

# Appendix A – Community Input

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## APPENDIX A

### Citizen Input (meeting with Sutton groups)

The Planning Board gathered citizen input from members of the Town's various boards, committees, and departments. The following is a summary of those outreach events.

#### Select Board

- Confirmed Planning Board outline
- See page 2.2 in the Master Plan Report.*

#### Zoning Board of Adjustment

*What is most precious to you?*

- Rural character/wildlife
- Open space and wooded
- Public access
- Schools (good and local)
- High speed internet
- Muster Field Farm
- Small town events
- Historic buildings

*What is of most concern to you?*

- No center(s)
- Misuse of trails (ATVs)
- Taxes
- Infrastructure Maintenance
- Public access/use of lakes

*What should we be doing that we aren't?*

- Encourage new village
- Encourage small community

- More trails
- Dog parks
- Planned Developments
- Commercial non village
- More music events
- Economic Development Committee

#### Conservation Commission

*What is most precious to you?*

- Rural character
- Our friendliness
- Clean waters
- Scenic natural forest
- Public recreational amenities/trails
- Diverse wildlife
- Historic connections
- Safe place to live
- Great schools

*What is of most concern to you?*

- Losing open space
- Unprotected wildlife habitat
- Loss of people
- Loss of aquifer
- ATV overuse
- Resource protection
- Septic system controls
- Invasive species
- Limited access ATVs

*What should we be doing that we aren't?*

- Encourage clusters
- Lack of businesses
- Housing improvement assistance
- Money into infrastructure
- People without kids
- Economic Development Committee
- More solar
- Study Committee on Energy

#### **Budget Committee**

- Confirmed Planning Board outline
- See page 2.2 in the Master Plan Report*

#### **Fire & Rescue**

*What is most precious to you?*

- Small town charm
- Rural atmosphere
- Protect recreation lands
- Our people

*What is of most concern to you?*

- Taxes
- Volunteerism
- Not too much conservation
- Drugs

*What should we be doing that we aren't?*

- Encourage growth
- Tax Airbnb's
- Encourage small businesses

- Look into tiny houses
- Encourage recreation opportunities

#### **Historical Society**

*What is most precious to you?*

- Historic villages
- Community traditions
- Heritage of town
- Lakes/waters
- Stonewalls
- Cellar holes
- Mill sites
- Town Meeting

*What is of most concern to you?*

- Losing town/villages/rural
- Keep open access to lands
- Tax rate increasing
- No strategy for improvement

*What should we be doing that we aren't?*

- Mixed uses for taxes
- Take advantage of state funds
- Go to state for funds, change our schools
- Historic districts

#### **Library Board**

*What is most precious to you?*

- Sense of Community
- Rural Environment
- The Villages

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- Safety/Police

*What is of most concern to you?*

- Lack of young people
- High taxes
- Need more parks & recreation
- Safe walking & biking paths
- Grow the library

*What we aren't we doing?*

- Improve Intertown communication
- Improve & expand website
- Improve Exit 10 signage

### **Muster Field Farm Board**

*What is most precious to you?*

- Muster Field Farm
- Sutton's lakes

*What is of most concern to you?*

- Elderly Housing
- Protecting all Historic Structures
- Not having a General Store Open
- Our tax base

*What aren't we doing?*

- Encouraging camping
- Supporting the arts

### **Ridge Runners**

*What is most precious to you?*

- Rural character

- Trails
- Muster Field Farm
- The lakes
- King Hill Reservation
- Camaraderie
- Vitality of history

*What is of most concern to you?*

- Lack of timeliness
- Taxes
- Loss of trails

*What should we be doing that we aren't?*

- Getting more business

### **KRHA**

*What is most precious to you?*

- Rural nature
- Wide open spaces
- Lakes and streams – Kezar
- Great family place
- Safe
- Convenient to New London, Etc.

*What is of most concern to you?*

- Town taxes
- School taxes

*What should we be doing that we aren't?*

- Encourage commerce
- Low-cost housing



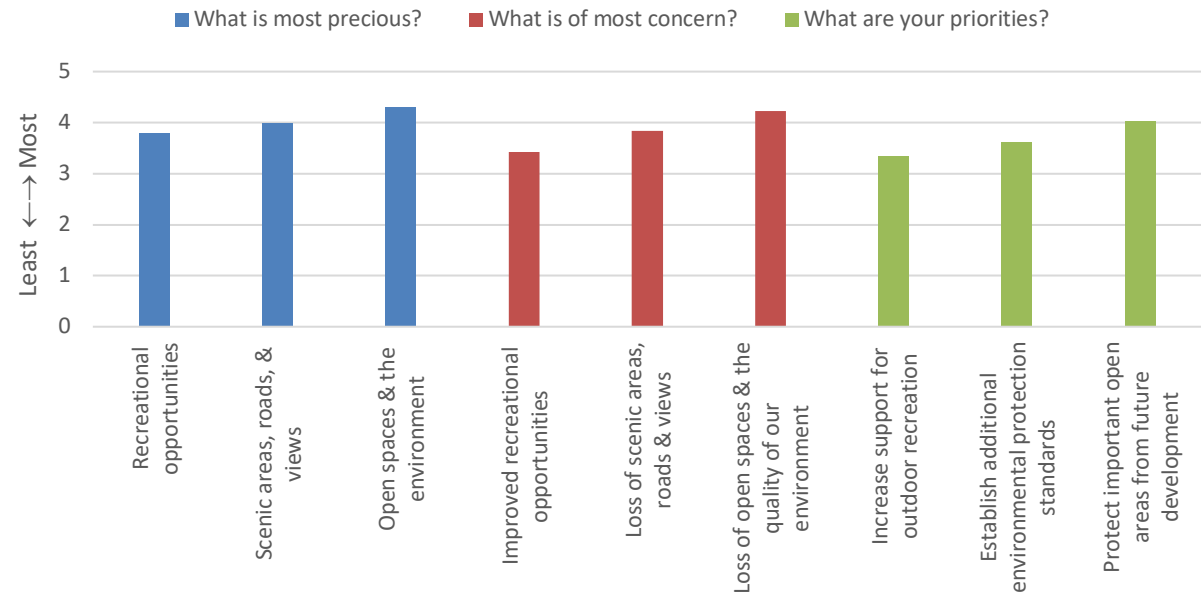
## Community Survey Summary

In preparation of this Master Plan Update, the Planning Board prepared a Community Survey to gather input from residents and landowners to understand Sutton's current needs and desired future. In total, 180 responses were gathered and helped shape the recommendations included in this update.

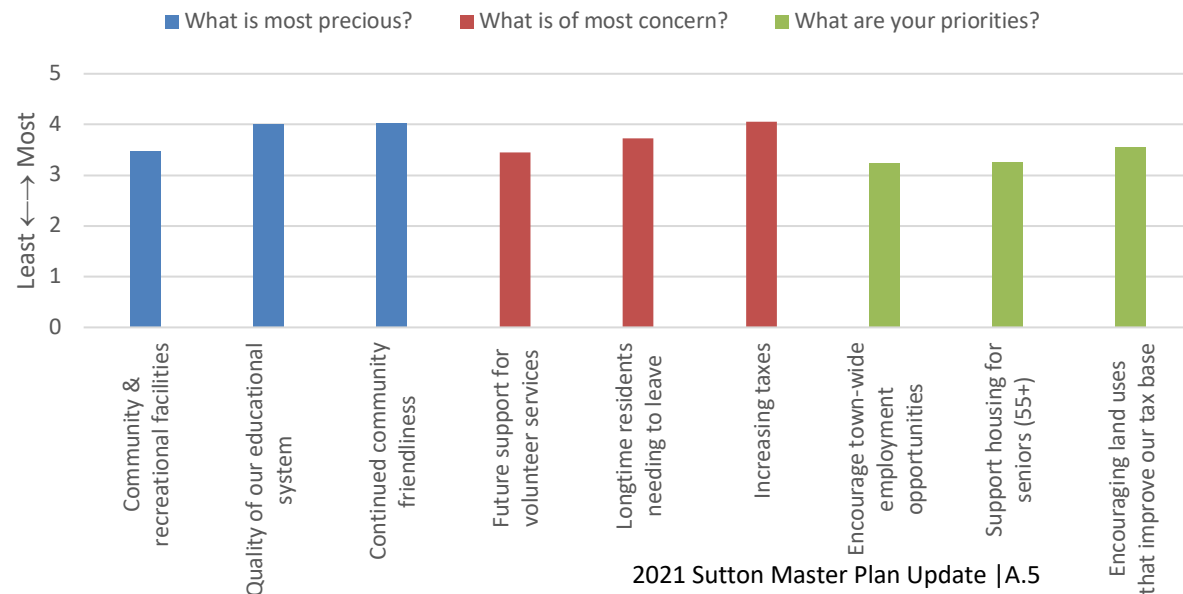
Rural Character, one of the Master Plan's three primary themes, was highlighted in the survey. Open space and the environment was highly valued by residents and land owners, including the preservation of open space and undeveloped land.

The second primary theme of the Master Plan, sense of community, was also highlighted in the survey. Continued community friendliness and quality of the education system was most highly valued. Increasing taxes were of the highest concern, as well as the impact on longtime and senior residents. Encouraging land uses that improve the tax base was the most important priority for the future, reinforcing resident's desire to balance the tax rate.

### When thinking of rural character:



### When thinking of sense of community:

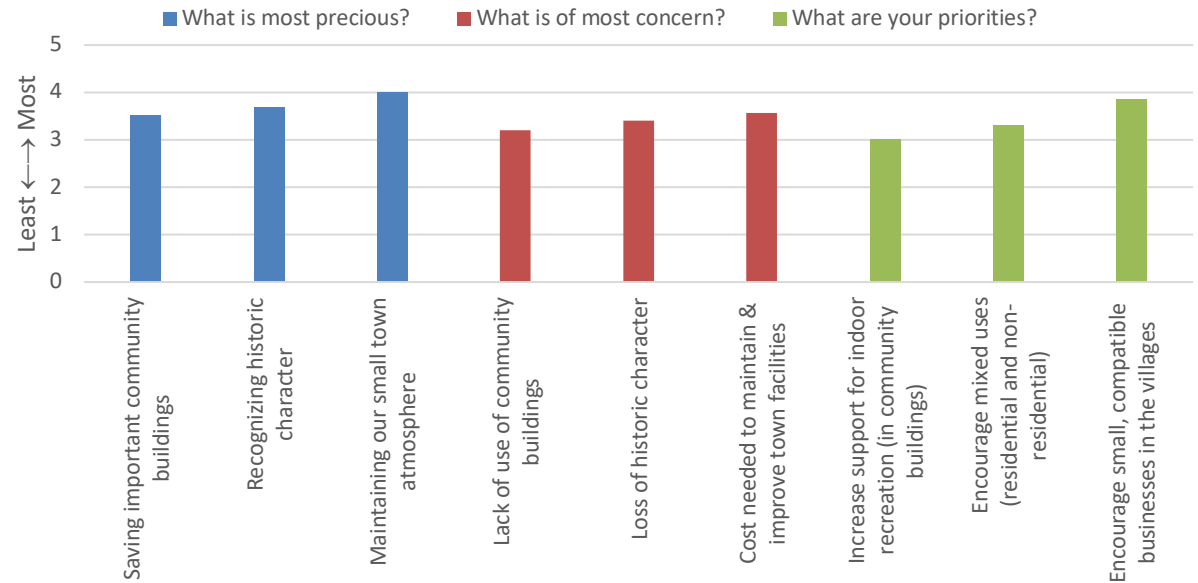


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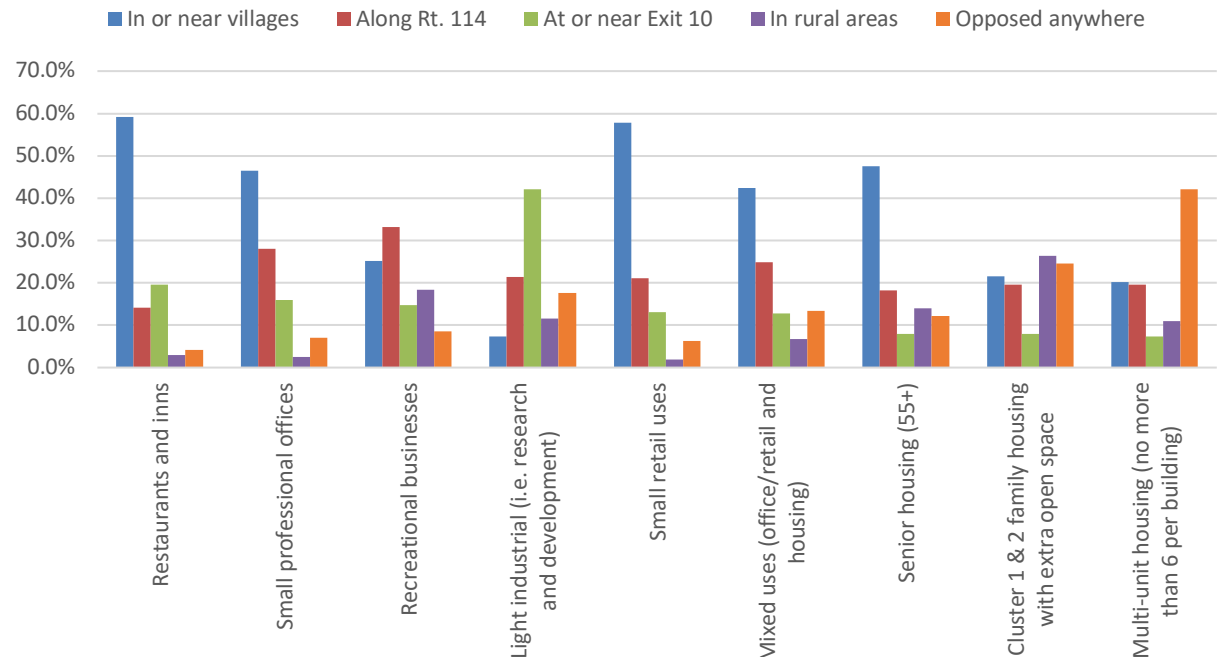
The third and final Master Plan theme is existing villages, and like the previous two, was highlighted in the survey. Maintaining Sutton's small town atmosphere was the highest priority, while concern was expressed for the cost needed to maintain and improve current town facilities. For the future, the greatest support was given for the encouragement of small, compatible businesses in the villages.

As part of the survey, residents and landowners were able to provide input on preferred land uses and housing types. Responses support development that fits with Sutton's small town feel and rural character in the village areas, such as restaurants, inns, small retail stores, small professional offices, senior housing and mixed use. Light industrial development was supported at or near Exit 10 and recreational businesses were supported along Route 114. A little more than 40% of respondents were opposed to multi-unit housing anywhere in Sutton with equal support of multi-unit housing in the Villages or along Route 114. Additional frequent responses included recreational areas, with specific mentions of trails, playgrounds, fields, parks, and athletic fields.

### When thinking of existing villages:



### What types of housing & businesses do you support?



In regard to areas that should be protected from future development, frequent responses included area near surface waters. This includes both Kezar and Blaisdell Lake, their watersheds, and all of the wetlands scattered around town.

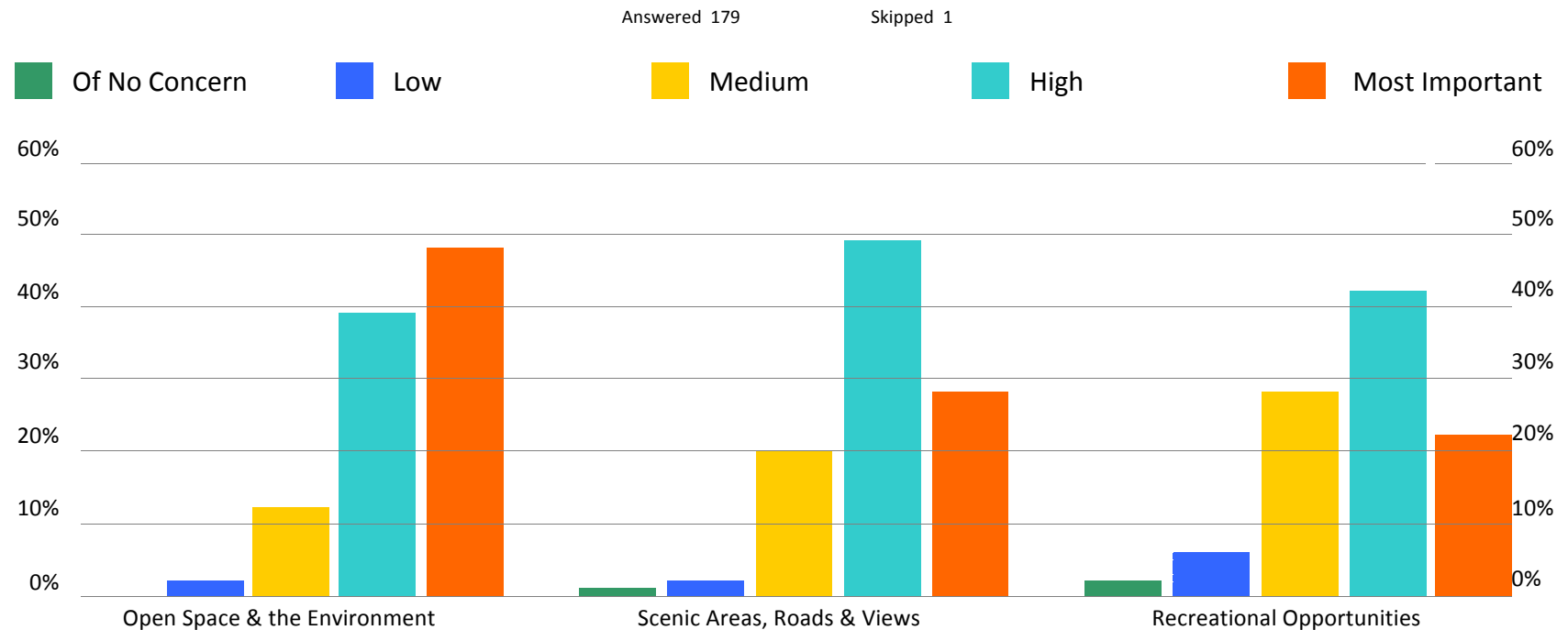
Survey participants were able to provide any road or road segments that require particular attention. Frequent responses included Roby Road (which has been repaired and repaved since the survey was taken), Shaker Street, Blaisdell Hill Road, Baker Road, and Rowell Hill Road. It should be noted that this is not a full list of responses. It was also commented that speeding on main roadways, including Rt. 114, was a concern.

### **Community Survey Results**

The survey include a total of 13 questions, of which 10 of these questions have been tabulated in the following pages.

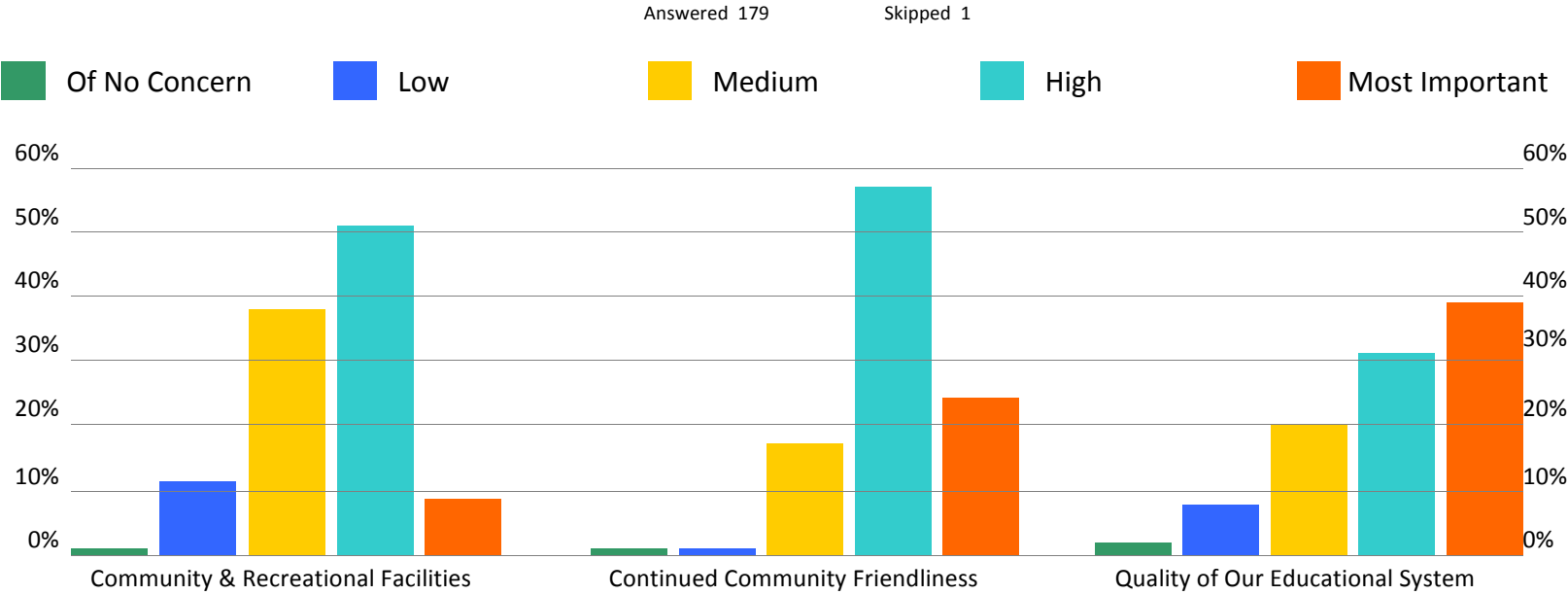
Survey questions number 7, 11, and 13 asked for additional comments. For these questions, 97, 70, and 63 responses, respectively, were received. A summary of the survey results can be view at the Sutton Town Hall.

