrust of the work in the Transportation Chapter is an attempt to articulate a vision and a means by which that vision can be achieved for the Town.

PRIORITIZED RECOMMENDATIONS – REGULATORY ZONING, SITE PLAN, AND SUBDIVISION REGULATIONS

The recommendations listed below are specifically for changes/additions to the Zoning, Site Plan, and/or Subdivision Regulations. The recommendations are broken down and prioritized by the timeframe in which they are to be accomplished. The recommendations are further prioritized by their desirability, as determined by the Community Survey, Public Information Session, and Subcommittee responses, as well their associated costs.

The timeframe in which the categories were broken down are “To be completed by March 2007 or sooner,” “To be completed by March 2009 or sooner,” “To be completed by March 2011 or sooner,” “To be completed by March 2013 or sooner,” and “On-going recommendations.”

For Zoning, Site Plan, and Subdivision Regulations, the Planning Board is the responsible party for implementation. However, that does not preclude other groups or individuals from taking responsibility for initiating the implementation of these recommendations.

The recommendations were categorized based on realistic expectations and input from Subcommittee, Steering Committee, and Planning Board meetings. **The timeframes are flexible and can be adjusted depending on town priorities, cost, Committee and Board preferences, and other outside circumstances.**

Prioritized Recommendations – Zoning, Site Plan, and Subdivision Regulations On-going recommendations

Department Review

- 1) Investigate the impacts that proposed large-scale developments may have on fire protection services by having the Fire Department review all Major Subdivision applications and Site Plans.
- 2) Investigate the impacts that proposed large-scale developments may have on safety services by having the Police Department review all major subdivision applications and Site Plans.
- 3) The Road Agent and Road Committee should be consulted on all proposed roads before the Planning Board for feedback as early in the process as possible.

Historic Resources

- 1) Ensure that the historic importance of established cemeteries are taken into consideration when any type of development is proposed that may impact the cemeteries and that appropriate precautions are taken, such as the establishment of buffers.

Environmental Protection

- 1) Any reuse of the sand and gravel pits located within the Town should be evaluated as to the appropriateness for the proposed activity, and best

management practices should be used to prevent contamination of subsurface water bodies, as well as adjacent streams, ponds, rivers, and/or wetlands.

- 2) Ensure that all development proposals comply with the NH Shoreland Protection Act.
- 3) The Town of Sutton should annually update its ordinances and regulations to adequately address the issues of stormwater management and erosion and sediment control in order to improve the quality of the Town's waterbodies to incorporate best management practices and technologies.
- 4) When evaluating development proposals that affect wetlands, the entire wetland system should be considered, instead of just the specific acreage of wetland being directly impacted.
- 5) Annually review the Floodplain Development Ordinance to ensure best management practices are being followed and that the recommendations outlined in the Community Assistance Visit are implemented.
- 6) The Planning Board should encourage developers to protect the naturally occurring steep slopes with slope easements.

Traffic/Roads

- 1) Before the Planning Board considers any subdivisions, they should consult with the Road Management Plan to ensure that the proposed plans are in accordance with the Plan.
- 2) In locations where traffic has increased significantly, land use regulations should be closely examined and modified to best maintain and promote an efficient transportation network.

Prioritized Recommendations – Zoning, Site Plan, and Subdivision Regulations

To be completed by March 2007 or sooner

Conservation Subdivision

- 1) Change the name from Cluster Development to Conservation Subdivision Design in the Zoning Ordinance.
- 2) Employ all possible measures to create open space that is protected in perpetuity through conservation easements, an association of all the home owners, or by deeding the land to the Town or to a conservation organization. Land should be deeded to the Town when the proposed open space land abuts existing Town-owned land.
- 3) Ensure that the open space is usable for the desired use, such as farming, recreation, and/or wildlife habitat.
- 4) Revise the requirement that a Special Exception is required *before* the development can be submitted to the Planning Board to allow the Planning Board to review and approve the application with the condition of receiving a Special Exception *after* Planning Board approval.
- 5) Review the density requirements and allow an increase in density as an incentive for developers to use Cluster Development. One way to do this is to consider creating a sliding scale for lot density in exchange for more open space.
- 6) Consider allowing a portion of the required open space to be “off-site” on a lot that is not contiguous to the residential development, provided the proposed non-

contiguous open-space lot abuts Town-owned property and/or natural areas of importance. This is commonly referred to as “Transfer of Development Rights.”

Traffic/Roads

- 1) The Subdivision Regulations should specify that new Private Roads must be built to Town Road Standards.
- 2) To encourage the rural quality of gravel roads, the zoning and subdivision regulations should be reviewed to ensure that development proposing to occur on and adjacent to the gravel roads meets this goal.
- 3) Sutton should maintain building policies for all Class VI roads. The Class VI road policy the Planning Board adopts should distinguish between building on existing lots and creating new lots.
- 4) The subdivision regulations should be clarified to ensure that any subdivision on a Class VI road will be deemed "scattered and premature" unless and until some provision is made, via a decision of the Selectmen, to improve the road.
- 5) Aesthetic and landscaping requirements should be researched and incorporated into the Town Road Construction standards.
- 6) The design and planning of residential streets should follow natural contours and preserve natural features whenever practical; minimize traffic speed, volume, noise, congestion, and hazards to pedestrians; and perhaps minimize the amount of paved area to reduce storm water runoff, and thereby protecting water resources and reducing construction costs.
- 7) Sutton should research the idea of having new roads in rural areas be consistent in design with the rural collector roads that they are being built off of.
- 8) A provision should be added to the Subdivision Regulations that requires all new roads to be inspected by a Town-selected engineer as the road is being built. The cost of these inspections will be paid by the applicant.
- 9) Planning Board should research additional methods of protecting and preserving designated Scenic Roads.
- 10) Consider requiring developments, at time of subdivision or site plan review, to provide rights-of-way to abutting parcels for the future interconnection of sites to reduce and where appropriate and important to the orderly development of the Town congestion of streets and minimize traffic safety hazards.

Manufactured Housing

- 1) Remove the requirement that all Manufactured Housing Subdivision and Parks have a minimum 10 homes per development, in order to comply with state law.
- 2) Remove the requirement that all Manufactured Housing Subdivisions and Parks receive a Special Exception before they apply to the Planning Board, in order to comply with state law.
- 3) Create specific regulations that cover landscaping, buffers, pedestrian facilities, architectural façade, and lighting for Manufactured Housing Park developments.

Home Occupations

Revise the Home Occupation Ordinance to include more detail and specificity.

Subdivision Regulations

- 1) Require all major subdivisions to have a conceptual consultation prior to their official submission to the Planning Board for Subdivision Review, as allowed in RSA 674:35(I).

- 2) Require a public hearing, which is properly noticed in the news paper, in Town, and to abutters, on all subdivisions and lot line adjustments, regardless of their size.
- 3) Revise the current language in the subdivision regulations on acceptance and approval deadlines and extension of deadlines to meet current state law, RSA 676:4.
- 4) Remove the requirement that the applicant provide a letter to the Planning Board stating if the subject parcel is in Current Use.
- 5) Review the current soil based lot sizing requirement to ensure that it meets best management practices and current research.
- 6) Review the current provision of open space requirements to assess the effectiveness of such a provision, as it is currently written.

Prioritized Recommendations – Zoning, Site Plan, and Subdivision Regulations

To be completed by March 2009 or sooner

Housing

- 1) Research the creation of an Elderly Housing Overlay District with provisions for the types of dwellings, landscaping, parking, lighting, signage, buffers, and community amenities required. This District should be located within close proximity to existing town facilities.
- 2) Research the possibility of the Town encouraging elderly housing development through the donation of land or the development of infrastructure for such a development to be built with an emphasis on housing for existing Sutton residents.
- 3) Clearly define “Rooming and Boarding House” in the Zoning Ordinance to ensure that there is no confusion as to what is allowed.

Water Quality

- 1) Consider adopting a maximum impervious surface requirement into the Zoning Ordinance that would limit the amount of impervious surface per parcel in an effort to reduce runoff.
- 2) Develop a Wetlands Overlay Zoning District to help guide development when this resource is present.

Soil

- 1) Amend the Subdivision and Site Plan Review Regulations, to require new developments to submit site-specific soil data to ensure that new developments have adequate carrying capacity for such proposed uses. Site specific data submittals should be consistent with best management practices and current technology.

Slope

- 1) The Planning Board should adopt slope development criteria to ensure the protection of the environment and public safety in both the short and long term.
- 2) The Planning Board should amend their Site Plan and Subdivision Regulations to include incentives for developers to protect scenic views when proposing a subdivision or site plan.

Zoning Districts

- 1) Research the creation of the Village District (VD), Residential District (RES), Rural Residential District (RR), Commercial/Retail District (CR), and Commercial/Industrial District (CI) Proposed Zoning Districts – District areas, table of uses, dimensional requirements, and other additional provisions.

Signage

- 1) For free standing signs, encourage landscaping to re-establish ground cover where disturbed by sign installation and to screen the foundation of monument or pedestal signs without blocking the view of sign information.
- 2) Encourage freestanding monument signs and directory signs to be placed perpendicular to approaching vehicular traffic.
- 3) Signs should establish a visual continuity with adjacent building façades and should be oriented to emphasize pedestrian visibility.
- 4) Flashing, rotating, animated, and neon signs should be prohibited.
- 5) Establish regulations for the definition, placement, size, and the duration for temporary signs.

Parking

- 1) Parking area designs shall adequately consider safe pedestrian circulation to and from parking spaces and shall maximize opportunities for the safe maneuvering of all vehicles.
- 2) Parking areas that are visible from adjacent public roadways should be visually buffered to complement the surrounding area.
- 3) Encourage the use of alternative pavement materials other than asphalt and concrete, where appropriate. These materials could include brick, crushed gravel, pea stone, stamped concrete, cobblestone, and other similar materials. Allowing the use of such materials will preserve the rural character of the community and add to the aesthetic appeal of smaller commercial developments.
- 4) Adopt provisions that would allow for shared parking between separate lots. Such a requirement would allow the Planning Board, when feasible, to reduce parking requirements for each lot, provided that the peak parking demand of each land use does not occur during the same time periods.
- 5) All parking areas should be adequately lit for safety, while keeping in mind aesthetic and environmental concerns.
- 6) All parking areas should be required to be off-street.

Landscaping

Ensure that each tract of land has an adequate buffer from other properties in order to preserve property values and improve the aesthetic values of properties.

A landscape buffer should be provided along the perimeter of a structure that is visible from abutting properties or the public right of way.

Side and rear landscape buffers should be considered for developments to promote proper visual separation and adequate buffering between adjoining properties.

Parking areas, driveways, and buildings shall not be located within any required side or rear landscape area.

Require a landscaping plan to be submitted as part of Site Plan Review.

Screening

- 1) The ground level view of all mechanical equipment accessory to the building (not vehicles) with a footprint of fifty square feet or greater should be fully screened from contiguous properties and adjacent streets. Screening should be accomplished by architecturally integrating the equipment into the principal structure or by surrounding it with materials compatible with the principal structure.
- 2) All exterior trash containers shall be screened on each side and shall not be visible from any street.

Prioritized Recommendations – Zoning, Site Plan, and Subdivision Regulations

To be completed by March 2011 or sooner

Duplexes

- 1) Permit duplexes as an Allowed Use in the Residential Zoning District.
- 2) Research changing the minimum lot size for duplexes from 4 acres (currently) to 2 acres in the Residential Zoning District.

Multi-Family Housing

- 1) The Zoning Districts should be revised to encourage the development of multi-family housing in areas of town that have existing town infrastructure in place and will not have negative traffic impacts.
- 2) Create Site Plan Review Regulations that outline requirements for buffers, parking, and building code compliance when converting a single-family home to multi-family home.
- 3) Create specific Site Plan Regulations that cover landscaping, buffers, pedestrian facilities, architectural façade, and lighting for new multi-family housing developments.

Affordable Housing

- 1) Provide regulatory incentives to developers to build qualified affordable housing in the community, such reduced lot sizes, frontage and setback requirements, and exemptions from any future Growth Management Ordinance.

Aquifers

- 1) Develop an Aquifer Protection Overlay Zoning District to help guide development where this resource is present.

Zoning

- 1) The Planning Board should look into the possibility of large-lot zoning (10-50 acres) and/or conservation/open space zoning in areas of town with Class VI road frontage.
- 2) Research the creation of the following Zoning Ordinances
 - Animal Hospital/Commercial Kennel Ordinance
 - Campground Ordinance
 - Growth Management Ordinance
 - Impact Fee Ordinance
 - Sexually Oriented Businesses Ordinance
 - Temporary Storage Trailer Ordinance

Architectural Façade

- 1) Ensure that the development of commercial and industrial structures are consistent with and improve the architectural character of the Town.
- 2) Require that all rooftop mechanical equipment be screened from view with either building walls or roof forms. All sides visible to the public and abutters should have screen materials.
- 3) New roof forms and materials should relate to the roof forms and materials of adjacent structures where appropriate, by duplicating the shape, pitch, and materials. Common roof forms and materials should be required to be duplicated on the primary structure whenever possible.
- 4) To ensure the development of commercial and industrial structures are consistent with, and improve the architectural character of the Town, varied offsets, roof heights and forms, and window placement should be incorporated into all new structures, or additions to existing structures.
- 5) Consider adopting architectural performance standards in the Site Plan Regulations for the Town.
- 6) When developing a site that is located at high elevations, non-reflecting building materials are to be used.

Lighting

- Any lighting used to illuminate an off-street parking area, sign, or other structure, should be arranged as to deflect light away from any adjoining properties or from the public streets. Direct or sky-reflected glare should not be permitted.
- In order to minimize glare and other adverse effects, all exterior lighting fixtures shall be of a design that provides for sharp luminaire cutoffs. Further, all fixtures shall be positioned and/or installed in such a fashion as to prevent unwanted incidental illumination of abutting properties and streets.
- Any light or combination of lights from a commercial or industrial development that casts light on a public street shall not exceed one (1) foot-candle (meter reading) as measured from the centerline of the street. Any light or combination of lights, which casts light on a residential property shall not exceed 0.1 foot candles (meter reading) as measured from the property line.
- The Zoning Ordinance and/or Site Plan Review Regulations should stipulate that all lighting fixtures be compatible to the architectural design of the proposed structures and abutting land uses.
- The Planning Board should require a detailed lighting plan for all non-residential site plans. Lighting plans should be required to incorporate standards and techniques included in the *Outdoor Lighting Manual for Vermont Municipalities*.

Prioritized Recommendations – Zoning, Site Plan, and Subdivision Regulations To be completed by March 2013 or sooner

Watersheds

- 1) To research the creation of a Kezar Lake Watershed Overlay District that would regulate uses within the watershed to maintain and protect water quality.
- 2) To research the creation of other Watershed Overlay Districts, in addition to a Kezar Lake Watershed Overlay District.

Excavation

- 1) Revise the Excavation Ordinance to include more detail and specificity.

Environmental Standards

Consider adopting specific environmental performance standards related to odors and noise into the Site Plan Regulations.

PRIORITIZED RECOMMENDATIONS – NON-REGULATORY

The recommendations are broken down and prioritized by the timeframe in which they are to be accomplished. The recommendations are further prioritized by their desirability, as determined by the Community Survey, Public Information Session, and Subcommittee responses, as well as their associated costs.

