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CHAPTER I

INTRODUCTION

Master plans are written because they are required by state law. More importantly, they are written to give direction to those who take responsibility for the future of the town they live in. Master plans provide information, make projections, and establish guidelines. They do not prescribe; they do not mandate. They do, however, provide a basis for decision making. New Ipswich's first master plan was adopted in 1983.

Because master plans need to be updated, in 1991 the Planning Board appointed a master plan update committee. The update was undertaken as a two phase operation, the first phase to establish a detailed description of the town. The town was divided into nine sectors with teams of local residents each responsible for mapping a sector. Over ninety individuals worked on this task. The result of their effort is a series of maps indicating in great detail what our town looks like and where its resources are located. The staff of Southwest Region Planning Commission computerized the data and produced digitized maps thus allowing for easy and inexpensive updating. New Ipswich was one of the first in the southwest region to have digitized town maps and tax maps.

Phase two began a year ago. Phase one told us where we are; the goal of phase two was to tell us where we wanted to be. To help make this determination, a detailed questionnaire was developed and distributed to over 1,100 homes in New Ipswich. Again the work was accomplished by local residents; forty-five volunteers worked on the development, distribution, tabulation, and analysis of the questionnaires. Special efforts were made to reach all areas of town and all interest groups. Those efforts resulted in 356 completed returns.

The Southwest Region Planning Commission has provided reports with local and regional data on such topics as population, housing, economic development, transportation, community facilities and land use. Those reports are an important part of the updated master plan and along with the results of the questionnaire have provided a basis for establishing the goals and objectives for New Ipswich for the next decade.

Over 150 residents of New Ipswich have worked on this update. Without that involvement, the plan would have been far more costly and would have been far less reflective of who we are and of what we want for our town. The process followed in updating the plan was in itself valuable and important. It is our hope that this updated master plan will be useful not only to town officials and public agencies but for private individuals and businesses - in fact, for everyone with an interest in New Ipswich.

The results of the two questionnaires and the priorities identified at the Town Forum (see appendix 2) have provided the basis for updating chapters I through III of the master plan adopted in 1995. As of March, 2004, the remaining chapters of the 1995 Master Plan have not yet been updated.

Close to 100 residents of New Ipswich have worked on this update. Without that involvement, the plan would have been far more costly and would have been far less reflective of who we are and of what we want for our town. The process followed in updating the plan was in itself valuable and important. It is our hope that this updated master plan will be useful not only to town officials and public agencies but for private individuals and businesses - in fact, for everyone with an interest in New Ipswich.

Adopted by the New Ipswich Planning Board on March 24, 2004

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CHAPTER II

A CAPSULE HISTORY OF NEW IPSWICH

New Ipswich was one of New Hampshire's first towns, chartered in 1750 and incorporated in 1762. The physical characteristics of New Ipswich made it an ideal location for industry. Hills, mountains, and valleys with rivulets emptying into the larger Souhegan River provided a surplus of water power to run the many saw mills, grist mills, starch mills and textile manufacturing plants active in the town's past. The Warwick Mill at High Bridge is still in operation and is close to the site of the first textile manufacturing plant established in the state.

In addition to its textile mills, New Ipswich became well known as a center for cabinet making and as the home of skilled artisans and craftsmen. During the late 18th and early 19th centuries, New Ipswich grew to be a prosperous and progressive community with a commitment to education and intellectual pursuits. It opened one of the first libraries in the state in 1793 and was second only to Exeter in establishing a high school, Appleton Academy. With its splendid scenery and relative proximity to Boston, the town also became popular as a summer resort.

New Ipswich developed into a town of many villages. From the Center Village, early settlement spread east to High Bridge and Bank Village, south to Smith Village, west to Davis Village, and northwest to Wilder Village. Wilder Village was the site of the Wilder Chair Factory which flourished in the pre-Civil War period. During the 1800s, each of these villages was a busy community with its own school, stores, shops, and mills. Today they are mainly residential.

The Depression years of the 1930s were especially hard on New Ipswich. When the textile industry closed its New England mills and moved south, the town lost its main industrial base and fell into an economic slump that persisted for almost 50 years. With the advent of refrigeration, what had been a thriving dairy business also moved south to find sunnier pastures.

With World War II came a rebirth of New England's industrial economy. Northern Massachusetts and southern New Hampshire became the electronic and technological center of the nation. New highways brought New Ipswich within commuting distance of these rapidly growing industrial centers. During the decade of the 1980s, the town experienced an unprecedented housing boom with a proliferation of subdivisions that consumed large areas of open land, put tremendous demands on schools, roads and local services, and raised property taxes. The early 1990s have brought the housing boom to a halt and left the town with unemployment, increasing taxes, and a diminished tax base.

New Ipswich is at a critical moment in its history. It is hoped that this update of the town's master plan will provide insights into how our town can survive and flourish in the twenty-first century.

Adopted by the New Ipswich Planning Board on March 24, 2004

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Chapter III

A Vision for New Ipswich

New Ipswich in the Future

Responses at the town Forum and to the town wide questionnaire reveal the townspeople's vision for the future of New Ipswich. This vision consists of the following components.

The town will remain a small New England rural town, which for the people of New Ipswich means:

- A country environment which is free from water, air, noise and light pollution,
- Traditional New England scenes characterized by farmlands and woodlands; hills and mountain ridges; rivers, ponds and streams; and traditional New England buildings,
- Shaded, curving roads, lined with mature trees and with low traffic volume, affording views of the natural beauty of the town,
- Active farming and forestry enterprises,
- Habitat that can sustain a wide variety of native animals, plants and aquatic species,
- Access to land providing opportunity for a wide variety of outdoor recreation,
- A development pattern showing variety in the density of housing and providing opportunities to live in densely settled villages (such as the town's three historic villages) or more sparsely settled areas.
- Historic buildings, fields, stone walls, and cellar holes serving as a reminder of the town's long history and traditions,
- A low density population creating a sense of safety and security, and providing opportunity for meaningful participation in community life.

The town will maintain fiscal stability, supported by an affordable tax rate and a manageable rate of growth.

The town will continue to obtain clean drinking water from private wells rather than relying on municipal water and waste water treatment systems.

People with diversity in age, interests, incomes and occupations will be able to live in New Ipswich.

Townspeople will be served by municipal facilities and local commercial services consistent with the town's rural character and adequate for the needs of the community.

The tax base will be supported by business and light industry which does not detract from the rural character of the town and which will help offset the burden of residential property taxes.

Priorities

At the Town Forum, residents indicated that they have some clear priorities. These were confirmed by the town wide questionnaire.

The three highest priorities identified were:

- Manage growth with a view towards maintaining fiscal stability and rural character
- Protect water resources
- Conserve open space that supports rural character

Next in importance were:

- Ensure a sufficient supply of affordable elderly housing
- Improve town recreational facilities
- Attract commercial and industrial development consistent with community wishes for maintaining rural character
- Establish and employ best practices in town management
- Protect historic resources

This list of priorities should by no means suggest that certain items are not important to residents, it means only that - with limited time and resources - they can be addressed in order of importance after the highest priorities which were identified by townspeople have been dealt with. Although a question about the reasons underlying the priorities was not specifically asked, these priorities may be guided as much by urgency as by importance. Natural resources once destroyed, can't be restored. Conditions where schools are overcrowded and town services are inadequate for protection of health and safety must be prevented. However, all the issues identified are important and should be addressed.

Guiding Principles – Financial Stability

New Ipswich has a long history of being fiscally conservative. Voters have been reluctant to approve expenditures beyond those needed to provide basic services. Great care must be taken to assure financial stability, especially given the past history of the town's reluctance to increase tax rates and desire to keep New Ipswich an affordable place to live.

Strive to maintain a growth rate consistent with the town's ability to provide services.

As long as there continues to be almost complete reliance on residential property taxes to support town and school services, explosive residential growth has the potential for increasing taxes, overwhelming the town's ability to provide services, and destabilizing the finances of the town. Heavy development pressures from the Route I-495 area to the south and Nashua to the east are expected to continue, suggesting that New Ipswich may grow at a rapid rate.

Plan for capital expenditures.

By anticipating the needs for capital expenditures and planning accordingly, the town can support growth without incurring a sudden and unexpected spike in the tax rate.

Conserve open space.

Extensive research documents that open space — forests, farmland, wetlands, and wild lands — is good for the municipal bottom line. Tax revenues from open space, even when it is in current use, exceed the costs of municipal services for that open space. In contrast, residential development almost always is a net financial drain for the community. The sections dealing with various kinds of open space provide more direction.

Provide a fair share of housing for the region.

New Ipswich needs to provide its fair share of housing for the region, as specified by state statute (RSA 672:1, III-e & RSA 674:2, III (1)). There are many ways in which this can be accomplished (e.g., lot sizes, density, type of housing). Furthermore, since statutorily the question of housing availability goes beyond town boundaries, it is important to be familiar with the land use regulations of neighboring towns and understand how those regulations might impact development in New Ipswich.

Broaden the tax base.

New Ipswich is not well-situated to attract large scale commercial and industrial complexes and members of the community are not in agreement as to how much or what kind of commercial and industrial development is desirable. However the community is in agreement that the town should make an effort to attract light industry and small business if only to broaden the tax base. The section on business development provides more direction.

Minimize extension of the existing road system.

The costs of road maintenance increases according to the number of miles of roads in town. The building of new roads can be minimized by encouraging greater density of development in areas already served by a road network and encouraging compact developments.

ACTIONS

The Planning Board should investigate, and propose if appropriate, the use of various growth management ordinances, including phased development, impact fees and limitations on building permits. These types of ordinances enhance a town's ability to provide services that keep pace with the impacts of residential development.

Selectmen should conduct an inventory of existing town facilities, equipment, and roads, including the current condition of each.

The Planning Board should maintain a Capital Improvements Program (CIP) as the basis for thoughtful planning for capital expenditures.

The Town should ensure that the New Ipswich land use regulations support reasonable opportunity for the provision of housing that meets the statutory requirements.

The Planning Board should review its zoning ordinances and those of neighboring towns to understand potential development impacts and be better able to plan for an adequate regional housing supply.

The Planning Board should review its zoning ordinances to see if they are comparable with those of neighboring towns.

The Planning Board should propose revisions to the zoning ordinance to encourage more compact development, including

- rezoning certain areas of town to allow for "infill" development,
- rewriting the cluster development ordinance to make it more attractive to developers.

Guiding Principles – Clean Drinking Water

Assuring clean and safe water is essential in New Ipswich because there is no public water supply. Individual families have their own surface wells or deep wells in bedrock, each of which has its vulnerability to contamination. The town has expressed a strong desire to avoid the need for public water and waste water treatment systems. The pattern of development in New Ipswich would make the cost of installing such systems prohibitive.

Ensure that lots can safely accommodate septic systems.

Today's septic system designs can deal with biological hazards if they are properly maintained. However, nitrates from septic systems are another matter. In a situation where there is an individual well and septic system on the same lot, it is also necessary to ensure that enough water can penetrate the ground to dilute nitrates to a harmless level.

Conserve upland buffers along shorelines and wetlands.

Massive investments over the past three decades have reduced pollution from factories, municipal sewage treatment plants, and other "point" sources. Today, the greatest threat to

water quality comes from roads and development that create "impervious surfaces" and "non-point" pollution runoff. These sources create ninety percent of the surface water quality problems in New Hampshire. The closer development is to water, the greater the damage it can cause. Drinking water supplies and healthy aquatic ecosystems can be sustained by conserving upland buffers along shorelines and wetlands.

Conserve land associated with aquifers.

Sand and gravel deposits have great water storage capacity and great potential as water yielding aquifers or recharge zones. Aquifer recharge and water quality is dependent upon the health and permeability of the watershed supplying these aquifers. The New Ipswich Natural Resource Inventory identifies stratified glacial deposit aquifers located in the Souhegan and Gridley River valleys as being of particular importance for protection.

Design new development to mitigate the effects of impervious surfaces.

Research shows that stream and wetland water quality and aquatic life begin to deteriorate once a watershed is more than ten to twenty percent covered by impervious surfaces such as pavement, hard-packed gravel, and buildings. Degradation is serious at a level of twenty to thirty percent impervious surface cover. Well designed development can mitigate the effects of impervious surfaces.

Ensure that gravel pits are operated according to best management practices.

Poorly managed gravel pits can seriously degrade water resources through run off, sedimentation, and pollution from toxic substances. A number of gravel pits in New Ipswich are located in the stratified drift overburden.

Ensure septic systems are in good working order. With so many old homes in town, there are many ancient and questionable septic systems posing potential health hazards. Some homes are served only by temporary holding tanks. Central and Smith Villages are especially vulnerable because of their age and density of housing.

ACTIONS

The Planning Board should investigate the possible use of Soil Based Lot Sizing, and if appropriate, propose a zoning amendment to require its use.

The Planning Board should review, and if necessary propose revisions to, ordinances governing development on steep slopes and regulations regarding driveways in order to ensure they will prevent erosion and resulting siltation of surface waters and wetlands.

The Planning Board should propose land use regulations which protect against pollution from run off, impervious surfaces, and various human activities, including:

- increasing setback and buffer distances from certain surface waters and wetlands,
- establishing low density overlay districts for lands associated with important aquifers,
- encouraging the clustering of houses in new developments away from important surface waters, wetlands and aquifers.

Areas particularly important for protection are identified in the New Ipswich Natural Resource Inventory and include Tophet Swamp and stratified glacial deposit aquifers located in the Souhegan and Gridley River valleys.

The Planning Board should review existing town ordinances for gravel pits to ensure they require the use of best management practices. The Board should establish methods for, and find the resources to, carefully monitor excavations and gravel pits.

The town should form a study group to look into the concern about septic problems in Center and Smith Village. The study group should determine the extent of the problem and recommend options for resolving any problems that may be discovered. It should consider a study performed in 1997 that sampled the quality of well water in Central Village.

The Planning Board should consider developing a Local Water Plan as per RSA 4-C:22.

Guiding Principles – Preservation of Open Space

Open space is defined as undeveloped land and includes land for agriculture and forestry. To a large extent, it is open space that defines the rural character of a town. The decisions about where to develop and where to preserve land will have an enduring influence on the quality of life in New Ipswich. Both growth and conservation should be guided to those sites that provide the greatest long term benefits for our quality of life and economy.

Conserve habitat for plants, animals and aquatic species

New Ipswich should conserve enough forest land and associated wetlands, shoreline, and other areas to sustain healthy ecosystems and ensure the long term viability of populations of all presently occurring native species.

Conserve large blocks of contiguous undeveloped and unfragmented land.

These undeveloped areas include forested areas, open water, wetlands, and agricultural lands. They contain some of the most valuable wildlife land as they provide a range of contiguous natural habitats that may encompass many habitat types, support a diverse array of native species, and ensure the viability of these species. A conserved area must have the size, location, qualities, and linkages to other conserved areas and communities so that its biological integrity can be sustained, even when the surrounding lands are developed. Five hundred acres is a significant threshold for supporting many types of wildlife. In New Ipswich, the least amount of fragmentation occurs along the spine of the Wapack Range (including Kidder Mountain) and in the Turkey Hills and surrounding areas in the southeast corner of the town. There are numerous parcels in these areas that are already protected through conservation easements, making them an important focus for conservation efforts.

Conserve corridors connecting large blocks of important habitat.