# Q1 What is most precious to you when thinking about Rural Atmosphere?



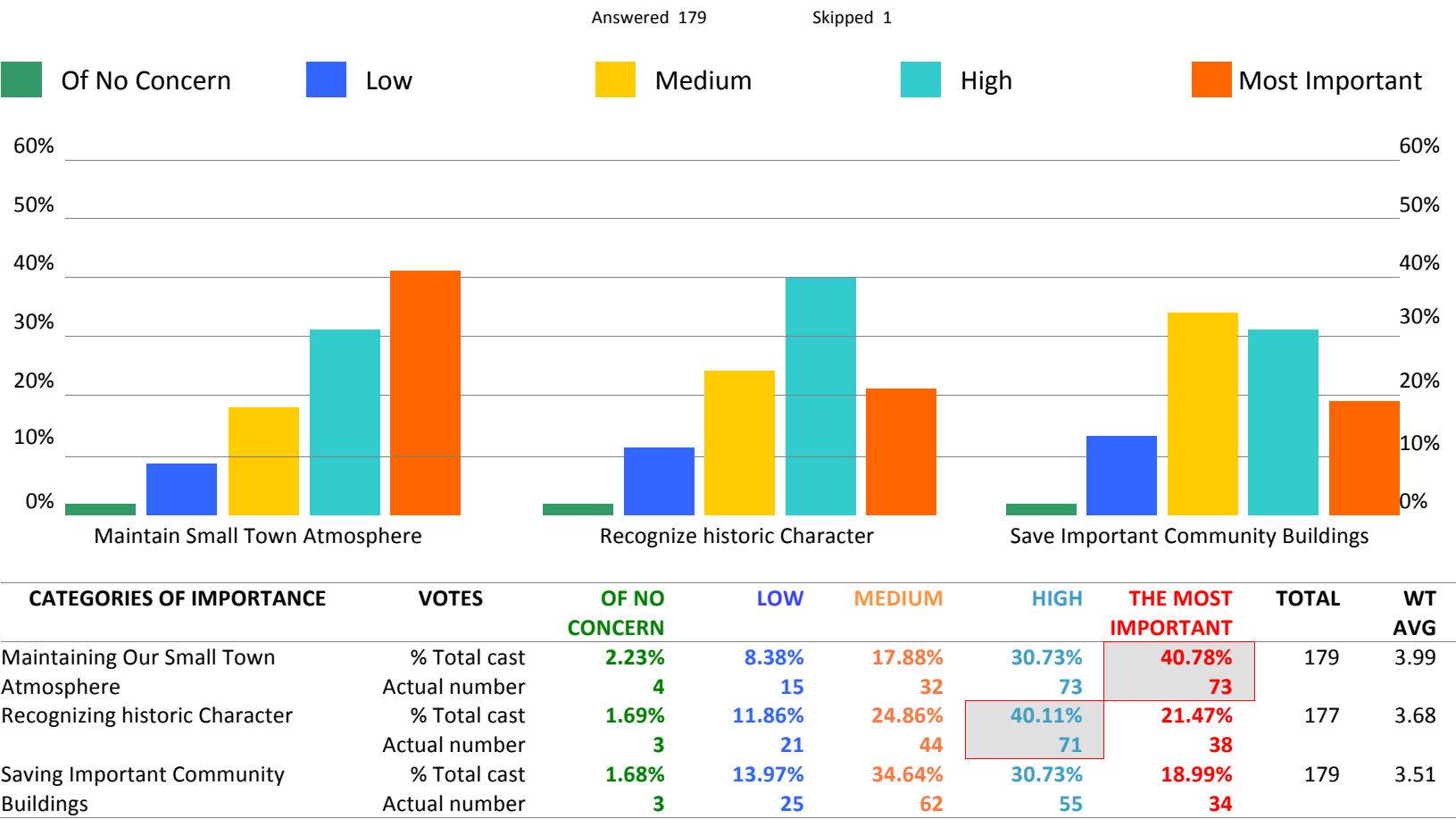
CATEGORIES OF IMPORTANCE	VOTES	OF NO CONCERN	LOW	MEDIUM	HIGH	THE MOST IMPORTANT	TOTAL	WT AVG
Open Space & the Environment	% Total cast	0.00%	2.25%	12.36%	38.76%	46.63%		
	Actual number	0	4	22	69	83	178	4.30
Scenic Areas, Roads & Views	% Total cast	1.13%	2.82%	19.77%	48.59%	27.69%		
	Actual number	2	5	35	86	49	177	3.99
Recreational Opportunities (i.e. Lakes, Hiking, Hunting, Snowmobiling, etc.)	% Total cast	1.69%	5.65%	26.55%	42.94%	23.16%		
	Actual number	3	10	47	76	41	177	3.80

## Q2 What is most precious to you when thinking of Sense of Community?

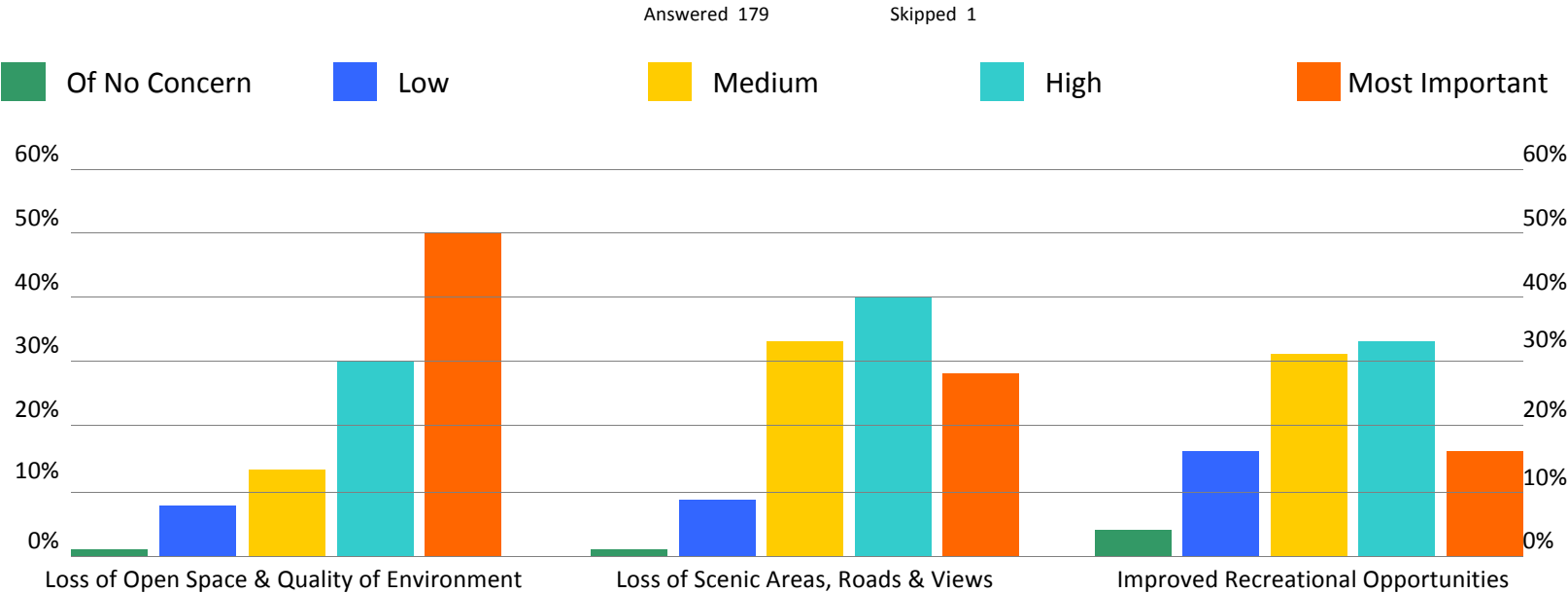


CATEGORIES OF IMPORTANCE		VOTES	OF NO CONCERN	LOW	MEDIUM	HIGH	THE MOST IMPORTANT	TOTAL	WT AVG
Community & Recreational Facilities	% Total cast		0.56%	11.30%	37.29%	41.24%	9.60%	177	3.48
	Actual number		1	20	66	73	17		
Continued Community Friendliness	% Total cast		1.13%	1.13%	16.95%	56.50%	24.29%	177	4.02
	Actual number		2	2	30	100	43		
Quality of Our Educational System	% Total cast		1.69%	6.78%	20.34%	31.64%	39.55%	177	4.01
	Actual number		3	12	36	56	70		

### Q3 What is most precious to you when thinking of Existing Villages?

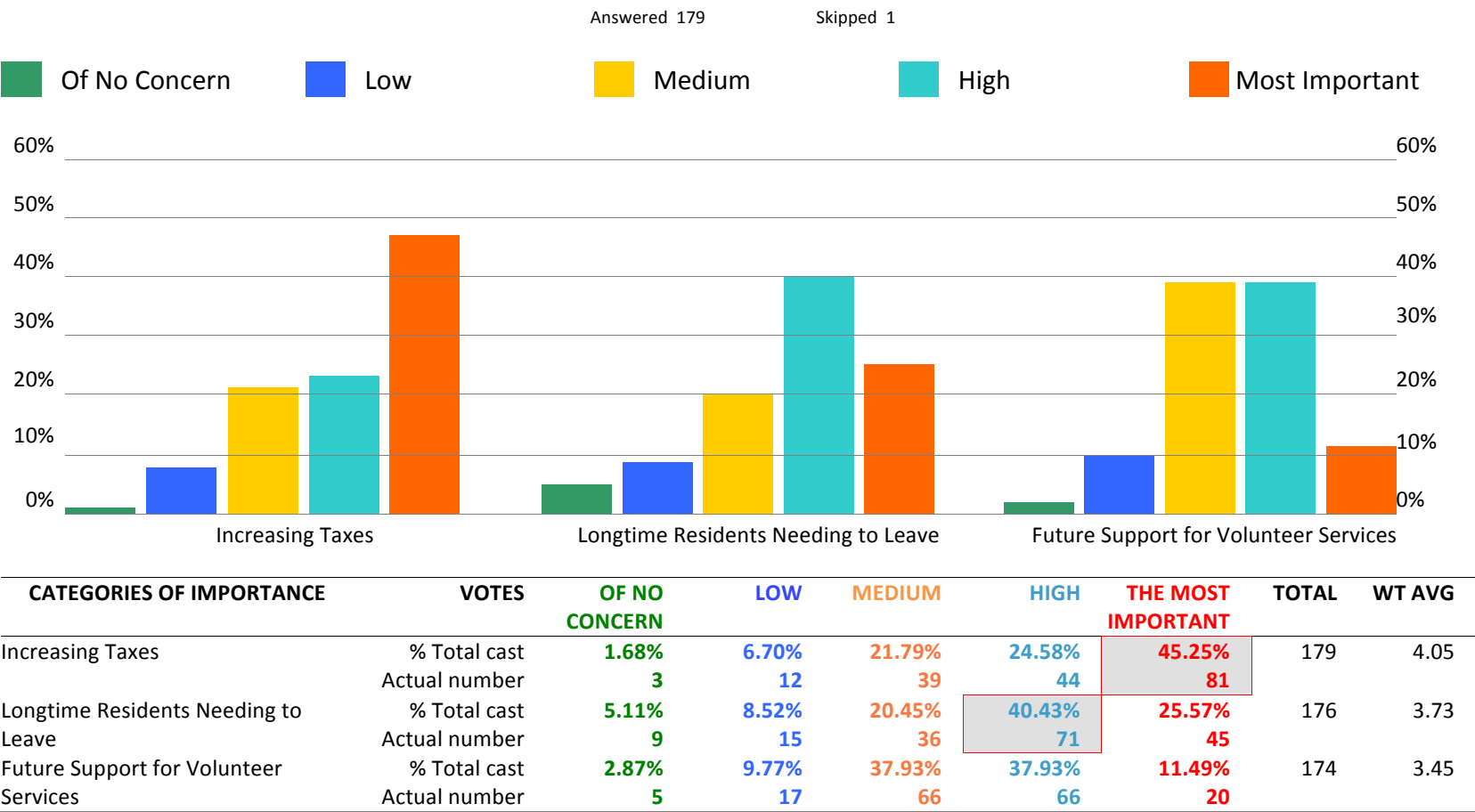


# Q4 What is of most concern to you when thinking of Rural Atmosphere?



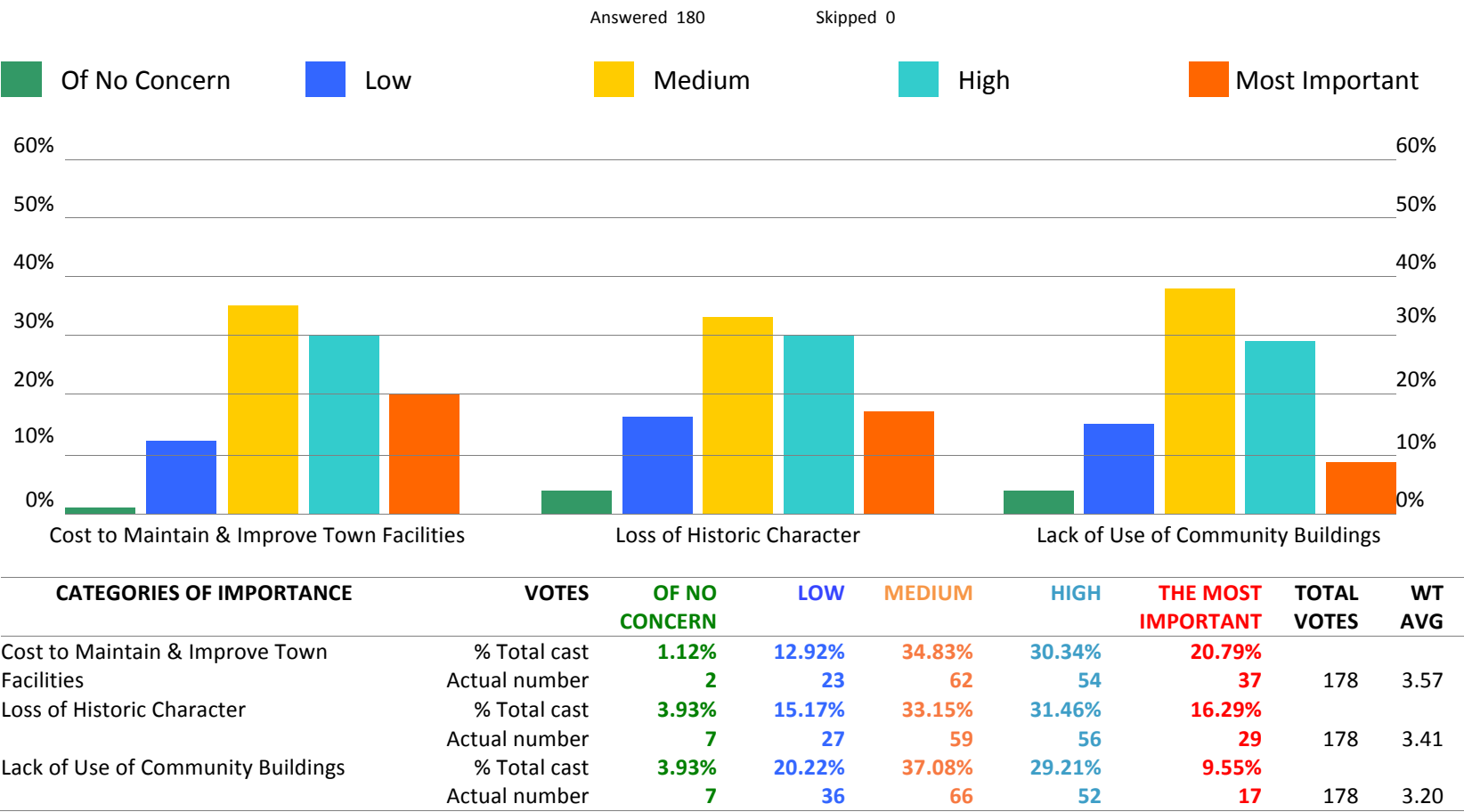
CATEGORIES OF IMPORTANCE	VOTES	OF NO CONCERN	LOW	MEDIUM	HIGH	THE MOST IMPORTANT	TOTAL	WT AVG
Loss of Open Space & Quality of Our Environment	% Total cast	0.56%	6.18%	12.92%	30.34%	50.00%	178	4.23
	Actual number	1	11	23	54	89		
Loss of Scenic Areas, Roads & Views	% Total cast	1.13%	7.91%	23.73%	40.68%	26.55%	177	3.84
	Actual number	2	14	42	72	47		
Improved Recreational Opportunities (i.e. Lakes, Hiking, Hunting, snowmobiling)	% Total cast	3.41%	15.91%	30.69%	34.09%	15.91%	176	3.43
	Actual number	6	28	54	60	28		

# Q5 What is of most concern to you when thinking of Sense of Community?

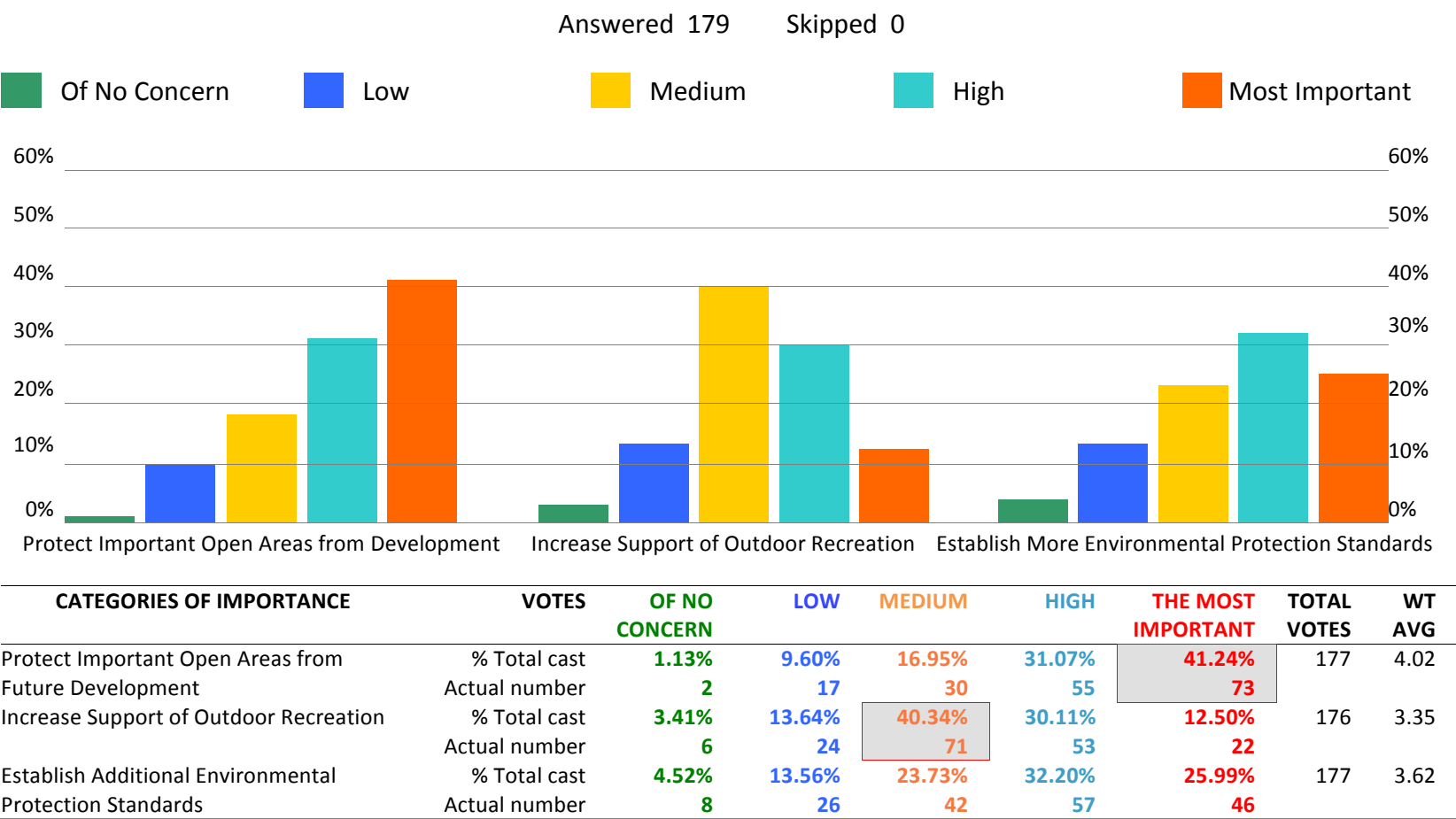




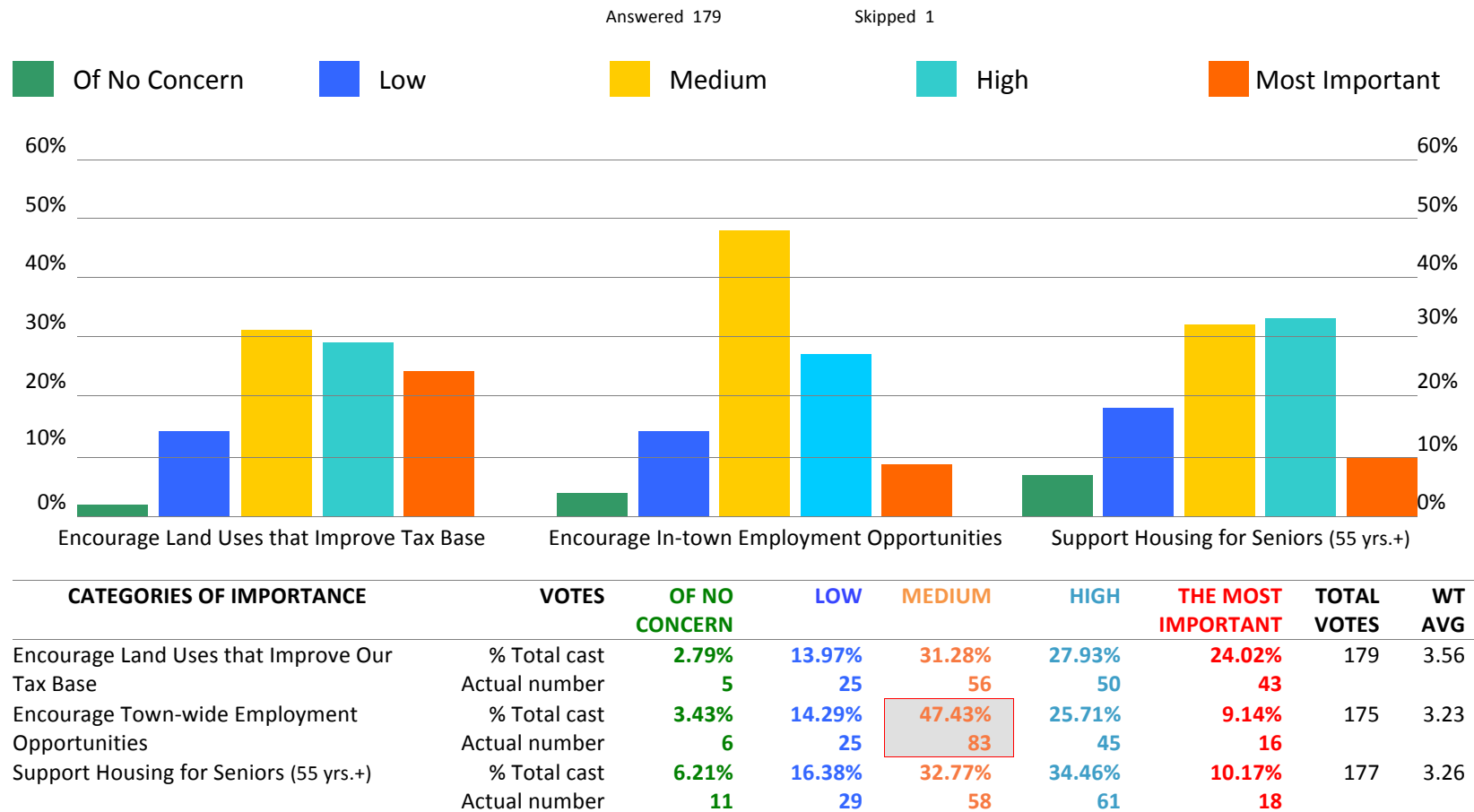
# Q6 What is of most concern to you when thinking of Existing Villages?