The timeframe in which the categories were broken down into are “To be completed by March 2007 or sooner,” “To be completed by March 2009 or sooner,” “To be completed by March 2011 or sooner,” “To be completed by March 2013 or sooner,” and “On-going recommendations.”

Each recommendation is coded as to its projected cost to the Town, with \$ indicating little to no cost (\$0.00 - \$50,000), \$\$ moderate cost (50,000-250,000), and \$\$\$ indicating a higher cost (\$250,000 +) to the Town to carry out the recommendation.

For each recommendation, a responsible party/parties have been identified to initiate/implement the recommendation listed, with the responsible party being the first entity listed. This does not mean that other committees, organizations, boards, and/or individuals can not take the lead or provide input if they so desire.

The recommendations were categorized based on realistic expectations and input from the Subcommittee, Steering Committee, and Planning Board meetings. **The timeframes are flexible and can be adjusted depending on town priorities, cost, Committee and Board preferences, and other outside circumstances.**

Board of Selectmen Prioritized Recommendations – Non-Regulatory

On-going recommendations

Efficient Operations

- Investigate the desirability and cost of using the Internet to provide services and information from the various Town Departments and Committees. \$
- Encourage Town officials to regularly visit the NHOEP and CNHRPC websites to view the calendar of educational planning workshops and events. \$

Regional Impacts

- 1) Follow the proposed Mt. Sunapee expansion debate to ensure that Sutton will be prepared for any regional impacts the expansion may cause. \$
- 2) Continue to be represented on CNHRPC’s Transportation Advisory Committee to ensure that the transportation interests of Sutton are represented. \$

Historic/Cultural Resources

- 1) The Town should support individuals and organizations that are proposing sites in Town to be placed on the National Register or the New Hampshire State Register of Historic Places by providing applicable information and resources. \$
- 2) Work with cultural organizations to locate presentation and display spaces within the Town to highlight their work and/or programs. \$
- 3) Encourage the use of the town-owned historic building for the education and display of historical resources, i.e. maps, documents, books, artifacts, etc. that can be accessible to the public for their use and research. \$

Housing

- 1) Consider donating appropriate town-owned land, such as land taken for back-taxes, to nonprofit housing organizations for the development of affordable housing within Sutton. \$\$\$

Natural Resources

The Town should look to buy/receive recreation or conservation easements at current excavation sites after reclamation takes place at appropriate locations, which can serve as recreational areas and/or provide water access for residents. \$\$\$

Ensure that the Board of Selectmen are annually reviewing excavation operations to ensure compliance with State regulations. \$

Board of Selectmen Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

Town Hall

- 1) Establish an expendable capital reserve fund for Town Hall building maintenance that can annually be added to by Town Meeting. \$
- 2) Establish a capital reserve fund for Town Hall equipment purchases that can annually be added to by Town Meeting. \$
- 3) Create an archival system and storage location for Town documents that is easily accessible and secure. \$
- 4) Address the ADA accessibility issues in and around the Town Hall to ensure that the Town is serving all residents. \$\$
- 5) Establish a capital reserve fund for the expansion of town offices within the existing structure or the relocation of offices to another facility. \$\$\$

Historic Resources

- 1) Town should put aside funding each year for the purchase of additional historic resources, sites, and structures that may become available. \$\$
- 2) Ensure that town historical information– books, papers, artifacts, maps, etc. – are stored using the best preservation and conservation practices, are properly catalogued and accounted for, and are accessible to the public, where feasible. \$\$

Efficient Operations

- 1) Undertake a space-needs study to address the space needs of all Town Departments and Boards for the next 20-25 years. \$\$
- 2) Create standards for approving the building of accessory apartments to ensure consistency for the Building Inspector. \$
- 3) Establish a permanent Recreation Committee, comprised of various interests within Town, in order to oversee the maintenance of any existing and the creation of new town recreation opportunities. \$

- 4) Hire a Code Enforcement Officer to ensure that the Zoning, Site Plan, and Subdivision Regulations are being followed, as well ensuring that the developments being built are done so in accordance with their approvals. This could be on a part-time or consultant basis, or as a shared staff person with abutting towns. \$\$
- 5) Research the establishment of an elected Planning Board. \$
- 6) Appoint two representatives to the CNHRPC's Regional Resource Conservation Committee (R2C2). \$

Traffic/Roads

- 1) Sutton should create a Private Roads Policy that would outline the conditions under which the Town would consider accepting a pre-existing Private Road as a Town road. \$
- 2) Before a building permit can be issued for lots along Private Roads, it should be required that a waiver be signed by the applicant acknowledging that the Town has no responsibility to provide municipal services along the road. \$

Board of Selectmen Prioritized Recommendations – Non-Regulatory

To be completed by March 2009 or sooner

Efficient Operations

- 1) Research the need and cost for a Planning and Zoning Administrator and an additional clerk within the next 5 years. \$\$
- 2) Research the development and funding of digital tax parcel data that could be used in a build-out analysis. \$\$\$
- 3) Once digital parcel data has been developed, link the Assessors database to the digital parcel data. \$

Historic Resources

- 1) Create a management plan for the town-owned historic buildings and sites that includes scheduled maintenance and rehabilitation, proposed uses, and funding sources for the preservation of these buildings and sites. \$

Traffic/Roads/Parking

- 1) Sutton should investigate establishing a standard of 25 mph or less in densely developed village or rural residential neighborhoods that have seen a large increase in traffic and numerous motor vehicle accidents. \$
- 2) Sutton should inventory all existing municipal parking areas within Town and ranking them as to their safety, adequacy, and usefulness. This inventory could also identify potential new parking spaces that could be created to enhance or replace existing parking areas. \$
- 3) Sutton should make sure that its municipal parking facilities throughout Town meet the Americans with Disabilities Act (ADA) requirements. \$

Board of Selectmen Prioritized Recommendations – Non-Regulatory

To be completed by March 2013 or sooner

Transportation

- 1) Sutton should investigate if there is a need and interest in creating a more regularly scheduled public transportation service in Sutton. \$
- 2) Sutton should adopt and support the Regional Bicycle Network and take all available steps to help implement it within Town. \$

- 3) A Local Bicycle Network should be developed that connects with the regional network and incorporates key locations within Town, such as the library, State park, Horse Beach, schools, etc. \$\$
- 4) Sutton should research funding options for creating, maintaining, and providing signage for a local bicycle network. \$

Police Department Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

Facility and Equipment

- 1) Review the various options for relocating the Police Department out of the Town Hall. This review should include land costs, building costs, and equipment costs associated with the relocation and how should relocation should be paid for (bonds, capital reserve funds, selling of town property, etc.). \$\$\$
- 2) Establish a capital reserve fund for equipment purchases that can annually be added to by Town Meeting. \$\$

Efficient Operations

- 1) The Police Department and Highway Department should establish a system for the public filing of complaints/comments on the condition of roads, snow removal, icy conditions, intersections, and signage to better prioritize roads within Town that may require safety enhancements. \$

Fire Department Prioritized Recommendations – Non-Regulatory

On-going recommendations

Equipment

- 1) Continue to annually put money into the equipment capital reserve fund at Town Meeting. \$\$

Rescue Squad Prioritized Recommendations – Non-Regulatory

On-going recommendations

Efficient Operations

- 1) Continue to be members of the Kearsarge Mutual Aid organization. \$
- 2) Provide training and educational opportunities for volunteer personnel. \$

Solid Waster/Transfer Station Prioritized Recommendations – Non-Regulatory

On-going recommendations

Public Education

- 1) Provide public education materials about the benefits of recycling, including the environmental, public health, and cost savings to the community. \$
- 2) Provide information in the Annual Report on the amount of solid waste, recycling, septic sludge, brush, etc. collected, as well as posting monthly totals at the Transfer Station. \$

Solid Waster/Transfer Station Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

Funding

- 1) Establish a capital reserve fund for equipment purchases that can annually be added to by Town Meeting. \$\$
- 2) Establish a capital reserve fund for special studies that may be required for environmental permitting processes. \$\$

Highway Department Prioritized Recommendations – Non-Regulatory

On-going recommendations

Traffic Counts

- 1) Sutton should work with CNHRPC to identify and conduct traffic counts on roads of concern in the community on an annual basis. \$
- 2) The annual traffic count data should be included in the town report. \$
- 3) The Road Agent and the Board of Selectmen should use the traffic count data to help prioritize road maintenance projects. \$

Bridges

- 1) Work with NHDOT to repair, replace, and/or upgrade bridges that have a FSR of less than 80. \$\$\$
- 2) The Town Road Agent should continue to annually inspect the bridges in Town that are Town-owned and provide a status report to the Board of Selectmen and NHDOT for their review. \$

Private and Gravel Roads

- 1) The Road Agent, Police Department, and Fire Department should work with the residents of private roads and annually review all private roads to make sure that they meet safety standards. \$
- 2) Gravel roads should continue to be assessed as to their level of safety and traffic by the Road Agent and Road Committee before decisions are made whether or not to pave them. \$

Accident Locations

- 1) Use the accident location information to identify and prioritize areas that need improvement because of safety concerns. \$
- 2) The Road Agent and Road Committee should annually review accident locations and determine enhancements that could be made to improve safety. This list of enhancements should be submitted to the Planning Board and Board of Selectmen for review and endorsement. \$

Efficient Operations

- 1) Continue to work with the NH Department of Transportation (NH DOT) on roadway improvement projects in Sutton. \$

Highway Department Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

Facility and Equipment

- 1) At Town Meeting, annually add money to the established capital reserve fund for the expansion/replacement of the current department facility, including feasibility and architectural studies, land acquisition costs, and the actual building. \$\$\$
- 2) Establish an expendable capital reserve fund for building maintenance that can annually be added to by Town Meeting. \$

Road Maintenance/Construction

- 1) Research other road de-icing methods, besides the use of road salt, in some or all parts of Town to minimize this type of contamination. \$
- 2) Work with the Highway District Engineer regarding road maintenance, winter plowing, and driveway permitting to strengthen relationships between the Town and NH DOT. \$

Efficient Operations

- 1) The Road Agent, in conjunction with the Police Department, should create a method for recording complaints about unsafe public parking areas or those in need of maintenance. \$
- 2)

Road Standards

- 1) The Town Road Agent and Road Committee should compare the existing Town Road standards to that of other Towns similar to Sutton and make recommendations for changes/modifications, based on that review, to the Planning Board. \$

Road Management Plan

- 1) Sutton should work with regional, state, and federal agencies and programs to prepare a comprehensive transportation plan that includes funding availability for the desired projects and programs. \$
- 2) The Town Road Agent and the Road Committee should review and amend the Road Management Plan on an annual basis and present the Plan to the Board of Selectmen for review. \$

Highway Department Prioritized Recommendations – Non-Regulatory

To be completed by March 2011 or sooner

Pedestrian Infrastructure/Traffic Calming

- 1) Use innovative methods to increase safety, which could include such things as raised crosswalks, increased signage, or walking paths separated from the road by landscaping, where appropriate. \$\$\$
- 2) Investigate the use of appropriate traffic calming measures to discourage high speeds and to direct traffic around neighborhoods. \$
- 3) The Highway Department should consider widening, striping, and paving the shoulders of Town roads to accommodate bike lanes when doing regular road maintenance and re-construction. \$\$\$

Sutton Free Library Prioritized Recommendations – Non-Regulatory

On-going recommendations

- 1) Make sure that the building, equipment, and staff/volunteer adhere to state and federal regulations, such as fire safety, ADA, and library privacy rules and requirements. \$\$
- 2) Partner with the schools to avoid duplication of services and resources, as well as increase participation by students in the library. \$
- 3) Take greater advantage of funding opportunities offered by the state and other non-profit organizations to help expand current program offerings, such as workshops, book signings, reading programs, and music. \$

Sutton Free Library Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

- 1) Establish an expendable capital reserve fund for building maintenance that can be annually added to by Town Meeting. \$\$
- 2) Conduct a community survey to assess the interest of the community members in various programs, services, books, etc. in order to accurately plan and budget for such things. \$
- 3) Create a comment/suggestion box to be placed in the Library to solicit on-going feedback from patrons. \$
- 4) Create an easy to use tracking system for library holdings in order to assess the types of books that are of interest to the patrons. This information can help direct future purchases as well as creating a methodology for removing some items from the collection (i.e. book sale). \$

Conservation Commission Prioritized Recommendations – Non-Regulatory

On-going recommendations

Water Resources

- 1) The Conservation Commission should help educate the public on the proper maintenance of septic systems, pet waste management, livestock waste management, water conservation, and low-water landscaping. \$
- 2) The Town should provide for comprehensive protection of shoreland and surface waterbodies through regulatory, educational, and voluntary efforts. \$

Conservation Commission Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

Scenic View

- 1) Undertake a comprehensive scenic viewpoint and viewshed analysis that would include pictures and criteria for inclusion in the analysis. \$\$

Wildlife

- 1) Encourage more property owners, including the Town, to manage their properties for wildlife habitat. \$
- 2) Educate landowners on wildlife corridors and land management techniques that they can employ help maintain and enhance these areas. \$
- 3) Inform landowners, using town sources of information, about wildlife habitat conservation programs, such as the New Hampshire Coverts Project and the

Wildlife Habitat Incentives Program (WHIP). Encourage the Conservation Commission to participate in these programs. \$

- 4) A public education campaign should be carried out and/or combined with other efforts to educate the public about the presence of endangered, threatened, and/or species of special concern located within the Town of Sutton, and the environmental and societal benefits for preserving such species. \$
- 5) The Town should, where possible, acquire conservation easements or purchase the land where species of concern exist. Special priority should be given to those lands that connect currently protected parcels of land in the Town or abutting Towns. \$\$\$

Forest

- 1) A Town Forest Management Plan should be developed in order to have a plan in place for the management of this town resource. The public should be involved in the process to ensure that all concerns regarding the management of the Town Forests are addressed. \$\$
- 2) The Town-owned forests should be used to provide residents with public land for outdoor recreational activities. \$
- 3) The Town Forests should be managed as a multiple-use resource where consideration is given to timber harvesting, recreational opportunities, wildlife habitat, watershed protection, education, and preservation. \$
- 4) Forest management information should be made available by the Town to private woodland owners to encourage long-term planning and consideration of all aspects of the forest ecosystem, including wildlife and watershed concerns. UNH Cooperative Extension for Merrimack County is an ideal source for forest management information. \$

Land Conservation/Management

- 1) The Conservation Commission should identify and prioritize potential parcels of land that the Town feels should be protected because of important cultural, ecological, historical, recreational, or scenic value. \$
- 2) The Town should annually set aside funding into a capital reserve fund, which would be separate from the Land Use Change Tax funding, for land conservation activities associated with easement or land purchase. \$\$
- 3) A management plan should be created for each easement or piece of property the Town owns to ensure that the conditions of the easement/sale are being met. \$\$
- 4) Provide information to all eligible landowners about the Current Use Program. \$
- 5) Provide information to interested landowners that encourages the donation of easements for agricultural lands, conservation lands, forestry lands, and open space lands to the Town or other eligible organizations. \$
- 6) The Town should consider acquiring access to Blaisdell Lake, Newbury Reservoir, and other large bodies of water so they become accessible to Sutton property owners. \$\$\$
- 7) Encourage landowners to take advantage of assistance from the Natural Resource Conservation Service and the Merrimack County Conservation District to best learn the options for protecting agricultural resources. \$