Streams, ridgelines and other corridors connecting large blocks of land are extremely important wildlife habitat. Areas of natural vegetation along major wetlands and shorelines

and along ridgelines provide travel routes for mammals and migrating birds between feeding, watering, and resting spots. Travel corridors are essential to genetic diversity and the health and vigor of animal populations.

Protect significant water resources.

Water quality is as essential to animals, plants and aquatic species as it is to humans. The principles stated in the previous section on clean drinking water are equally applicable here. It is also important to maintain the minimum water levels necessary to sustain aquatic life. The New Ipswich Natural Resource Inventory identifies some of the more important water resources to be:

- the Souhegan River, which has been designated as part of the NH Rivers Management and Protection Program and has been ranked as the best salmon nursery habitat in the region and therefore key to the Atlantic salmon restoration project,
- the headwaters of the Squanacook River, originating in Hoar Pond and ranked as "outstanding resource waters" and as a cold water fishery stream,
- the headwaters of the Gridley River in Tophet swamp

Protect vernal pools.

Vernal pools and the areas in their immediate vicinity are being increasingly recognized as significant wildlife habitat. Because they lack fish populations, they are essential breeding habitat for many amphibian species. Wood frogs and certain species of salamanders breed exclusively in vernal pools.

Use a variety of methods to conserve land with important habitat.

Land use regulations, conservation easements, and outright purchase are all important methods for conserving land. Land use regulations are an important protection tool, but it is inappropriate for a town to rely entirely on zoning ordinances for this protection. There are some significant examples of parcels in town that have been protected through conservation easements, many of which were achieved with the help of the Conservation Commission. The third approach, outright purchase of the land, has been significantly under employed in New Ipswich. Townspeople have indicated their reluctance to spend tax dollars to purchase land, which on the surface is consistent with the town's position of fiscal conservatism. However, were there to be more understanding among townspeople of the positive impact of open space on the tax rate, this reluctance might soften.

Assure that lands and easements for which the town is responsible are well managed.

The Conservation Commission has limited resources for monitoring and managing land that has been given to the town for conservation purposes as well as land on which the town holds conservation easements. It needs support for its efforts if these lands are to be well managed for conservation purposes.

Work with neighboring towns to protect natural resources with regional importance.

New Ipswich contains numerous natural resources of regional importance. The town should do its share to help protect these resources. A number of these have been identified in the

New Ipswich Natural Resource Inventory and include the Wapack Range (and Wapack Trail), lands along the Gridley River and Tophet Swamp, and the Souhegan River.

ACTIONS

The Planning Board should propose zoning ordinances to provide protection for the most important habitat as identified in the New Ipswich Natural Resource Inventory. Some of the approaches the Planning Board should consider are:

- rezoning to restrict certain uses and provide lower density housing in areas with important habitat,
- encouraging the clustering of residential developments,
- increasing protective buffers and setbacks for the most important wetlands and shorelines in town.

The Conservation Commission should continue its efforts to identify lands important for preservation and to provide support to land owners in New Ipswich seeking to conserve land. As part of this effort, it should oversee the updating of the New Ipswich Natural Inventory when appropriate.

The Conservation Commission should form a task force to spearhead both the education of townspeople about the economics of using tax dollars to purchase open space and the promotion of private efforts to purchase parcels of significance.

The town should be asked to change the allocation of monies received from current use penalties to allocate a larger portion to the Conservation Commission to be used for purposes which further the protection of important land.

The town should consider transferring conservation easements for which the town is responsible to a qualified conservation organization with the resources necessary to monitor and enforce the easements.

The Planning Board should propose land use ordinances governing the protection of vernal pools.

The rules governing water withdrawals from surface and ground waters should be carefully monitored to ensure the protection of the water resources in New Ipswich.

The Planning Board should meet with the Planning Boards of neighboring towns, including those in Massachusetts, to discuss shared goals and coordinate efforts regarding the protection of natural resources with regional importance.

Conserve lands that support our quality of life.

Every community has landmarks that are cherished by its citizens. They are icons of the local culture — a prominent mountain, a sweeping view of a lake or pond, a valley farm cradled by forested hills, a quiet fishing hole on a meandering stream. They give a community more than physical sustenance; they give it character and an identity. These places are integral to our community culture and history. These lands are vital assets to the community and include land

for recreational trail networks, parks, outdoor recreation, and lands with scenic beauty and community character.

Conserve lands providing opportunities for outdoor recreation.

New Ipswich is rich in recreational attributes that provide opportunities for hiking, hunting, fishing, boating, nature viewing, snowmobiling and many other outdoor recreational activities. With much of the land in private ownership, many owners allow the public to access and use their land for recreational purposes. Changes in land use, ownership and misuse/overuse of recreational lands can threaten this availability of privately owned land for recreational use.

Preserve scenic views, historic features of the land, and other areas of natural beauty.

New Ipswich is rich in visual resources. Many of the roads are wooded, with woods giving way to field land that has been used for pasture or hay crops. Old stone walls line the roads and fields. Old cellar holes are hidden in the woods. Meadows and farms open to scenic vistas of hills and ridgelines, ponds and streams. The close proximity of fields and pastures, old farm buildings, forests, and the built environment of historic villages forms the quintessential New England landscape. Recent development has blocked some treasured views and has started creeping up hillsides, causing scars in the landscape. Fields have been lost to development, and stone walls have been disrupted. The existing landscape can be, and should be, developed with a minimum impact to the existing scenic and historic qualities of the town.

Establish a comprehensive trail system.

New Ipswich contains numerous trails which are used for a variety of outdoor recreational activities. As these activities increase in popularity, there is increasing potential for competition for use of these trails, particularly between users preferring passive recreation and those preferring the use of motorized vehicles. The town should strive to accommodate all uses in a way that supports the enjoyment of the trails by all who wish to use them.

Protect against indiscriminate erection of unsightly signs.

Signs can be attractive and useful; however, unsightly signs can badly damage the rural atmosphere of a town. Advertisers need to consider sign appearance and appropriateness within their surroundings.

ACTIONS

The Planning Board should propose ordinances to:

- minimize the impacts of man-made structures and grading on views of existing landscapes and open spaces as seen from designated public roads at points identified in the New Ipswich Natural Resource Inventory,
- govern development on ridgelines.

The Planning Board should propose ordinances that promote the use of innovative subdivision designs to minimize impact on existing scenic qualities and preserve existing recreational uses.

The Planning Board should review, and perhaps revise, subdivision road design standards to ensure they encourage the construction of roads which are both safe and consistent with rural character.

The Conservation Commission should form a study group, consisting of individuals representing various users of the trails in town, to determine appropriate uses for existing trails and identify opportunities for expansion and linkage of the trail network.

The Planning Board should propose a sign ordinance to govern the size and type of signs allowed in town and the number of signs allowed for any one commercial enterprise.

Encourage well-managed forestry & agriculture.

Farming and forestry have a long tradition in New Ipswich and are a vital part of the rural character of the town. Currently there are 39 active full and part-time farms in town. They are raising chickens, horses, and other live stock, and producing hay, blueberries, plants, and maple products. There are currently six Certified Tree Farms in town. These farms and forestry operations provide local jobs and purchase products and services from local businesses. The open fields, pastures and field "edges" of farms are important wildlife habitat and contribute to the rural landscape. Tree farms and well managed timber harvesting save large blocks of undeveloped forested land, providing both recreational opportunities and wildlife habitat. Farms and working forests pay more in taxes than they cost in municipal services.

Conserve productive forest.

Forest blocks and parcels of sufficient productivity, accessibility, size, and configuration need to be conserved to sustain management that is both economically and ecologically sound. Productive forest soils and historically well managed forests should receive high priority for conservation. Priority should be placed upon conserving the most productive soils and sites for forestry.

Conserve the remaining "prime farmland" and "farmland of statewide importance".

These soils are precious and should be permanently conserved. Lands containing these soils may be cultivated land, pasture, woodland or other land, but it is not urban or built-up land or water areas.

Ensure the town regulations and tax structure support agricultural enterprises.

Rules regarding parking, housing and business operations can have unintentional negative consequences when applied to agricultural enterprises. Farming often depends on a seasonal product that may take months to produce. Small farms tend to survive best by on-farm retail sales, meaning that for short periods traffic volume and parking needs may be intense. Since livestock farmers are on call 24 hours a day, 365 days a year, they often need auxiliary housing for employees right on the farm.

ACTIONS

The Planning Board should review, and if necessary revise, regulations to ensure they do not have unintentional negative consequences when applied to agricultural enterprises.

The Planning Board should propose land use ordinances to protect and promote agricultural and forestry enterprises, including:

- encouraging buffer zones when building next to existing farms,
- encouraging the clustering of new development away from farmland soils that are "prime" or of "statewide importance",
- protection of productive forests,
- allowing accessory housing for farm workers.

Assessing practices should be reviewed to assure that they provide for tax relief for well managed farm and forestry land. Current Use assessment should be retained.

Guiding Principles – Variety of Housing Options

Approximately 90% of the housing in New Ipswich consists of single family units, but these represent a wide price range and are situated on lots of widely varying sizes. The recent trend has been the building of large, costly three and four bedroom homes. This trend threatens to reduce the percentage of housing stock in town that is affordable for first time buyers and young families and does not provide housing appropriate for elderly residents. At the same time, increasing development in some areas of town is frustrating the desires of those people who prefer living in less densely populated areas. If New Ipswich is to maintain its traditional mix of people with diversity in age, interests, incomes and occupations, ways must be found to ensure the availability of housing appropriate for a variety of needs and preferences.

Support a variety of living arrangements for the elderly.

A number of living arrangements should be available to elderly residents in order to accommodate the needs of different individuals. These include "In-Law" apartments, smaller homes or apartments, congregate living, retirement homes, and assisted living. The opportunities currently available in New Ipswich need to be expanded.

Clarify the wishes of the community regarding housing types.

The responses to the town wide questionnaire reveal a strong wish for more affordable housing for the elderly and a leaning towards encouraging affordable housing for first time buyers and young families. At the same time, the responses indicate a strong preference for single family homes over two and multi-family houses and over condominiums and apartment buildings. These are somewhat contradictory goals, as single family homes are often not as affordable as some of the other options. It would be inappropriate for the town to in any way discriminate against these other types of housing. A possible reason for the objection to some of these housing types might be that residents are unable to envision how they could be consistent with townspeople's wish to retain the town's rural character. For planning purposes, it would be helpful to understand more from the community regarding their opinions about housing.

Encourage developers to build housing in a variety of price ranges.

Costly three and four bedroom homes usually provide the greatest financial return to developers. Ways need to be found to make it financially attractive to build additional kinds of housing.

Provide for variety in housing density.

Some residents prefer to live in villages with higher density, others prefer larger house lots or living in more remote areas, and there is a range of preferences in between. New Ipswich has provided all these housing opportunities in the past and should continue to do so.

ACTIONS

The Planning Board should propose zoning ordinances that promote a variety of housing opportunities to attract a range of potential buyers: first-time homeowners, retired people, the well-to-do, the not so well-to-do. These include:

- innovative subdivision designs allowing clustering and variable lot sizes,
- Accessory Dwelling Units,
- allowing a range of lot sizes throughout town, in order to accommodate various housing types and lifestyles.

The Planning Board should provide more information to the community about the needs for different types of housing in town and conduct a survey to understand more about the objections to housing types other than single family homes.

The Planning Board should form a study group to identify appropriate locations for elderly housing developments and suggest methods for attracting them to New Ipswich.

Guiding Principles – Adequate Town Facilities & Services

The residents of New Ipswich have a long history of being willing to accept the trade off of maintaining only a modest level of town services and facilities in return for keeping taxes more affordable. For planning and budgeting purposes, it would be useful to have more specific information regarding townspeople's priorities related to these issues. These priorities could then be reflected in the town's Capital Improvements Plan.

Provide recreational facilities that are adequate for the needs of the community.

A rural town, like New Ipswich, can satisfy many recreational needs related to outdoor activities, but there is still a need for various town recreational facilities such as playgrounds and parks, places for organized sports and swimming, walking and bike paths, and gathering places. The town has grown, but recreational facilities have not kept pace with it's growth. Residents have indicated that improving the recreational facilities in town is a fairly high priority, but there is no evident consensus on what kinds of facilities are most important and how to pay for them. It would be helpful to learn more from residents about what kinds of facilities they want and would support.

Encourage best practices in town management.

As New Ipswich has grown, it has become increasingly difficult to satisfy all the needs of town government through the volunteer efforts of private citizens. Many towns the size of New Ipswich have part or full time planners, code enforcement officers and town

administrators. Residents have indicated this is a fairly high priority. They have also shown strong support for a part time code enforcement officer to help monitor compliance with regulations pertaining to building setbacks and buffers, driveway and road construction, excavation, logging, and erosion control.

Provide services that are adequate for protecting the safety of the community.

Issues related to fire and police protection and road safety did not surface as high priorities at this point in time. As a result, the town wide questionnaire did not ask questions pertaining to these issues. For the time being, any needs in this area are best addressed through the town's Capital Improvement Plan. However, it would be helpful to know more about citizens opinions regarding these services and about their willingness to use tax dollars to pay for enhancements to the current level of services.

ACTIONS

The Parks and Recreation Committee should survey the town and determine priorities for improvements and enhancements of recreational facilities. The priorities should be based on an understanding of the associated costs and willingness to spend tax dollars on various recreational facilities.

The Planning Board should work with developers to encourage the inclusion of parks and playgrounds in large new developments.

The Selectmen should form a study group to assess the need for more professional staff support for town management and make appropriate recommendations.

When the Planning Board conducts another survey, it should gather more information from townspeople concerning their priorities for enhancing the safety of the community.

The annual update of the town's Capital Improvement Plan should include recommendations for expansion of services in line with expected population growth.

Guiding Principles – Business Development (to off-set residential property taxes)

New Ipswich has a limited amount of commercial and industrial development. Townspeople would like to attract more commerce and industry to help off set residential property taxes, but there is less consensus on whether it is important to attract more commercial and industrial enterprises for the purposes of providing jobs and for the convenience of the residents.

Encourage light industry that will not detract from the rural character of the town.

The kinds of business and industry which is encouraged should be consistent with townspeople's desire to maintain a country environment which is free from water, air, noise and light pollution. These could include home occupations and cottage industry, information age and service industries, businesses related to tourism and outdoor recreation, and light

industry which is non-polluting. New Ipswich currently allows Minimal Impact Home Occupations and should continue to do so.

Locate new commercial development in areas specifically set aside for that purpose.

Although it is clear townspeople support additional commercial development, there is less consensus on where it should be located other than it should not be scattered throughout town and, when possible, it should be located in existing buildings. Commercial and business development is currently allowed by special exception in the Rural district.

Attract and encourage home businesses.

New Ipswich should be marketed as a town offering a rural lifestyle within easy reach of the high-technology centers of Southern New Hampshire and Massachusetts. Although home businesses require little in the way of service such as roads, water and sewers, computer-based home businesses will benefit from an up-to-date telecommunication infrastructure.

Attract affordable retirement complexes as commercial enterprises.

Retirement facilities generate tax revenue without great impact on municipal services or schools; they also provide local employment. There is a great need for retirement facilities that are affordable for persons of moderate income, and New Ipswich should target these.