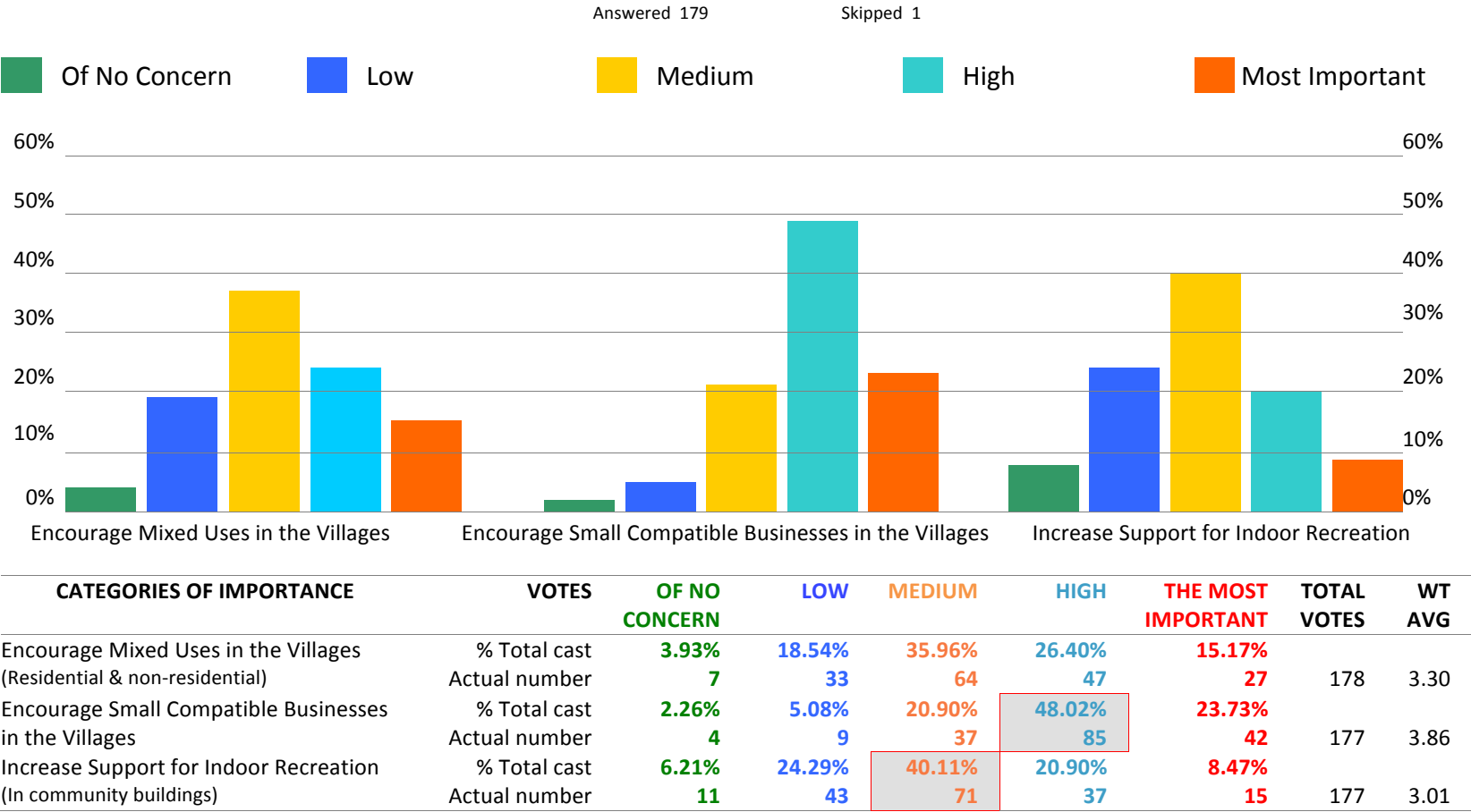
# Q8 What are your priorities when thinking of Rural Atmosphere?



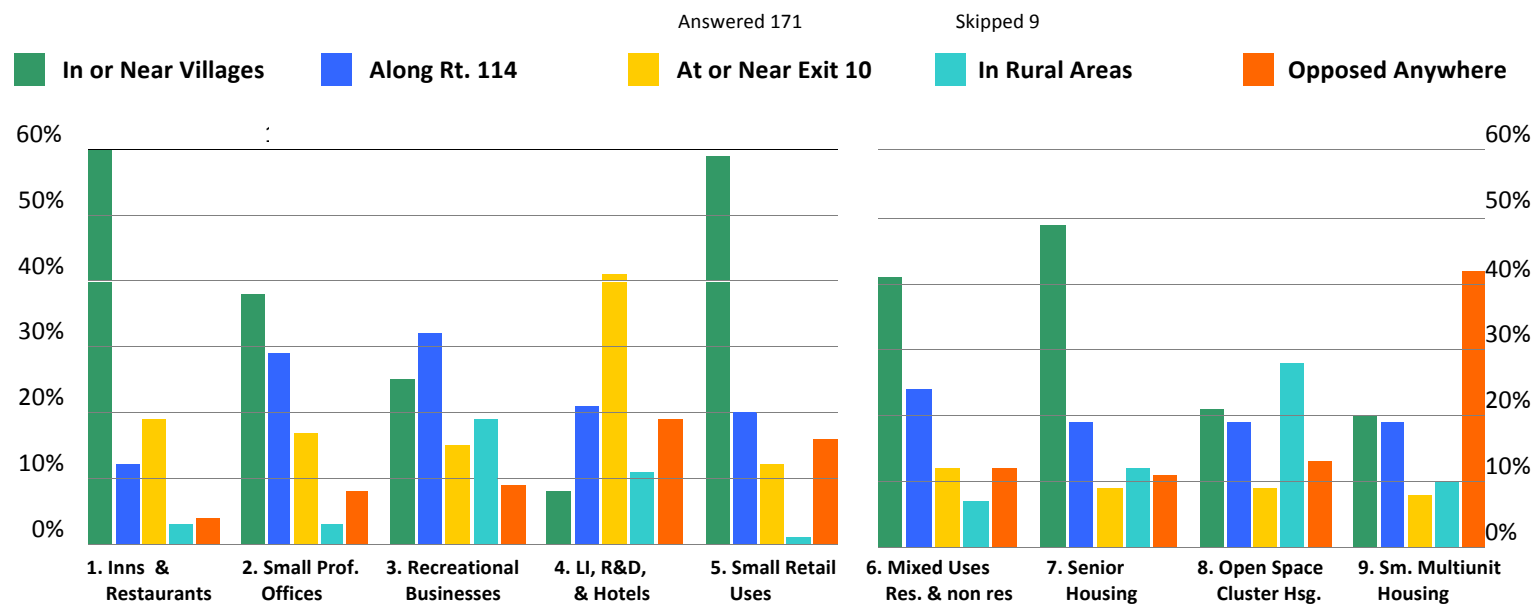
## Q9 What are your priorities when thinking of Sense of Community?



# Q10 What are your priorities when thinking of Existing Villages?



# Q12 What types of Housing and Businesses do you support?



CATEGORIES OF LAND USE		Votes	In/Near Villages	Along Rt. 114	At/Near Exit 10	In Rural Areas	Opposed Anywhere	Total Votes
1	Restaurants & Inns	% votes	59.17%	14.20%	19.53%	2.96%	4.14%	
		# votes	100	24	33	5	7	169
2	Small Professional Offices	"	46.50%	28.03%	15.92%	2.55%	7.01%	
		"	73	44	25	4	11	157
3	Recreational Businesses	"	25.15%	33.13%	14.72%	18.40%	8.59%	
		"	41	54	24	30	14	163
4	Light Industrial, R&D, Hotels	"	7.32%	21.34%	42.07%	11.59%	17.68%	
		"	12	35	69	19	29	164
5	Small Retail Uses	"	57.76%	21.12%	13.04%	1.86%	6.21%	
		"	93	34	21	3	10	161
6	Mixed Uses (non residential & residential)	"	42.42%	24.85%	12.73%	6.67%	13.33%	
		"	70	41	21	11	22	165
7	Senior Housing (55+)	"	47.56%	18.29%	7.93%	14.02%	12.20%	
		"	78	30	13	23	20	164
8	1&2 Family Cluster Housing w/ Open Space	"	21.47%	19.63%	7.98%	26.38%	24.54%	
		"	35	32	13	43	40	163
9	Multiunit Housing (6 units or less)	"	20.12%	19.51%	7.32%	10.98%	42.07%	
		"	33	32	12	18	69	164

# Appendix B: 2005 Natural Resources & Features Update

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## Abbreviations

LUCT – Land Use Change Tax

NRCS – Natural Resources Conservation Service

NHDES - New Hampshire Department of Environmental Services

SGCN – Species of Greatest Conservation Need

WAP – Wildlife Action Plan

## Appendix Description

This Appendix was developed using the previous Natural Resources Chapter from the 2005 Sutton Master Plan. Data, content, and maps included have been updated as appropriate with most recent data and information.

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### Soils

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.

### 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 these 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 two active privately-owned sand and gravel pit operations that will need to be reclaimed once all of the financially viable deposits have been removed, as well as one inactive operation. Reclamation requires restoring of an excavation site to a standard at least equal to that outlined in Town regulations.

#### Sand & Gravel Pit Operations in Sutton

*Town of Sutton*

Owner	Pit Size	Location	Excavated	Assessed Value
C. Rowe	1.5 acres	08-270-222	850 cubic yards	\$60,000
M. West	3 acres	09-437-245	4 cubic yards	\$60,000
K. Rowe	2 acres	07-370-517	Inactive	\$15,000

## Surface Water

### Rivers & Brooks

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 border. At this bend in the Warner River is the confluence with the Lane River. Beginning at Kezar Lake in North Sutton, the 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 the Lane River at Sutton Mills. Thistle Brook flows from just south of Gile Pond, along Route 114, and into the 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 I-89 into Warner.

### Lakes & Ponds

Billings Pond is a natural pond 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 Blaisdell Lake and is part of the Warner River System.

Blaisdell Lake is the second largest lake in Sutton, and 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 is 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 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. In addition to the Wadleigh State Park public access is available at Horse Beach,



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the site of a public swimming beach and a boat ramp maintained by the State.

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 of properties abutting Kezar Lake (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 is to be conducted jointly by the Town of New London and the Kezar Lake Protective Association, and that the New Hampshire Department of Environmental Services (NHDES) is to take additional samples monthly. In 1995, at the recommendation of DES, the Kezar Lake Watershed Committee was formed. Representatives of Sutton, New London, and NHDES meet periodically to monitor the entire watershed.

The NHDES 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 United States. 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.

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

Russell Pond is a natural pond located ½ mile upstream from Blaisdell Lake. It is used in all seasons for various recreational activities. The Town owns approximately 9 acres of land with approximately 2,000 feet of frontage on Russell Pond. The O'Neil easement protects another 25 acres.

### Groundwater

Groundwater is an important limited resource. Without adequate amounts of high quality groundwater as a source for

potable water, development will be restricted. Groundwater is subsurface water, that 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 that there would likely be an increase in surface runoff and, therefore, an increase in the occurrence of floods.

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 Stevens 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 nearby road salting.

## 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 grow 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

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effects of development in the wetlands or in the wetland butters.

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. Among the numerous functions and values of wetlands:

- 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.
- 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.
- 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.
- Pollution Filtration - Wetlands vegetation and microorganisms reduce the harmful potential of pollutants such as organic material, bacteria, nitrates, and phosphates found in water.
- Wildlife - Wetlands vegetation and water provides food, habitats, and breeding grounds for a wide variety of wildlife.
- 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.
- 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.

### Floodplains

Floodplains are areas of land bordering a river or stream that flood periodically. Floodplains are important for at least 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.

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.

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.

## Sources of Pollution

### Point Source Pollution

Contaminants from various land uses, or activities business (e.g. fuel or oil spills), industry (e.g. improper use and disposal of hazardous materials/waste) and households (e.g. improper use and disposal of herbicides) also present threats to groundwater and to current and/or potential water supplies. Point source pollution, which is defined as any single identifiable source of pollution, such as a pipe or ditch, is a concern to local residents and business owners as it may have many different routes of entry. Leaking above and below-ground storage tanks, floor drains that directly release into the ground or water body, dry wells, burying waste, and inadequate septic systems are all examples of contamination entry methods. Larger point sources include industrial factories, sewage treatment plants, oil refineries, food processing, and pulp and paper mills.

According to the NHDES, potential sources of contamination exist in Sutton. These include underground storage tanks, aboveground storage tanks, hazardous waste generators, and a solid waste facility.

### Non Point Source Pollution

Unlike point source pollution, non-point source pollution cannot be traced back to any specific source. It is water pollution that is caused by widely dispersed sources of pollutants that are carried by runoff from rain and snow melt. 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.

## Scenic Viewpoints

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. Those key viewpoints identified in 2001 are:

- 1) Route 114 at Little Britton Lane
- 2) Kearsarge Valley Road at the Town boundary
- 3) Kearsarge Valley Road at the Country Club of NH
- 4) Exit 10 at North Road and I-89

## APPENDIX B

- 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 boundary
- 11) Route 114 at Russell Pond
- 12) Route 114 at Blaisdell Lake
- 13) Eaton Grange Road at East Sutton Road
- 14) Baker Hill Road ¾ mile south of the Town boundary
- 15) Poor Farm Road ¼ mile south of Kings 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 from South Sutton Common
- 20) Birch Hill Road ¾ mile north of Town boundary
- 21) Route 103 1/3 mile east of Roby Road
- 22) Blaisdell Hill Road ½ mile north of Town boundary

### 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.

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 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.

New Hampshire Fish and Game released the NH Wildlife Action Plan (WAP) in 2015, with the goal of serving as a blueprint for conserving Species of Greatest Conservation Need (SGCN) and their habitats in New Hampshire. As part of this Plan, maps were released for each of New Hampshire's communities showing wildlife habitat land cover and highest ranked wildlife habitat. Additionally, a document was released for each community noting the SGCN. While some of this data is shown on the included maps, specific information can be seen on the [WAP website](#).

### **Invasive Species**

Invasive plants can cause significant ecological and economic harm and are changing the face of America. They may impact wildlife by choking out natural habitats such as freshwater wetlands, causing loss of available food, or by altering habitat structure or function.

The importance of minimizing the spread of invasive plants across the landscape means they are a common focus of restoration projects. However, invasive plants know no boundaries and can easily reestablish from surrounding areas

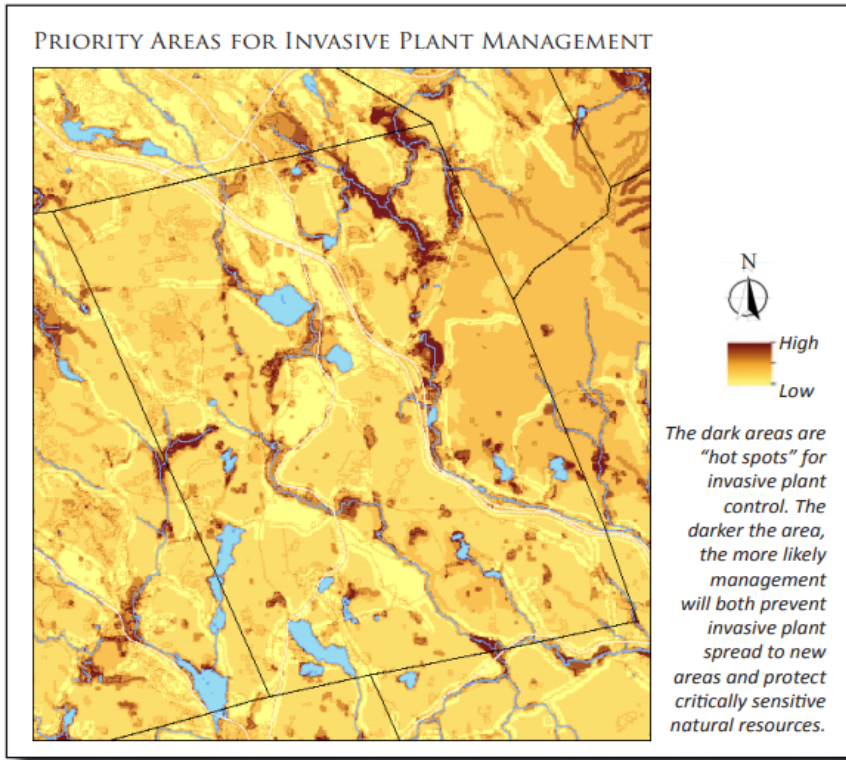
unless a landscape-scale strategic approach is taken to prioritizing management projects.

Picking Our Battles is a collaboration of New Hampshire Fish and Game, the New Hampshire Natural Heritage Bureau, and the Great Bay National Estuarine Research Reserve who teamed up with representatives from over 120 communities, natural resource managers, and academics to develop a statewide strategic prioritization plan for the control of upland, wetland, and intertidal invasive plant species.



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This statewide project has been used to develop a customized invasive plant control strategy for each New Hampshire municipality, including a map showing priority areas where invasive plant removal will have the most immediate impact and most effectively protect our native natural resources in



["Picking Our Battles": An invasive Plan Control Strategy for Sutton, NH.](#)

the long-term. They also show a customized "early detection" list of plant species just coming into each community and are most easily manageable before becoming fully established in the community. Invasive plants can cause significant ecological and economic harm and can impact wildlife or alter habitat

structure or function. The top three invasive species noted for Sutton include the Black Swallow-Wort, Garlic Mustard, and Norway Maple.

Location of invasive species in Sutton and priority areas for management can be seen at ["Picking Our Battles": An invasive Plan Control Strategy for Sutton, NH.](#)

### 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.

## Rare Plants, Animals, and Exemplary Natural Communities in Sutton

New Hampshire Natural Heritage Bureau, July 2020,  
<https://www.nh.gov/nhdf/documents/town-lists.pdf>

Species	Flag*	Listed	Reports in Sutton over past 20 years
<b>Natural Communities- Palustrine</b>			
Inland Atlantic white cedar swamp	Historic record	--	Historical
<b>Vertebrates - Birds</b>			
Common Loon	Very high importance	Threatened	2
Least Bittern	Historic record	Special concern	Historical
Marsh Wren	Very high importance	--	1
Northern Harrier	Historic record	Endangered	Historical
Pied-billed Grebe	High importance	Threatened	1
<b>Vertebrates - Reptiles</b>			
Blanding's Turtle	Historic record	Endangered	Historical
Wood Turtle	Extremely high importance	Special concern	5

*\*Flags are based upon a combination of (1) how rare the species or community is and (2) how large or healthy its examples are in that town.*

## Forest

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 3,393-acres (from New Hampshire Tree Farm data, June 2021) 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



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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. 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.

### Timber Tax Collected

Town of Sutton

Year	Timber Tax Collected
2020	\$23,557.73
2019	\$6,223.72
2018	\$4,976.54
2017	\$4,896.00
2016	\$8,340.69

## Protected Open Space and Conservation Lands

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.

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.

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.

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### Protected Land in Sutton as Identified on the Conservation Lands Map

Property Name	Estimated Acreage	Protection Type	Location on Map	Property Name	Estimated Acreage	Protection Type	Location on Map
Aquavilla Wetland	30.3	FO	1	Mahoney	27.0	CE	25
Billings Pond Island	0.3	FO	2	Mahoney	3.5	CE	26
Black Mountain Forest	10.3	FO + CE	3	Mildred Lefferts Natural Area	5.2	FO + CE	27
Black Mountain Forest	1283.8	FO + CE	4	O'Neil Easement	22.3	FO + CE	28
Bristol	12.0	CE	5	Putnam Easement	34.2	CE	29
Bristol	50.6	CE	6	Putnam Easement	11.0	CE	30
Bristol	122.3	CE	7	Settlers Oven	1.2	FO	31
Bristol	4.0	CE	8	Seymour Natural Area	4.0	FO	32
Bristol	63.9	CE	9	Shadow Hill State Forest	36.9	FO	33
Cascade Marsh CE	117.9	CE	10	Shadow Hill Woodlot	50.0	CE	34
Cascade Marsh WMA	327	FO	11	Shingle Mill Corner Lot	1.0	FO	35
Cloues/Stevens Brook Natural Area	24.1	FO	12	Sundell Natural Area	4.0	FO	36
Emerson	31.5	CE	13	Sutton Pines	2.7	FO	37
Enroth	38.9	CE	14	Sutton Town Wildlife Area	75.0	FO	38
Enroth Gift	4.5	FO + CE	15	Russell Pond	8.5	FO + CE	39
Chadwick Meadows	60.0	FO	16	Wadleigh State Park	43.0	FO	40
Johnson Trusts	92.1	CE	17	Webb/Crowell Forest	94.0	FO + CE	41
Kearsarge Gore Farm	428.0	CE	18	Wells Family Trust	10.9	CE	42
Keith #1	52.0	CE	19	Wells Family Trust	37.5	CE	43
Keith #2	57.0	CE	20	Wells Family Trust	42.8	CE	44
Keith #3	2.0	CE	21	William Bean Quarry	139.0	FO + CE	45
Maple Leaf Natural Area	65.4	FO + CE	22	Woodlot & Grange LLC	198.5	CE	46
King Hill Reservation	441.0	FO + CE	23	Woodlot & Grange LLC	17.8	CE	47
Loon Island	1.1	FO	24				

Protection Type  
 CE: Conservation Easement  
 FO: Fee Ownership by Town or State

## Current Use

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.