Invasive Species

- 1) Work with the New Hampshire Department of Environmental Services to do public education in Sutton about milfoil, *Phragmites*, purple loosestrife, and other exotic species. \$
- 2) Encourage programs that inspecting boats entering the water to avoid the spread of milfoil. \$
- 3) Post information about milfoil and other aquatic invasive species at boat launches on bodies of water in Town. \$
- 4) Post links to information on invasive species on the Town web site. \$

Conservation Commission Prioritized Recommendations – Non-Regulatory

To be completed by March 2009 or sooner

Scenic View

- 1) The Town should approach the landowners whose property is considered to be part of a scenic viewpoint and discuss the donation or purchase of a scenic easement to protect this resource. \$\$\$

Trails

- 1) There should be consistent signage for all Town-owned Conservation Land. \$
- 2) Publicize the official trails within Town by publishing a brochure, creating a trail-specific map series, and/or by holding special events on the trails. \$
- 3) Undertake an on-foot survey of all Class VI roads within Town to gauge their ability to sustain certain types of trails usage. \$
- 4) Ensure that all official town trails are maintained and have proper signage and parking areas. \$
- 5) Research Class VI Roads that might be good candidates for Class A Trail designation because they connect open space, forest, conservation, and/or agricultural land, would connect to existing trails, and/or contain scenic attributes. \$

Historical Society Prioritized Recommendations – Non-Regulatory

On-going recommendations

Education

- 1) Sutton Historical Society should increase public education regarding the location and significance of National Register sites, and State and Local Historic Markers in Sutton. \$
- 2) Sutton Historical Society should increase education about the importance of historic buildings through the use of historic photographs and brochures to be displayed at the various historic buildings and in other public places. \$

Historical Society Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

National and State Historic Register

- 1) Establish a permanent source of funding for the maintenance of the existing, and the establishment of new, National and State Register sites, as well as the printing and distribution of material about the sites. \$\$

- 2) Establish a permanent source of funding for the maintenance of the existing, and the establishment of new, State and Local Historic Markers, as well as the printing and distribution of material about the Markers. \$\$

Local Markers

- 1) Sutton Historical Society should have oversight of the maintenance, preservation, replacement, and expansion of the Local Historic Markers in Sutton. \$
- 2) Create a standard format for Local Historic Markers so that they are easily identifiable. \$

Funding

- 1) Create a permanent source of funding from the Town for the Sutton Historical Society to preserve, protect, display, and educate residents about Sutton's history. \$\$

Historical Society Prioritized Recommendations – Non-Regulatory

To be completed by March 2009 or sooner

Historic Markers

- 1) Nominate the following for State Marker designation – General John Eaton, a 1854 graduate of Dartmouth, ordained minister, the colonel (regiment leader) of the 63rd Colored Infantry and then a brigadier general in the Civil War, and US Commissioner of Education from 1870-1886; and Lydia Wadleigh, who was one of the most prominent national female educators during the 19th century. Both of these people were born in Sutton. \$
- 2) Relocate the Province Road Local Marker to a yet-to-be-determined site. Its current location at the East Sutton cemetery is at least a mile from where the Province Road actually ran. \$
- 3) Sutton Historical Society should investigate the designation and placement of additional State and Local Historic Markers at sites within Town. \$

Education

- 1) Sutton Historical Society should create a map of the local historic sites, with information about each one that can be used for self-guided tours. \$

Cemetery Commission Prioritized Recommendations – Non-Regulatory

On-going recommendations

The oversight of alterations to and the preservation and care of the historic cemeteries located in Sutton should belong to the Town Cemetery Commission. \$

Cemetery Commission Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

Funding

- 1) Create a permanent funding source for the repair and maintenance of headstones and fences in historic Town-owned cemeteries. \$\$
- 2) Establish an expendable capital reserve fund for cemetery maintenance that can be annually added to by Town Meeting. \$\$

New Cemetery

- 1) Create a plan, budget, location, and timeline for the establishment of a new cemetery. \$

Cemetery Commission Prioritized Recommendations – Non-Regulatory

To be completed by March 2009 or sooner

- 1) The Town Cemetery Commission should conduct a detailed inventory of all historic cemeteries in Town, which should include photos of the headstones, a map of each cemetery with the layout, a copy of what each headstone says, and an assessment of the condition of each headstone at the time of inventory. This effort should be coordinated with the Sutton Historical Society to make sure that efforts are not duplicated. \$\$

Planning Board Prioritized Recommendations – Non-Regulatory

On-going recommendations

Housing

- 1) Work with the New Hampshire Community Loan Fund to ensure that any proposed manufactured housing parks and subdivisions use Best Management Practices. \$
- 2) Annually review the progress made to date in meeting the affordable housing goal and revise the Towns regulations and Ordinances accordingly. \$
- 3) Work with regional Workforce Housing Coalitions to address the issue of housing on a region-wide basis. \$
- 4) Hold discussions among all area town planning boards to help facilitate a regional housing dialogue. \$
- 5) Establish a regular regional dialogue, perhaps facilitated by the two regional planning commissions, among Sutton, Warner, Bradford, New London, Wilmot, and Newbury as residential growth in those towns will have an impact on Sutton. \$
- 6) Coordinate planning efforts with area Towns, including the regular use of the Developments of Regional Impact statute, obtaining copies of Master Plans and regulations, and holding sub-regional planning conferences on a semi-annual basis. \$

Efficient Operations

- 1) The Planning Board should annually review their Rules of Procedure to ensure that they are up-to-date and meet state RSAs. \$
- 2) Revise the application procedures for the Planning Board to ensure that they are easily understandable, meet state RSAs, and are compatible with the Board regulation requirements. \$
- 3) Sustain the relationship with CNHRPC to ensure that Sutton continues to learn how to utilize smart growth principles and techniques as the Town faces new development pressures. \$

Planning Board Prioritized Recommendations – Non-Regulatory

To be completed by March 2007 or sooner

Housing

- 1) Research past Planning Board and Building Inspector approvals regarding the creation of accessory apartments to create baseline data that can be used for future housing planning and policy development. \$

- 2) Create an open dialogue with the Concord Area Trust for Community Housing (CATCH), the NH Community Loan Fund, the NH Housing Finance Authority (NHHFA), and for-profit affordable housing developers in an effort to encourage affordable housing to be developed in Sutton. §

Subdivision Procedures

Provide the Police, Fire, and Highway Departments, as well as the Conservation Commission, complete sets of Major Subdivision plans for their review prior to the public hearing on such an application. §

Place all subdivision public hearing notices in at least 1 news paper of general circulation and in 3 public places within Town at least 10 days prior to the scheduled public hearing. §

Require that all waiver requests be provided in writing to the Planning Board at the time the application is submitted. §

Efficient Operations

Revise the Zoning Ordinance to make it more reader-friendly by including a Table of Uses and a more detailed Index, as well as reformatting the existing regulations. §

Planning Board Prioritized Recommendations – Non-Regulatory

To be completed by March 2009 or sooner

Scenic Roads

- 1) Sutton should consider identifying roads with scenic vistas and aesthetic qualities, such as stone walls, historic buildings, and farms for Scenic Road designation at Town Meeting. §
- 2) Sutton should do outreach and education about the State Scenic Road Law and what such designation means. §

Planning Board Prioritized Recommendations – Non-Regulatory

To be completed by March 2011 or sooner

Build-Out Analysis

- 1) Consider conducting a build-out analysis using current Zoning and Subdivision Regulations, as well as conducting an analysis prior to proposing any major Zoning or Subdivision Regulation changes to see what the land use impact could be. §

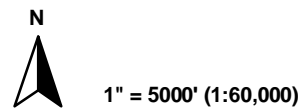
Zoning Board of Adjustment – Non-Regulatory Recommendations

On-Going recommendations

The ZBA should annually review their Rules of Procedure to ensure that they are up-to-date and meet state RSAs. §

Revise the application procedures for the ZBA to ensure that they are easily understandable, meet state RSAs, and are compatible with the Board regulation requirements. §

Accident Location Map, 1996-2003



Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Transportation Chapter, May 2005.

NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.

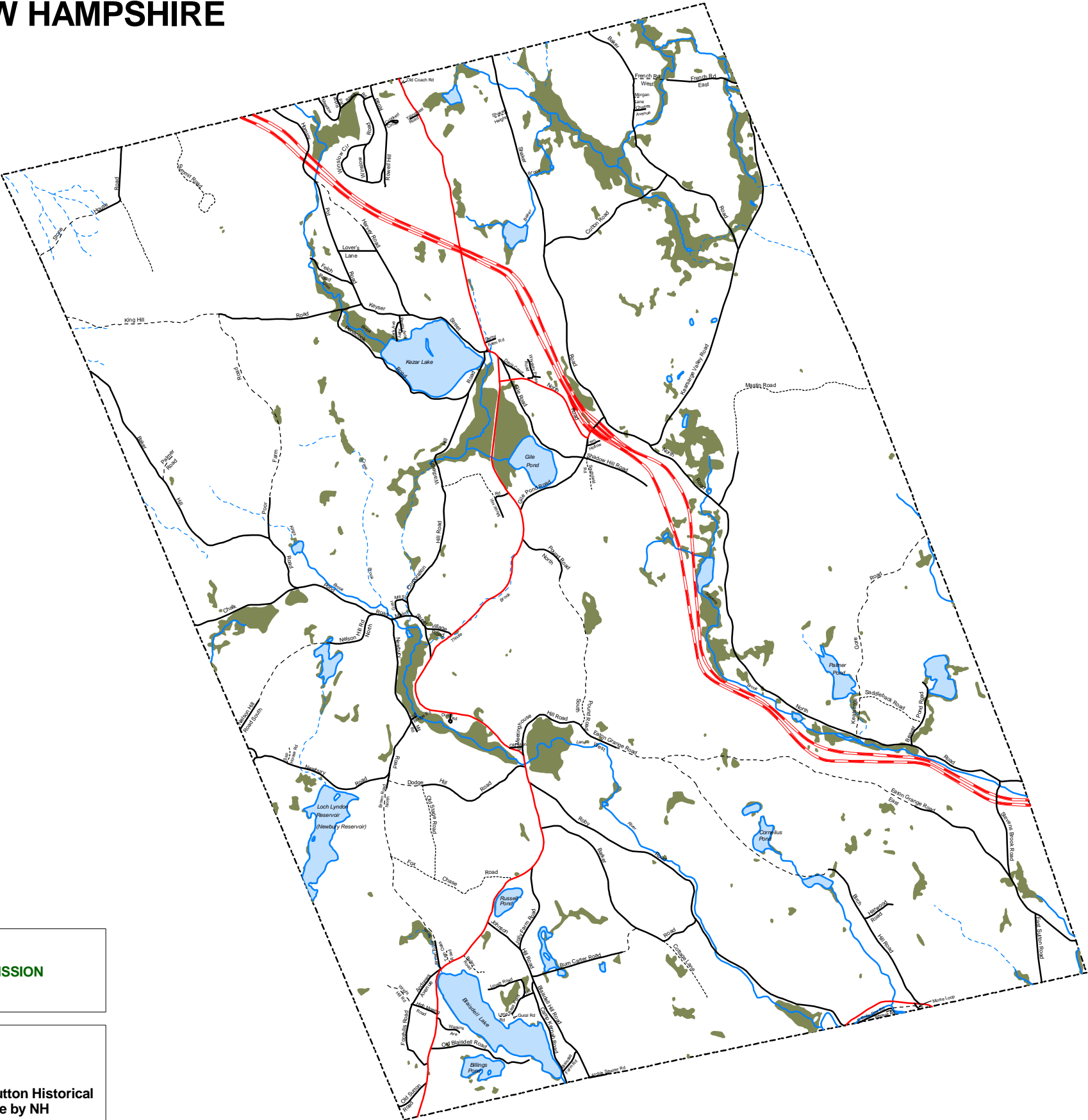
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

Legend		Accident Locations (196 Total)*	
	Class I Trunkline Highways		1996 (17 total)
	Class II State Aid Highways		1997 (14 total)
	Class V Rural (Town) Highways		1998 (18 total)
	Class VI Unmaintained Highways		1999 (33 total)
	Other Roads (Private, Trails, etc)		2000 (27 total)
	Political Boundary		2001 (21 total)
	Rivers and Streams		2002 (42 total)
	Intermittent Streams		2003 (24 total)
	Water Bodies		
	National Wetlands Inventory		

*** 114 (58%) of Accidents
Occurred on I-89**

TOWN OF SUTTON, NEW HAMPSHIRE

Base Map



N
1" = 5000' (1:60,000)

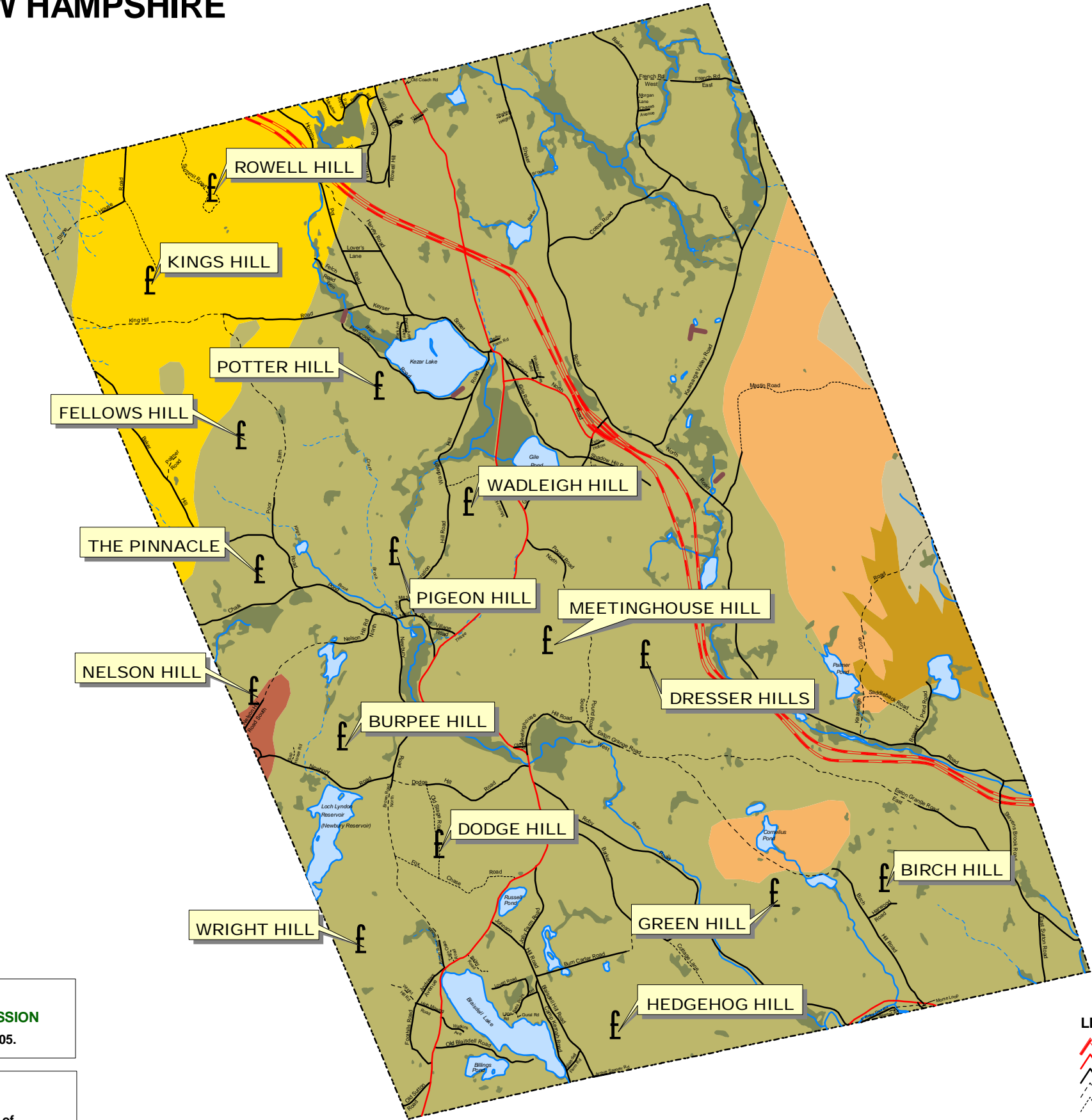
Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan , May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