ACTIONS

The Planning Board should form a study group to assess what would be needed to attract more commercial and light industrial development to town and to identify locations appropriate for such development. Upon a report from the group, the Planning Board should propose, if appropriate, changes to the zoning ordinance to establish a commercial district.

The Planning Board should establish more specific criteria for the granting of special exceptions for commercial and business uses in the rural district.

Guiding Principles – Preservation of Historic Resources

New Ipswich has many treasured historic resources, including old houses, barns, churches and schools. Three of the historic villages in town (Bank Village, Center Village and Smith Village) have remained relatively undisturbed by more modern development. The historic properties of Center Village are listed in The Natural Register of Historic Places. Equally important are the old farmyards, fields, graveyards, trees and stone walls that enrich our community.

Protect sites of historic worth and importance to the community.

Preservation of these assets can not be left to chance. The New Ipswich Historic Society has already catalogued many of the town's historic resources, but more needs to be done. Unless responsibility is fixed and plans drawn up, those assets will deteriorate or be destroyed.

ACTIONS

The Planning Board should establish a study group to: expand the current inventory of buildings, sites, and other features of historic worth; determine their relative importance to the community; and recommend methods for protection of different types of historic resources. This group should work closely with the New Ipswich Historic Society.

The Planning Board should propose a demolition delay ordinance that would require review prior to any demolition of a historically significant structure (especially buildings constructed before 1900).

The Planning Board should propose land use ordinances to make it easier to design new subdivisions in a manner so as to preserve any historic resources located on the parcel of land.

Adopted by the New Ipswich Planning Board on March 24, 2004

Woody Meigs

Jonathan P. Sarge

Elizabeth C. Freeman

David Walsh

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Steve Cornell

Richard A. Board

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CHAPTER IV

POPULATION AND HOUSING ANALYSIS

INTRODUCTION

The examination of population and housing statistics is a critical element of a Master Plan. The state statute that addresses the purpose and description of a Master Plan (RSA 674:2) calls for a "*housing section which analyzes existing housing resources and addresses current and future housing needs of residents of all levels of income of the municipality and of the region in which it is located, as identified in the regional housing needs assessment performed by the regional planning commission pursuant to RSA 36:47,II.*"

To plan for the impacts of population changes as they relate to housing availability is an integral part of the master planning process. By knowing what the past population trends have been, and projecting future population, it is possible to estimate future housing needs, as required by state statute.

Furthermore, population statistics are useful in planning for all municipal services. Trend analysis can indicate which segments of the population could be expected to experience growth as well as decline, thus enabling the town to plan accordingly, so that growth can occur in an orderly manner, and periods of no-growth can be accommodated.

The data used for this analysis come primarily from the New Hampshire Office of State Planning and the US Census. Note that total population and housing figures appearing in certain tables are sometimes slightly inconsistent. This is due to the sampling technique of the Census count, i.e., whether the figures are taken from the 100 percent count or from the short form of the Census.

I. Population Trends

The first step in the population analysis is to look at population figures over several decades, in order to gain some perspective on patterns of growth or decline. Table #1 below presents the U.S. Census population figures for New Ipswich for each decade since 1960. The table shows that New Ipswich's population grew 176% between 1960 and 1990 - from 1,455 persons to 4,014 persons. The greatest amount of growth during this 30-year period occurred in the 1980s, with a 65% increase in the population. This rate of growth is reflective of the overall development occurring in this region from the mid-70's through the 1980's. The population figures for New Ipswich's neighboring towns are presented in another section of this chapter.

**TABLE #1:
POPULATION TRENDS BY
DECADE, 1960-1990**

<i>Year</i>	<i>Population</i>	<i>% Change</i>
1960	1,455	--
1970	1,803	-24%
1980	2,433	35%
1990	4,014	65%

SOURCE: US BUREAU OF THE CENSUS

**TABLE # 2:
ANNUAL POPULATION ESTIMATES**

<i>Year</i>	<i>Population</i>	<i>% Change</i>
1985	3,024	---
1986	3,302	9%
1987	3,297	-0.15%
1988	3,492	6%
1989	3,694	6%
1990	4,014*	9%
1991	4,035	0.5%
1992	4,073	0.9%

SOURCES: OSP, US BUREAU OF THE CENSUS

*Actual census count, not an estimate

In addition to looking at the large changes over time, it is also useful to examine the annual changes taking place within the last decade. The New Hampshire Office of State Planning (OSP) develops annual population estimates for all New Hampshire communities. These estimates use as a base the decennial census count, factoring in local information submitted to OSP by each town. Although the methodology used by OSP to break down the statewide total has changed over the years, resulting in data which is not always comparable from year to year, it is nevertheless interesting to look at these estimates for New Ipswich.

Table #2 above presents annual population changes from 1985 to 1992. The OSP annual estimates present quite a different picture from the decennial counts. Again, these figures are only estimates, generated in between the census counts, and as such should be used accordingly. Since these figures are derived from a countywide estimate, they are useful for comparing population trends in this region.

The figures in Table #2 indicate that the population change was relatively static, with the exception of 1987, which saw a slight decrease in numbers. Furthermore, the estimated increase from 1989 to 1990 is not inconsistent with the overall changes throughout the decade, so that it could be assumed these estimates are fairly accurate. This trend is somewhat different from many of the other towns in the region, which actually experienced their greatest amount of population increases from the mid to late 1980s. The 1991 and 1992 estimates, however, do reflect a statewide and regional situation, in that the growth of the 1980s has definitely slowed.

Population growth is the product of two factors - natural increase, or the excess of births over deaths, and migration, the movement of people into or out of the community. The town of New Ipswich has had a fairly significant natural increase since 1980 (see Table #3 following), totaling 569 people. The natural increase has been positive (more births than deaths) for every year since 1980. The highest figure comes from 1988, which had 87 births and 12 deaths, for a natural increase of 75 people.

**TABLE #3:
BIRTHS AND DEATHS, 1980 - 1990**

<i>Year</i>	<i>Births</i>	<i>Deaths</i>	<i>Increase</i>
1980	49	36	13
1981	73	19	54
1982	55	29	26
1983	70	16	54
1984	59	16	43
1985	87	19	68
1986	61	13	48
1987	81	15	66
1988	87	12	75
1989	74	12	62
1990	79	19	60
Total	775	206	569

SOURCE: NEW IPSWICH TOWN REPORTS

If natural increase figures are applied to New Ipswich's 1980 and 1990 population figures, the following data are obtained:

POPULATION 1980	2,433
NATURAL INCREASE, 1980-1990 (BIRTHS MINUS DEATHS)	<u>569</u>
POPULATION IN 1990 IF NO MIGRATION	3,002
ACTUAL POPULATION, 1990	4,014
DIFFERENCE BETWEEN ESTIMATED AND ACTUAL =	1,012

The overall increase in population between 1980 and 1990 was 1,581 persons, therefore, given that the natural increase during this time period was 569 persons, it can be assumed that the remaining 1,012 persons can be accounted for by in-migration. This means that of the total population increase in New Ipswich during the last decade, 36% was a result of natural increase, and 64% from in-migration.

Another method for attempting to measure in-migration is to identify by the Census statistics where people lived five years prior to the Census count. These figures for New Ipswich are presented in Table #4 below.

**TABLE #4:
PLACE OF RESIDENCE FIVE YEARS PREVIOUS TO THE CENSUS**

	<u>1980</u>	<u>% of Total</u>	<u>1990</u>	<u>% of Total</u>
Same House	1,316	62 %	1,878	54 %
Different House, Same County	346	16 %	578	16 %
Different County in N.H.	80	4 %	130	4 %
Different State or Country	390	18 %	897	26 %

SOURCE: US BUREAU OF THE CENSUS

These data show that for both Census periods, the largest percentage of the population had lived in the same house for at least five years, although the proportion of that group declined by eight percentage points between 1980 and 1990. The only category, in fact, which experienced an increase was those who had lived in a different state or country, indicating that in-migration has played an increasingly important role in New Ipswich's population growth.

II. Selected Population Characteristics

The Census Bureau collects other data that are useful in describing a population; among these are age categories, level of education, and level of income. Examination of the age breakdown of the population can be useful for identifying and planning for potential special needs, i.e., additional schools for upcoming school-age children, or facilities and services for an increasingly older population. Education and economic statistics are helpful in gauging the earning potential, as well as the ability of the residents to house themselves adequately. These data are presented in Tables #5, #6 and #7 on the following pages.

The data in Table #5 show that by 1990, the 25-44 age group accounted for 35% of the total - an increase from 29% in 1980. The 6-17 category stayed the same for both periods, and the 62 and older group actually declined by three percentage points. These figures are consistent with the birth and death data presented in Table #3. Although national trends identify a significantly-expanding elderly population, it would appear that New Ipswich will not experience this change for some time.

**TABLE #5:
AGE STRUCTURE OF THE POPULATION**

	- - - - 1980 - - - -		- - - - 1990 - - - -	
	<u>number</u>	<u>% of total</u>	<u>number</u>	<u>% of total</u>
Birth - 5	313	13%	605	15%
6 - 17	534	22%	877	22%
18 - 24	271	11%	359	9%
25 - 44	716	29%	1,391	35%
45 - 61	325	13%	496	12%
62 and over	274	11%	326	8%

SOURCE: US BUREAU OF THE CENSUS

Table #6 below presents the education data from the Census, for both 1980 and 1990. From this information it can be seen that, while the percentage of those who finished high school decreased a slight two percentage points, there were fewer people proportionately who did not finish high school, and those who had one to three years of college actually doubled; finally those who had four or more years of college stayed nearly level, at 17 and 16 percent, respectively.

**TABLE #6:
LEVEL OF EDUCATION, COUNT OF PEOPLE AGE 25 AND OVER WHO:**

	<u>1980</u>	<u>% of Total</u>	<u>1990</u>	<u>% of Total</u>
Did Not Finish High School	396	30%	505	20%
Finished High School	504	38%	909	36%
Had 1-3 Years of College	184	14%	691	28%
Had 4+ Years of College	229	17%	403	16%

SOURCE: US BUREAU OF THE CENSUS

Table #7 on the following page compares income and poverty data from 1980 to 1990 for New Ipswich, Hillsborough County and New Hampshire. The table presents information on both median and mean income. Below are the definitions used by the Census of certain terms that are being examined in this section:

- ◆ Household - Any number of people occupying a housing unit, i.e., single family, one person living alone, two or more families, or any other group of related or unrelated persons.
- ◆ Family - Consists of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage or adoption.
- ◆ Median Income - The median divides the income distribution into two equal parts, one having incomes above the median and the other having incomes below the median. For households and families, the median income is based on the distribution of the total number of units including those with no income.

◆ *Mean Income* - The amount obtained by dividing the total income of a particular statistical universe by the number of units in that universe. Thus, mean household/ family income is the total number of households/families divided by the total household/family income.

**TABLE #7:
SELECTED ECONOMIC CHARACTERISTICS**

-----Median Family Income:-----

	<u>1980</u>	<u>1990</u>	<u>% Change</u>
New Ipswich	\$18,985	\$44,246	133%
Hillsborough County	\$21,483	\$46,249	115%
New Hampshire	\$19,724	\$36,556	85%

-----No. Families Below Poverty Level:-----

	<u>1980</u>	<u>% of Total</u>	<u>1990</u>	<u>% of Total</u>
New Ipswich	44	7%	25	2%
Hillsborough County	3903	5%	3581	4%
New Hampshire	14,715	6%	11,061	4%

-----Mean Family Income by Workers in Family:-----

	<u>Number Workers</u>		<u>Mean Family Income</u>		
	<u>1980</u>	<u>1990</u>	<u>1980</u>	<u>1990</u>	<u>% Change</u>
No Workers	44	53	\$14,120	\$20,000	42%
One Worker	201	198	\$15,829	\$40,000	153%
Two + Worker	356	735	\$25,206	\$61,500	144%

[Note: The income figures are simple comparisons; they have not been adjusted for inflation.]

SOURCE: US BUREAU OF THE CENSUS

New Ipswich's median family income in 1990 is higher than that of the state, although somewhat lower than that of the county; the range of income is broader in 1990 than in 1980, when only about \$3000 separated the highest median income from the lowest. New Ipswich saw by far the largest change - a 133% increase in income, as opposed to 115% for the county and only 85% for the state.

Information on poverty levels shows that New Ipswich has relatively few people living below the poverty level. Of all families in town, only 25 families had incomes below the poverty level, which in 1989 was estimated to be \$12,674 for a family of four (an average figure applied on a national basis, not adjusted regionally). These figures show a decrease for the county and the state, which to some extent reflects the strong economy experienced in this area during the 1980s.

Mean family income by number of workers has increased over the decade, and the relationship between the two has stayed the same, i.e., the more workers in a family, the higher the mean family income, although the relationship is not equal - two workers do not earn twice as much as one worker. Furthermore, the number of families with two or more workers has doubled since 1980, reflective of an economy that has necessitated a rise in working-couple marriages, as well as extended families living together in order to support themselves.

The number of households in New Ipswich in 1990 was 1,189 - an increase of 54% since 1980. The number of families increased by 64% during the same time period.

In 1980 the population density of New Ipswich was 74.2 people per square mile; in 1990 this figure was 122.4, indicating an almost doubling of population density in ten years.

III. Regional Population Trends

An analysis of New Ipswich's population would not be complete without an examination of the population trends of the towns surrounding New Ipswich. This information is presented in tabular and graphic form on the following pages. The data illustrate the proportion of the regional population accounted for by New Ipswich and each of the five towns abutting New Ipswich (excluding Ashby and Ashburnham, MA). Table #8 shows that New Ipswich's proportion of the regional population declined slightly from 32% in 1960 to 29% in 1990. Sharon, Temple and Mason have stayed relatively the same; Rindge, however, jumped from third place in 1960 to first place in 1990, accounting for a full 36% of the regional population.