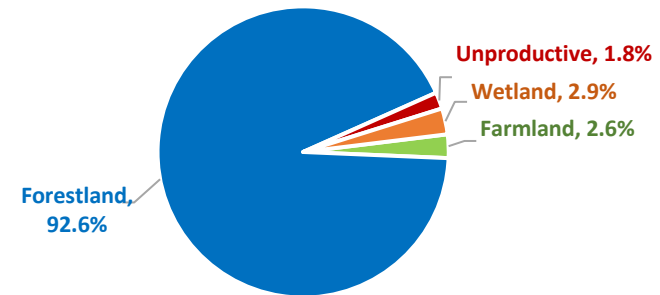
Landowners who have qualifying land must apply to the Town to participate in the Program. Lands which typically qualify for the Current Use Program include farm land, forest land, tree farms, certain wetlands, and other undeveloped areas over 10 acres in size, as well as qualifying farmland and discretionary 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. As of 2020, over 69% of the total land area in Town has been enrolled in the Current Use program, up nearly 5% since 2010.

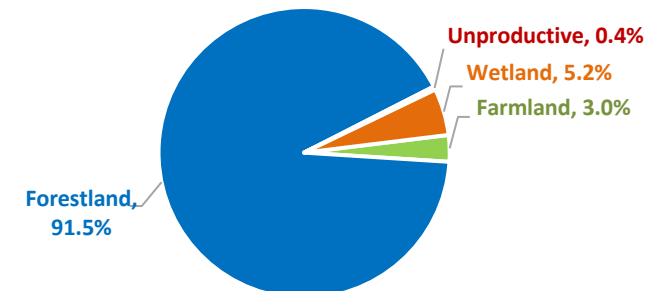
When land that has been participating in this program is developed and/or no longer meets acreage requirements, a Land Use Change Tax (LUCT) is charged. The Land Use Change Tax is set at 10% of the assessed market value of the land at

the time the change occurs. In Sutton, the LUCT collected is used for conservation purposes.

Sutton's 2010 Current Use Percentages  
17,559 Total Acres in Current Use  
LUCT Collected: \$3,000



Sutton's 2020 Current Use Percentages  
18,944 Total Acres in Current Use  
LUCT Collected: \$30,927



Data from the New Hampshire Department of  
Revenue Administration

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### Recreation

#### 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 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. The Ridgerunners maintain and groom approximately 30 miles of trails in the Sutton area 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 agreements with local landowners and are maintained by Sutton Ridgerunner volunteers.

#### Class A Trails

A Class VI road is one type of right-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. Abutting landowners who can prove damage to their ownership rights as a result of such designation may be eligible for damages pursuant RSA 231-A:2(II).

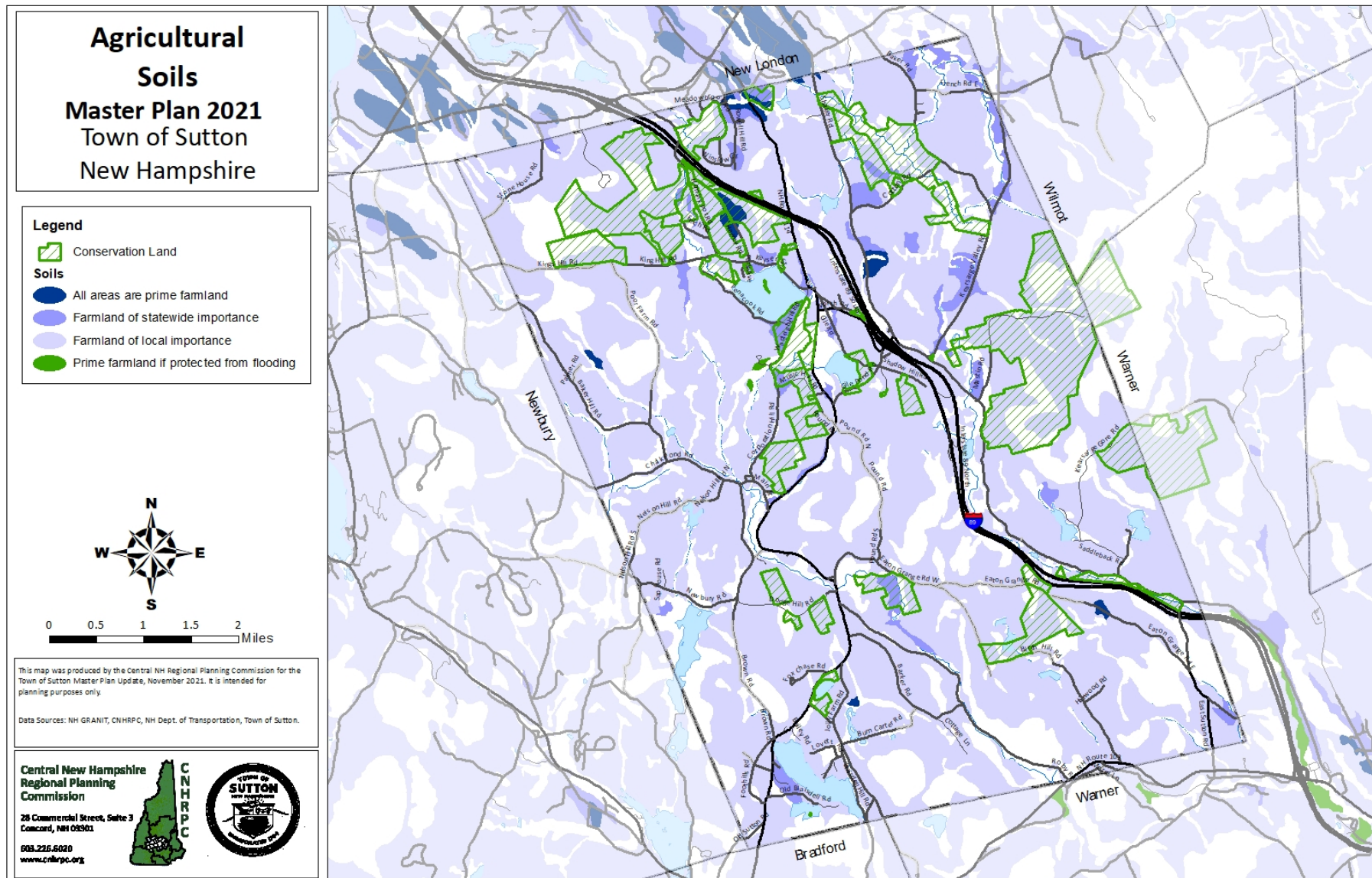
Class A trails can be established at the annual Town Meeting by including a warrant article on the specific proposal and

needs a simple majority in order to pass. In addition, Class A status can be rescinded through a vote at the Town Meeting.

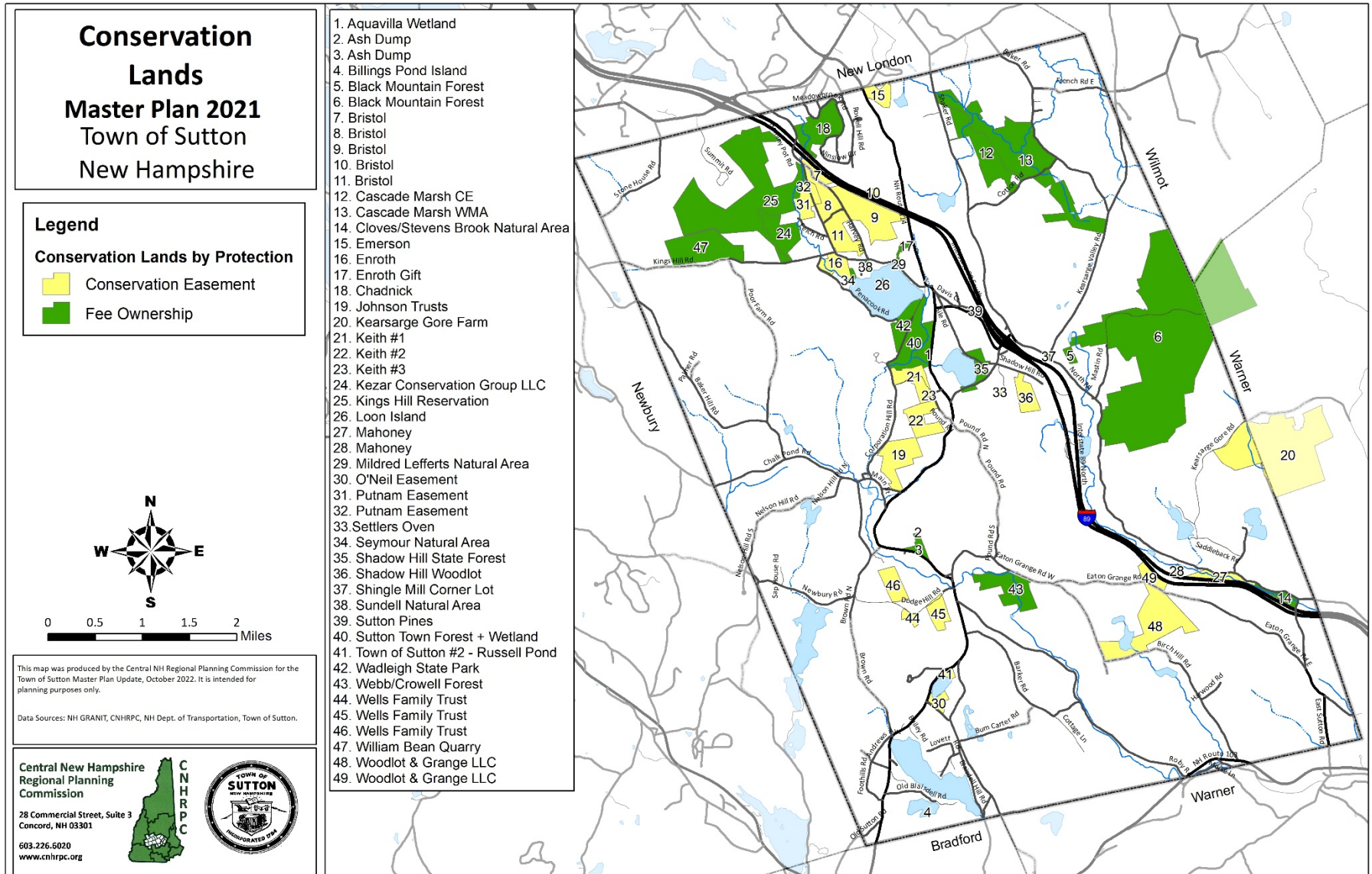
#### **Water Access**

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.

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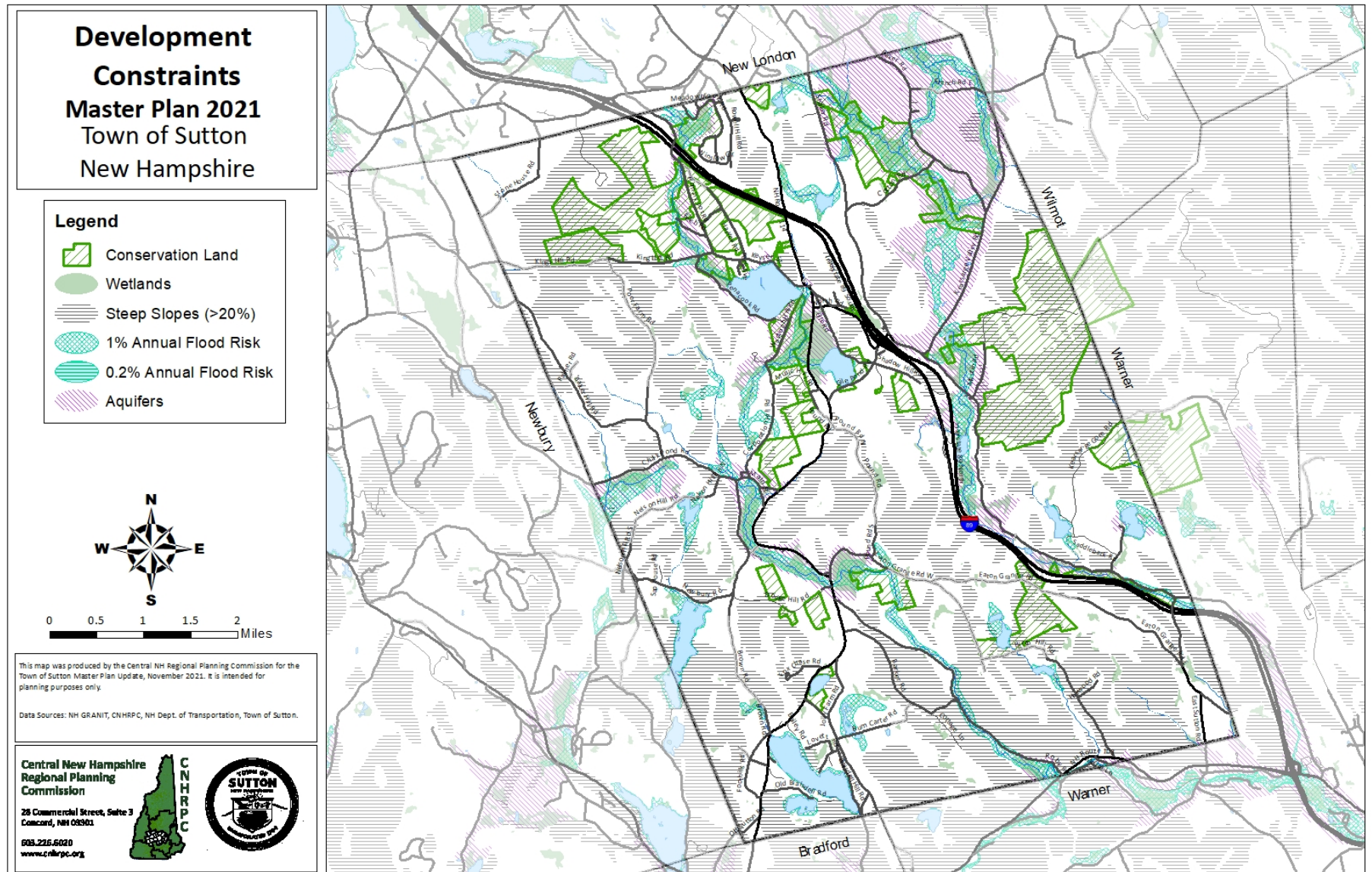


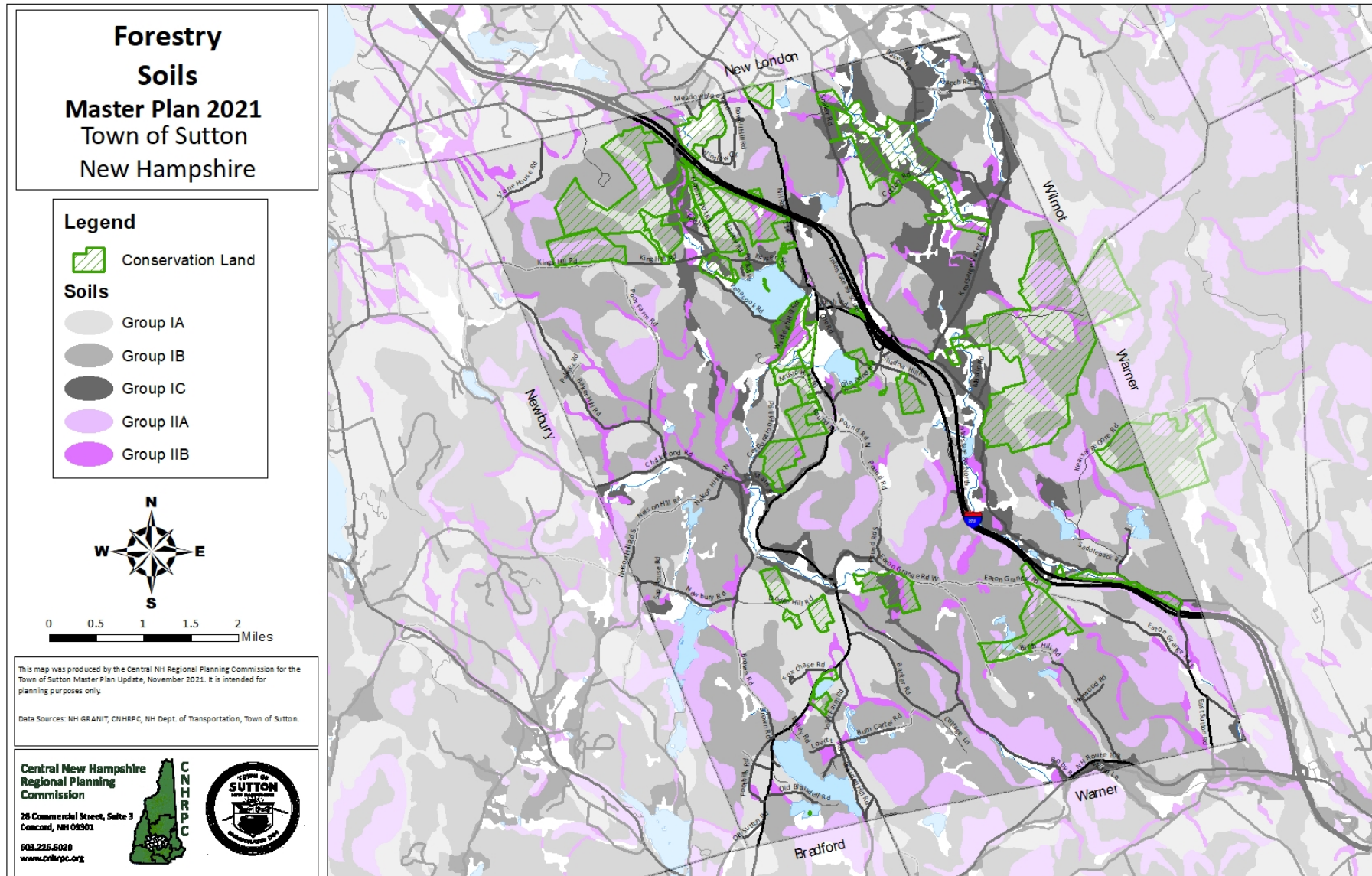






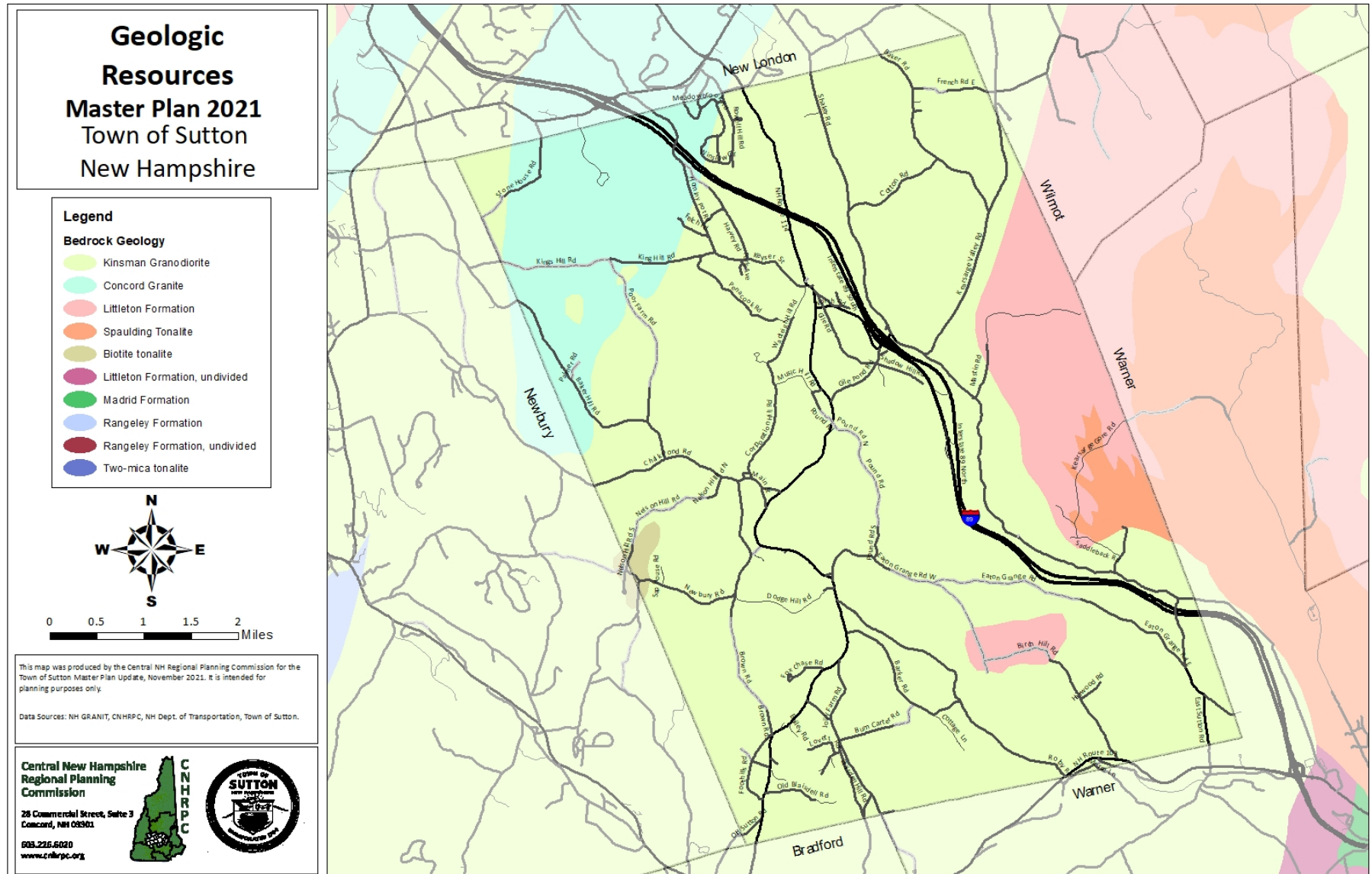
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## Scenic Viewpoints Master Plan 2021 Town of Sutton New Hampshire