- LEGEND**
- Class I Trunkline Highways
 - Class II State Aid Highways
 - Class V Rural (Town) Highways
 - Class VI Unmaintained Highways
 - Other Roads (Private, Trails, etc)
 - Political Boundary
 - Rivers and Streams
 - Intermittent Streams
 - Water Bodies
 - National Wetlands Inventory

TOWN OF SUTTON, NEW HAMPSHIRE

Bedrock Geology Map



1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Natural Resources Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

LEGEND

Interstate Highways

Class I & II Secondary State Highways

Class V Town Maintained Roads

Class VI Town Unmaintained Roads

Other Roads (Private, Trails, etc)

Political Boundary

Rivers and Streams

Intermittent Streams

Water Bodies

National Wetlands Inventory

Hill or Mountain

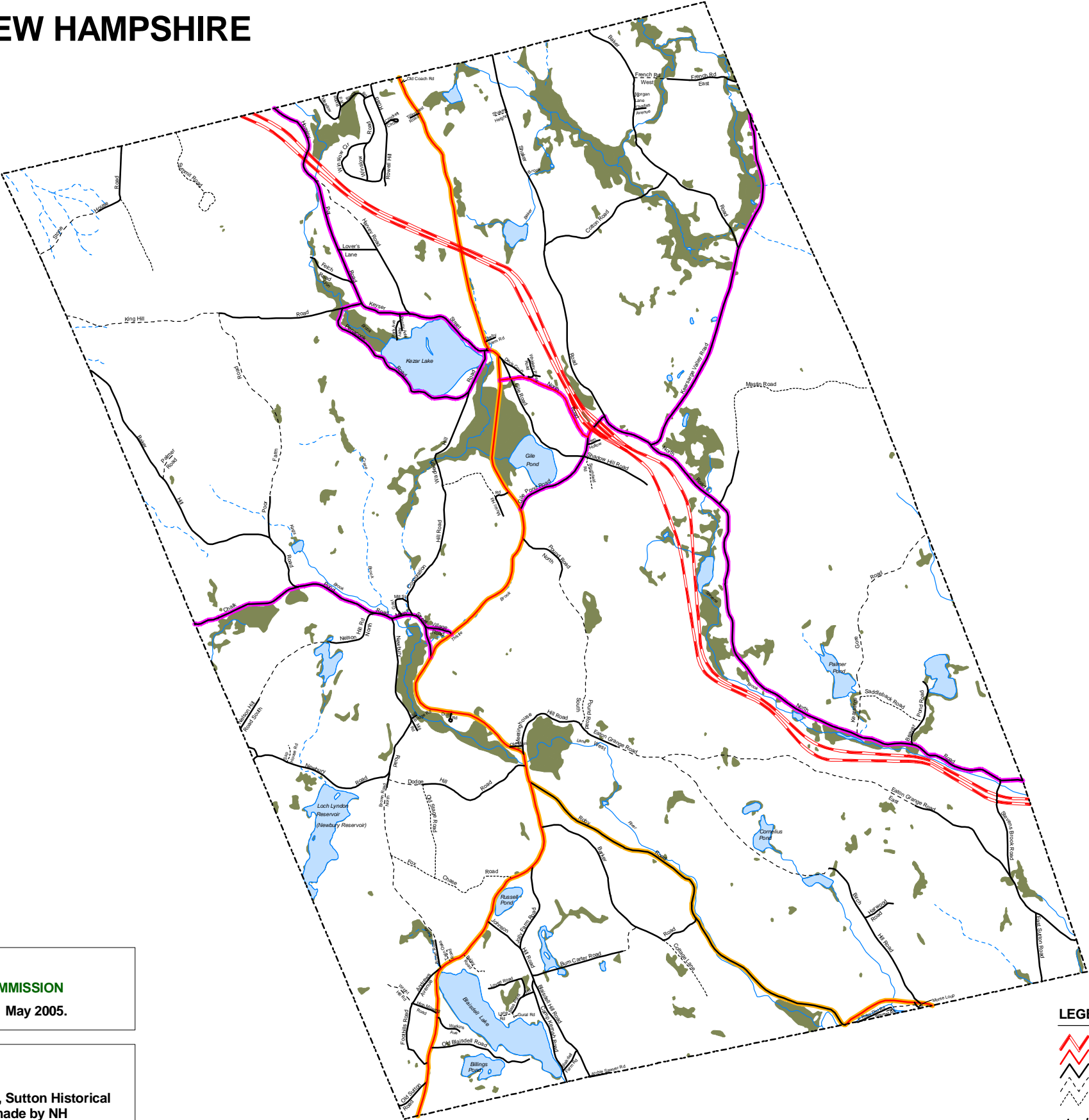
Seismic Lines

Bedrock Geology

	D3Ab
	Dc1m
	Dk2x
	DII
	DIu
	Ds1-6

TOWN OF SUTTON, NEW HAMPSHIRE

Bicycle Infrastructure Map



N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Transportation Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

LEGEND

Class I Trunkline Highways

Class II State Aid Highways

Class V Rural (Town) Highways

Class VI Unmaintained Highways

Other Roads (Private, Trails, etc)

Political Boundary

Rivers and Streams

Intermittent Streams

Water Bodies

National Wetlands Inventory

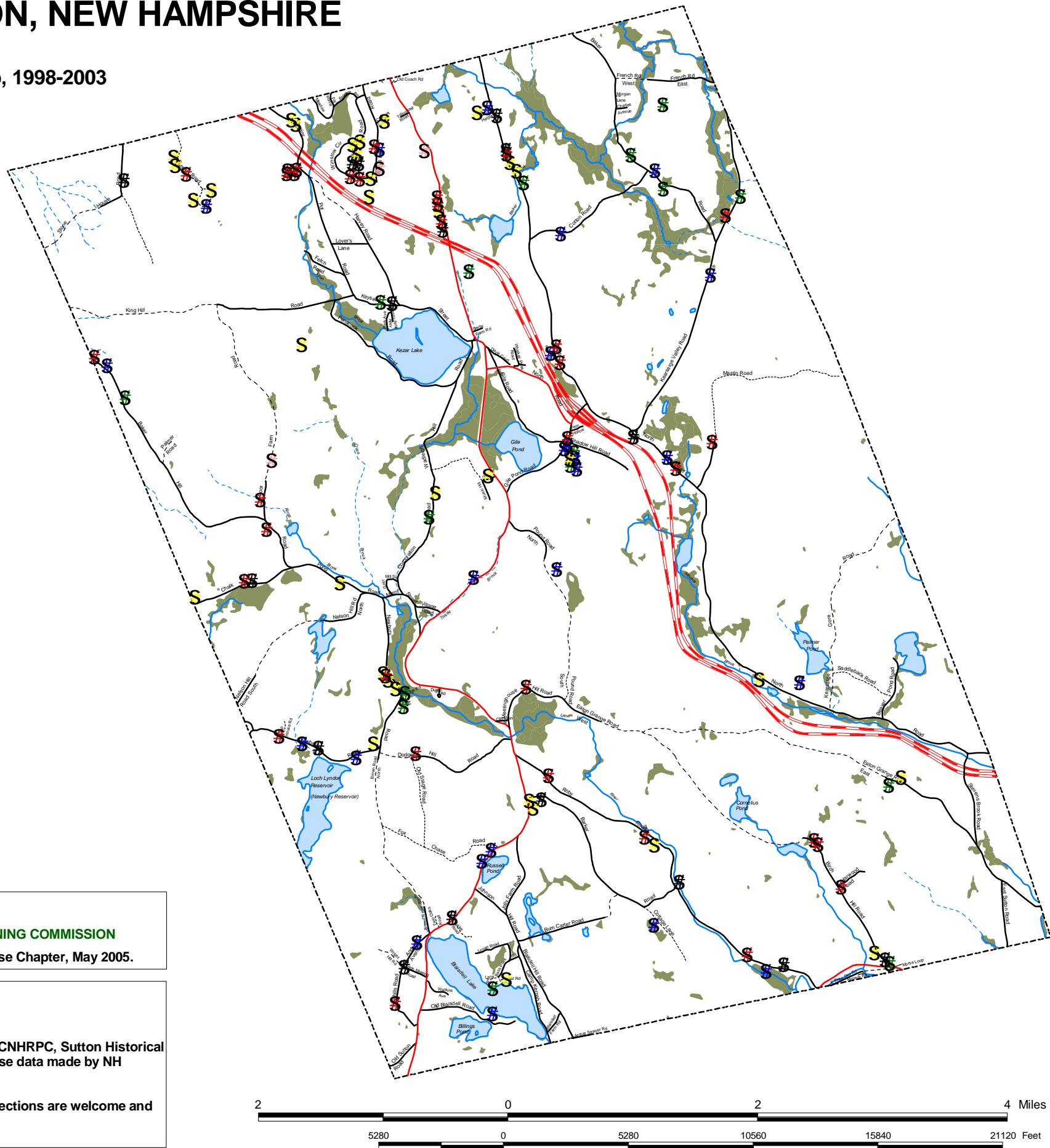
Bicycle Routes

Proposed Local Bicycle Route

CNHRPC Regional Bicycle Route

TOWN OF SUTTON, NEW HAMPSHIRE

Building Permit Location Map, 1998-2003



1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Current Land Use Chapter, May 2005.

DATA SOURCES:

NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.

Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

LEGEND

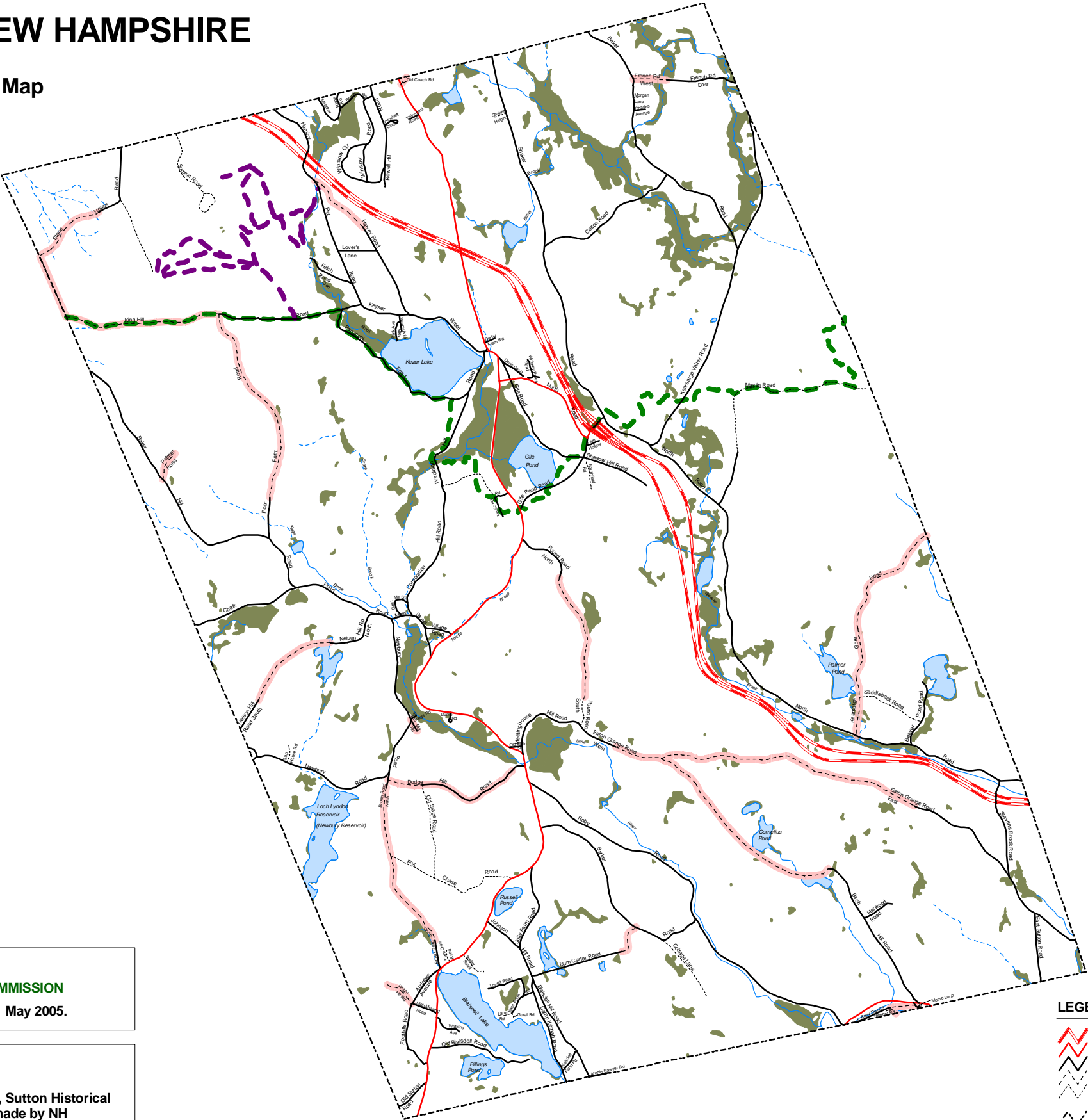
- Class I Trunkline Highways
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- Class VI Unmaintained Highways
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- Rivers and Streams
- Intermittent Streams
- Water Bodies
- National Wetlands Inventory

Building Permits (# issued)

- 1998 (3 total)
- 1999 (16 total)
- 2000 (25 total)
- 2001 (16 total)
- 2002 (32 total)
- 2003 (33 total)

TOWN OF SUTTON, NEW HAMPSHIRE

Class VI Roads and Trails Location Map

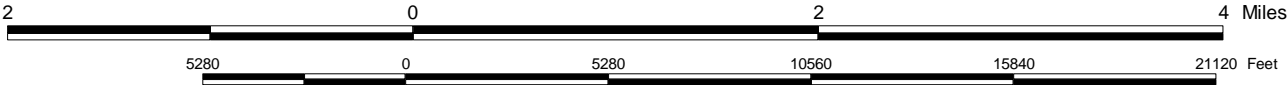


N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Transportation Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.

Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.