TABLE #8:
REGIONAL POPULATION TRENDS

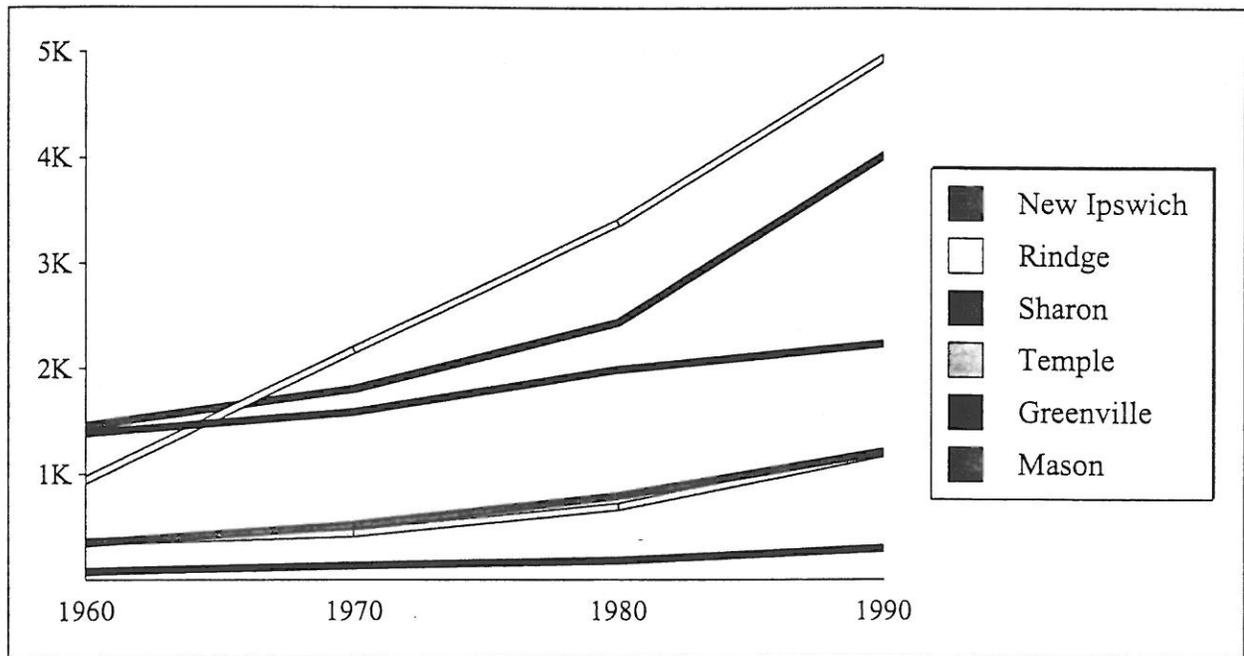
Town	1960	% of Total	1970	% of Total	1980	% of Total	1990	% of Total
New Ipswich	1,455	32%	1,803	27%	2,433	26%	4,014	29%
Rindge	941	20%	2,175	33%	3,375	36%	4,941	36%
Sharon	78	2%	136	2%	184	2%	299	2%
Temple	361	8%	441	7%	692	7%	1,194	8%
Greenville	1,385	30%	1,587	24%	1,988	21%	2,231	16%
Mason	349	8%	518	8%	792	8%	1,212	9%
TOTAL:	4,569	100%	6,660	100%	9,464	100%	13,891	100%

SOURCE: US BUREAU OF THE CENSUS

The graph below illustrates the rate of population change for these towns over the 30-year period. This graph is intended to highlight the overall population change for each town, rather than the increase from one decade to another - information which, at a smaller scale, would look quite different; for example, the town of Sharon actually

experienced a 283% increase in population, but relative to the other towns in the area, its growth is seen as steady. Rindge, on the other hand, with a 425% population growth, exhibits a stark change relative to the other towns. New Ipswich has kept its second place ranking in this region since 1970.

**GRAPH #1:
SUBREGIONAL POPULATION TRENDS**



HOUSING ANALYSIS

I. Housing Supply

This section will describe the housing stock in New Ipswich in terms of type and conditions of housing, and the change in the housing supply experienced over the past decade. As with the population analysis, New Ipswich's share of its regional housing supply will also be examined.

Table # 9 on the following page presents the figures for the housing stock by type for the years 1980 and 1990. The categories listed are those designated by the Census: single family, multi-family and manufactured homes. For the purpose of the Census, multi-family denotes two or more dwelling units in a structure. And, "manufactured homes" is the term now used by state statute and the Census for what used to be called mobile homes. Dwelling units of this type are counted by the Census under this designation, unless they have been added onto, then they are counted as single family homes. The reason for presenting the housing stock by type is for the purpose of measuring some degree of housing affordability, given that multi-family units and mobile homes still tend to represent more options for affordability than do single family homes.

As the table illustrates, New Ipswich added 528 housing units between 1980 and 1990, more than doubling its supply. Within the individual categories, manufactured homes had the largest amount of increase, up 117% during the decade. These figures are fairly consistent with state and national trends - i.e., an increase in the choice of manufactured over traditional stick-built home, particularly when the economy is weak. In addition, state and federal laws have changed over the past decade to make it easier for people to locate manufactured homes in all towns.

**TABLE #9:
HOUSING STOCK BY TYPE**

<i>Housing Type</i>	<i>1980</i>	<i>1990</i>	<i>% Change</i>
Single Family	622	1,044	67.8%
Multi-Family	113	145	28.3%
Manufactured Home	63	137	117.5%
<i>TOTAL UNITS</i>	798	1,326	66.2%

SOURCE: US BUREAU OF THE CENSUS

In addition to the decennial census counts, the NH Office of State Planning collects building permit data from all towns each year, also by housing type. These numbers are often subject to variation in reporting accuracy from year to year, in much the same way as the yearly population estimates are; nevertheless, the data are interesting, for purposes of comparison with the neighboring towns. Please note that this table presents only the number of building permits that were granted in each year, not the total number of units in existence in any given year.

**TABLE #10:
RESIDENTIAL BUILDING PERMIT ACTIVITY, 1980 - 1992**

<i>Year</i>	<i>Single Family</i>	<i>Multi-Family</i>	<i>Manuf. Housing</i>	<i>Total</i>
1980	24	0	1	25
1981	17	0	1	18
1982	40	0	8	48
1983	40	2	-2	40
1984	29	4	6	39
1985	49	48	0	97
1986	75	12	4	91
1987	67	0	4	71
1988	52	1	3	56
1989	29	0	3	32
1990	15	0	1	16
1991	19	-1	1	19
1992	16	0	1	17

SOURCES: US BUREAU OF THE CENSUS; OFFICE OF STATE PLANNING, *ESTIMATES & TRENDS IN NH HOUSING SUPPLY* - NOVEMBER 1993

These estimates illustrate the same pattern of change as seen in the yearly population estimates; that is, variable activity during the early 1980s, then a noticeable increase from the mid-1980s through the end of the decade. The increases in New Ipswich were quite dramatic, from 39 permits in 1984 to 97 permits in 1985. Of the total of 569 building permits issued during this period, the bulk of them were issued since 1985.

II. Housing Characteristics

A. Condition of Housing Stock

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

TABLE #11:
AGE OF HOUSING STOCK

<i>Year of Construction</i>	<i>Number of Units</i>	<i>% of Total</i>
1939 & earlier	301	22%
1940 -1949	124	9%
1950 - 1959	97	7%
1960 - 1969	48	3%
1970 - 1979	352	26%
1980 - 1990	417	31%

SOURCE: US BUREAU OF THE CENSUS

Table #11 above presents the data on the age of the housing stock, and what percentage each age category comprises of the total housing supply. As the figures illustrate, more than half (57%) of New Ipswich's housing stock was built since 1970. The decade of slowest growth was the 1960s, which has not been true for other towns in the region; typically, the 1940s were the period of slowest growth. And, of course, consistent with the population data, the 1980s experienced the largest housing increases of any decade examined.

The Census count of those units that lack complete kitchen or plumbing facilities show that in 1980, a mere 0.6% of all units lacked complete plumbing facilities. By 1990, there were no units recorded as lacking complete plumbing facilities. Figures on kitchen facilities are not available for 1980, but in 1990, only

0.6% of all units lacked complete kitchen facilities. Since the number of units lacking complete plumbing units declined between 1980 and 1990, it is reasonable to assume that the number of units lacking complete kitchen facilities also declined during the same time period. At any rate, these numbers are certainly not significant enough to indicate serious housing problems in these areas.

The same can be said for the figures on overcrowding, as defined by the Census: an overcrowded unit is one in which more than one person per room resides in the dwelling. Rooms include living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms. In 1980 and in 1990, only 6% and 5%, respectively, of all housing units were counted as overcrowded.

The count of number of persons per unit shows that there were 3.4 persons per unit in all owner-occupied units in New Ipswich in 1990. The figure for renter-occupied units is quite a bit lower, at 2.83 persons. These figures are consistent with national data that indicate single family homes have larger households than do either mobile homes, apartments, or condominiums; those types of housing are frequently occupied by elderly or unmarried person, or married couples with no children.

B. Vacancy Status

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

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

According to the Census, New Ipswich had 113 vacant units in 1990, representing 8% of the total housing stock. This figure has doubled since 1980, but it is still quite low. Of these 113 units, 65 of them are designated for seasonal use, leaving 48 (or 3.6% of the housing stock) of the units vacant for some of the other reasons listed above. The 65 seasonal units counted in 1990 represent only 5% of the total housing stock, although this is a dramatic increase over 1980, when there were only 2 seasonal units in town, or less than one percent of the total housing stock. Discussion with real estate agents in town, however, indicates that the Census figures may be

misleading. From their experience, they believe that there is still a large demand for housing in New Ipswich, particularly for rental units. In their opinion, the greatest share of vacant housing units remain vacant because the owners do not wish to rent these out while they are on the market.

C. Cost of Housing

The cost of housing has risen drastically in New Hampshire over the past decade. The economic upswing of the 1980s was accompanied, and in part caused by, a boom in new housing units - not just in the southwest region, but throughout virtually all of New Hampshire. In 1980 the median value of an owner-occupied unit in New Ipswich was \$45,000; by 1990 this figure had nearly tripled, to \$123,300. The rental market experienced the same level of increase, from a median gross rent in 1980 of \$193 to one of \$453 in 1990. Information from the Census also indicates that more people are paying greater proportions of their income toward housing than ever before; and in particular, the lower the income level, the higher the percentage of income that is spent on housing.

III. REGIONAL HOUSING SUPPLY

As with the population data, housing data for the towns neighboring New Ipswich can be examined to see how the towns compare in the provision of housing. Table #13 presents the housing units by type for New Ipswich and each of its neighboring towns, as counted in the Census of 1980 and 1990. The table contains the absolute numbers for each housing type in all six towns; Table #14 on the following page presents these numbers as percentages of the total housing units within the region accounted for by each housing type.

TABLE #13:
REGIONAL HOUSING SUPPLY

TOWN	1980				1990			
	Single Family	Multi-Family	Manuf. Hsg.	Total	Single Family	Multi-Family	Manuf. Hsg.	Total
New Ipswich	622	113	63	798	1044	145	137	1326
Rindge	798	114	73	985	1493	160	128	1781
Sharon	79	2	0	81	121	5	2	128
Temple	225	19	8	252	369	33	27	429
Greenville	320	230	178	728	298	335	285	918
Mason	268	8	18	294	418	3	30	451
Regional Total	2312	486	340	3138	3743	681	609	5033

SOURCE: US BUREAU OF THE CENSUS

TABLE #14:
PERCENT OF REGIONAL HOUSING, BY HOUSING TYPE

<i>TOWN</i>	1980				1990			
	<i>Single Family</i>	<i>Multi-Family</i>	<i>Manuf. Hsg.</i>	<i>Total</i>	<i>Single Family</i>	<i>Multi-Family</i>	<i>Manuf. Hsg.</i>	<i>Total</i>
New Ipswich	27%	23%	19%	25%	28%	21%	22%	26%
Rindge	35%	23%	21%	31%	40%	23%	21%	35%
Sharon	3%	0.4%	0.0%	3%	3%	0.7%	0.3%	3%
Temple	10%	4%	2%	8%	10%	5%	4%	9%
Greenville	14%	47%	52%	23%	8%	49%	47%	18%
Mason	11%	2%	5%	9%	11%	0.4%	5%	9%
<i>Regional Totals</i>	100%	100%	100%	100%	100%	100%	100%	100%

The figures above show that, as with the regional population, New Ipswich ranks second after Rindge in its share of total housing units for the area in 1990; the same was true in 1980. For all of the towns, single family housing is still the dominant type, although the mobile home supply increased more than either single family units (79% compared to 62%), or multi-family units (40%).

The information above shows that housing units in New Ipswich account for about a fourth of the total housing units in its region for both 1980 and 1990. Single family units remain the dominant housing type overall in the subregion, followed by multi-family units, then manufactured homes. The distribution of housing types illustrates that Greenville has by far the largest concentration of multi-family and manufactured homes, with comparatively small numbers of single family homes, relative to its size within the region.

IV. HOUSING NEEDS ASSESSMENT

The enabling statute that addresses the development of Master Plans (RSA 674:2) requires that the housing section address current and future housing needs of all residents, at all income levels, of the town and the region in which it is located. In order to facilitate this provision, the legislature also amended RSA 36:47, making it a requirement for all regional planning commissions to prepare a regional housing needs assessment for persons and families of all levels of income.

The Southwest Region Planning Commission undertook such a housing needs assessment in 1989, along with the other regional planning commissions in the state. This assessment is currently in the process of being updated, as the law requires; therefore this analysis is based on the 1989 study, and will need to be reviewed when the update of the regional study is complete. While the statutes address housing need for persons at all income levels, the general consensus, at state and regional levels at that time, was for the regional assessment to specifically identify needs for low- and

moderate-income households. A study conducted by a private planning consultant for the NH Office of State Planning determined that housing for low and moderate income residents across the state had not been able to keep pace with the economic growth of the 1980s.

A. Fair Share Analysis

The response to this identified need was the "fair share housing" concept, which grew out of a landmark housing discrimination case in the state of New Jersey. Under such a concept, housing for low and moderate income residents is distributed equitably and fairly throughout the state or region based upon certain need criteria which most closely measure the region's share of statewide need. The underlying assumption is that all towns should participate equally in the provision of housing to people in need.

In order to accomplish this objective, a formula was developed and made available for all regional planning commissions to use in preparing their regional needs assessments. The methodology used in the analysis takes into consideration indigenous housing need, employment, vacant developable land, and equalized valuation per capita; these are described in detail on the following page. Credits are also given for a town's participation block grant programs, number of mobile home permits granted, and existence of rent-assisted housing.

FAIR SHARE CRITERIA:

- ◆ **Indigenous Housing Need:** This information was taken from the Census. It was defined as the number of households earning less than 61% of the median regional income and, in addition, met one or more of the following conditions:
 - ✓ *living in an overcrowded unit (having more than 1.01 person per room);*
 - ✓ *living in a substandard unit (one which lacks complete plumbing facilities);*
 - ✓ *renters paying more than 30% of their income for housing;*
 - ✓ *owner-occupied units built prior to 1940 and valued in 1980 at less than \$25,000.*
- ◆ **Employment:** The assumption for including this information is that centers of employment will have a greater need for lower-cost housing; and, that communities with larger employment bases will have the fiscal and infrastructural capabilities to better absorb housing needs.
- ◆ **Developable Land Area:** Defined as the total land area, minus that which has soil and slope restrictions, or otherwise environmentally fragile. The assumption is that the more land there is available for development, the greater the ability of the town to absorb the identified housing need.
- ◆ **Equalized Valuation per Capita:** These data were used to gauge the relative economic well-being of the towns. This kind of information is a standard element in a fair share allocation formula. Some formulas, however, use median income, but as those figures were quite dated, the regional model used equalized valuation. The intent was to measure the fiscal capacity of the town to afford lower-cost development.

The formula takes the total regional need and distributes it among the individual towns based upon the factors described above. The fair share factor is intended to balance out the inequity inherent in the definition of "indigenous need" for each town: a town which has, through its zoning ordinance, managed to exclude lower income households, will not be measured in the same way as towns which have households meeting the need criteria.

The result of the analysis is a "number" for each town, representing its fair share obligation for the region in providing housing to the targeted population. The analysis represents a redistribution of households already residing in the region. The Southwest Region Planning Commission and the Office of State Planning recognize that there are limitations of the formula, mainly associated with the age of the Census data from which the need factors are derived, and the assumptions implicit in the formula which deal with land development potential and a town's ability to absorb low and moderate income growth. Nevertheless, the results do establish a baseline for attempting to estimate housing need at a fixed point in time; furthermore, it is possible to identify which towns already have a reasonable, or "fair share" of low and moderate income residents, and which do not. This information can represent the town's goal over a five- or ten-year period, until such time as the 1989 study is updated.