### Scenic Viewpoints

1. Route 114 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/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
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10. I-89 northbound 1 3/4 miles north of the Warner Town Boundary
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12. Route 114 at Blaisdell Lake
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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

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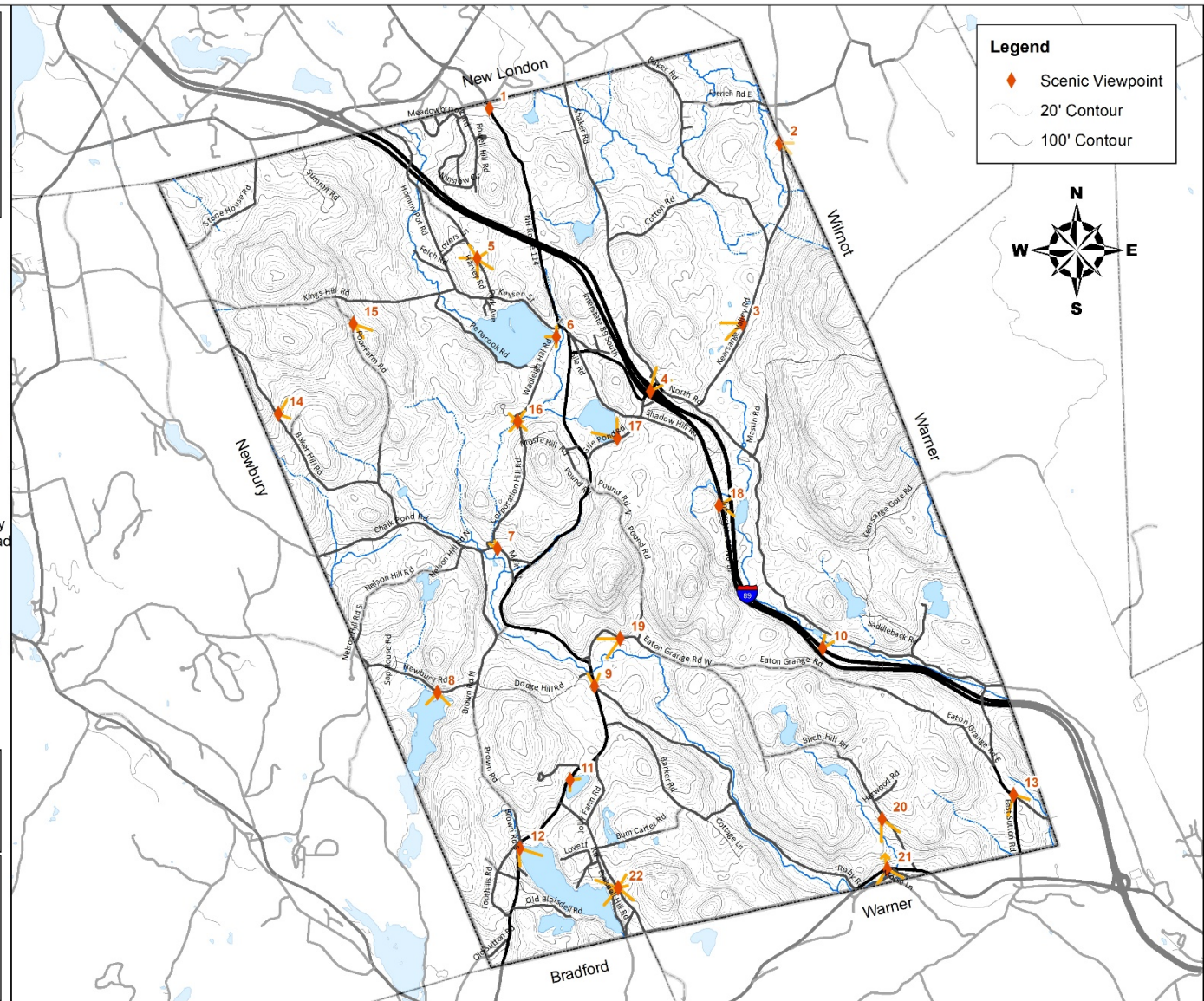
This map was produced by the Central NH Regional Planning Commission for the Town of Sutton Master Plan Update, October 2022. It is intended for planning purposes only.

Data Sources: NH GRANIT, CNHRPC, NH Dept. of Transportation, Town of Sutton.

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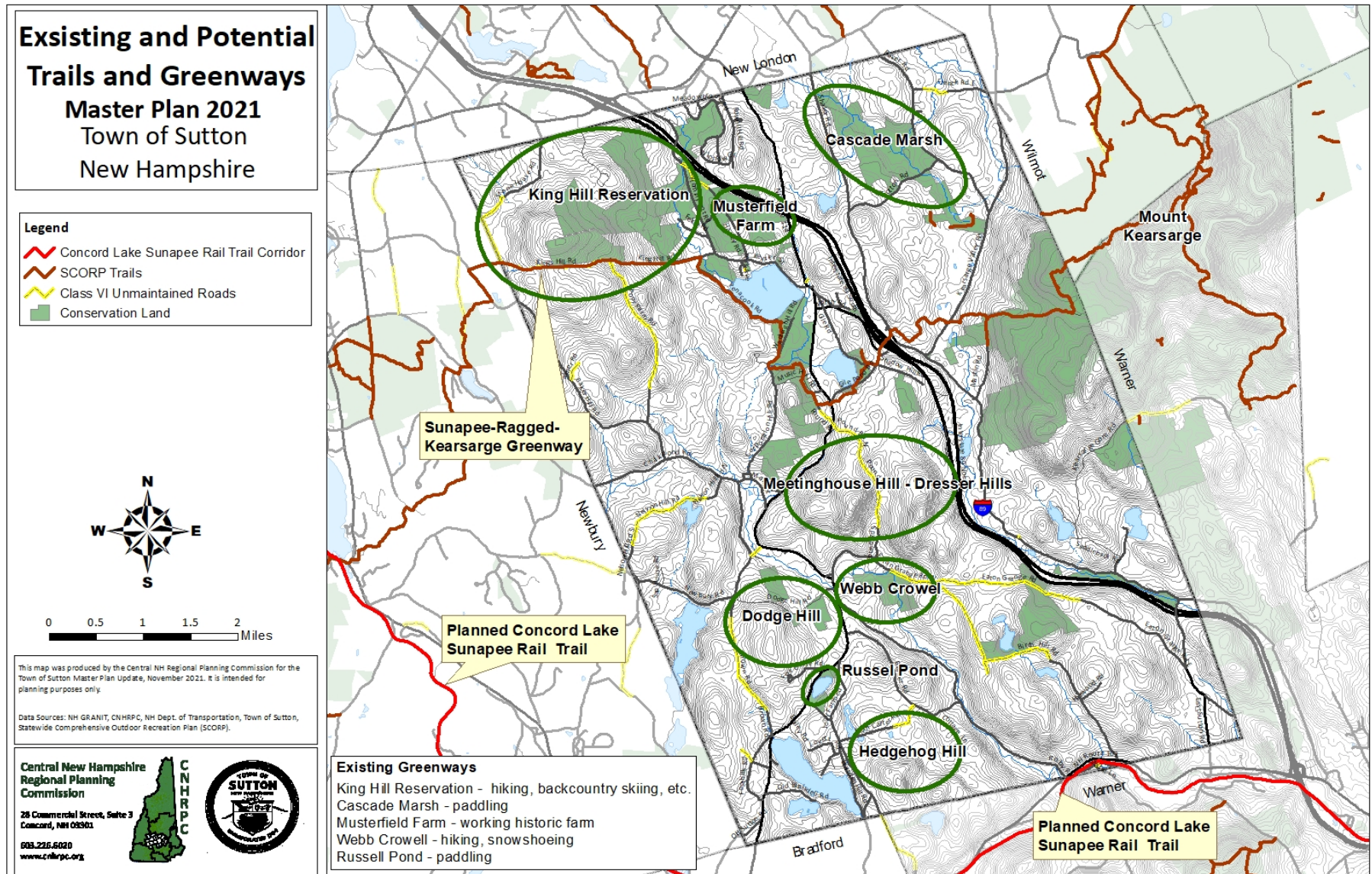
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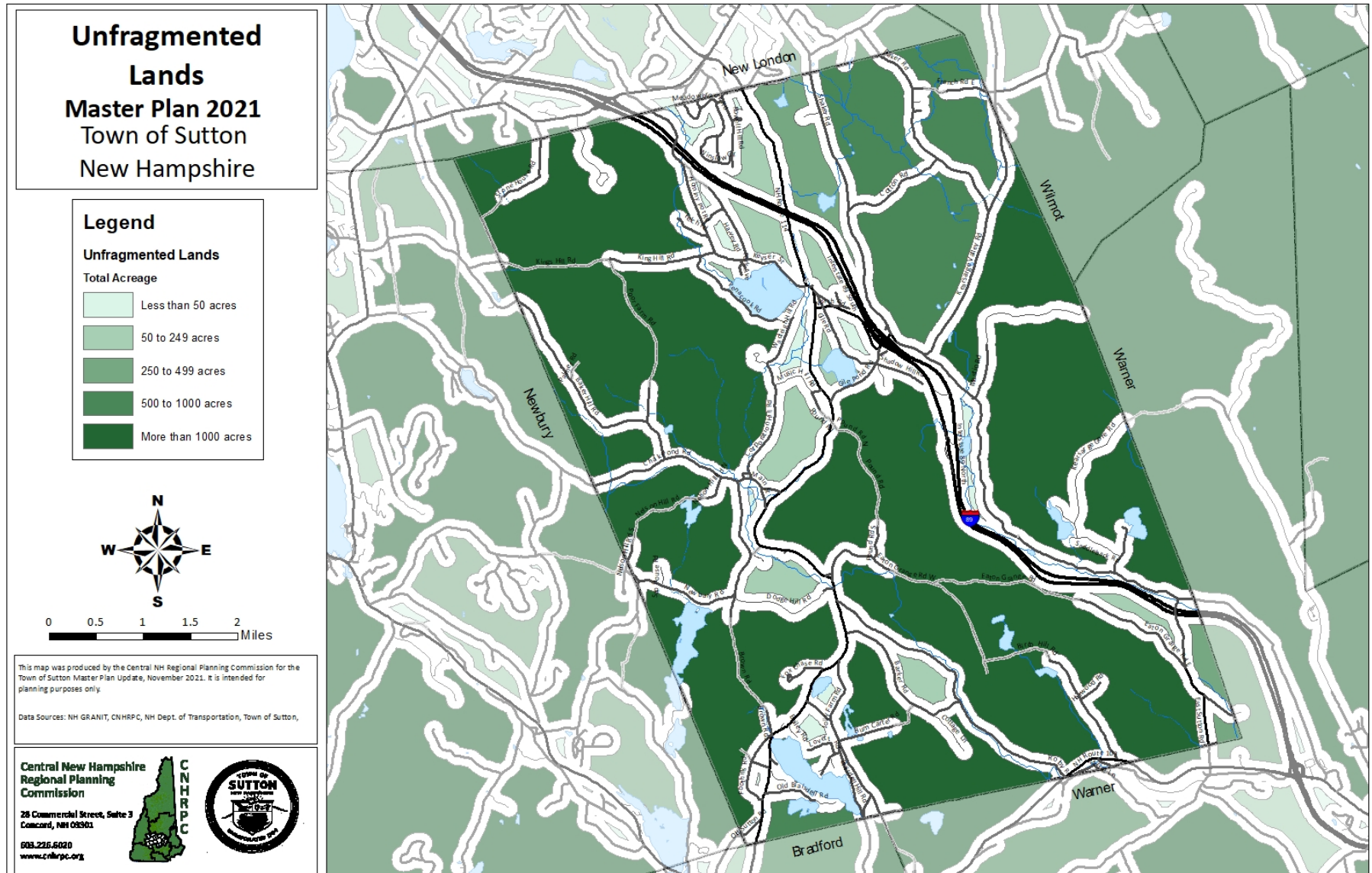
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www.cnhrpc.org





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## Walks and Trails

### Master Plan 2021 Town of Sutton New Hampshire

#### Legend

-  Points of Interests
-  Walks and Trails
-  Class VI Unmaintained Roads
-  Conservation Land



0 0.5 1 1.5 2 Miles

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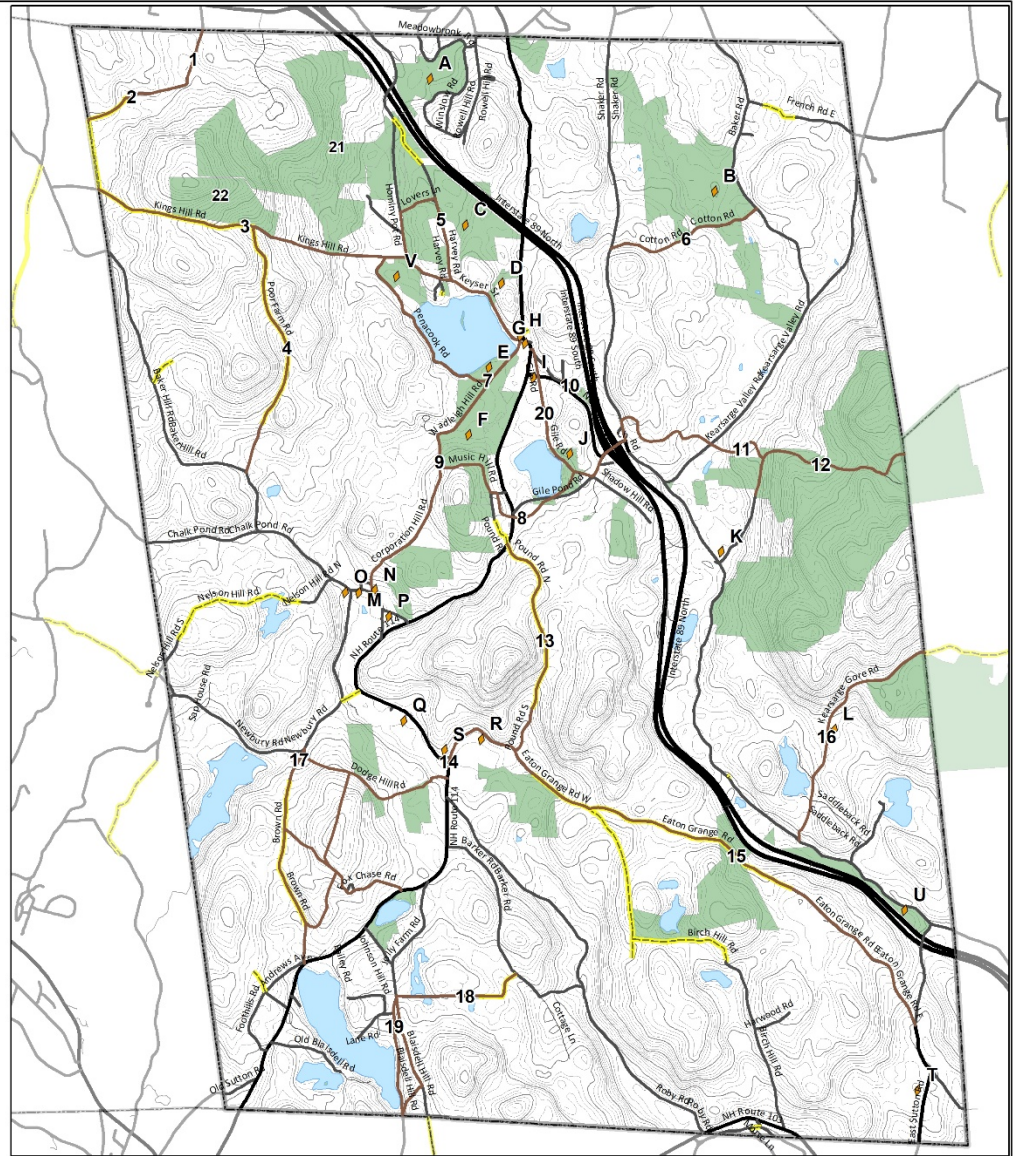


#### Walks and Trails

1. Quarry Walk (Trail)
2. Stone House Rd
3. Kings Hill Rd
4. Poor Farm Rd
5. Muster Field Walk
6. Cotton Rd
7. Kezar Lake Walk
8. Kearsarge Valley Trail (SRK)
9. Wadleigh Hill Rd/Corporation Hill Rd
10. Primeval Pines Walk
11. Link Trail (SRK)
12. Lincoln Trail (SRK)
13. Pound Rd
14. Meeting House Hill Rd
15. Eaton Grange Rd
16. Kearsarge Gore Rd
17. Dodge Hill
18. Bum Carter Rd
19. Blaisdell Hill Walk
20. Gile Rd
21. King Hill Reservation
22. Bean Quarry

#### Points of Interests

- A. Chadwick Meadows - NH Fish and Game wildlife management area.
- B. Cascade Marsh - NH Fish and Game wildlife management area.
- C. Muster Field Farm Museum and Harvey Homestead - working farm museum.
- D. Lefferts Town Natural Area - Sutton Conservation Commission
- E. Wadleigh State Park - swimming, picnicking, fishing, boating and playfield.
- F. Town Wildlife Area - Sutton Conservation Commission.
- G. Smiley Grove - park and playground, North Sutton Improvement Society.
- H. North Sutton Cemetery
- I. Sutton Volunteer Fire Department
- J. Shadow Hill State Forest
- K. Kearsarge Regional High School
- L. Gore - Palmertown Cemetery
- M. Pillsbury Memorial Hall - Sutton Town Hall
- N. Sutton Free Library
- O. Sutton Central School
- P. Sutton Mills Cemetery
- Q. Millwoods Cemetery
- R. Old South Cemetery
- S. So. Sutton Common - Sutton Historical Society - The Old Store Museum
- T. East Sutton Cemetery
- U. Stevens Brook - Cloues Natural Area and Reddington Dam Site - Sutton Conservation Commission
- V. Enroth Gift - Sutton Conservation Commission





# Wildlife Action Plan

## Habitat Types

### Master Plan 2021

#### Town of Sutton

#### New Hampshire

#### Legend

##### WAP Habitat Types

- Appalachian oak-pine
- Cliff and Talus
- Dune
- Floodplain forest
- Grassland
- Hemlock-hardwood-pine
- Lowland spruce-fir
- Developed or Barren
- Northern swamp
- Open water
- Peatland
- Pine barren
- Rocky ridge
- Temperate swamp
- Wet meadow/shrub wetland