LEGEND

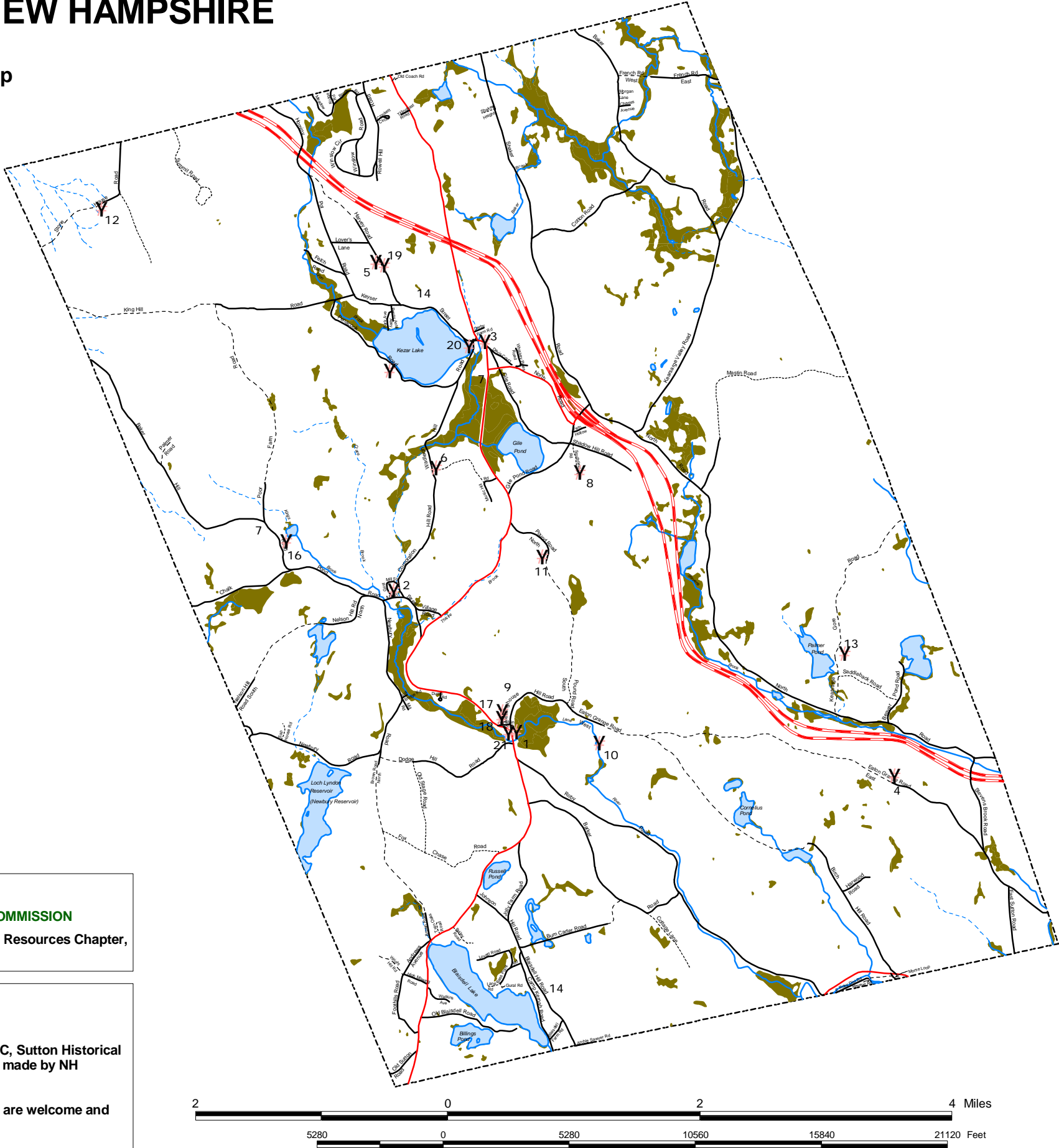
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Recreational Trails

- Class VI Unmaintained Road
- Trail on Public Land
- Trail on Private Land

TOWN OF SUTTON, NEW HAMPSHIRE

Community Cornerstones Project Map



COMMUNITY CORNERSTONES

1. South Sutton Village
2. Sutton Mills Village
3. North Sutton Village
4. Eaton Grange
5. Musterfield Farm/Harvey Homestead
6. Wadleigh Homestead
7. Schoolhouses & Sites
8. Settler's Oven
9. Indian Fireplace
10. Jones Grist Mill Site
11. Town Pound
12. King Hill Quarry
13. Palmer Town/Sutton Gove
14. Scenic Roads
15. Scenic High Places
16. The Pinnacle
17. Old Home Day
18. Fourth of July Parade
19. Musterfield Farm Day
20. Icing Day
21. Children's Christmas in South Sutton



1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Historical and Cultural Resources Chapter,
May 2005.

DATA SOURCES:

NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.

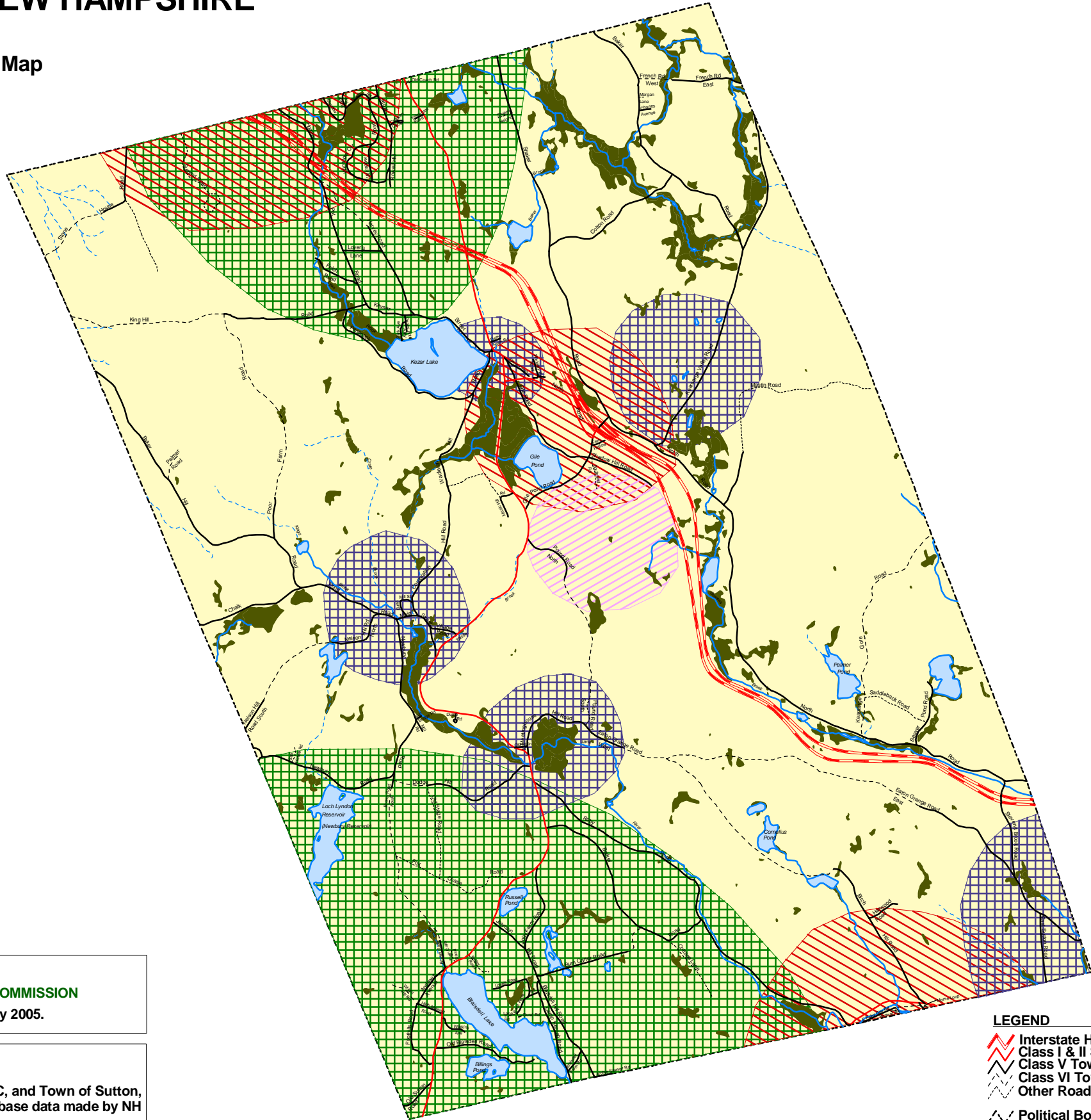
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

LEGEND

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TOWN OF SUTTON, NEW HAMPSHIRE

Conceptual Future Zoning District Map

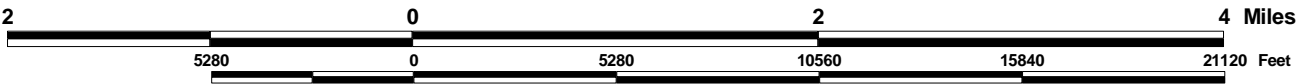


N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Land Use Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, and Town of Sutton,
and the Future Land Use Subcommittee. Corrections to base data made by NH
Department of Transportation and CNHRPC.

Map intended for planning purposes only. Corrections are welcome and
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LEGEND

- Interstate Highways
- Class I & II Secondary State Highways
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Conceptual Future Zoning Districts

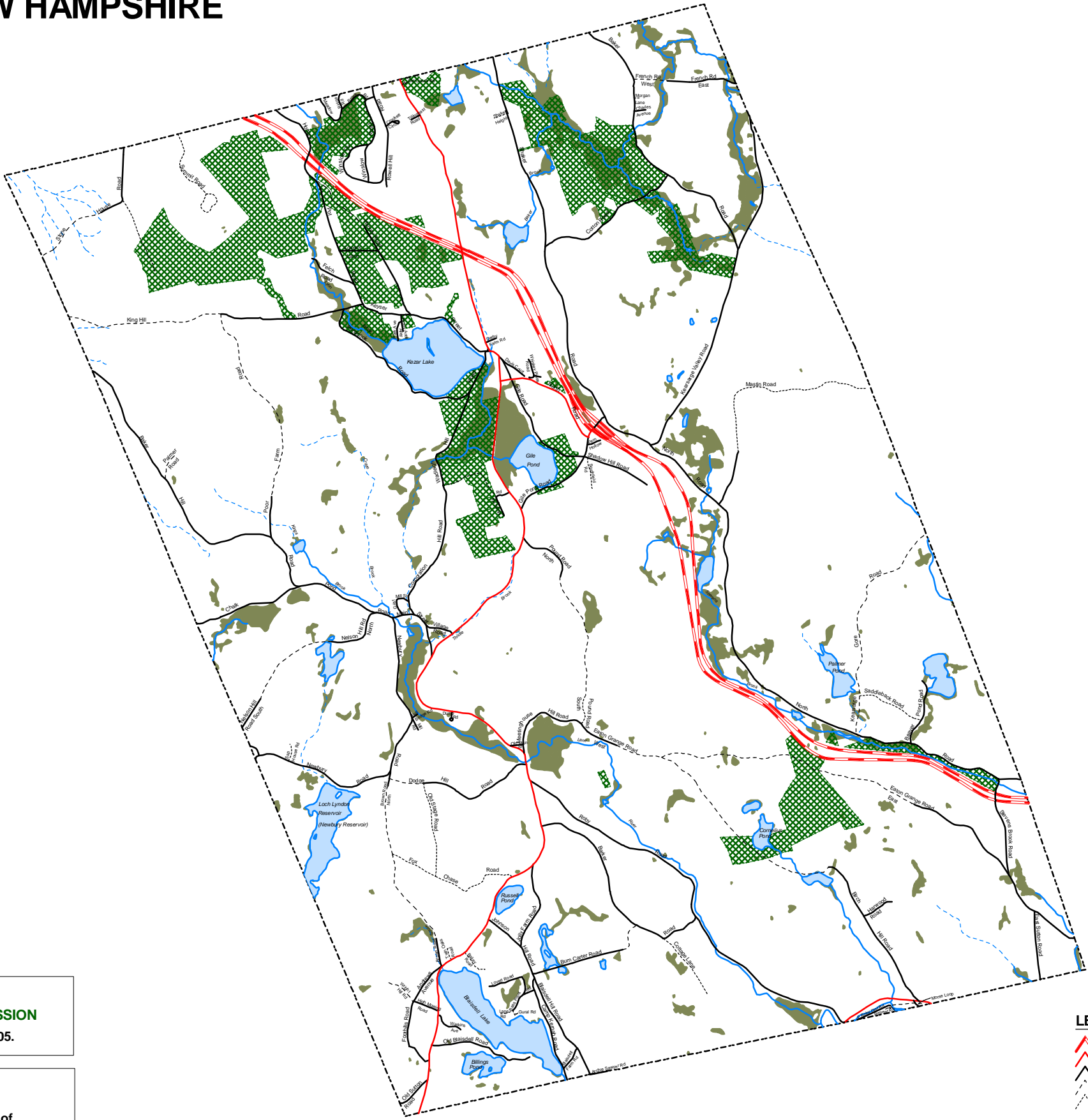
- RR - Rural Residential (47% of Total Area)
- C/I - Commercial/Industrial (4% of Total Area)
- C/R - Commercial/Retail (11% of Total Area)
- RES - Residential District (28% of Total Area)
- VD - Village District (10% of Total Area)

NOTES:

- Map intended for discussion only.
- This map is a product of the Future Land Use Subcommittee and the Sutton Planning Board
- This map shows general locations of conceptual Zoning Districts.

TOWN OF SUTTON, NEW HAMPSHIRE

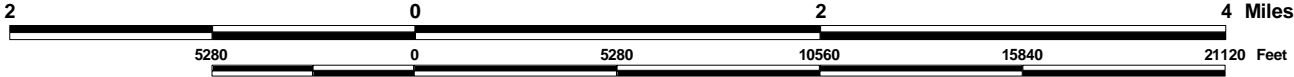
Conservation Lands Map



N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Natural Resources Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.