According to the results of the regional fair share analysis, New Ipswich's fair share apportionment amounts to 56 units, out of a total of 1,376 units for the entire southwest region. New Ipswich had an indigenous housing need of 57, which was reduced by one unit through the application of the formula.

It is important to note here that the interpretation of this "fair share" number has been much discussed; a fear has been expressed that the towns will be held responsible for actually constructing and financing housing for low and moderate income persons. There is no indication that this is, or has ever been, the case. The primary objective of the needs assessment is to encourage towns to review and develop their land use regulations in light of the fair share apportionment, that is, to make a determination as to whether the local regulations in any way prohibit reasonable opportunities for the development of low and moderate income housing - for example, minimum lot sizes and whether various housing types are permitted by right in a particular zoning district or only by Special Exception of the Board of Adjustment are the kinds of issues towns should be paying attention to.

This intent has, in fact, been borne out by the recent NH Supreme Court ruling on the *Britton v. Town of Chester* case. The town of Chester had completely prohibited multi-family housing until 1986, and then only allowed it as part of a Planned Unit Development with a minimum of 20 acres (estimated to compose less than 2% of the town's total land area).

In their decision, the justices ruled that the town of Chester had exceeded its zoning authority and created impediments to affordable housing opportunities by placing unreasonable and expensive obstacles in the way of multi-family development. It is important to note that, even though the Court recognized a concept of "community" that could extend beyond the municipal boundaries, and that "each municipality should bear its fair share of the burden of increased growth", it SPECIFICALLY REJECTED

the appropriateness of a mathematical quota to determine the plaintiff's remedy. This does not mean that the regional needs assessment is useless; the figures will undoubtedly still be taken into consideration when determining the "fairness" of a town's zoning ordinance.

B. Housing Opportunity

In this section, the zoning provisions for New Ipswich are reviewed, as they relate to opportunities for various housing types in the town, specifically which types are permitted and what the minimum lot requirements for those dwelling units are. The provisions in the ordinance that impact the availability and affordability of low and moderate income housing are as follows:

New Ipswich has three residential zoning districts - Village District I, Village District II, and the Rural District. Within these districts, single family and two-family dwellings are permitted by right, and multi-family units are permitted by Special Exception of the Board of Adjustment. In addition, group homes and cluster developments are permitted in the Rural District. Manufactured homes (mobile homes) are only permitted in the Rural District. Besides the primarily residential zoning districts, there are also two commercial districts - the Limited Commercial and the General Commercial, that permit single family and two-family units by right; multi-family units are permitted by Special Exception of Board of Adjustment in the Limited Commercial District. The lot size requirements for the housing types are presented below.

**TABLE #15:
HOUSING DEVELOPMENT DENSITY STANDARDS**

<i>Housing Type</i>	<i>Village Districts I & II</i>	<i>Rural District</i>
Single Family	1 Acre; 1 Unit/Lot	2 Acres; 1 Unit/Lot
Two Family	1 Acre; 2 Units/Lot	2 Acres; 2 Units/Lot
Multi-Family	1 Acre; 4 Units/Lot	2 Acres; 30.000 sq.ft/unit

As the information above indicates, New Ipswich permits a variety of housing types and development options. In addition to housing types, the town also permits the development of backlots, or lands that can not meet the frontage requirements of the zoning ordinance. This option contributes as well to housing opportunities by the possible reduction of land costs.

C. Future Housing Need

In order to estimate what the potential need for housing will be in the future, the available data on housing characteristics and population growth must be reviewed along with the results of the regional fair share analysis. Between 1980 and 1990, both the population and the housing stock increased at about the same rate - 65% and 66%, respectively. During the same time period, the person per unit figure also

stayed about the same - 3.05 in 1980 and 3.02 persons per unit in 1990. In addition, the Census data indicate that, in general, New Ipswich's housing stock is in good condition, in terms of availability of full kitchen and plumbing facilities; furthermore, the incidence of overcrowding of dwelling units is very low.

The Office of State Planning has developed population projections for all municipalities in the state through the year 2015; the figures for New Ipswich are as follows, beginning with the 1990 Census figure for comparison:

YEAR:	<u>1990</u>	<u>1995</u>	<u>% INC.</u>	<u>2000</u>	<u>% INC.</u>	<u>2005</u>	<u>% INC.</u>	<u>2010</u>	<u>% INC.</u>	<u>2015</u>	<u>% INC.</u>
POPULATION	4,014	4,495	12%	5,330	18%	5,973	12%	6,526	9%	6,852	5%

According to these projections, New Ipswich could expect a population increase of 2,838 persons, or a 71% growth over the twenty-five year period being projected. This is much less than the 123% growth experienced by the town over the past twenty years, although it is still unclear whether population increases will continue at the same or higher rate for the next ten years as it did over the last ten years. The fact that there has been a significant decrease in the rate of change in school enrollment since 1990 is further evidence that the OSP projections are too high (see Table #9, Chapter VI).

The OSP projections assume a population of 5,330 by the year 2000 - by which time this Master Plan would need to be updated. If it were also assumed that the person per unit figure would be within three-tenths of a point of what it was in 1990 (3.03), a potential need of 1,777 housing units could be anticipated by the year 2000. This represents an increase of 451 units over the decade, compared to the 528 units that were added between 1980 and 1990.

From all available data, it seems reasonable to assume New Ipswich's overall housing stock should be able to keep pace with anticipated population growth. And, in terms of ensuring that an adequate supply of housing for low and moderate income residents is developed and/or maintained, there are a number of regulatory options and policies New Ipswich can consider; some examples of these are presented below, including the goals and objectives for the town as expressed by the residents through a community survey:

GENERAL POLICIES & GOALS

- ◆ Encourage developers to utilize the cluster development option where feasible and appropriate, which not only furthers the goal of more affordability through economical road and septic designs, but also serves the dual purpose of preserving open space.
- ◆ Encourage proposals for retirement housing, both public and private, for senior citizens.
- ◆ Work with developers to encourage them to provide a variety of housing options to attract a healthy socio-economic mix of families.

- ◆ Continue to support local and state financial institutions (for example, the New Hampshire Housing Finance Authority) and the real estate industry to cooperate in the provision of new and the rehabilitation of existing affordable housing for owners and renters in the low and moderate income brackets. This can be accomplished through active participation in the annual review of the New Hampshire Comprehensive Housing Affordability Strategy.
- ◆ Support other local and state efforts to provide affordable housing, such as housing trusts, which offer alternative types of home ownership to people who would otherwise not be able to participate in the open housing market.
- ◆ Pursue, where feasible, any state and/or federal funds available for subsidized housing.

REGULATORY OPTIONS

- ◆ Review the subdivision regulations to assure that they provide adequate incentives for developers to consider cluster developments.
- ◆ Continue to monitor the zoning ordinance and other land use regulations to assure that they are not in any way discriminatory.
- ◆ Reduce off-site improvement costs for development projects that include affordable housing units by using town-owned land where possible and/or the donation of infrastructure improvements. The provision of roads can have a major impact on the cost of a development. And, as most towns have the crews and equipment necessary for this sort of work, it is possible for them to provide this at minimum cost.
- ◆ Review the subdivision and site plan review regulations to determine whether there are possibilities to waive certain requirements that add to the cost of a development - for example: the width of streets, the material used for paving a road, or whether it might remain gravel.

CHAPTER V

ECONOMIC ANALYSIS

INTRODUCTION

This section of the Master Plan addresses the local economic needs of New Ipswich by identifying past trends and the current fiscal condition of the town. The information gathered can be useful in evaluating the town's potential for supporting and attracting business.

This economic analysis begins with an examination of the public sector, consisting of town expenditures, town sources of revenues, net valuation, property taxes, tax rates, inventory of valuation and an inventory of town property. The private sector economy is also examined, providing a description of the local labor force, employment rates, wages, occupations, commuting patterns, and finally the status of local business activity. This information can be used to better prepare the town for any future development plans.

Most of the municipal finance information was obtained from the U. S Census, town records, and various state agency sources. The private sector information is attributed to the U. S. Census and state sources such as New Hampshire Department of Employment Security. Information about local business activity that is not provided either by the state or the town records was gathered by means of a windshield survey. Note that none of the figures in the accompanying tables have been adjusted for either cost of living or inflation.

PUBLIC SECTOR ECONOMY

MUNICIPAL FINANCE

In order for the state government to survive and function properly, it must generate funds to meet its budgetary needs. The generation of this income comes from a combination of taxes, fees, grants, and state sales. Income is received from taxes on rooms and meals, motor fuels, earned interest and dividends, and business profits. Additional taxes include "sin-taxes," which are levied against the sale of tobacco and gambling. The sale of liquor and lottery tickets, various licensings and registration fees, and grants are also major contributors to the overall state resources. Unfortunately, limited amounts of these funds return to the cities and towns. Therefore to meet local budgets, small communities, not excluding New Ipswich, rely heavily on property taxes. The tax rate is established based upon revenues and expenditures.

The sources of revenue available to New Ipswich are illustrated below. Note the two significant changes between 1980 and 1992: that the local property tax has increased from 64% of total revenues to 84%, and at the same time, state sources of revenues have declined from 14% to a mere 3% of all revenues.

TABLE #1:
SOURCES OF REVENUE

<u>Sources</u>	<u>1980</u>	<u>% of Total</u>	<u>1992</u>	<u>% of Total</u>
Local taxes except Property taxes (a)	\$21,638	2%	\$190,365	5%
Local Sources except Taxes (b)	\$80,473	7%	\$279,960	7%
State (c)	\$164,294	14%	\$118,388	3%
Other Sources (d)	\$80,293	7%	\$147,301	4%
Local Property Tax	\$734,482	64%	\$3,467,077	84%
Totals:	\$1,148,189		\$4,136,083	

SOURCE: NEW IPSWICH TOWN REPORTS

(a) Includes: Resident tax, National Bank Stock Tax, yield tax, interest on delinquent taxes, resident tax penalties.

(b) Includes: Motor vehicle permits, dog licenses, permits, licenses, filing fees, rent of town property, interest on deposits, income from departments, income from trust funds and other miscellaneous income from local sources.

(c) Includes: Interest and dividends tax, savings bank tax, room and meals tax, business profits tax, various highway subsidies, and other grants from the state.

(d) Includes: Federal Revenue Sharing, interest on investments of revenue sharing funds, and special grants.

Selected town expenditures are presented below in Table #2. The figures in the table show that expenditures have increased significantly in the recent years, while at the same time, the revenues received from state and federal sources have diminished. The Police and the Highway Departments together account for over 70% of the budget.

TABLE #2:
SELECTED TOWN EXPENDITURES (PER CAPITA)

	1980		1990	
	EXPEND.	PER CAPITA	EXPEND.	PER CAPITA
Police	\$35,413	\$14.50	\$175,558	\$43.74
Fire	\$14,357	\$5.88	\$37,039	\$9.32
Highway Department	\$47,383	\$19.40	\$241,993	\$60.28
Parks & Recreation	\$10,012	\$4.10	\$47,956	\$11.94
Sanitation	\$21,348	\$8.74	\$60,196	\$15.00
Welfare Assistance	\$4,415	\$1.81	\$31,064	\$7.74
Total:	\$132,928	\$54.43	\$593,806	\$148.02

SOURCE: NEW IPSWICH TOWN REPORTS

Revenues and expenditures for the year are used to calculate the tax rate, taking into consideration certain debits and credits, and then dividing the town's net valuation by the sum of the expenditures and county and school assessments. The resulting tax rate multiplied by the valuations of individual properties equals the gross amount to be collected by taxes. The expansion of the net valuation, or tax base, can reduce the tax burden of the individual property owner. However, development does not necessarily lead to lower taxes. In fact, indiscriminate development can put demands on services that increase the tax burden on residents.

One indication of the relative wealth of a community is its per capita valuation. This amount represents the value of property behind each resident upon which the town may depend for its budgetary needs and its subsequent ability to provide services. A low per capita valuation may be representative of many factors present in a community. Much of the land or buildings may be governmental and therefore exempt of any taxes. Primarily residential rather than industrial or commercial development may also be a factor, especially if land is open space in nature and eligible for current use exemption. Conversely, a high per capita valuation may indicate intense industrial development or the location of a unique facility within the town's boundaries. Table #3 following shows that a high valuation does not automatically indicate a low tax rate. The demand for increased services may dramatically impact costs and the tax rate.

TABLE #3:
NET LOCAL ASSESSED VALUATION, PROPERTY TAXES COMMITTED AND TAX RATE

	<u>1980</u>	<u>1992</u>	<u>% Change</u>
Net Valuation (Per Capita)	\$26,525,116 (\$10,902)	\$169,160,347 (\$41,532)	538%
Net Property Taxes Committed	\$959,671	\$4,493,755	368%
Tax Rate	\$36.70	\$26.73 ¹	-27%

¹ This change in the tax rate does not reflect the complete revaluation performed in 1989.

SOURCE: NEW IPSWICH TOWN REPORTS

Table 4 below presents the valuation figures for property located within the Town of New Ipswich. It is difficult to determine from this information what percentage of the tax base represents commercial development and what is residential use, but clearly buildings account for the largest percentage of all categories of property being taxed. Part of the reason for this is the significant amount of land (about 60%) in New Ipswich that is being assessed under the current use land category.

TABLE #4:
INVENTORY OF VALUATION

<u>Description</u>	<u>Valuation, 1980</u>	<u>Valuation, 1992</u>	<u>% of Total in 1992</u>
Land	\$8,584,210	\$52,545,229	30%
Buildings	\$17,486,900	\$117,741,200	68%
Public Utilities	\$1,017,306	\$2,015,918	1%
Total Valuations	\$27,088,416	\$172,302,347	100%
Total Exemptions	\$563,300	\$3,142,000	N/A
Net Valuations	\$26,535,116	\$169,160,347	N/A

SOURCE: NEW IPSWICH TOWN REPORTS

LABOR FORCE AND EMPLOYMENT

The tables below and on the following pages present the known available data on numbers of people from New Ipswich in the labor force, employment class, industry and occupation, as well as the commuting patterns - both into and out of New Ipswich. The US Census defines "labor force" as all persons classified in the civilian labor force plus members of the US Armed Forces.

Table #5 below shows that of the 1,837 persons counted as employed, by far the largest percentage of them are private for profit wage and salary workers. Note that these figures reflect the kind of work people do, not where they do it, thus the high number of workers in local government does not mean that this is carried out only in New Ipswich.

TABLE #5:
CLASS OF WORKER - EMPLOYED
PERSONS 16 AND OVER

Private	1,466
Federal Government	54
State Government	31
Local Government	103
Self Employed	183

Source: US Census

Of all persons in New Ipswich age 16 or over (2,610), 73.6% were in the labor force in 1989 (1,837 persons). Of the civilian

TABLE #6:
EMPLOYMENT BY CLASS

Population Age 16 and Over:	
Male	1,333
Female	1,277
Labor Force Participation Rate	73.6%
Not in Labor Force	689
Serving in the Armed Forces	0
Employed	1,837
Unemployed	4

Source: US Census

labor force, 4.4% were unemployed at the time the census was taken, compared with 6.1% for Hillsborough County and 6.2% statewide. The labor force in New Ipswich is fairly equally shared by both men and women, as the table below illustrates. Statewide, women account for 64% of the civilian labor force.