0 0.5 1 1.5 2 Miles



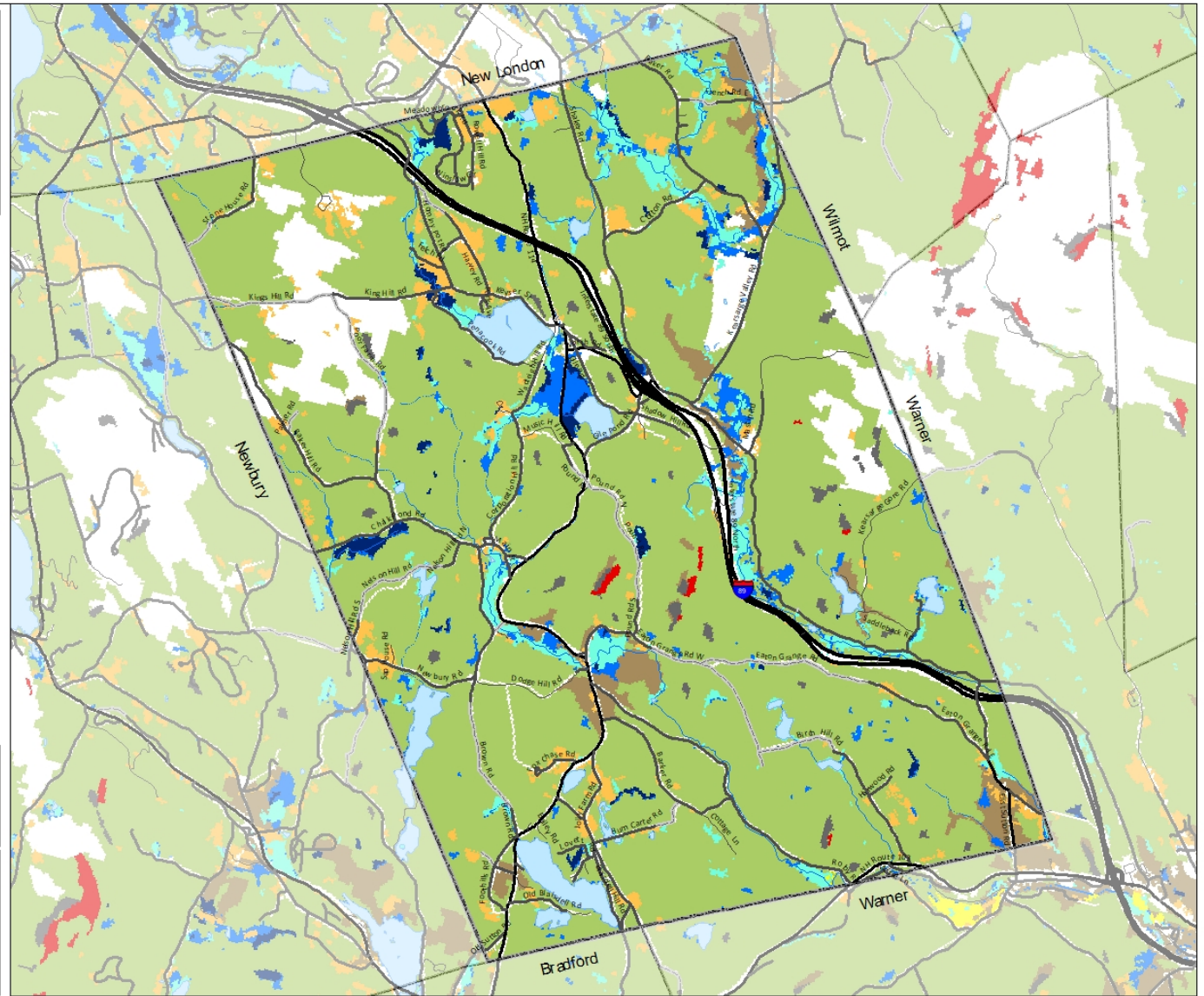
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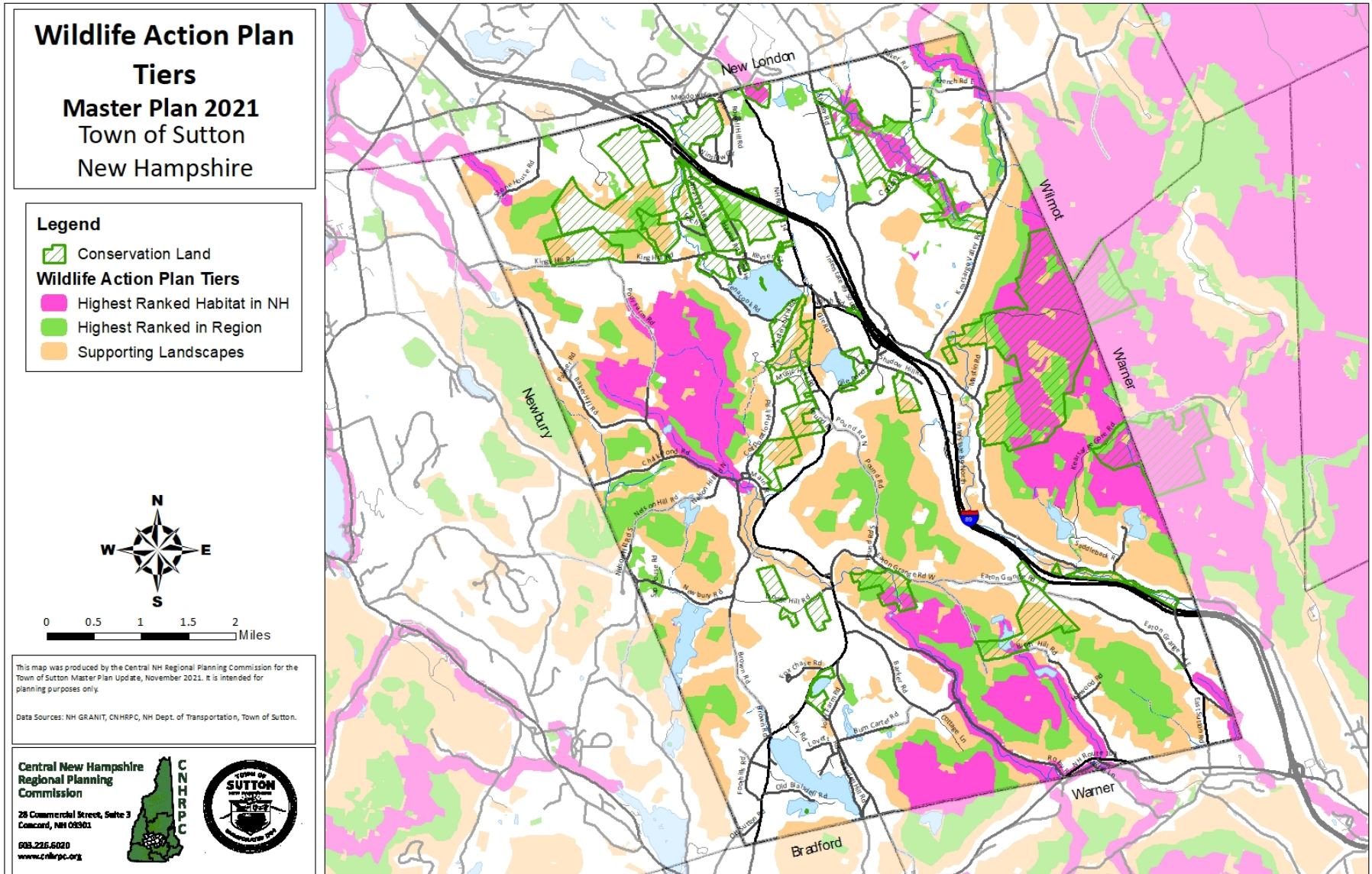
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# Water Resources Master Plan 2021 Town of Sutton New Hampshire





## Legend

-  Public Water Supplies
-  Watershed Boundary

## Floodplains

-  100-Year Floodplain
-  500-Year Floodplain
-  Wetlands

## Aquifer Transmissivity

-  0 - 1,000 sq. ft./day
-  1,000 - 2,000 sq. ft./day
-  2,000 - 4,000 sq. ft./day
-  >4,000 sq. ft./day



0 0.5 1 1.5 2 Miles

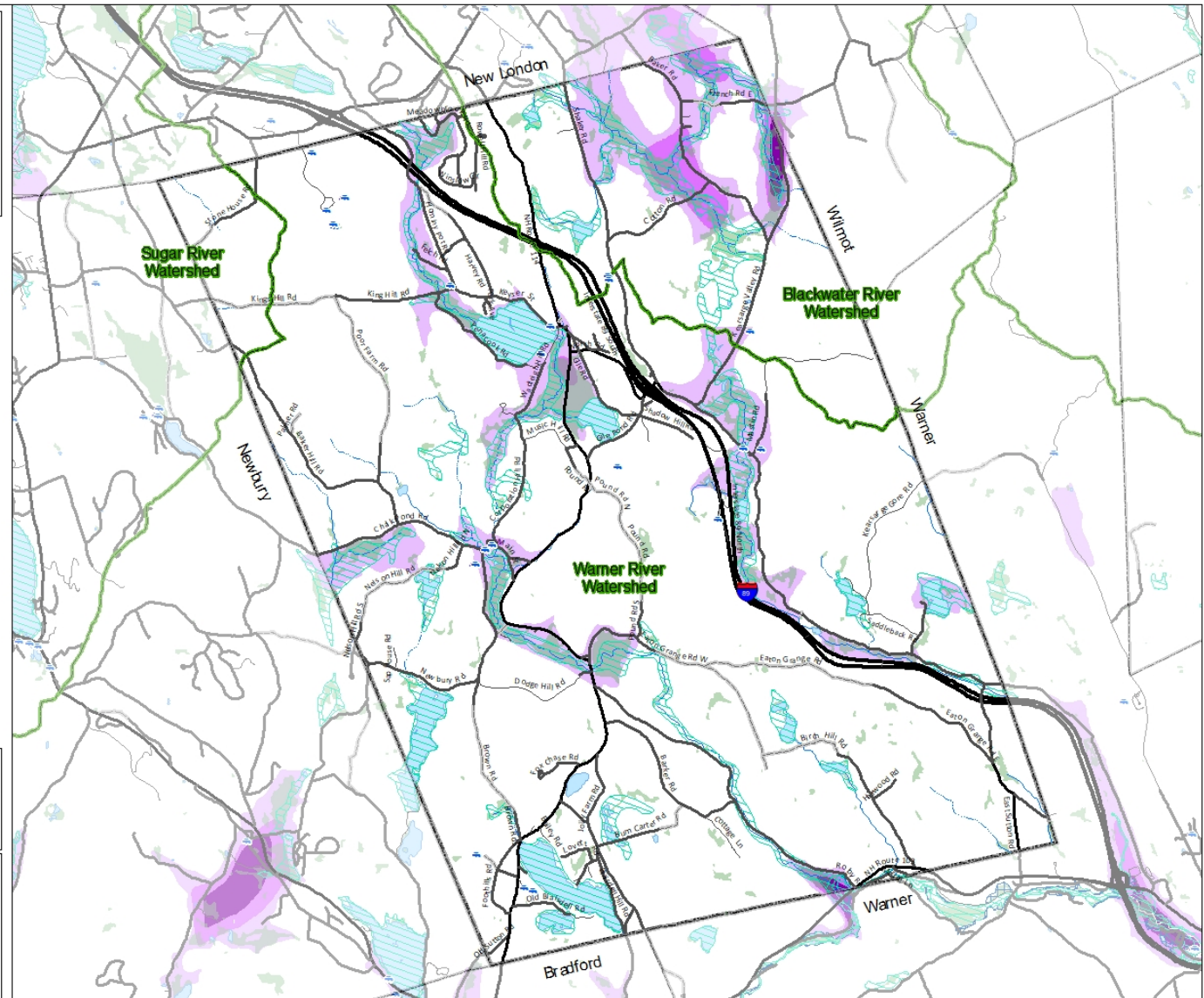
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# Appendix C: 2005 Transportation Infrastructure & Resources Update

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## Abbreviations

<u>AADT</u>	- Average Annual Daily Traffic
<u>CNHRPC</u>	- Central New Hampshire Regional Planning Commission
<u>CAP</u>	- Community Action Program Belknap-Merrimack Counties
<u>HBGA</u>	- Highway Block Grant Aid
<u>HPMS</u>	- Highway Performance Monitoring System
<u>IRI</u>	- International Roughness Index
<u>NBIS</u>	- National Bridge Inspection Standards
<u>NHDOT</u>	- New Hampshire Department of Transportation
<u>RCC</u>	- Regional Coordinating Council
<u>RPC</u>	- Regional Planning Commission
<u>RSMS</u>	- Road Surface Management System
<u>T<sup>2</sup></u>	- Technology Transfer Center
<u>TYP</u>	- Ten Year Plan
<u>UNH</u>	-University of New Hampshire
<u>VDP</u>	- Volunteer Driver Program



## APPENDIX C

### Appendix Description

This Appendix was developed using the previous Transportation Chapter from the 2005 Sutton Master Plan. Data, content, and maps included have been updated as appropriate with more recent data and information.

### State Highway Classification & Funding

The State Aid classification system, which is defined by NH RSA 229:5 and 229:231, establishes responsibility for construction, reconstruction, and maintenance as well as the eligibility for use of State Aid funds. This classification system also provides a basic hierarchy of roadways.

Of the seven possible state classifications, Sutton's roads include six: Class I, Class II, Class III, Class V, Class VI and private roads. Class V roads account for the most mileage.

State Legislative Classification  
New Hampshire Department of Transportation

Class	Mileage	Percent of total
Class I: State Aid Highways	19.96	17%
Class II: State Aid Highways	11.58	10%
Class III: Recreational Highways	0.60	1%
Class V: Rural Highways	59.70	52%
Class VI: Unmaintained Highways	13.20	11%
Private Roads	10.31	9%
<b>Total</b>	<b>115.35</b>	<b>100%</b>

#### Class I Trunk Lane Highways

- Consists of all existing or proposed highways on the primary state highway system, except portions of the highways within the compact sections of cities and towns.
- NHDOT assumes full control and pays costs of construction, reconstruction and maintenance of its sections with the assistance of federal aid.
- I-89 is a Class I highway.

#### Class II State Aid Highways

- Include all highways on the secondary state highway system, except portions of the highways within the compact sections of cities and towns, which instead are classified as Class IV highways.
- All sections improved to the state standards are maintained and reconstructed by NHDOT. All other sections must be maintained by the city or town in which they are located until brought up to state standards. The same applies to bridges on Class II highways.
- NH Route 114 is a Class II highway.

#### Class III Recreational Roads

- Include roads leading to, and within, state reservations designated by the Legislature.
- NHDOT assumes full control of reconstruction and maintenance.
- Wadleigh Hill Road is a Class III Road.

### Class V Rural Highways and Block Grant Aid

- Consist of all traveled highways that the town has the duty to maintain regularly.

NHDOT provides funding to towns for road maintenance on Class IV and V roads with Highway Block Grant Aid. Funds are distributed annually with four partial disbursements. They come from a portion of the total road toll (gas tax) and vehicle registration fees. The funds can only be used to fund or match funding for constructing, reconstructing or maintaining Class IV and V (town maintained) highways as well as equipment for maintaining local roads.

Highway Block Grant Aid funds are allocated from an annual apportionment (State Fiscal Year) of not less than 12% of the total highway revenues collected from the preceding year. Half of this total is distributed based on population and the other on Class V road mileage. Distribution formulas do not take into consideration the condition of roads or traffic.

#### Highway Block Grant Aid Payments for Sutton

New Hampshire Department of Transportation

Year	HBGA	SB 367
SFY 2016	\$93,531.96	\$12,702.66
SFY 2017	\$96,527.21	\$13,229.89
SFY 2018	\$99,309.59	\$13,332.20
SFY 2019	\$100,694.07	\$13,478.28
SFY 2020	\$102,289.37	\$13,642.39
SFY 2021	\$97,221.18	\$12,549.40

Senate Bill (SB) 367, signed into law in 2014, raised revenue dedicated to increased highway block grant funding to municipalities, for municipal bridge aid, resurfacing and reconstruction of secondary roads, and completion of the I-93 expansion. Funding due to SB 367 is shown in the table.

### Class VI Unmaintained Highways

- Class VI roads are roads that are not maintained by the town, may be subject to gates and bars, and normally consist of a gravel or dirt surface.
- A Class V road can become a Class VI road if the town has not maintained it for five years or more.

Under RSA 674:41, I(c), for any lot whose street access (frontage) is on a Class VI road, determination of whether any building can be erected on that lot is left up to the Town Selectmen. After review and comment by the Planning Board and after a public hearing, the Selectmen may vote to authorize building along that Class VI road, or portion thereof. Any work done to Class VI highways shall be approved in advance by the Board of Selectmen, after conferring with the Road Agent. This process is outlined in Sutton's Class VI Road Policy. Even if the Board of Selectmen does vote to authorize building, the law states that the municipality does not become responsible for road maintenance or for any damages resulting from the road's use. The purpose of RSA 674:41, I(c) is to prevent scattered and premature development.

## APPENDIX C

### Federal Functional Classification System

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

#### Interstate Highways

- As the highest classification, they are designed and constructed for mobility and long-distance travel.
- Include divided highways that provide limited access, offer high levels of mobility and links the major urban areas.

#### Major Collectors

- These roadways differ from arterial (interstate) roadways due to size and their service area.
- They serve traffic in a specific area, whereas arterials generally serve traffic moving through an area.
- They distribute traffic on local roads to arterials and are eligible for federal aid funding.
- NH Route 103 is a Major Collector.

#### Minor Collectors

- Are not eligible for federal aid funding and typically provide access to smaller communities within a geographic area or economic region.
- 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 Route 114 is a Minor Collector.

#### Local Roads

- Roads and streets that are used to provide access to adjacent properties.
- This includes the majority of roads in Sutton.

### Federal Functional Classification

New Hampshire Department of Transportation

Federal Functional Classification	Mileage	Percent of total
Interstate	18.9	16.4%
Major Collectors	0.8	0.7%
Minor Collectors	13.7	11.9%
Local Roads	58.2	50.6%
Class VI or Private Roads	23.5	20.4%
<b>Total</b>	<b>115.1</b>	<b>100%</b>

## Bridge Network

Bridges are typically the most expensive part of the surface transportation network. NHDOT inspects all of the state's municipal and state owned bridges. Inspections usually occur biannually with some bridges known to have deficiencies being inspected more frequently. NHDOT shares inspection reports with towns after they occur in addition to maintaining their own database where bridges are scored based on National Bridge Inspection Standards (NBIS).

NHDOT manages three bridge aid programs including: State Aid Bridge (state funded), SB 367 (state funded), and the Municipal Off-System Bridge Rehabilitation and Replacement (federally funded). Municipalities may submit an application for a preliminary estimate or hire an approved consultant to do the estimate. NHDOT determines a potential program and the year of funds for construction. This process can take several months.

Bridges in Sutton, and their condition, are shown on Table C.4 and on the **Bridge Condition Map**. "Structurally Deficient" does not mean that the bridge is necessarily unsafe for use. This term refers to a bridge with one or more deteriorated components and whose condition is critical enough to reduce the safe load carrying capacity of the bridge. Culverts, bridges 10 years or newer, and bridges 20 feet or less in length do not typically receive deficiency ratings and therefore are defined in the table following as "Not Applicable." NBIS

ratings for the major structural elements of the bridge are further simplified into four color coded categories:

- Red – Bridges that have one or more major structural elements with an NBIS condition rating of 4 (Poor or less). These bridges comprise the state/municipal Red Lists.
- Yellow – Bridges that have their lowest rated major structural element with an NBIS condition rating of 5 (Fair) or 6 (Satisfactory).
- Green – Bridges that have all major structural elements with an NBIS rating equal to or greater than 7 (Good).
- Closed or N/A – Bridges that have been closed due to one or more major structural elements with an NBIS rating equal to or less than 1 (Closed).

# APPENDIX C

## Bridges in Sutton

New Hampshire Department of Transportation 2019 Bridge Summary

Location	FSR	Structural Deficiency	Owner	AADT	Inspection Date	Year Built/Rebuilt
Kings Hill Rd over Brook	99.0	Not Deficient	Municipality	92	Sep 2018	1996
I-89 SB over North Hominy Pot Rd	92.4	Not Deficient	NHDOT	9278 / 240	Apr 2017	1967, 1988
Kings Hill Rd over Brook	100.0	Not Deficient	Municipality	92	Sep 2018	1996
I-89 NB over North Hominy Pot Rd	92.4	Not Deficient	NHDOT	9385 / 240	Apr 2017	1967, 1988
Felch Rd over Brook	80.4	Not Deficient	Municipality	1157	Sep 2018	2010
Hominy Pot Rd over Lion Brook	96	Not Deficient	Municipality	249	Sep 2018	2017
Penacook Rd over Brook	100	Not Deficient	Municipality	92	Sep 2018	2000
Penacook Rd over Lion Brook	100	Not Deficient	Municipality	92	Sep 2018	2000
Main St over Kings Brook	86.9	Not Deficient	Municipality	723	Sep 2018	2007
Main St over Lane River	86.9	Not Deficient	Municipality	723	Sep 2018	1935, 1990
Pedestrian path over Lane River	-2	Not Applicable	Municipality	0	Sep 2016	1930, 2000
Wadleigh Hill Road over Lane River	50.2	Not Deficient	Municipality	92	Sep 2018	1985
I-89 SB over NH Route 114	80.7	Not Deficient	NHDOT	9278	Apr 2017	1967, 1987
I-89 NB over NH Route 114	77.4	Not Deficient	NHDOT	9385	Apr 2017	1967, 1987
Wadleigh Hill Road over Kezar Lake Outlet	64.4	Not Deficient	NHDOT	286	Apr 2017	1940
NH Route 114 over Lane River	88.1	Not Deficient	NHDOT	1688	Apr 2017	1932, 1981
I-89 SB over Gile Pond Rd	96	Not Deficient	NHDOT	9621 / 1300	Apr 2017	1967
I-89 NB over Gile Pond Rd	95.3	Not Deficient	NHDOT	9676 / 1300	Apr 2017	1967
Cotton Rd over Baker Brook	51.3	Not Deficient	Municipality	92	Sep 2018	1945
Roby Rd over Lane River	85.9	Not Deficient	Municipality	354	Sep 2018	2002
North Rd over Stevens Brook	96.3	Not Deficient	Municipality	1536	Sep 2018	1950
Morse Loop over Brook	-2	Structurally Deficient	Municipality	50	Sep 2018	1988
I-89 NB over Stevens Brook Rd	93.2	Not Deficient	NHDOT	9676 / 40	Apr 2017	1967
I-89 SB over Stevens Brook Rd	93.3	Not Deficient	NHDOT	9621 / 40	Apr 2017	1967

AADT= Average Annual Daily Traffic, FSR=Federal Sufficiency Rating



## Traffic Count History

CNHRPC maintains a traffic count program for the region. Each year, CNHRPC collects traffic data at up to 10 locations for each member municipality. Traffic count data is also collected for NHDOT in accordance with federal guidelines under the Federal HPMS.

The **Average Annual Daily Traffic Map** displays the AADT volumes for 2013-2019, which can also be viewed on the [NHDOT Transportation Data Management System interactive map](#). AADT is a basic measure of traffic demand for a roadway and represents the volume of traffic travelling in both directions. CNHRPC provides traffic count data to the NHDOT, who then calculates the AADT by applying correction factors to raw data to account for weekday and seasonal variations in traffic volumes. The data collected by CNHRPC is [available online](#).

## Roadway Conditions

Pavement condition data from 2019 was obtained from the NHDOT's Pavement Management Section for state-maintained (Class I and II) roads and is displayed on the **Pavement Condition Map**. The pavement condition is rated based on the International Roughness Index (IRI), which is calculated directly from the average pavement roughness measured in the left and right wheel paths of roadways. The data indicates that the majority of Class I and II roads are in good and Fair condition. Due to the age of the data, some

roads may have since been repaired while some roads may have fallen into worse disrepair.

In 2015, Sutton worked with CNHRPC to implement a Road Surface Management System (RSMS) to help prioritize road improvements and develop a transparent system for short, medium and long term improvements. RSMS is a methodology intended to provide an overview and estimate of a road system's condition and the approximate costs for future improvements. The process involved a windshield survey of all the local road surfaces where numerous distresses were observed and objectively recorded. Drainage was also reviewed as part of this program and is a key component in the life and quality of road surfaces. The data was entered into RSMS 11, a software developed by Maine Department of Transportation. The program uses algorithms factoring in various distresses, traffic levels and the importance of each roadway to determine whether the road falls into one of five maintenance categories. This data is also displayed on the **Pavement Condition Map**. The program assists in prioritizing road maintenance and resurfacing with a focus on preservation and "keeping the good roads good."