LEGEND

Interstate Highways

Class I & II Secondary State Highways

Class V Town Maintained Roads

Class VI Town Unmaintained Roads

Other Roads (Private, Trails, etc)

Political Boundary

Rivers and Streams

Intermittent Streams

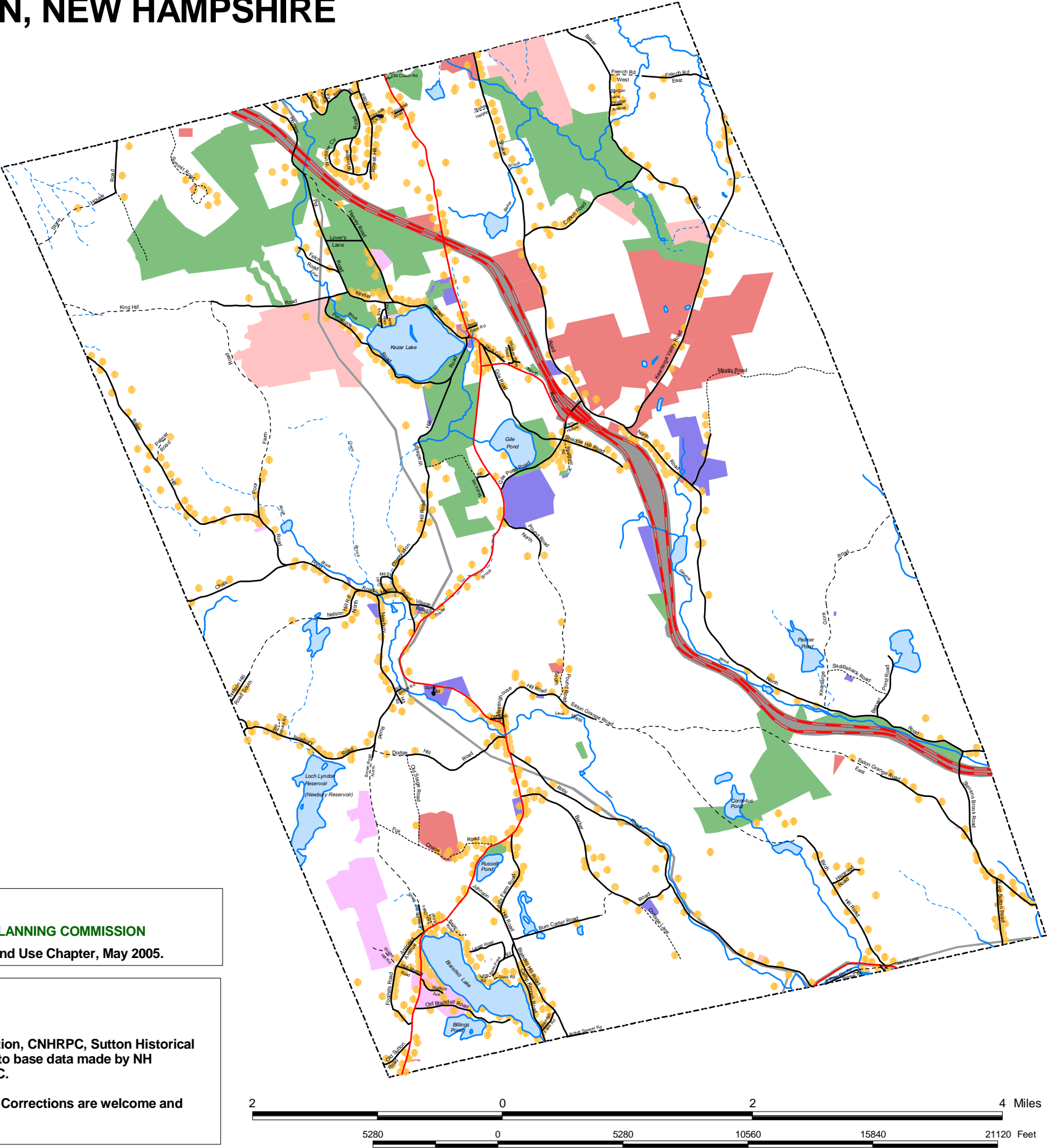
Water Bodies

National Wetlands Inventory

Conservation Lands

TOWN OF SUTTON, NEW HAMPSHIRE

Current Land Use Map



N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Current Land Use Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.

Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

LEGEND

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Current Land Use (27233.60 Total Acres)

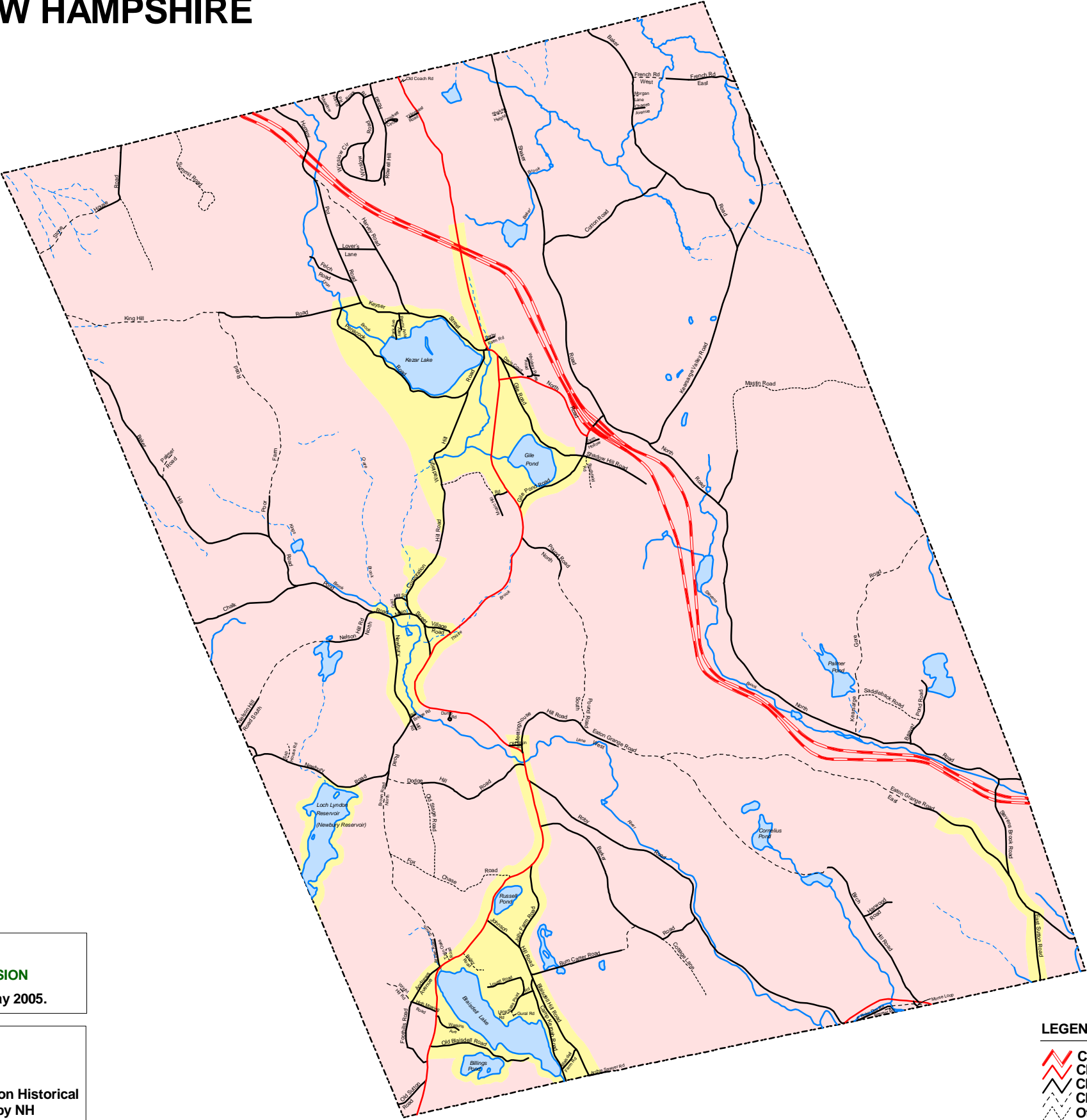
- Residential* (1454.48 acres)
- Commercial** (948.31 acres)
- Conservation (2039.63 acres)
- Excavation** (532.23 acres)
- I-89 and Utility ROW (742.69 acres)
- Institutional (340.03 acres)
- NonProfit (264.96 acres)
- Undeveloped/Land that can be further developed (21055.57 acres)

* Used existing residential dwelling unit locations and added a 2 acre buffer around the unit location to account for current zoning regulations. This does not represent the entire parcel of land.

** * Parcels coded as Commercial or Excavation account for the entire parcel of land, not just the area that is being used for the specific activity

TOWN OF SUTTON, NEW HAMPSHIRE

Current Zoning Map

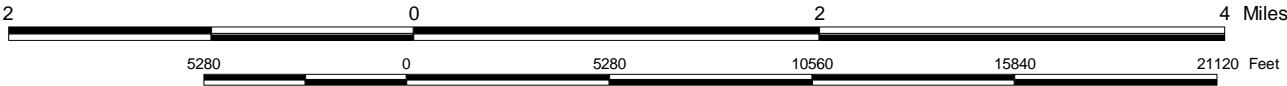


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Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Current Land Use Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.

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LEGEND

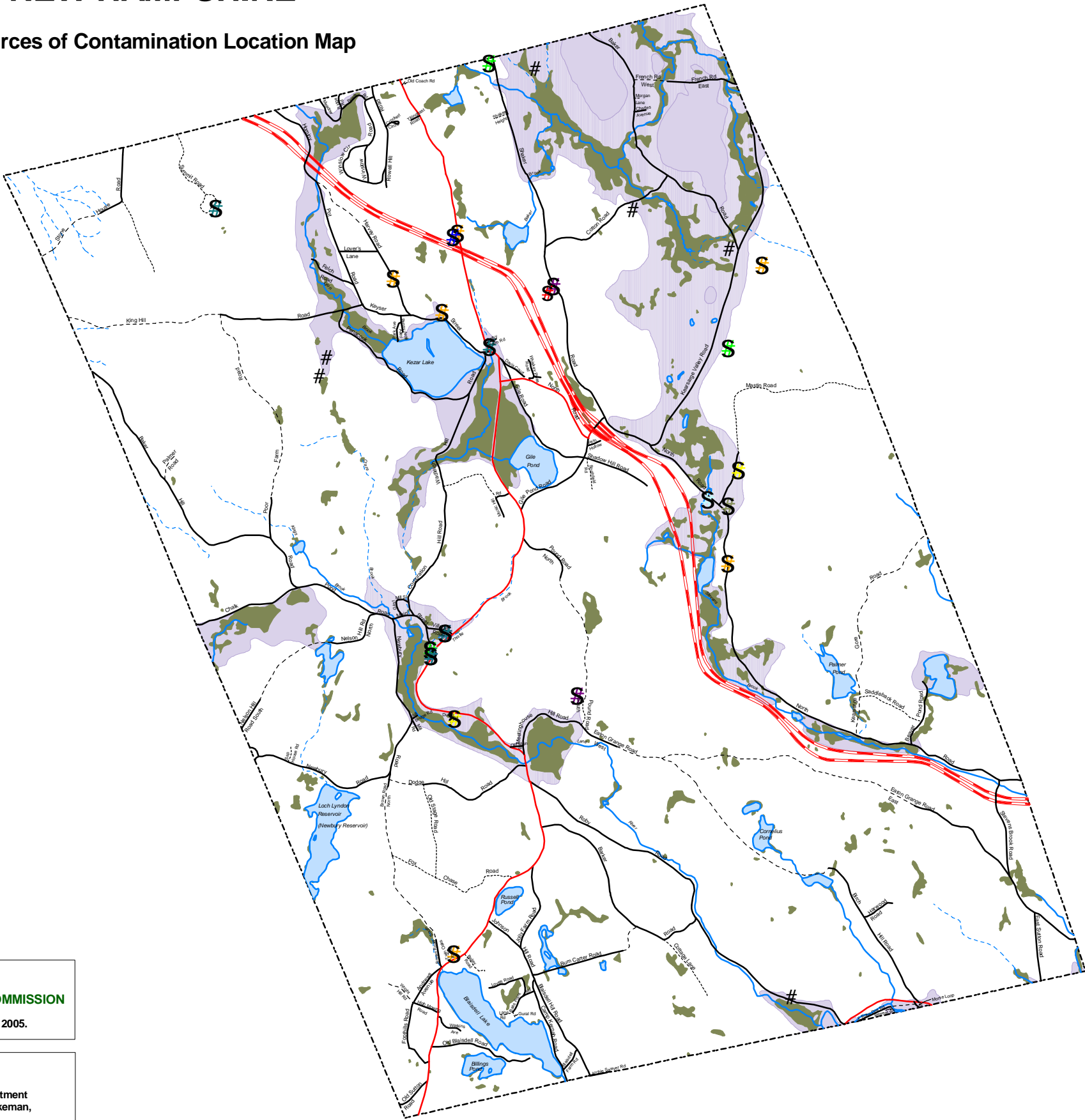
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- Water Bodies

Current Zoning (27233.60 Total Acres)

- Residential/Agriculture (24804.98 acres)
- Residential (2428.62 acres)

TOWN OF SUTTON, NEW HAMPSHIRE

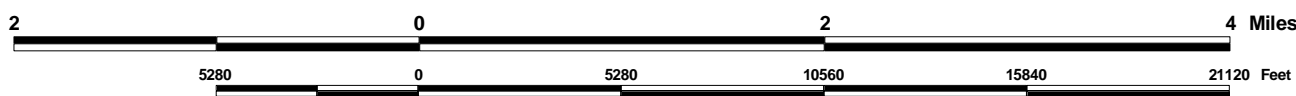
Excavation Sites and Potential Sources of Contamination Location Map



N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Natural Resources Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, NH Department of Environmental Services One Stop Data Retrieval 2004, Anita Blakeman, and Town of Sutton.
Corrections to base data made by NH Department of Transportation and CNHRPC.
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

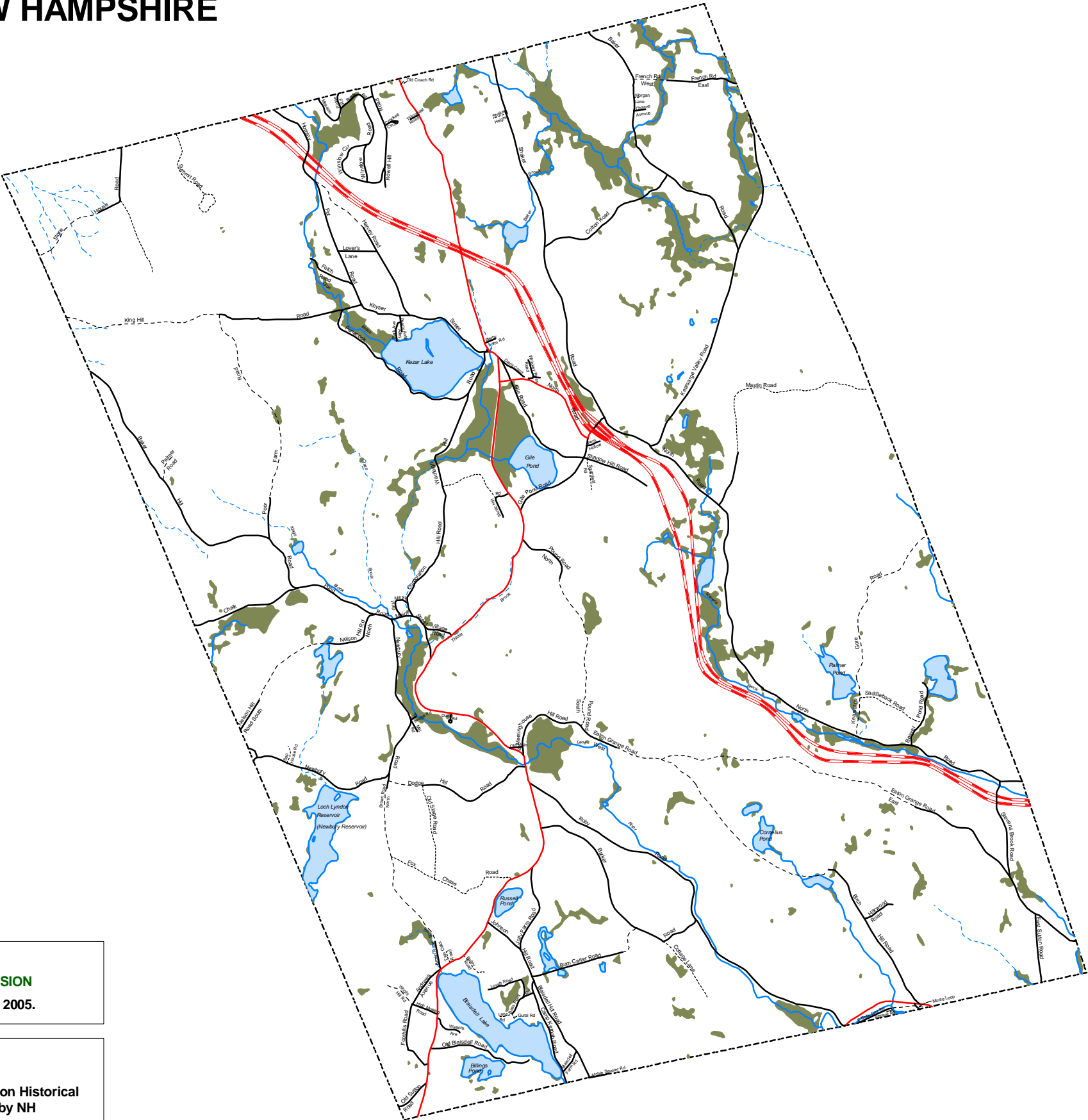


LEGEND

- Interstate Highways
- Class I & II Secondary State Highways
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- Class VI Town Unmaintained Roads
- Other Roads (Private, Trails, etc)
- Political Boundary
- Rivers and Streams
- Intermittent Streams
- Water Bodies
- National Wetlands Inventory
- Stratified Drift Aquifers
- # Gravel Pit
- Potential Contamination Sites
 - Site Contaminated by Ether (1 site)
 - Hazardous Waste Generator (2 sites)
 - Leaking Underground Storage Tank (5 sites)
 - Fuel Holding Tank Registered by NH DES(1 site)
 - Site of old dump (1 site)
 - Leaking Residential Fuel Storage Tank (6 sites)
 - Town Lagoon Site (1 site)
 - Site evaluated by NH DES for potential contaminants (1 site)
 - Owner filed application for use of sludge (2 sites)
 - Underground Injection Point (wells that are used for disposal of fluids) (4 sites)
 - Closed or Active Landfill

TOWN OF SUTTON, NEW HAMPSHIRE

Highway Classification Map

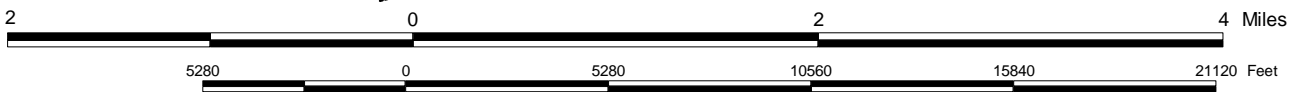


N
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Map prepared by
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for the 2005 Sutton Master Plan Transportation Chapter, May 2005.