And, as can be seen in Table #7, construction and the manufacture of durable goods account for the largest employment categories of the New Ipswich labor force, followed by retail trade. Note - as in Table #5, that these figures and those in Table #8 on the following page represent the type of work in which people are engaged, not just in New Ipswich, but wherever their workplace is located.

TABLE #7:
EMPLOYMENT BY INDUSTRY

Agr./Forestry/Fishing/Mining	16	Personal/Recreational	85
Construction	361	Business Ser./Repair Service	56
Mfg, Durable Goods	333	Mfg, Non-Durable Goods	174
Transportation	87	Health Services	81
Communications	15	Educational Services	114
Wholesale Trade	71	Other	45
Retail Trade	258	Public Administration	53
Finance/Insurance/Real Estate	88		

Source: US Census

**TABLE #8:
EMPLOYMENT BY OCCUPATION**

Exec./Admin./Mgt. Occ.	263
Prof. Specialty Occ.	182
Tech. and Rel. Support	102
Sales Occ.	226
Admin. Support	221
Service Occ.	178
Agr./Forestry/Fishery	22
Precision Prod./Craft/Repair	282
Operation/Fabrication	361

Source: US Census

Information on wages and number of firms is presented below. The figures were collected by the NH Department of Employment Security, and 1990 is the latest year for which these figures are available. Table #9 presents figures for both New Ipswich and all of Hillsborough County, as well as the numbers of firms and employment by manufacturing and non-manufacturing employment. Note that the wage rates are not adjusted for inflation.

**TABLE #9:
ANALYSIS OF EMPLOYMENT IN PRIVATE INDUSTRY IN HILLSBOROUGH COUNTY AND NEW IPSWICH**

	HILLSBOROUGH COUNTY		NEW IPSWICH	
	1980	1990	1980	1990
Total Number Of Firms	5,785	8,355	38	68
Total Number Of Manufacturing Firms	591	695	9	6
Total Number Of Non-Manufacturing Firms	5,194	7,660	29	62
Total Employment	114,706	148,706	564	599
Total Manufacturing Employment	46,772	43,543	214	133
Total Non-Manufacturing Employment	67,934	105,163	350	466
Total Average Weekly Wage Rate	\$248.14	\$481.04	\$255.40	\$453.82
Total Average Weekly Manufacturing Wages	\$293.86	\$650.27	\$203.37	\$419.31
Total Average Weekly Non-Manufacturing Wages	\$216.67	\$410.97	\$287.22	\$463.67

Source: NH Department of Employment Security

Of those firms and workers in private industry in both New Ipswich and all of Hillsborough County, non-manufacturing firms and employment grew much more than manufacturing between 1980 and 1990; in fact, there were decreases in the county and in the town for both of these categories: Hillsborough County lost manufacturing jobs, and New Ipswich lost both manufacturing jobs and firms.

The two tables below present information on commuting patterns for New Ipswich's labor force. Most workers still drive alone to work, and of those who do drive, about half of this group spends less than 30 minutes commuting to work and the other half spends anywhere from 30 to over 59 minutes on the commute.

Drive alone	1360
Car pool	281
Public Transportation	8
Walk	6
Work at home	98
Other	31

Less than 10	238
10-29	625
30-44	342
45-59	271
Over 59	210
Work at home	98

Source: US Census

The accompanying map shows where New Ipswich residents are driving to work, and where workers come from who work but do not live in New Ipswich. Of the estimated 908 people who work in New Ipswich, 52%, or 475 people, are residents of New Ipswich. Of the estimated 1,784 workers who reside in New Ipswich, 73%, or 1,309 people, commute to their workplaces. What is not known about this situation, is whether the people who commute the greatest distances, as indicated on the map, do this every day, or whether they can arrange to work at home part of the time.

NEW IPSWICH BUSINESS ACTIVITY

The accompanying map identifies the location of all such activity in town, as determined by a windshield survey. The map identifies not only primary businesses, but also any home occupations or home-based businesses that were identifiable by means of a sign or the storage of equipment, for example, and from information provided by the Planning Board.

For the purposes of this report, business activity is categorized as service, retail, industrial, and building trades. Services include anything from auto body repair to restaurants and medical and professional offices; retail uses are those that involve sales only; industrial uses involve the manufacture of a product or earth excavations; and building trades cover all aspects of design and construction - this being a separate category as it plays a fairly important role in New Ipswich's economy.

Home occupations are identified as a separate use in this analysis because, as in many small New Hampshire towns, they are an important part of the local economy. Home occupations are by definition a secondary and incidental use of the property. These can consist of anything from the manufacture of some product on the premises to a contractor who does nothing more at the homesite than store equipment and/or materials. In today's world, home occupations are increasingly carried out with

computers and communications equipment. Communication-based home occupations generate no traffic and have little or no impact on the neighborhood; they rely only on telephone cables and computers to carry the product or the service to the market.

The survey identified 52 primary businesses and 19 home occupations. In all likelihood, there are other home occupations which were not identified in the survey. Of the 52 primary businesses, 16 are principally service-oriented (42% of the total), 11 are retail establishments (21%), six a combination of the two (12%), four industrial uses (8%), and 15 building trades establishments (29%).

Regarding the spatial distribution of these businesses, reference to the map shows that most of the primary businesses are located along Route 124, while home occupations tend to be predominantly located along town roads, which is a fairly common pattern of land use. There are actually only a few roads in town that have no apparent commercial or industrial activity.

The location and establishment of any business is to varying degrees a function of the transportation network and of the local zoning ordinance, which either permits or prohibits business activity in particular areas of town. The next section of this report is an analysis of the New Ipswich zoning ordinance in terms of the opportunities for business location and expansion in town.

ANALYSIS OF NEW IPSWICH ZONING REGULATIONS

A. EXISTING ZONING PROVISIONS

The zoning map of New Ipswich designates three districts, each of which permits some level of business activity; these are described below. Note that the following descriptions apply only to the commercial uses; residential and other uses are not addressed here.

1. The Village District I permits the following uses: inns, bed & breakfast establishments, day care & kindergartens, professional uses, and home occupations. The Village District I consists of the areas in town known as Bank Village and Smithville. Bank Village, being 43 acres in area, accounts for 0.2% of the total land area of New Ipswich; Smithville is somewhat smaller, with only 38 acres designated as a district, accounting for 0.18% of total land area.

2. The Village District II permits the following uses: all uses of Village District I, plus gas stations, service stations, eating and drinking establishments, office buildings, banks, small retail and medical facilities. The Village District II consists of what is known as New Ipswich Village, with a land area of about 168 acres, which accounts for 0.8% of the total land area. Of the businesses and home occupations identified from the survey, there are two home occupation and six businesses located in this District.

3. **The Rural District**, which is the remainder of the town, permits the following uses: roadside stands, greenhouses, stables and riding schools. All other uses are permitted only by Special Exception.

This means that each and every proposed business must go before the Board of Adjustment and demonstrate that the five criteria spelled out in the ordinance can be met before approval is granted; and, professional uses and home occupations have yet another set of conditions that have to be met in addition to the five special exception criteria.

Furthermore, the varied businesses that already exist in town may or may not be permitted uses, depending upon which district they are in, and how the zoning language for the Rural District is interpreted - which lists "commercial", "business", "industrial", and "light industrial" uses. Any existing business that is not strictly permitted in a district is by definition a non-conforming use, which then puts certain limitations on its ability to expand or enlarge.

B. OTHER ZONING CONSIDERATIONS

The New Ipswich zoning ordinance contains provisions for three districts intended primarily for commercial and industrial activity; however, no physical locations have as yet been identified. A description of the district provisions is enlightening; these are summarized below.

1. LIMITED COMMERCIAL DISTRICT

The intent of the Limited Commercial District was to enhance the Town's economic base by encouraging limited extension of retail and office use in the Town Center. Permitted are a wide variety of establishments catering to retail sales, personal service, professional offices, shops for custom work, recreation/entertainment, restaurants, lodging, and day care. In addition, laundries and dry cleaners are permitted by Special Exception.

2. GENERAL COMMERCIAL DISTRICT

The intent of the General Commercial District was to provide establishments which meet most of the weekly shopping needs of the town population. The following uses are permitted in this district: all uses permitted in the Limited Commercial District, plus personal service and lodging establishments. Special Exception uses range from vehicle sales, service and repair to outdoor entertainment/recreation, veterinary clinics and kennels, and excavation of earth materials.

3. LIGHT INDUSTRIAL DISTRICT

The intent of the Light Industrial District was to provide industrial uses at a scale consistent with the rural nature of the town, located in areas that can be easily served by truck traffic. The following uses are permitted in this district:

research and development; distribution and transportation; assembly; storage; warehousing; wholesale facilities; light manufacturing; construction establishments; and any uses permitted in the General Commercial District either by right or by Special Exception. Additionally, saw mills and junk yards are permitted by Special Exception.

The provisions of these three districts cover a broad spectrum of specific commercial and industrial uses, many of which already exist in town. At this stage of the Master Planning process it is appropriate to examine the necessity of creating separate business districts, and identify areas of town that seem suitable for the specified uses.

RECOMMENDATIONS AND STRATEGIES

The residents of New Ipswich have expressed their opinions on commercial and industrial development in town through the Master Plan survey conducted in 1993; these survey results have been translated into goals and objectives for the Master Plan, which are discussed below. Possible strategies for the realization of these goals deal primarily with the implementation and administration of the town's land use regulations. Given that the responsibility for developing most of the rules and regulations that govern land use rests with the Planning Board, it is appropriate that the Board address these issues in its Master Plan process. Furthermore, the Planning Board is also aware that there is very little the Board or the town can do about the larger economic forces that eventually filter down to the local level, other than be knowledgeable about them and do the best job possible in anticipating and providing for the needs of New Ipswich residents.

The results of the Master Plan citizen's survey made clear that the residents of New Ipswich are not interested in becoming the site of major industrial complexes. Given the geographical location of New Ipswich, combined with the existing transportation network, it seems reasonable to assume that large-scale enterprises that rely on access to major highways will not look to settle in town. New Ipswich is, however, already established as a recreation site for skiing, hiking, and other outdoor activities; this is among the kinds of commercial development the Planning Board sees the town pursuing, rather than big business.

MASTER PLAN GOALS AND OBJECTIVES RELATIVE TO ECONOMIC DEVELOPMENT:

- ◆ *Guard against unsightly strip development along roads and highways.*
- ◆ *Broaden the tax base by attracting light industry and commercial business.*
- ◆ *Encourage commercial and light industrial development without spoiling the rural character of the town.*

- ◆ *Encourage commercial and industrial development in parks set aside for that purpose.*
- ◆ *Attract and encourage home businesses.*
- ◆ *Attract affordable retirement complexes as commercial enterprises.*
- ◆ *Market the town vigorously and realistically.*
- ◆ *Cooperate with neighboring towns to attract industry.*

The realization of many of these goals is at least partly achieved through land use regulations. For example, one of the expressed goals is to encourage commercial and light industrial development without spoiling the rural character of the town. As stated earlier, there should be provisions in the zoning ordinance that allow any business use by right in designated areas of town. In addition, there is a need for criteria that address the siting of any business use in a residential neighborhood.

Another major issue is that of home occupations. The Planning Board recognizes that home occupations are an important piece of the local economic picture; this has also been mirrored in the Master Plan survey. But once again, the zoning ordinance only allows home occupations by special exception.

Below are some specific considerations intended to address the goals and objectives as stated above:

- ◆ **PERMIT SO-CALLED "NO IMPACT" HOME OCCUPATIONS BY RIGHT IN ALL ZONING DISTRICTS.**

The criteria that determine no impact, such as no discernible traffic, visual impact, signs, changes to the exterior of the building, can be written right into the zoning ordinance so it is clearly understood that, subject to those conditions, a home occupation is automatically permitted, without Board of Adjustment approval or Site Plan Review by the Planning Board. A second tier of home occupations can be defined in the zoning ordinance, those that are noticeable in a neighborhood, which would have a different set of criteria and would require Special Exception approval.

- ◆ **INVESTIGATE THE FEASIBILITY OF ESTABLISHING SEPARATE COMMERCIAL ZONES.**

The Board may wish to reconsider the feasibility of designating some or all of the three commercial/industrial zoning districts, with the accompanying uses as presently defined in the zoning ordinance. This would enable to Board to target particular areas deemed especially suitable for the locations of this kind of development.

◆ **ESTABLISH SPECIAL EXCEPTION CRITERIA FOR COMMERCIAL USES.**

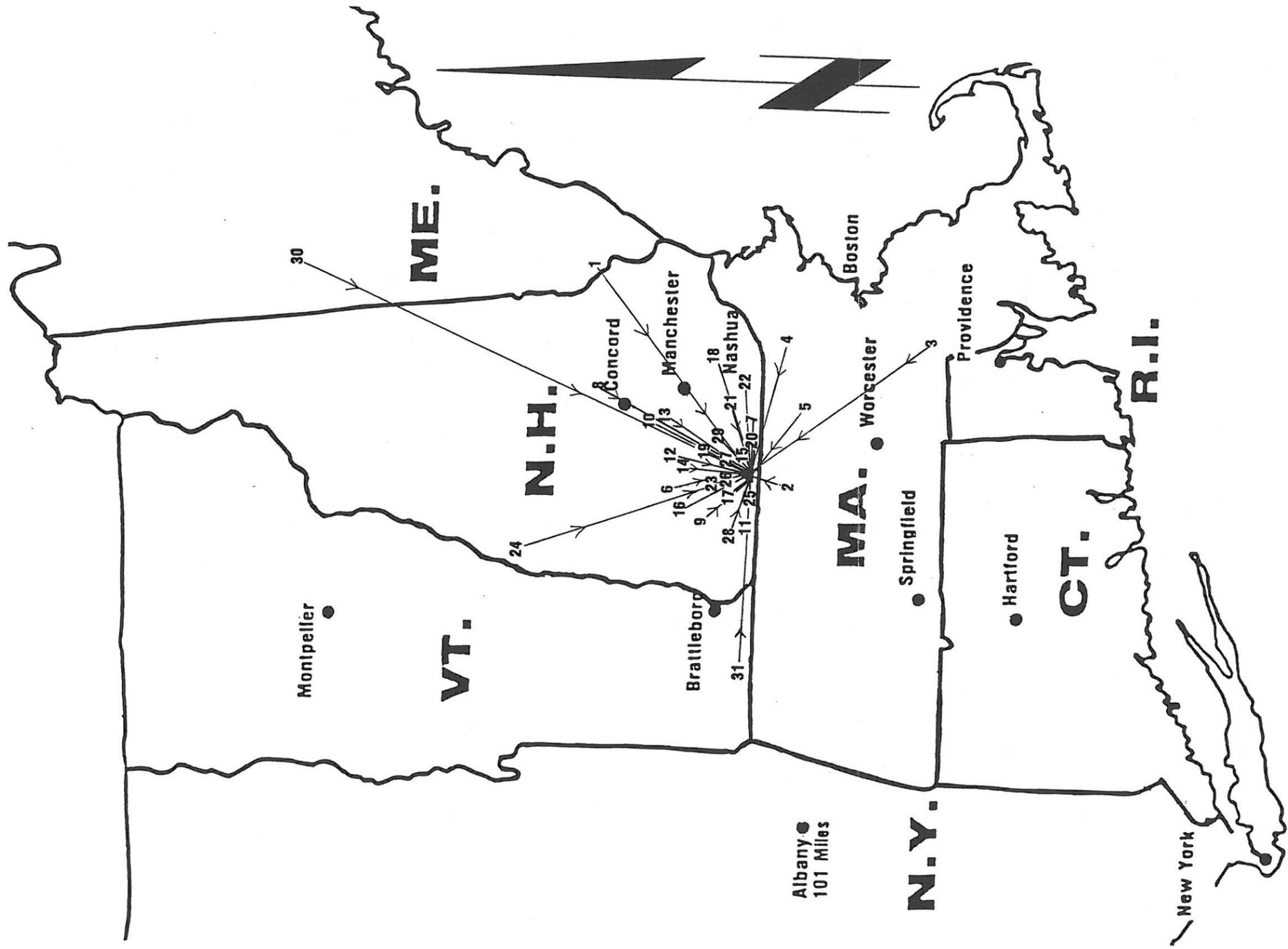
In lieu of separate zoning districts for commercial and industrial uses, develop special exception criteria for these uses that would guide their development as well as preserve neighborhoods and protect residents from potentially offensive impacts, for example: buffer strips between residential and non-residential uses; limits on noise, etc.