In 2016, a new RSMS system was initiated under NHDOT's Statewide Asset Data Exchange System (SADES). This new version included many changes to improve the quality, consistency, and efficiency of data collection and the overall value of the product to better guide municipalities with road maintenance. Although this program is currently only for paved roads and the vast majority of roads in Sutton are

## APPENDIX C

unpaved or gravel (39.8 miles, 34.6% of roads), Sutton may want to consider updating to this program in the future.

### Motor Vehicle Crashes

Motor vehicle crash data from 2015 - 2019 was obtained from NHDOT, who receives the data from the Department of Safety for crashes with over \$1,000 in damage. Roughly 20% of crashes are not locatable based on the information contained in the crash reports. Of the 387 crashes reported over the 5 year period, over 60% were located on Interstate 89. The second highest number of crashes occurred along NH Route 114. It is reasonable to assume that a number of smaller crashes may also have occurred during this time period which were not reported. All crashes in Sutton are a cause for concern and should be monitored to determine locations where infrastructure improvements may mitigate issues that lead to crashes or reduce the severity of crashes.

#### Highway Safety Improvement Program (HSIP)

The purpose of NHDOT's Highway Safety Improvement Program (HSIP) program is to achieve a significant reduction in fatalities and serious injuries on all public roads through the implementation of highway safety improvement projects.

The process for which a project receives funding from HSIP for a roadway segment or intersection is highly dependent on data. If data (history of crashes resulting in injuries or fatalities) warrants further examination a Road Safety Audit (RSA) is typically the next step. The RSA is a collaborative

approach to review safety issues and make recommendations for improvements. CNHRPC assists towns in applying for HSIP funds and in completing small scale RSAs that can offer a variety of actions to improve safety.

### Scenic Roads

Scenic Roads help to retain a sense of history and rural quality that Sutton's residents have indicated a strong desire to maintain. RSA 231:157 allows towns by a vote at town meeting to designate any road other than a Class I or II highway as a Scenic Road. A municipality may rescind its designation of a scenic road using the same procedure.

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

### Pedestrian & Bicycle Infrastructure

Pedestrian and bicycle facilities, such as paved sidewalks, roadway shoulders, trails, and gravel walking paths improve safety for pedestrians or bicycles by separating them from travel lanes of roadways. Sidewalks and paths 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.

In the summer months, pedestrian and bicycle activity increases specifically near Wadleigh State Park and Kezar Lake in North Sutton. Enhancing walking routes between the State Park and the village may create economic development opportunities, and enhance the village experience for both visitors and residences. Sutton Mills is also a node of activity with multiple civic and institutional destinations that are or could be accessible by walking or bicycling.

There are a range of treatments that could help improve these connections. Sidewalks and crosswalks are options in the villages, which the town would need to maintain. Trails may make desirable connections in some of the more rural parts of town. Along NH 114 and elsewhere in town, lane striping or bike lanes could enhance and designate space for bicycles. There are also a range of traffic calming techniques that can be used to slow traffic speeds and enhance safety and comfort of people traveling by foot or bicycle.

Sidewalk construction, particularly if it is along a portion of Route 114, may be a candidate for the highly competitive Transportation Alternatives Program (TAP) funding, which has competitive grant rounds approximately every two years. Medium to small sidewalk projects may be more efficiently constructed with town or private funds. Projects involving trail connections may be suitable for the Recreational Trail Program (RTP), described in the trails discussion of this

Appendix. Bicycle and Transportation elements can also often be tied into traditional roadway projects like paving, reconstruction, or intersection reconfigurations.

## Public Transportation

Community Action Program Belknap-Merrimack Counties, Inc. (CAP) that operates Concord Area Transit, also provides a Rural Transportation Service that serves the Town of Sutton. This service, run out of Mountain View Senior Center in Bradford, is available on demand for seniors aged 60 years and over and persons with disabilities.

The Mid-State Regional Coordinating Council (RCC) works with CAP and other transportation providers in the region to coordinate and operate services like the Volunteer Driver Program (VDP), run by CAP. The VDP is also available to residents in Sutton over 60 or with disabilities. The primary purpose of these trips are for essential social services and medical appointments (including long distance medical). Currently Mid State RCC's volunteer drive program does not charge for rides although donations are accepted.

Additionally, the New London Park and Ride is nearby and is served by Dartmouth Coach. There is also a Park and Ride in Warner without local bus service.

## Class VI Roads & Trails

Due to their rural character, history, and potential recreational opportunities, Class VI roads are an important

## APPENDIX C

component of a town's transportation infrastructure. Many communities look at Class VI roads as candidates for designation as Class A Trails. These roads have little or no development associated with them, are scenic, have no inherent liability concerns, already allow public access, and serve to connect large areas of conserved open space or agricultural lands. The town does not maintain Class VI Roads but at their option, may maintain Class A Trails. These roads can be seen on the **Roads by Legislative Classification Map**.

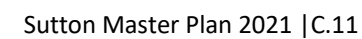
Reclassification of Class VI roads to Class A Trails will not inhibit the access rights of landowners along the roadways. In the case of a Class A trail, landowners can continue to use the trail for vehicular access for forestry, agriculture, and access to existing buildings. However, new building development as well as expansion, enlargement, or increased intensity of the use of any existing building or structure on a Class A Trail is prohibited by New Hampshire Statute. The town and owners of properties abutting Class VI roads are not liable for any damages or injuries sustained by the users.

Grant funds are available on a competitive basis. The Recreational Trails Program, or RTP, is a popular source of funding for motorized, non-motorized, and mixed trails. This program, administered by the Department of Natural and Cultural Resources, has grant rounds nearly every year. Grant amounts change on occasion, but are currently between \$8,000 and \$80,000, with a required 20% local match. The program has proved popular for trail building and amenities. Class VI roads are an important component of a

town's transportation infrastructure due to their rural character and potential recreational opportunities.

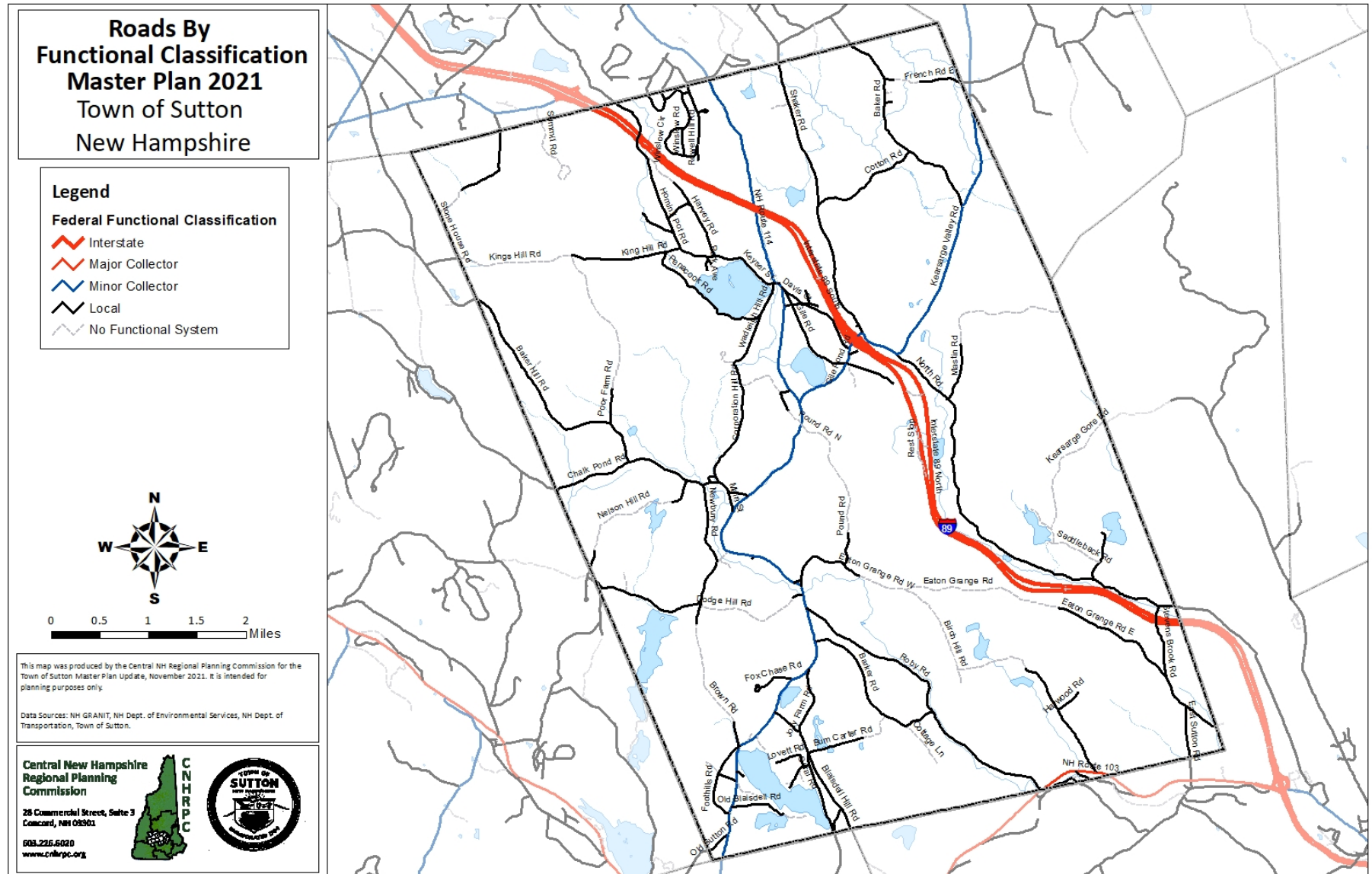
### NH Transportation Planning Process

Arguably the most important transportation planning document in NH is the NHDOT Ten Year Transportation Improvement Plan (TYP). The TYP is updated on a two year cycle beginning with RPC's soliciting new Federal Aid Eligible transportation improvement projects and reaffirming local and regional support for projects included in the current TYP. Using the existing TYP as base, NHDOT works with the RPCs to update existing projects and program new regional and statewide priority projects into the Draft TYP to cover the next ten fiscal years. The Draft TYP goes through multiple review processes by the Governor's Advisory Committee on Intermodal Transportation (GACIT), the Governor, and then by the New Hampshire Legislature, undergoes numerous public hearings and other public comment. In Sutton, NH 114 is not a federal aid eligible road and maintenance, and improvements are subject to funding through the NHDOT District's paving program. Bridges in Sutton on the municipal and state networks are also subject to funding availability and should utilize the appropriate NHDOT bridge aid program for rehabilitation and reconstruction.





# APPENDIX C



## Bridge Condition

### Master Plan 2021 Town of Sutton New Hampshire

#### Legend

##### Bridge Condition

- Green - Good
- Yellow - Fair/Satisfactory
- Red - Poor
- Black - Closed

##### Roads

- Interstate
- State Roads
- Local Roads
- Not Maintained Roads
- Private Roads



0 0.5 1 1.5 2 Miles

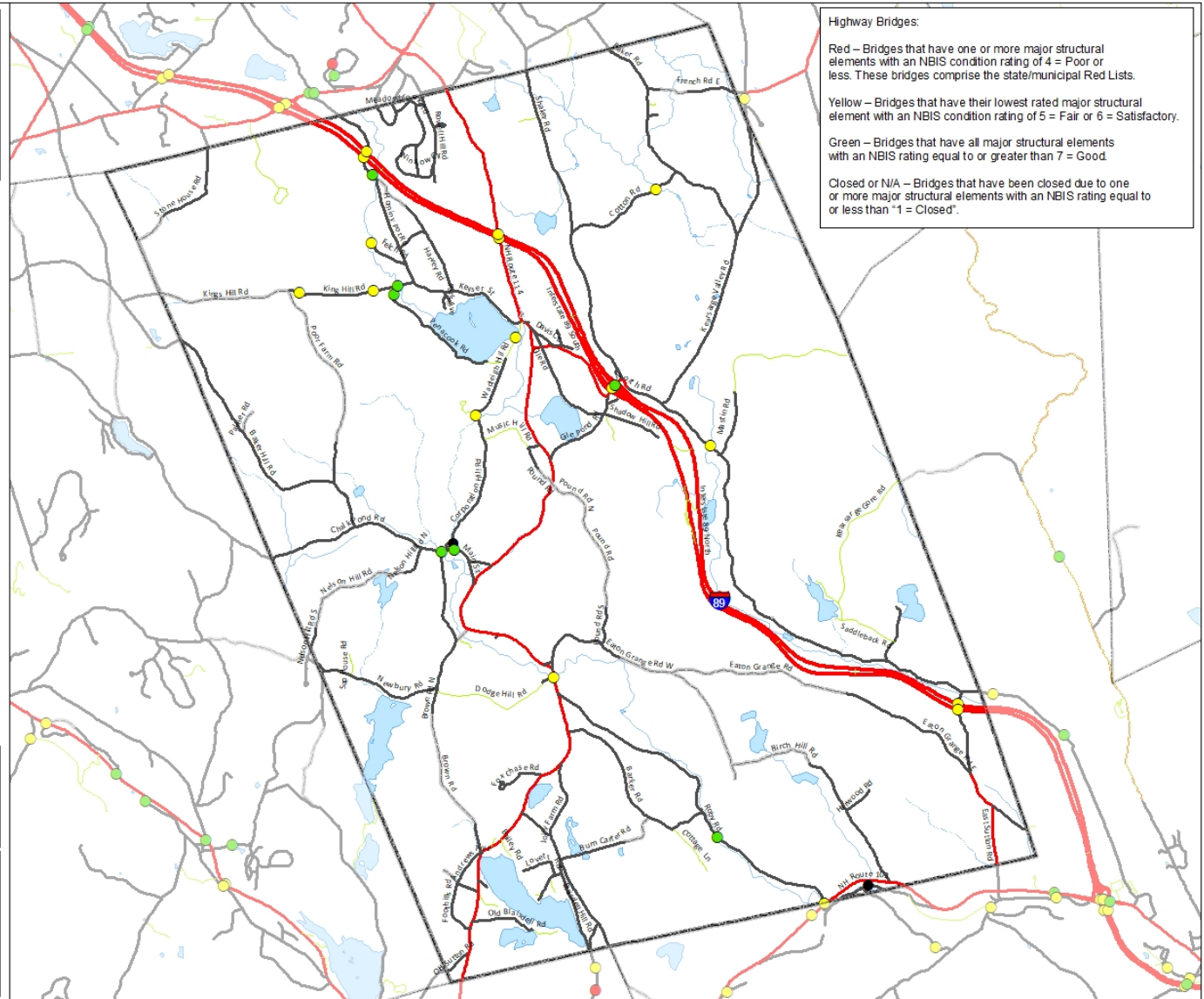
This map was produced by the Central NH Regional Planning Commission for the Town of Sutton Master Plan Update, November 2021. It is intended for planning purposes only.

Data Sources: NH GRANIT, NH Dept. of Environmental Services, NH Dept. of Transportation, Town of Sutton.

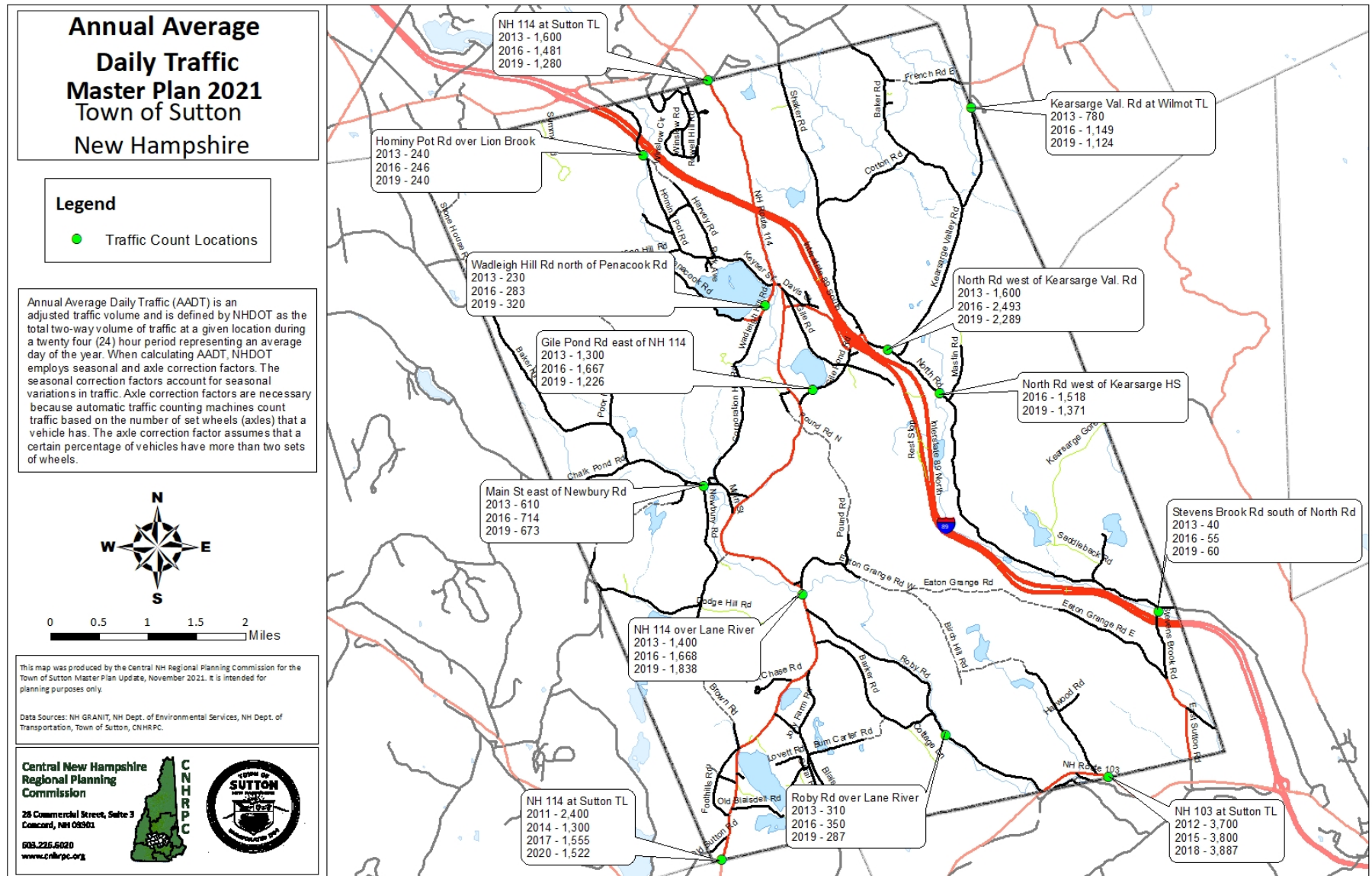
Central New Hampshire  
Regional Planning  
Commission

28 Commercial Street, Suite 3  
Concord, NH 03301

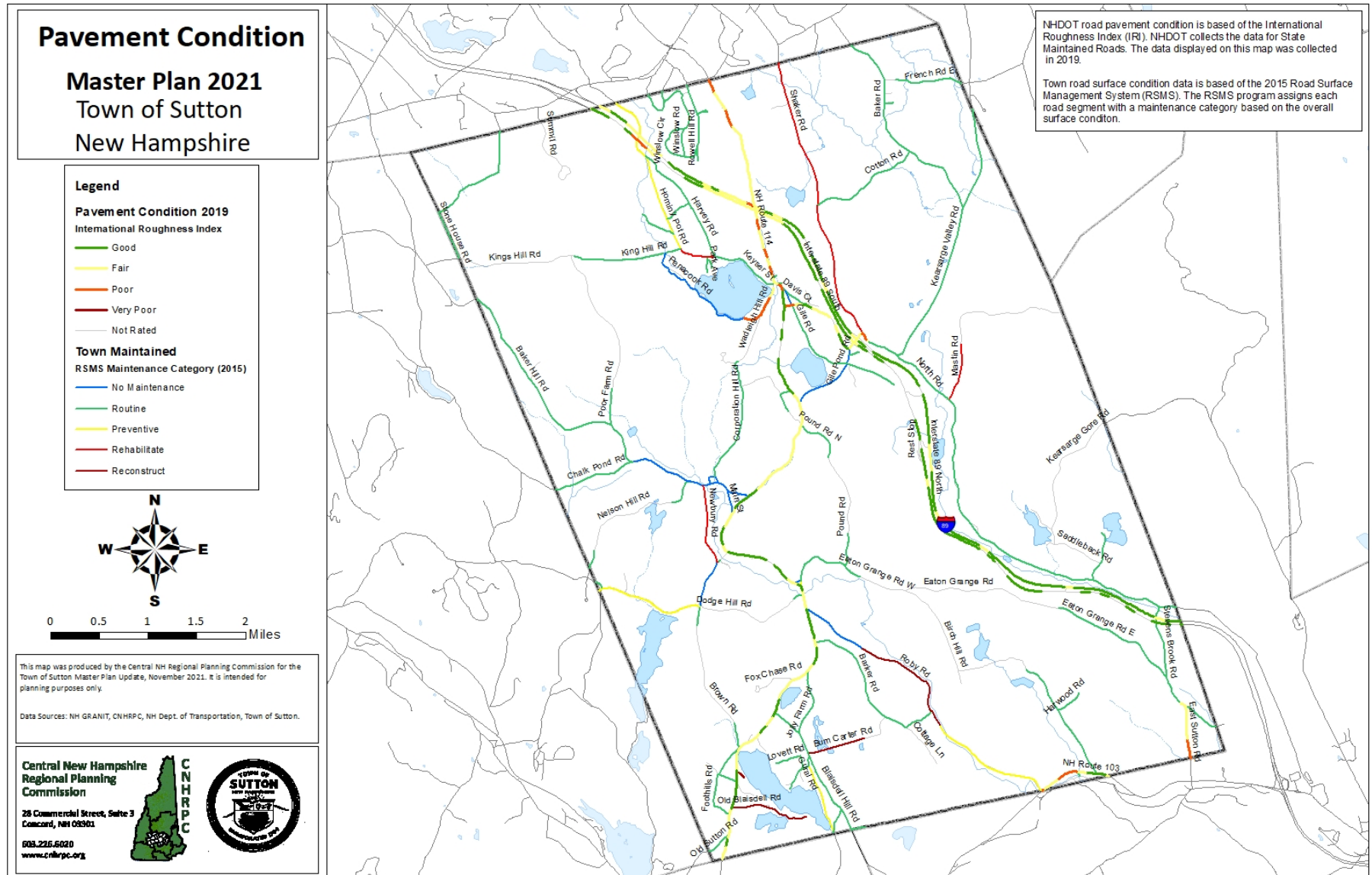
603.226.6020  
www.cnhrpc.org



# APPENDIX C











# APPENDIX C

## Walks and Trails

### Master Plan 2021 Town of Sutton New Hampshire

#### Legend

-  Points of Interests
-  Walks and Trails
-  Class VI Unmaintained Roads
-  Conservation Land



0 0.5 1 1.5 2 Miles

This map was produced by the Central NH Regional Planning Commission for the Town of Sutton Master Plan Update, November 2021. It is intended for planning purposes only.