DATA SOURCES:
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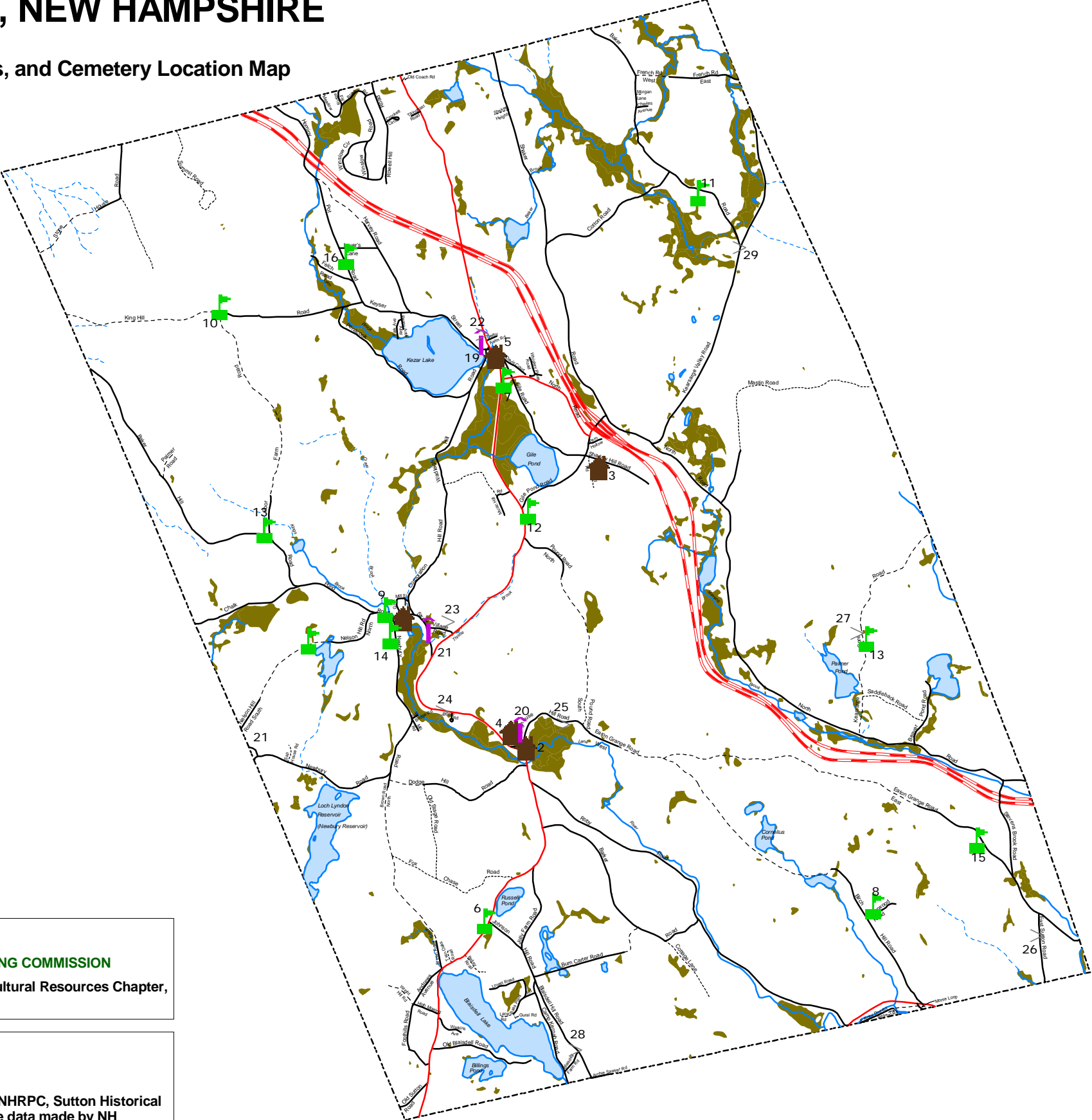
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- LEGEND**
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TOWN OF SUTTON, NEW HAMPSHIRE

Historic Structures, Historic Sites, and Cemetery Location Map



- TOWN-OWNED HISTORIC STRUCTURE OR SITE**
1. Pillsbury Memorial Town Hall
 2. Old Store Museum
 3. Settler's Oven
 4. South Sutton Common & Civil War Monument
 5. World War II Veteran Monument
- ONE-ROOM SCHOOLHOUSE**
6. Old Sutton School
 7. North School
 8. Eaton School
 9. Center Mills School
 10. Northwest School
 11. Northeast School
 12. Buck Union School
 13. Gore School
 14. South Center School
 15. Kendriel's School
 16. Todd's School
 17. Burpee School
 18. Poplar District School
- CHURCH**
19. North Sutton Meeting House
 20. South Sutton Meeting House
 21. South Mills Church
- CEMETERY**
22. North Sutton
 23. Sutton Mills
 24. Millswood
 25. Old South
 26. East Sutton
 27. Sutton Gore (Palmertown)
 28. Blaisdell Hill
 29. Mastin

N
1" = 5000' (1:60,000)

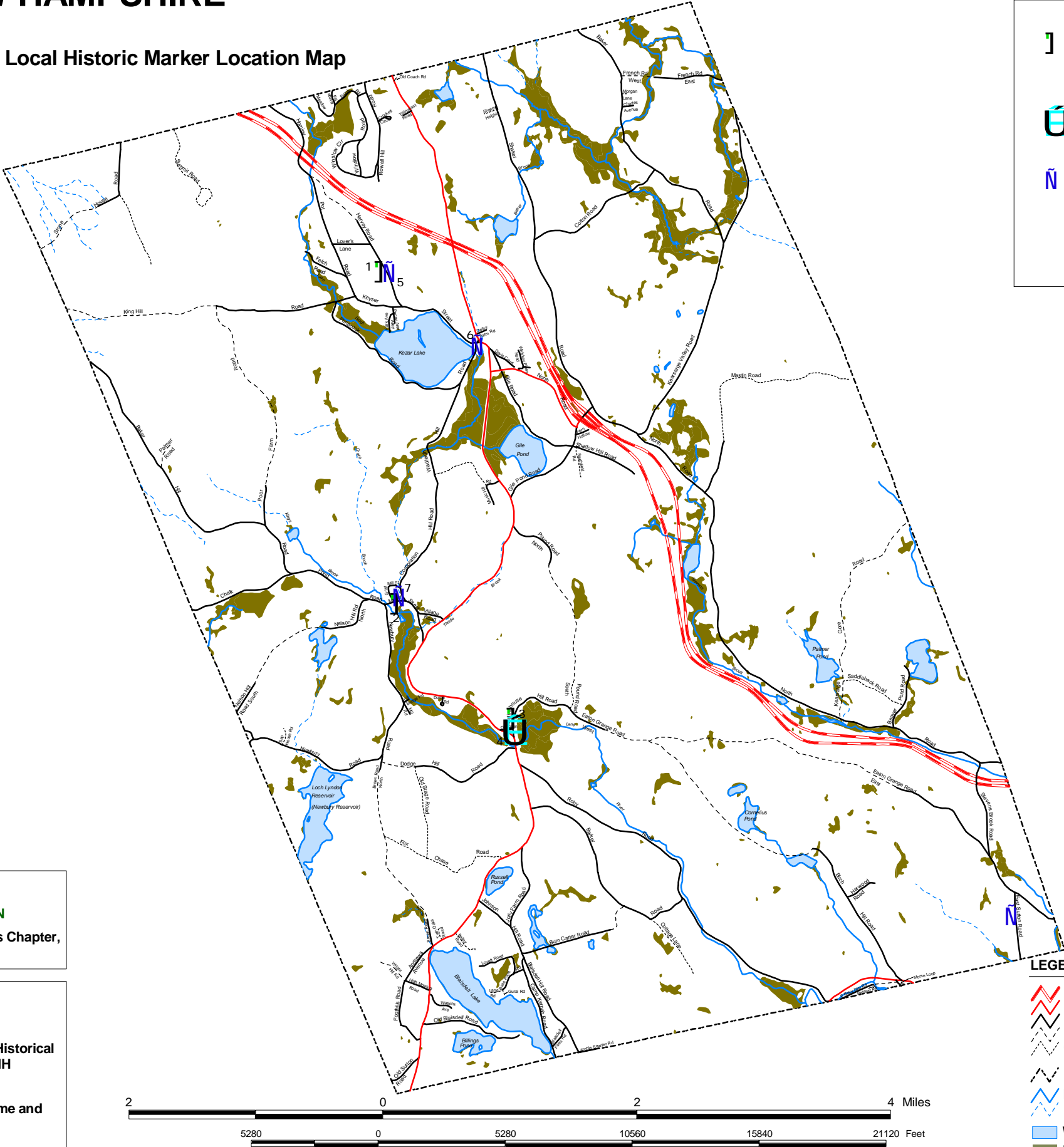
Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Historical and Cultural Resources Chapter,
May 2005.

DATA SOURCES:
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 - Political Boundary
 - Rivers and Streams
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 - Water Bodies
 - National Wetlands Inventory

TOWN OF SUTTON, NEW HAMPSHIRE

National Register, State Historic Marker, & Local Historic Marker Location Map



NATIONAL REGISTER OF HISTORIC PLACES

1. Matthew Harvey Homestead
2. Pillsbury Memorial Town Hall
3. South Sutton Meeting house



STATE HISTORIC MARKER

4. Birthplace of John Sargent Pillsbury



LOCAL HISTORIC MARKER

5. Musterfield Farm Museum
6. Smiley Grove
7. Sutton Free Library
8. Province Road



1" = 5000' (1:60,000)

Map prepared by

CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION

for the 2005 Sutton Master Plan Historical and Cultural Resources Chapter,
May 2005.

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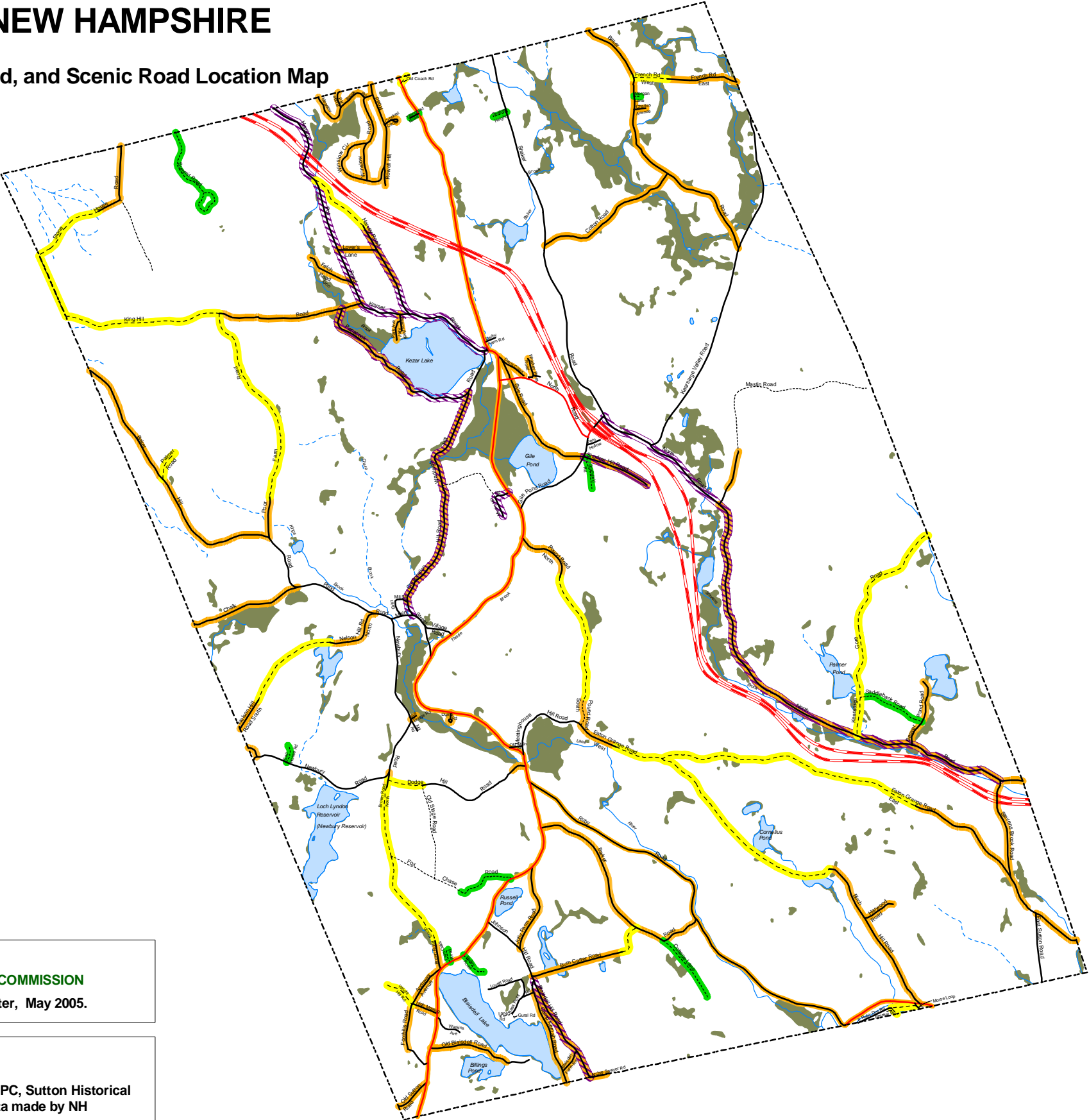
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TOWN OF SUTTON, NEW HAMPSHIRE

Private Road, Class V Gravel Road, and Scenic Road Location Map



N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Transportation Chapter, May 2005.

DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, Sutton Historical Society, and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.

Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

LEGEND

Class I Trunkline Highways

Class II State Aid Highways

Class V Rural (Town) Highways

Class VI Unmaintained Highways

Other Roads (Private, Trails, etc)

Political Boundary

Rivers and Streams

Intermittent Streams

Water Bodies

National Wetlands Inventory

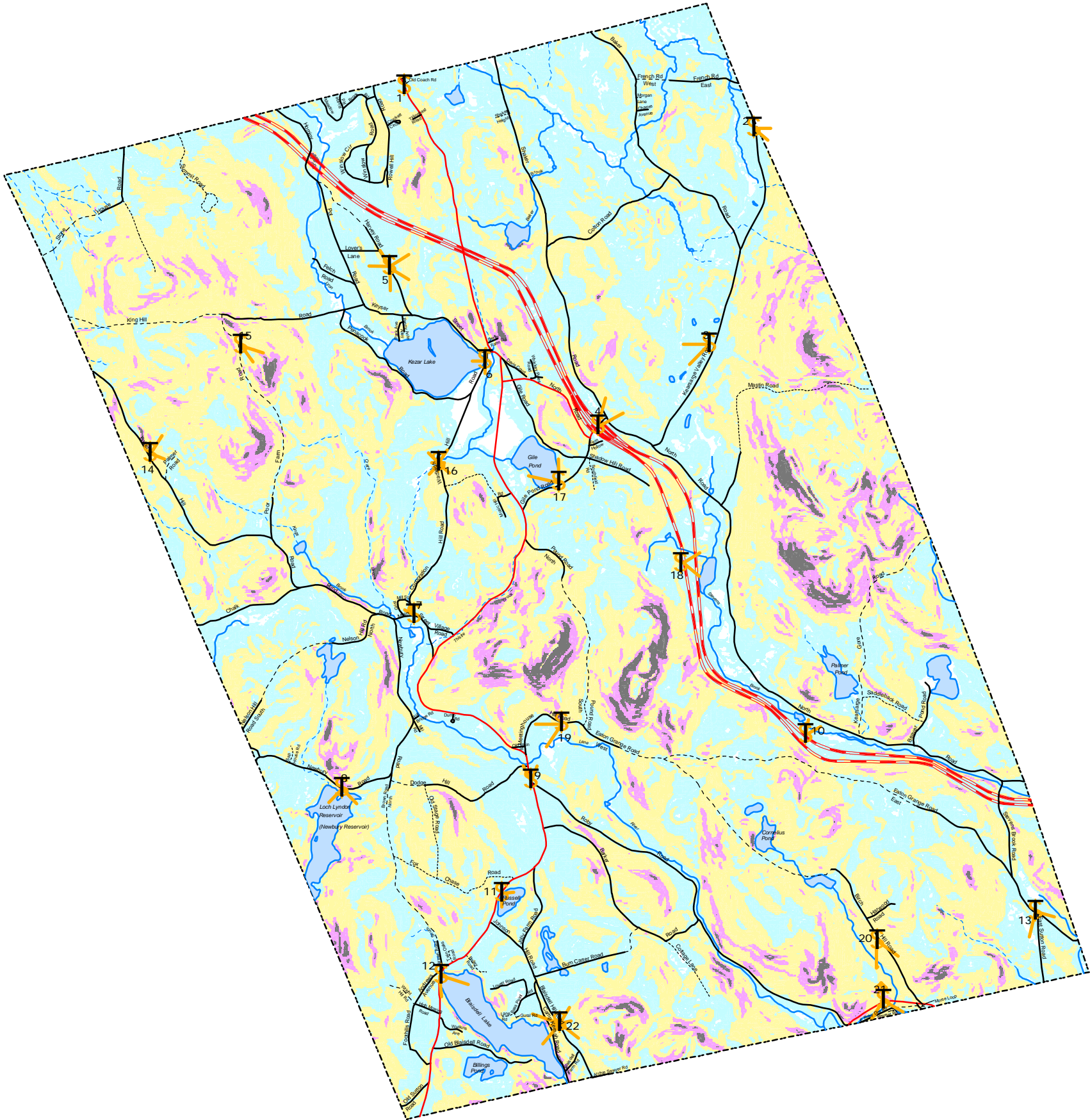
Scenic Road


Private Road

Class V Gravel Road

TOWN OF SUTTON, NEW HAMPSHIRE

Slope and Scenic Viewpoint Map



-  Scenic Viewpoint
1. Route 144 at Little Briton Road
 2. Kearsarge Valley Road at Town boundary
 3. Kearsarge Valley Road at Country Club of NH
 4. Exit 10 at North Road and I-89
 5. Muster Field Farm/Mathew Harvey Homestead on Harvey Road
 6. Horse Beach on Kezar Lake
 7. Intersection of Corporation Hill Road and Main Street in Sutton Mills
 8. Old Newbury Road at the Newbury Reservoir
 9. Route 114 in South Sutton at Roby Road
 10. I-89 northbound 1 3/4 miles north of the Warner Town boundary
 11. Route 114 at Russell Pond
 12. Route 114 at Blaisdell Lake
 13. East Grange Road at East Sutton Road
 14. Baker Hill Road 3/4 mile south of Town boundary
 15. Poor Farm Road 1/4 mile south of King Hill Road
 16. Wadleigh Hill Road at Pressey Bridge
 17. Gile Pond Road at Gile Pond
 18. Rest stop on I-89
 19. Meetinghouse Hill Road 1/2 mile from South Sutton Common
 20. Birch Hill Road 3/4 mile north of Town boundary
 21. Route 103 1/3 mile east of Roby Road
 22. Blaisdell Hill Road 1/2 mile north of Town boundary

N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
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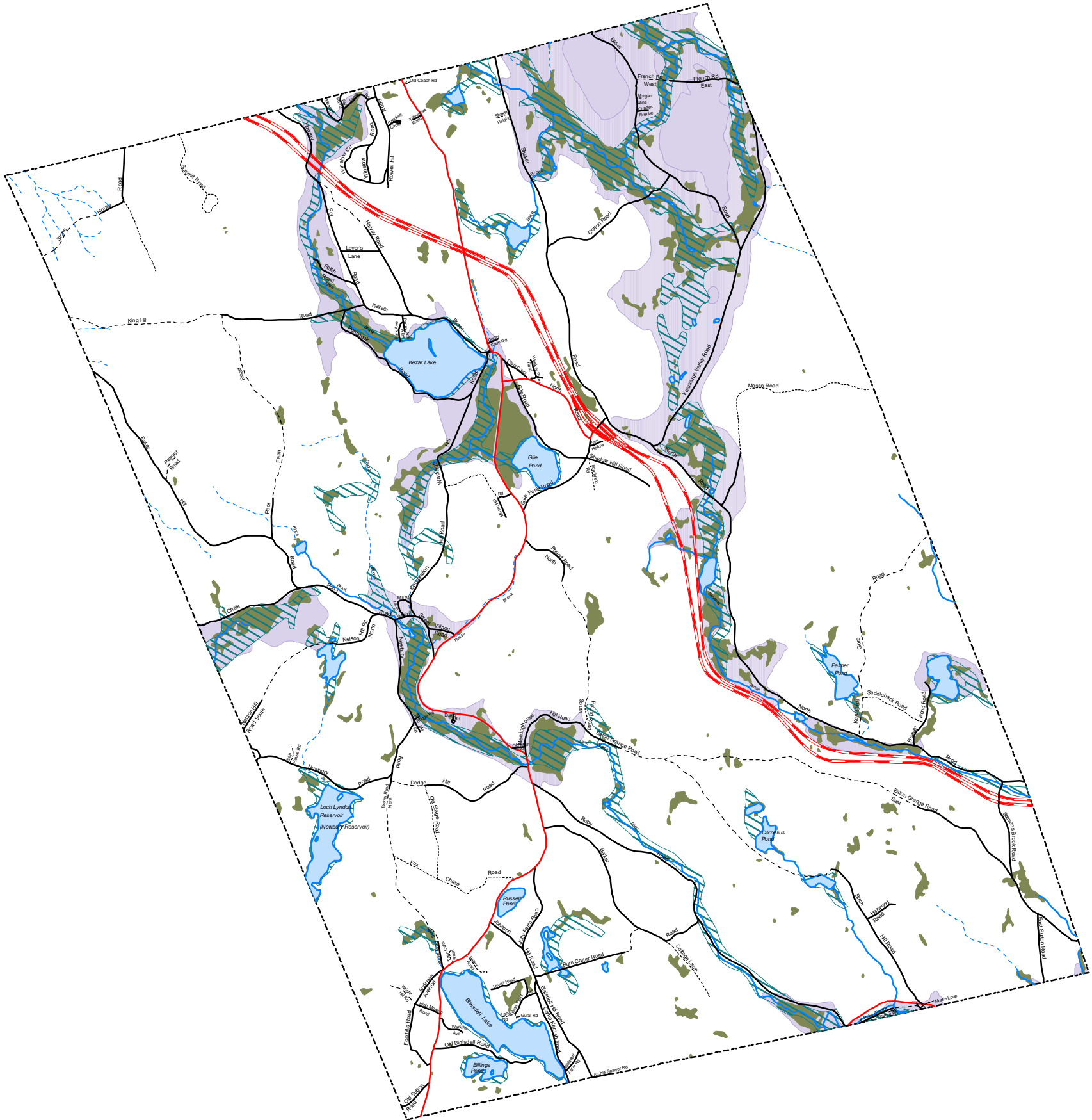
DATA SOURCES:
NH GRANIT, NH Department of Transportation, CNHRPC, 2001
Sutton Master Plan Subcommittee, Community Cornerstones Project and Town of Sutton. Corrections to base data made by NH Department of Transportation and CNHRPC.
Map intended for planning purposes only. Corrections are welcome and should be directed to CNHRPC.

LEGEND

- | | |
|---|---|
|  Interstate Highways | Slope
1 - 10%
11 - 25%
26 - 35%
>35% |
|  Class I & II Secondary State Highways | |
|  Class V Town Maintained Roads | |
|  Class VI Town Unmaintained Roads | |
|  Other Roads (Private, Trails, etc) | |
|  Political Boundary | |
|  Rivers and Streams | |
|  Intermittent Streams | |
|  Water Bodies | |

TOWN OF SUTTON, NEW HAMPSHIRE

Water Resources Map



1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Natural Resources Chapter, May 2005.

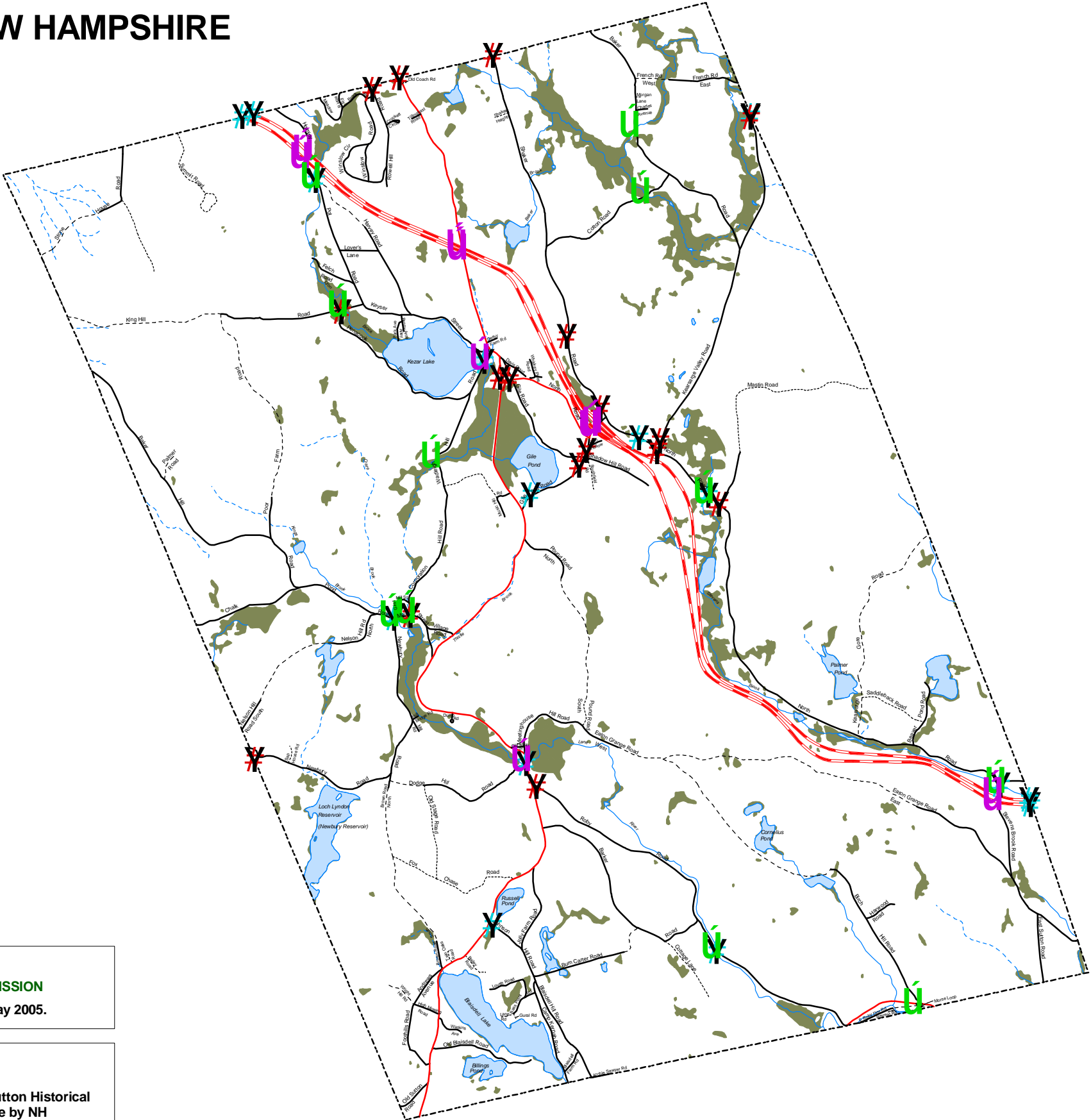
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- Stratified Drift Aquifers
- National Wetlands Inventory
- Floodplain

TOWN OF SUTTON, NEW HAMPSHIRE

Traffic Count and Bridge Location



N
1" = 5000' (1:60,000)

Map prepared by
CENTRAL NEW HAMPSHIRE REGIONAL PLANNING COMMISSION
for the 2005 Sutton Master Plan Transportation Chapter, May 2005.

DATA SOURCES:
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- Class V Rural (Town) Highways
- Class VI Unmaintained Highways
- Other Roads (Private, Trails, etc)
- Political Boundary
- Rivers and Streams
- Intermittent Streams
- Water Bodies
- National Wetlands Inventory

Bridges

- State-owned
- Town-owned

Traffic Counts

- NH DOT
- Town