◆ **DEVELOP ZONING PROVISIONS FOR INDUSTRIAL PARKS.**

Develop zoning provisions that would allow for the creation of a business/industrial park, with standards for access, interior roads, lot sizes, frontages, buffering, landscaping, lot coverage, and parking areas. This could be accomplished either by zoning an area of town for that purpose with the appropriate criteria, or by using the "Floating Zone" technique - which is to develop the criteria without a location; the location would not be identified until an application was made, at which time the proposed zoning map would be presented to the voters for approval.

◆ **MONITOR INFRASTRUCTURE NEEDS FOR ECONOMIC DEVELOPMENT**

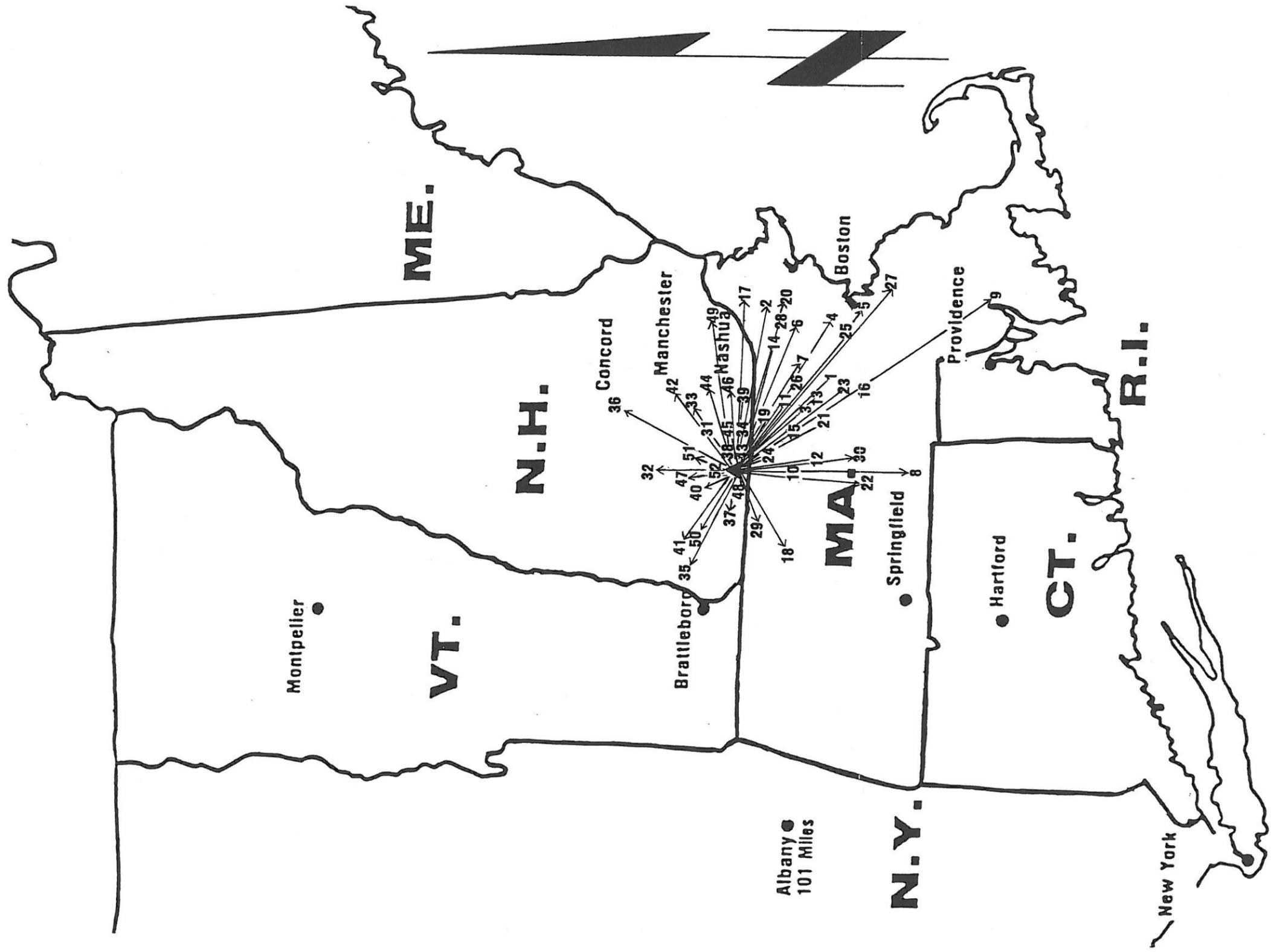
Examine what, if anything, the town can or should do in terms of providing and/or improving utilities, transportation networks and related infrastructure that would support commercial/industrial development.



COMMUTING PATTERNS INTO NEW IPSWICH ▲

1 INCH = APPROXIMATELY 33 MILES

- | | | | |
|---------------|-----------------|------------------|----------------|
| 1. Berwick | 9. Dublin | 17. Jaffrey | 25. Rindge |
| 2. Ashburnham | 10. Dunbarton | 18. Londonderry | 26. Sharon |
| 3. Foxboro | 11. Fitzwilliam | 19. Lyndeborough | 27. Temple |
| 4. Lowell | 12. Fracestown | 20. Mason | 28. Troy |
| 5. Shirley | 13. Goffstown | 21. Merrimack | 29. Wilton |
| 6. Bennington | 14. Greenfield | 22. Nashua | 30. Waterford |
| 7. Brookline | 15. Greenville | 23. Peterborough | 31. Whitingham |
| 8. Chichester | 16. Hancock | 24. Plainfield | |



COMMUTING DESTINATIONS FROM NEW IPSWICH ▲

1 INCH = APPROXIMATELY 33 MILES

- | | | | |
|----------------|-------------------|------------------|------------------|
| 1. ACTON | 14. LOWELL | 27. WEYMOUTH | 40. JAFFREY |
| 2. ANDOVER | 15. LUNENBURG | 28. WILMINGTON | 41. KEENE |
| 3. AYER | 16. MARLBOROUGH | 29. WINCHENDON | 42. MANCHESTER |
| 4. BELMONT | 17. NORTH ANDOVER | 30. WORCESTER | 43. MASON |
| 5. BOSTON | 18. ORANGE | 31. AMHERST | 44. MERRIMACK |
| 6. BURLINGTON | 19. PEPPERELL | 32. ANTRIM | 45. MILFORD |
| 7. CARLISLE | 20. READING | 33. BEDFORD | 46. NASHUA |
| 8. CHARLTON | 21. SHIRLEY | 34. BROOKLINE | 47. PETERBOROUGH |
| 9. FALL RIVER | 22. SPENCER | 35. CHESTERFIELD | 48. RINDGE |
| 10. FITCHBURG | 23. STOW | 36. CONCORD | 49. SALEM |
| 11. GROTON | 24. TOWNSEND | 37. FITZWILLIAM | 50. SWANZEY |
| 12. LEOMINSTER | 25. WALTHAM | 38. GREENVILLE | 51. TEMPLE |
| 13. LITTLETON | 26. WESTFORD | 39. HOLLIS | 52. WILTON |

CHAPTER VI

COMMUNITY FACILITIES ANALYSIS

INTRODUCTION

One of the most important functions of local government is the timely provision of certain public facilities and services required by residents, taxpayers and businesses; these include public buildings, public safety and schools. The degree to which these services are provided and the manner in which they are developed greatly determines the quality, convenience, and general character of the town. This section also includes a description of those facilities typically considered "public" and are an important part of the quality of life in town, such as churches and the Post Office, and those which are partially funded by the town, such as the ambulance service and the library.

The New Ipswich community facilities are identified on the accompanying map and described in this section, along with expenditure patterns back to 1980. Comparisons between years is a simple comparison, with no accounting for inflation or cost of living adjustments. In each table presented, the community facility cost is compared to the total expenditure of the town for all community facilities, and finally to the total town budget for that year. Each community facility expenditure is also presented as a per capita cost for the year. The categories of expenses have been kept consistent, as near as was possible, given varying reporting procedures over the years. All information for this analysis has been supplied by the respective town departments and taken from the New Ipswich Town Reports.

I. TOWN OFFICES

The New Ipswich town offices are located in the Appleton Business Center off of Turnpike Road in New Ipswich Village. The Business Center is a one-story masonry building constructed in 1990, which also houses a variety of commercial and industrial establishments.

The town offices house the Tax Collector, Town Clerk, Selectmen's Office, Board of Assessors, and the secretary to the Planning Board, the Zoning Board of Adjustment and the Conservation Commission. The offices are used for public meetings and hearings of all the town boards, and meetings as required with the welfare officer and the tax assessors. Regular office hours are 9 A.M. to 4 P.M., Monday through Thursday. This facility is being leased by the town at this time and is considered to be less than ideal for a municipal building - having no emergency power nor fire alarms are two of the concerns. Eventually, the Selectmen would like to relocate the town offices to a more suitable space that would be owned by the town. The costs of general government are presented below in Table #1. Note that not every line item is exactly comparable from year to year, due to reporting variations in the Town Reports, it is nevertheless useful to have a rough estimate of the changes in spending levels.

TABLE #1:
NEW IPSWICH GENERAL GOVERNMENT EXPENDITURES, 1980 & 1993

Expenditures:	_1980	_1993
Board of Selectmen	\$17,773	\$74,202
Assessing	\$1,300	\$20,230
Tax Collecting	\$7,646	\$42,007
Town Clerk	\$8,468	\$21,714
Auditing	\$660	\$6,003
Election & Registration	\$3,590	\$1,672
Welfare	\$4,417	\$42,659
Emergency Management	\$5,000	\$1,701
Moderator	\$100	\$184
Trustees	\$415	\$1,009
Treasurer	\$600	\$5,091
Animal Control	\$400	\$7,394
TOTAL:	\$50,369	\$223,866
As % of Total Com. Fac. Expenditures	4.9%	5.6%
Per Capita Expenditures	\$21	\$55*

* based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

II. TOWN HALL

The original Town Hall, located on Main Street, is a one-story woodframe building constructed in 1817. The building today is only used for the Children's Fair, the Boy Scouts and other groups. It is not suitable for use on a full-time basis, as there is no heat, no insulation, no septic system, no parking area, and very little accompanying land. At this time the costs involved in bringing the building up to code are prohibitive. In 1978, the National Guard repaired the roof, and in 1983/84 the town spent \$500 for window replacement.

III. POLICE DEPARTMENT

The Police Department is housed in a two-story woodframe building of approximately 1200 square feet on Main Street. The police force is comprised of a full-time Chief, three full-time and 11 part-time officers. Vehicles and major pieces of equipment maintained by the Department are as follows:

- ◆ 1989 POLICE CRUISER, PURCHASED NEW, IN FAIR CONDITION
- ◆ 1991 POLICE CRUISER, PURCHASED NEW, IN FAIR CONDITION
- ◆ 1992 POLICE CRUISER, PURCHASED NEW, IN GOOD CONDITION
- ◆ COMPUTER, PURCHASED IN 1988, UPGRADED IN 1993; NEEDS SOFTWARE UPDATE.
- ◆ CAMERA EQUIPMENT VALUED AT \$3,500 AND PURCHASED IN 1993, DONATED TO THE DEPARTMENT.
- ◆ INTOXILYZER 5000, PURCHASED 1985, UPGRADED BY THE STATE 1992, EXCELLENT CONDITION.

The average patrol hours are 100-112 hours per week. According to the Chief, this schedule does fluctuate, subject to budget constraints. At one time, the Department was able to provide 24-hour patrol coverage, however, due to a budget cut and a resulting reduction in the size of the full-time force, this is no longer possible. Telephone coverage is, of course, provided on a 24-hour basis. Information on police department expenditures is presented in Table #2 below.

TABLE #2:
NEW IPSWICH POLICE DEPARTMENT EXPENDITURES, 1980 & 1993

Expenditures:	_1980	_1993
Wages/Salaries	\$27,440	\$140,575
Expenses	\$1,341	\$17,603
Equipment Purchase & Maintenance	\$6,632	\$11,255
TOTAL	\$35,413	\$173,562
As % of Total Com. Facility Expenditures	3.5%	4.3%
Per Capita Expenditures	\$15	\$43*

* based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

IV. FIRE DEPARTMENT

The Fire Department is located on Turnpike Road. The building measures 60 feet by 60 feet, or 3600 square feet in area and is metal on three sides with a brick front. There are five bays - three to the front of the building and two to the back. In addition to the equipment bays, the main floor of the building houses a kitchen area, a small radio room, bathroom with shower, storage room, and a furnace room; a smaller second floor is used for meeting and office space.

Fire Department personnel are all volunteers, who receive a small remittance for their work. Presently there are 35 volunteers, including the Chief. Equipment maintained by the Department consists of the following:

- ◆ 1968 MILITARY SURPLUS JEEP P/U FORESTRY, FAIR CONDITION
- ◆ 1977 FORD F750 PUMPER, RECONDITIONED WATER TANKER, GOOD CONDITION
- ◆ 1980 CHEVY CUBEBOX RESCUE TANK, GOOD CONDITION
- ◆ 1988 PEM FAB CUSTOM CAB, RANGER FIRE PUMPER, EXCELLENT CONDITION

In 1992, the fire department responded to 112 calls. This does not appear to be a significant increase over the 1980 level of activity, which was 95 responses. The New Ipswich Fire Department assists and is assisted by other towns as needed, as a member of the Southwestern New Hampshire Mutual Aid System and the Souhegan Fire Mutual Aid District. The system's dispatch center is located in Keene and provides 24-hour communications coverage for local police, fire and ambulance service in all 35 member towns. Between 1989 and 1993, New Ipswich answered 66 Mutual Aid calls, out of a total of 543 calls.

**TABLE #3:
NEW IPSWICH FIRE DEPARTMENT EXPENDITURES, 1980 & 1993**

Expenditures:	1980	1993
Salaries	\$5,275	\$19,094
Equipment Purchase & Maintenance	\$7,156	\$5,854
Expenses	\$6,927	\$10,735
TOTAL	\$19,358	\$35,683
As % of Total Com. Facility Expenditures	1.9%	0.9%
Per Capita Expenditures	\$8	\$9*

* based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

V. AMBULANCE SERVICE

Ambulance service is provided to New Ipswich by the Souhegan Valley Ambulance Service, a non-profit corporation staffed by volunteers. New Ipswich shares this service with the towns of Greenville and Temple, and each town funds the service according to its share of the service provided. The town of Mason, once a member of the Souhegan Valley service, now contracts with Brookline for this service.