Data Sources: NH GRANIT, CNHRPC, NH Dept. of Transportation, Town of Sutton.

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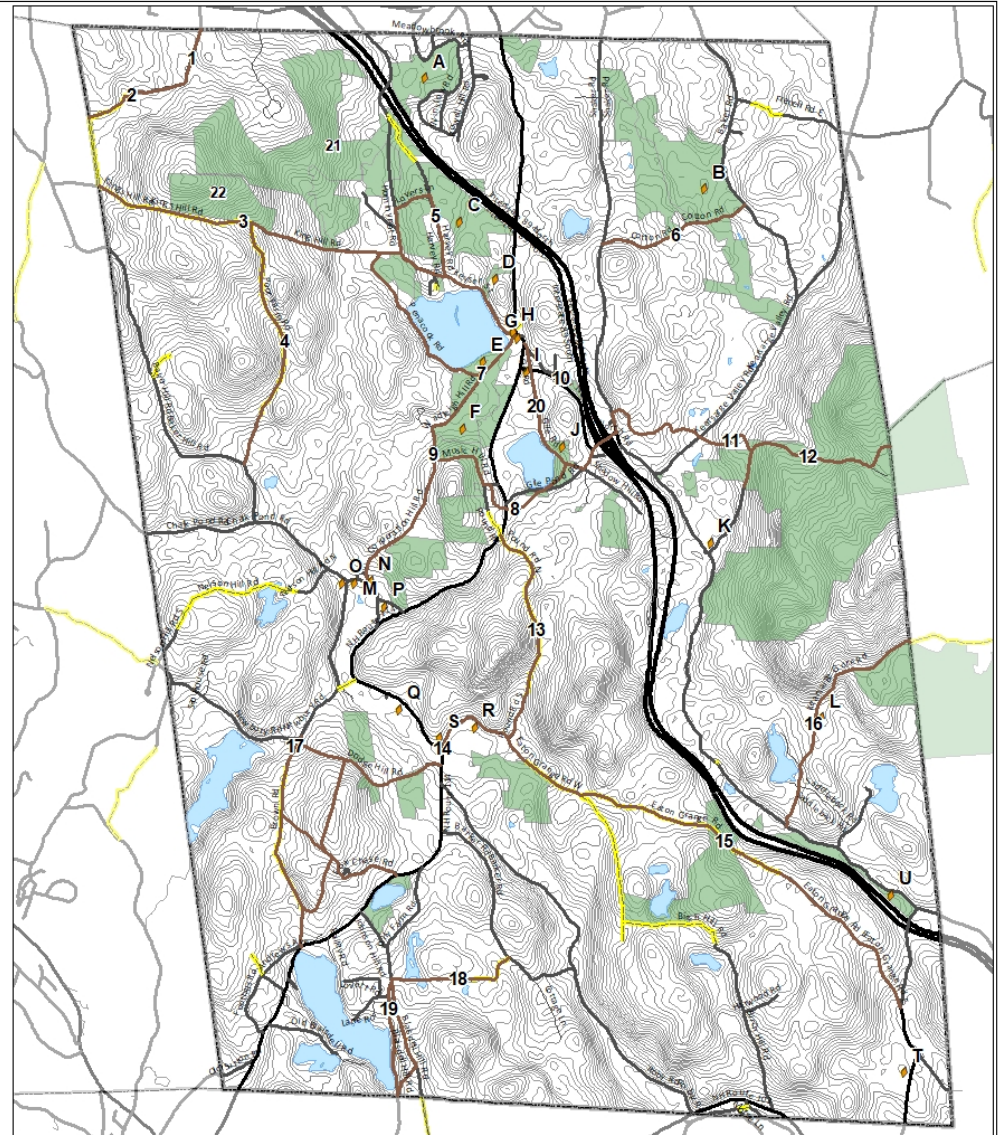


#### Walks and Trails

1. Quarry Walk(Trail)
2. Stone House Rd
3. King Hill Rd
4. Poor Farm Rd
5. Muster Field Walk
6. Cotton Rd
7. Kezar Lake Walk
8. Kearsarge Valley Trail (SRK)
9. Wadleigh Hill Rd/Corporation Hill Rd
10. Primeval Pines Walk
11. Link Trail (SRK)
12. Lincoln Trail (SRK)
13. Pound Rd
14. Meeting House Hill Rd
15. Eaton Grange Rd
16. Kearsarge Gore Rd
17. Dodge Hill
18. Bum Carter Rd
19. Blaisdell Hill Walk
20. Gile Rd
21. King Hill Reservation
22. Bean Quarry

#### Points of Interests

- A. Chadwick Meadows - NH Fish and Game wildlife management area.
- B. Cascade Marsh- NH Fish and Game wildlife management area.
- C. Muster Field Farm Museum and Harvey Homestead - working farm museum.
- D. Lefferts Town Natural Area - Sutton Conservation Commission
- E. Wadleigh State Park - swimming, picnicking, fishing, boating and playfield.
- F. Town Forest and Wetlands - Sutton Conservation Commission.
- G. Smiley Grove - park and playground, North Sutton Improvement Society.
- H. North Sutton Cemetery
- I. Sutton Volunteer Fire Department
- J. Shadow Hill State Forest
- K. Kearsarge Regional High School
- L. Gore - Palmertown Cemetery
- M. Pillsbury Memorial Hall - Sutton Town Hall
- N. Sutton Free Library
- O. Sutton Central School
- P. Sutton Mills Cemetery
- Q. Millwoods Cemetery
- R. Old South Cemetery
- S. So. Sutton Common - Sutton Historical Society - The Old Store Museum
- T. East Sutton Cemetery
- U. Stevens Brook - Cloues Natural Area and Reddington Dam Site - Sutton Conservation Commission



# Appendix D: 2005 Community Facilities & Resources Update

## Appendix Contents

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## Appendix Description

This Appendix was developed using the previous Community Facilities Chapter from the 2005 Sutton Master Plan. Data, content, and related map included have been updated as appropriate with more recent data and information.

## 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, administrative offices for the Board of Selectmen and Assessing. The Town Hall also houses the files for the Planning Board, Zoning Board of Adjustment, Conservation Commission, and a public meeting space.

Over the years, the 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 and Boards to other areas within Town or to an expansion of the Town Hall to better utilize the existing space there. This may require new facilities to be built somewhere else in Town.

While there is ADA accessibility at the Town Offices, this access could be improved. For example, there is a need for ADA accessible parking. Also, there is a need to create an archival system and storage location for Town documents that can be easily accessed and secured. Lastly, a dedicated Assessing staff member is needed to provide additional administrative assistance

Recently in 2020, adjustments were made to the Town Hall in response to the COVID-19 pandemic, including the addition of an ultraviolet filtering mechanism to the heating and ventilation system. Also in 2020, voters approved the

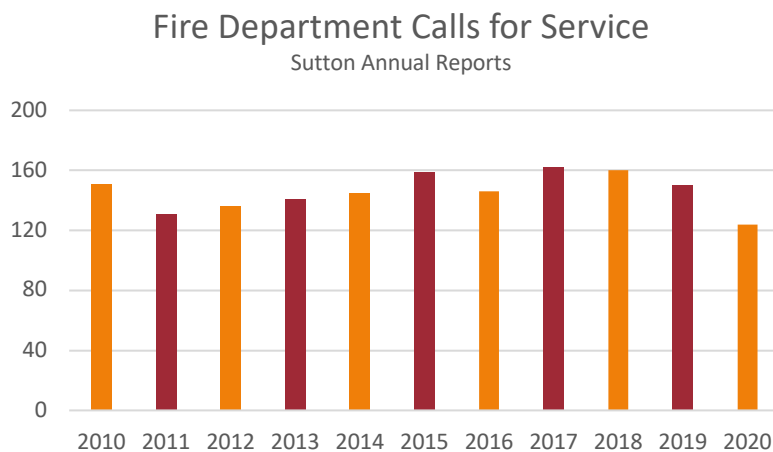
## APPENDIX D

purchase of a new clerk/motor vehicle software. A Capital Reserve Fund is in place for the Town Hall facility where annual deposits are voted upon at Town meeting. An additional capital reserve has been established for computers town-wide.

### Fire Department and Rescue Squad

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 performs life safety inspections for properties within Town.

Calls for service include medical calls, motor vehicle accidents, fires, medical assists, and other service calls. Between 2010 and 2020, the number of calls for service remained relatively stable. Most recently, there were 124 calls for service in 2020.



Department members annually monitor the condition of equipment. Steps are taken to acquire new equipment when needed, such as the new tanker approved at the 2021 Town meeting. There are also several capital reserve accounts in place related to the Fire Department, with a new Fire Safety Equipment Capital Reserve Fund established in 2020. A Capital Reserve Fund was also established for a new public safety facility. Allocations are voted upon annually at town meeting.

In 2018, updates were made to the Fire and Rescue Station to improve deficiencies, functional needs and general upgrades. Additional improvements are still needed, and a recent engineering study found the current building unfit for any type of addition. A new Public Safety Facility is being discussed as a potential option.

All members of the department are volunteers and continue to give their time to trainings, meetings and incidents that require response. Positions within the department include a fire chief, rescue squad chief, fire fighters, and rescue personnel. As needs of the community continue to grow, paid personnel may be required in the future.

The 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.

The Sutton Rescue Squad tracks patient contacts versus calls as one call can result in multiple patients requiring assessment and treatment. The majority of calls were for motor vehicle



accidents on I-89 and other roadways in Sutton. Between 2010 and 2020, the number of patient contacts has varied, with a decreasing trend in recent years. Most recently in 2020, there were 122 patient contacts.

Because the Sutton Rescue Squad is not equipped to provide patient transport, 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.

Sutton Rescue shares space within the Fire Station. In a future building, there should be provisions for a dedicated Rescue office while still sharing general meeting and training space.

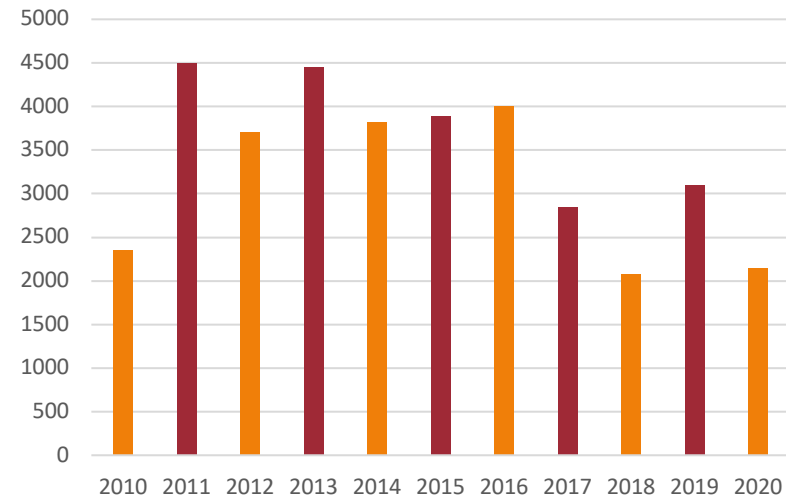
Expenditures for the Sutton Rescue Squad are kept to a minimum as the only costs are for training and supplies. There are several capital reserve accounts in place related to the Rescue Squad, including Rescue Vehicle and CR Rescue Equipment. Allocations are typically approved annually at town meeting.

## Police Department

The Sutton Police Department was incorporated in 1784. The 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.

## Police Department Calls for Service

Sutton Annual Reports



Calls for service include alarms, police assist, ambulance assist, road hazard/obstruction, vacant property checks, directed patrol, and other service calls. Between 2010 and 2020, the number of calls for service varied. Most recently, there were 2,140 calls for service in 2020.

The Police Department facility was built in 2006 but has space constraints and is not constructed properly to suit the needs of the Department. Building a new Public Safety Facility is currently being considered as an option by town officials, and would house the Police Department, Fire Department, and Rescue Squad. A Capital Reserve Account has been created for this purpose.

## APPENDIX D

The Department continues to annually monitor the condition of their equipment. Steps are taken in acquiring new equipment when needed. There are also several capital reserve accounts in place related to the Police Department for future purchases. Allocations are voted upon annually at town meeting. In the future, there is desire to create a Capital Reserve Account for Police Radio and Equipment, as these items are typically expensive and require regular replacement.

The Police Department currently consists of one full time corporal, one full time sergeant, one full time chief and an administrative assistant. All officers are graduates of the State of NH Police Academy and undergo continuing education, training and active duty. Currently, the Department is understaffed by three part-time officers and a full-time School Resource Officer (SRO). The Department has been unsuccessful in finding qualified candidates to fill these positions since 2016.

### Emergency Management

The Office of Emergency Management for the Town of Sutton works to keep the Emergency Operations Plan current. Recently in 2020, several town departments and volunteers worked to update the town's Emergency Operations Plan, which identifies potential hazards while providing guidelines and identifying resources to deal with such hazards should they arise. This plan is updated every five years.

### 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 themselves at the Town garage.

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 a salt shed. This facility was built in 2010 and a new salt shed was built in 2016.

At the present time, the Highway Department does anticipate future replacement or purchase of equipment in the timeframe of this Master Plan. Future equipment needs include a sweeper, ten wheel dump truck, tow behind debris blower, mower, roller, and an excavator. In 2020, voters approved the purchase of a fully-equipped F550 Truck.

The Department currently consists of a Road agent and six staff members. However, as the Town continues to expand, it is anticipated that an additional staff member will be necessary in order to maintain the current level of service.

Annually at Town Meeting, allocations to capital reserve funds are voted upon by residents. There are several accounts established related to the highway department to be used for various equipment needs. It is anticipated that a new capital

reserve fund will be proposed for acquiring land for the stockpile of materials. The Highway Pickup Truck Capital Reserve Fund was discontinued by voters in 2020.

### 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 have also offered periodic craft workshops as a way to raise funds for Library equipment purchases.

Currently, the Library has a Library Director and Assistant Librarian. Substitute librarians are currently needed. There are five Library Trustees who are also responsible for many of the operations of the Library.

The library recently underwent an upgrade to bring the bathroom into ADA compliance. There are plans to bring the entryway into ADA compliance with an entrance ramp, though this warrant article was not approved by voters at the 2021 town meeting. Additionally, a new camera security system at the Library was approved. Additional future needs include an update to the electrical wiring, addition of ADA compliant flooring and shelving, and an outdoor bulletin board. Several technology improvements are also needed, including computers, scanners, printers, laminator, etc. The Library would also benefit from a meeting room, which could also be used for community events and gatherings.

Established capital reserve funds exist for the Library, where allocations are voted upon by residents annually at town meeting.

Recently in 2020, the Library undertook an automation project that includes the ability to more easily track library statistics with circulation, use, and an online catalog. This will allow both staff and patrons to easily browse the library's collection, place items on hold, and request through the interlibrary loan program on any internet connected device.

### 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 2020 figures for material collected at the Transfer Station are in following table.

#### Materials Collected at the Solid Waste Transfer Station and Recycling Facility in 2020

Town of Sutton Annual Report

Material	Tonnage	Expense	Revenue
Aluminum Cans	6.33		\$3,347.60
Steel Cans	6.88		\$206.53
Plastic	21.48	\$5,843.15	
Paper/Cardboard	65.51		
Glass	50.22	\$1,968.75	
Septage Gallons	163.82	\$2,491.34	\$13,088.00
Tires	1.94		
Municipal Solid Waste	358.65	\$27,974.00	
Demolition Debris	118.25	\$15,266.00	

## APPENDIX D

Recycling in Sutton is mandatory, however, revenue is generated only by some recyclable materials collected at the solid waste and recycling facility. As the prior table shows, the costs exceeds the revenues. The types of materials accepted at the transfer station for recycling include: glass, paper and cardboard, cans, scrap metal, batteries, used oil, and tires.

In 2020, the facility renewed their contract for Septage Lagoon through September of 2029.

The Town occasionally participates in household hazardous waste days with other towns in which residents can safely dispose of hazardous materials, such as paint, motor oil, and batteries.

There are currently two recycling crew and one supervisor that manage the solid waste and recycling facility.

The town has an existing capital reserve fund account for the Solid Waste Facility with allocations voted on annually at town meeting. In the future, Sutton should consider establishing a capital reserve fund for special studies that may be required for environmental permitting processes.

### **Town-Owned Cemeteries**

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

A listing of the Town-owned cemeteries located in Sutton can be seen below.

- Old Cemetery in South Sutton
- Millwood Cemetery
- East Sutton Cemetery
- Gore Cemetery
- Sutton Mills Cemetery
- North Sutton Cemetery
- Mastin Cemetery

At the 2021 town meeting, voters approved the purchase of land located on the west side of Kearsarge Valley Road at the intersection of Baker Road with the purpose of establishing another cemetery.

The town has an existing capital reserve fund accounts for cemetery improvements and maintenance with allocations voted on annually at town meeting.

### **Sutton Central School & 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) is on Gile Pond Road. The high school (grades 9-12) is also 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 recent studies.



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 on Newbury Road and was originally built in 1952 with additions in 1977, 1994, and 2001.

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.

In 2003, the Regional School District purchased 86 acres in Sutton for the current middle school. This replaced the previous school in New London and has a capacity of 700 students. The new facility also addressed ADA compliance and health and safety issues previously present.

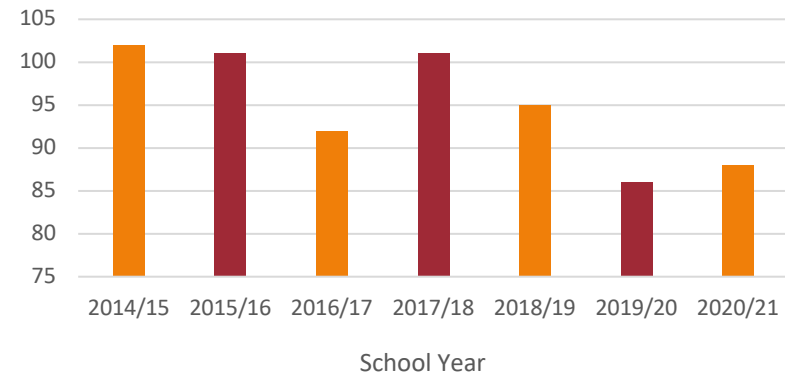
The high school also had capacity issues that were addressed. In 2004, voters of the district passed a bond for the construction of a second floor addition. This increased the capacity by approximately 250 students: seven classrooms, two biology labs, and a computer lab. This addressed concerns of overcrowding at the time.

Finally, the School District has existing expendable trust funds, including special education and school building maintenance. Allocations are voted for annually at town meeting.

**The School District's Master Plan should be referred to for current and future needs as it provides much more detail than outlined here.**

### Sutton Elementary School Enrollment

*New Hampshire Department of Education*



## Financing Facility Needs and Improvements Sources

The following is an inventory of alternative financing sources and strategies Sutton could employ to help pay for needed staff, equipment, and facilities in various Departments. These suggestions should be reviewed by Department Heads and the Board of Selectmen as ways to meet the goals and recommendations outlined in this Appendix.

### User Fees

During the 1980s, the concept of user fees for the funding of numerous public facilities and services was widely adopted throughout the nation. Several communities in New Hampshire help finance public facilities and programs through the adoption of user fees. Examples of user fees in New Hampshire include water district charges and transfer station fees.

## APPENDIX D

### License and Permit Fees

Fees, such as building permits, zoning applications, and planning board subdivision and site plan fees, are all examples of permit fees. Such fees are highly equitable and are successful in minimizing the burden on taxpayers for specific programs such as building code enforcement.

### Grants-In-Aid

Communities are eligible for various grants-in-aid for financing school construction and improvements. Examples include:

- Building Aid
- Handicap Education Aid
- Area Vocational School Tuition and Transportation Aid
- Sweepstakes Aid
- Nutrition Grants
- Driver Education

### Sale of Surplus Town Property and Land

Sale of Town-owned property is another viable option for raising funds to pay for new community facilities. These include parcels that have no significant conservation or cultural value, or limited potential for future facilities.

### Capital Reserve Funds

Capital reserve funds are similar to savings accounts, as they allow the Town to contribute money to a specific account for the purpose of purchasing or defraying the cost of significant items such as school additions, highway equipment, fire trucks, and municipal facilities.

### Bonds

Bonding is a popular method of raising revenue to construct or purchase Town equipment and facilities. Though viable, the Town should avoid encumbering too much debt, as it can limit the ability of the Town to fund future, unidentified needs.

### Growth Management Regulations

A Growth Management Ordinance can help regulate and control the timing of development in accordance with the objectives of both the Master Plan and the Capital Improvements Program. They are useful when significant growth is occurring. This approach allows planning and budgeting for future needs to happen in a proactive way, as opposed to reacting to large, unanticipated growth in any certain year.

### Private Foundations / Trusts

For years, communities have been the beneficiaries of trusts and donations created by private citizens and foundations. The Town should actively solicit such resources for assistance regarding the development or expansion of recreational facilities and programs.

### Town Appropriations

In addition to grants, community groups can also seek appropriations through the annual budget process to pay for the expansion of recreational or community facilities.

### Volunteers

Sutton should continue to seek the help of volunteers and publicly recognize their efforts since this is such a valued component of the Town's value of friendliness.