The Ambulance Service is located on Turnpike Road, east of New Ipswich Village, in a new building entirely funded and constructed by donations and volunteer labor. The town does not assess the service for either the building or the land.

In 1980, New Ipswich paid \$7,870 for ambulance service; in 1993 the cost was \$22,558, an increase of 187%. These expenditures represented 0.8% of total expenditures for community facilities; in 1993 the proportion declined to 0.6%. The cost per capita of this service was \$3 in 1980 and \$6 in 1993.

VI. HIGHWAY DEPARTMENT

The Highway Department is located on Turnpike Road just east of New Ipswich Village. The complex consists of a 3000-square foot concrete block building, constructed about 45 years ago, a 400-square foot shed built in 1960, and an old woodframe highway barn used for storage. Only the main garage building is served by utilities.

The Department personnel consists of five full-time employees, including the Road Agent, and three seasonal employees. Equipment maintained by the Department consists of the following:

- ◆ 1980 GRADER, GOOD CONDITION
- ◆ 1987 BACKHOE, GOOD CONDITION
- ◆ 1988 LOADER, GOOD CONDITION
- ◆ 1992 LOADER, GOOD CONDITION
- ◆ 1977 GMC DUMP TRUCK, POOR CONDITION
- ◆ 1985 INTERNATIONAL DUMP TRUCK, GOOD CONDITION
- ◆ 1987 DUMP TRUCK, GOOD CONDITION
- ◆ 1988 ONE-TON DUMP TRUCK, GOOD CONDITION
- ◆ 1992 PICKUP

At the 1992 and 1993 Town Meetings, townspeople voted to appropriate money for additional pieces of equipment, thus in the near future, the Highway Department will add to the above list a new dump truck, a new sander for the one-ton truck, a hand chipper and two-way radio equipment.

Expenditures for the Highway Department are presented on the following page. These figures represent only actual expenditures; they do not account for highway subsidies or road aid, as they are intended to represent real costs for road work. The way in which the highway department expenditures were presented in the Town Reports varies too much to be able to break comparisons between categories, therefore this information is presented as a single line item.

TABLE #4:
NEW IPSWICH HIGHWAY DEPARTMENT
EXPENDITURES 1980 & 1993

Expenditures:	1980	1993
Total Highway Department Expenditures	\$36,944	\$250,419
As % of Total Com. Facility Expenditures	3.6%	6.2%
Per Capita Expenditures	\$15	\$61*

* based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

VII. SOLID WASTE DISPOSAL

The Landfill and Recycling Departments, in conjunction with the New Ipswich Highway Department, operates a landfill and recycling center at the site of the landfill off Route 124 on the western edge of town.

Facilities consist of a garage built in 1976 and a recycling building constructed in 1988. The Department maintains a loader and a baler on the site. In 1992 a container was installed that is used to dispose of rubbish that cannot be recycled. The dock area and the front of the recycling windows were paved; and a roof was put over the used oil tank area.

The facility until recently was run by three part-time employees, hours of operation are 8 a.m. - 5 p.m., Tuesday, Thursday and Saturday. The staffing and the days of operation were reduced due to budget cuts at the 1994 Town Meeting. There is no town collection service. Trash is brought in either by private haulers or individual drop-off; service charges vary depending upon method of collection and materials.

TABLE #5:
NEW IPSWICH SOLID WASTE DISPOSAL
EXPENDITURES, 1980 & 1993

Expenditures	1980	1993
Total Highway Department Expenditures	\$21,349	\$60,542
As % of Total Com. Facility Expenditures	2.1%	1.5%
Per Capital Expenditures	\$9	\$15*

* based on the latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

VIII. RECREATION

The provision of public recreation facilities and activities is the responsibility of the Parks and Recreation Committee. There is no full-time recreation director, but in the summer several people are employed, including a pool manager. Town-owned facilities are as follows:

<u>SITE</u>	<u>FACILITY</u>
MEMORIAL FIELD, Temple Road	Pool house with toilets 3 Ball Fields Tennis Courts Basketball Court
MASCENIC REGIONAL HIGH SCHOOL, Route 124	Gymnasium 2 Large Ball Fields
BOYNTON MIDDLE SCHOOL, Route 124	Gymnasium Soccer Field
Binney Hill Road	Little League Ball Field

In addition to the above-described facilities, the town also offers various programs, such as swimming lessons, swim team, aquaaerobics, adult lap swim, free and family swim, field activities, arts and crafts, basketball program, girls softball program, field trips and special events. As with the Landfill and Recycling Center, some of the hours and services previously offered may be subject to change due to the budget reductions at the 1994 Town Meeting.

There are certain other open space and recreation facilities available to New Ipswich residents that are not town-owned or maintained, such as the Binney Pond and Marshall State Forests, the Windblown Cross Country Ski Touring Center, and the Skat Shooting Preserve. Included among these is the highly acclaimed and nationally known Wapack Trail hiking system which traverses much of the town. The trail offers an excellent opportunity for hiking and nature walks and is greatly utilized throughout most of the year.

TABLE #6:
NEW IPSWICH RECREATION EXPENDITURES, 1980 & 1993

	1980	1993
Expenditures	\$10,012	\$36,648
As a % of Total Com. Facility Expenditures	1.0%	0.9%
Per Capita Expenditures	\$4	\$9*

* based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

IX. CONSERVATION

The Conservation Commission consists of seven members and seven alternates appointed by the Selectmen. The Commission is charged with the duty of protecting the town's natural resources. It has the added duty of managing properties acquired by the town where recreation and conservation were the reason for the acquisition. Some of these properties are now owned by the town, in other cases there is an agreement between the town and the owner on the management of the property through a lease or easement. These properties are listed below:

- ♦ Turkey Hills (owned), Turnpike Road, 50 acres, walking, hunting
Kenney (easement), contiguous, 11 acres, Hoar Pond shore
- ♦ Johnson Sanctuary (owned), Whittemore Hill Road, 80 acres, wildlife preserve
Kellogg (easement), contiguous, 73 acres, motorized vehicles excluded, trails
- ♦ Dam Site #14 (leased), Thayer Road, 36 acres, pond and wildlife
Currier (easement), contiguous, 15 acres, fishing, hunting
- ♦ Dam Site #35 (leased), Binney Hill Road, 17 acres, fishing, canoeing
- ♦ Stone's Landing (owned), River Road, >1 acre, pond access
- ♦ Doonan's Landing (owned), Highbridge Road, 1 acre, pond access
- ♦ Swamp Land (owned), 20 acres, Tophet Swamp, access by canoe
- ♦ Dam Site #13 (leased), Temple Road, 2 acres, no public access
- ♦ Rhoads (easement), Turnpike Road, 72 acres, walking trails

Most functions are performed at no cost by volunteers, but there is a small budget to cover association membership, workshops, property acquisition and property management (see Table #7).

**TABLE #7:
CONSERVATION COMMISSION FINANCES, 1993**

Expenditures	\$3,863
As a % of Total Community Facility Expenditures	0.09%
Per Capita Expenditure	\$.95*

*based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

X. CEMETERIES

There are four cemeteries in New Ipswich; they are as follows:

- ◆ Center Cemetery on Main Street, 14 acres in size. This was the towns' first burying ground, established in the late 1700s.
- ◆ Smithville Cemetery on Binney Hill Road, 7 acres in size, and about as old as Center Cemetery.
- ◆ Porter Hill Cemetery on Porter Hill Road, 2 acres in size.
- ◆ Balch Memorial Cemetery on Main Street, 3.45 acres in size, established in 1978.

**TABLE #8:
NEW IPSWICH CEMETERY EXPENDITURES, 1980 & 1993**

	1980	1993
Expenditures	\$7,082	\$8,621
As % of Total Com. Facility Expenditures	0.7%	0.2%
Per Capital Expenditures	\$3	\$2*

* based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

XI. LIBRARY

The New Ipswich Library was established in 1887. The current building was built in 1895 and is one of Main Street's older landmarks. The structure is a one-story woodframe building with about 1300 square feet of area. As of December 1995, the library housed 14,565 volumes, with a yearly circulation of over 17,000. In September 1994 there were 1,200 registered patrons.

The library employs one full-time librarian, one part-time assistant and a custodian. Hours of operation are Monday and Wednesday 2-8 PM and Tuesday and Friday 9 AM to 1 PM. Classes from the schools visit the library on a regular basis. A pre-school story hour of 25 children meets weekly at the library. Beginning in July 1994, a summer reading program involving 48 children was initiated.

Although the library is privately endowed, the town makes an annual donation toward operating expenses. The Friends of the Library Committee provides valuable service to the community through fund-raising and by volunteering their time.

The per capita expenditures for the New Ipswich Library are well below that of surrounding towns. It takes a great deal of effort on the part of the library staff and the trustees to operate and provide services on such a limited budget. If the community

feels it is necessary to expand facilities and extend services, alternative funding will have to be explored.

Concerning other current needs, the library should be made handicapped-accessible and reference materials updated and expanded. Looking to the future, the library hours need to be extended and plans made for the provision of additional space.

NEW HAMPSHIRE LIBRARY STATISTICS 1990

	SERVICE HOURS PER YEAR	EXPENDITURES PER CAPITA
Greenville	1,560	\$23.99
Jaffrey	1,950	\$20.42
Mason	1,052	\$16.18
Milford	2,886	\$25.27
New Ipswich	1,040	\$ 4.46
Wilton	1,530	\$25.38

XII. EDUCATION

New Ipswich is a member of the Mascenic Regional School District, which serves the towns of New Ipswich, Greenville and Mason. The three towns share a high school and a middle school, which are located in New Ipswich, but Mason and Greenville still have elementary school facilities.

The District has a seven-member Board, with two representatives from Greenville and Mason, and three from New Ipswich. The District is part of School Administrative Unit #63, which also provides the administration for the Wilton and Lyndeborough schools. Funding the operating budget is based 100% on average daily membership.

A. SCHOOL FACILITIES IN NEW IPSWICH

1. New Ipswich Central School serves grades one and two with eight full-time teachers for 164 pupils from New Ipswich only. The school is located on Main Street at the intersection of Routes 123 and 124. The two-story masonry building was constructed in 1937. The facility has eight classrooms, including one portable classroom, and three basement rooms which are not adequate for classrooms, but one is used as a cafeteria. There is also a well-equipped playground on the site.

2. Appleton Elementary School on King Road serves grades three and four with seven full-time teachers, one aide and one part-time aide for 150 pupils from New Ipswich only. The school was originally built in 1789 but was reconstructed in 1942 after having been damaged in a fire. The three-story building is of masonry construction, while the gymnasium is a wood frame structure. There are seven classrooms, a cafeteria and a well-equipped playground.

3. Boynton Middle School on Turnpike Road serves grades five through eight with 28 full-time and three part-time teachers, and four aides for 465 pupils - 65 from Mason, 120 from Greenville, and the remaining 280 from New Ipswich. The three-story masonry building was constructed in 1989. There are 30 classrooms, two art rooms, two industrial art rooms, two home economic rooms, a library and a music room, a cafeteria, a gymnasium, and playing fields.

4. Mascenic Regional High School on Turnpike Road serves grades nine through twelve with 30 full-time and four part-time teachers and three aides for 340 pupils - 45 from Mason, 75 from Greenville, and the remaining 220 from New Ipswich. The one-story masonry building was originally built in 1968 and completely reconstructed and added to in 1990. There are 17 classrooms, two art rooms, a music room, two industrial art rooms, two home economic rooms, a library, two special education rooms, a computer lab, a cafeteria, an auditorium, gymnasium, and playing fields.

B. ENROLLMENT TRENDS

Presented below are the enrollment figures in terms of average daily membership for the Mascenic School District for the years 1982 through 1993. Note that these figures represent all students, not just those from New Ipswich.

TABLE #9:
MASCENIC SCHOOL DISTRICT ENROLLMENTS

<u>YEAR</u>	<u>ENROLLMENTS</u>	<u>% CHANGE</u>
1982-83	1,005	--
1983-84	1,074	6.9%
1984-85	1,100	2.4%
1985-86	1,183	7.5%
1986-87	1,182	-0.1%
1987-88	1,205	1.9%
1988-89	1,260	4.6%
1989-90	1,293	2.6%
1990-91	1,311	1.4%
1991-92	1,325	1.1%
1992-93	1,334	0.7%

SOURCE: MASCENIC REGION SCHOOL DISTRICT CENTRAL OFFICE

According to these figures, the school district has experienced an overall 32% increase in numbers of students over the decade, although the annual increases were, for the most part, quite small - the two largest being the 7.5% increase from 1984 to 1985 and the 4.6% increase from 1987 to 1988. These increases also correspond to the population growth in New Ipswich recorded for those years.

C. COST OF EDUCATION

The costs of education are the single greatest expense for small towns in New Hampshire. The table below shows the amount New Ipswich contributed to the total school district budget in 1980 and in 1993. As can be seen from this table, education expenditures more than tripled during the thirteen year period.

TABLE #10:
SCHOOL EXPENDITURES, 1980 & 1993

	1980	1993
Expenditures:	\$829,189	\$3,212,671
As a % of Total Com. Facility Expenditures	81.4%	79.8%
Per Capita Expenditure	\$341	789*

*based on latest available population estimates for 1992

SOURCE: NEW IPSWICH TOWN REPORTS

The examination of per pupil costs provide another measure of a town's responsibility for education. For purposes of comparison, the table below compares per pupil costs for the Mascenic School District, neighboring school districts, and the state average, for the school year 1991-92. The latest school year figures (1992-93) are only available for Mascenic; these are presented separately. Note that the figures below have been rounded to the nearest dollar.

TABLE #11:
PER PUPIL COSTS BY SCHOOL DISTRICT

<u>DISTRICT</u>	<u>1991-92</u>
Mascenic	\$3,799
Monadnock	\$4,379
Hillsboro-Deering	\$3,768
Jaffrey-Rindge	\$4,704
Fall Mountain	\$4,987
ConVal	\$5,790
State Avg.	\$4,880

SOURCE: ANNUAL REPORT, MASCENIC REGIONAL SCHOOL DISTRICT, JUNE 30, 1993

The per pupil costs for the selected area school districts range from the lowest of \$3,768 for Hillsboro-Deering to the highest of \$5,790 for ConVal. Mascenic ranks second in this list, lower than the state average, as well, for this particular school year. A comparison of per pupil costs between the Mascenic School District and the state average over a six-year period of time is presented in Table #12 below. (Like the figures above, these figures have also been rounded to the nearest dollar.)

TABLE #12:
PER PUPIL COSTS, MASCENIC SCHOOL DISTRICT AND NH STATE AVERAGE

<u>SCHOOL YEAR</u>	<u>MASCENIC SCHOOL DISTRICT</u>	<u>STATE AVERAGE</u>
1987-88	\$3,040	\$3,529
1988-89	\$3,319	\$4,007
1989-90	\$3,662	\$4,429
1990-91	\$3,795	\$4,764
1991-92	\$3,779	\$4,880
1992-93	\$3,904	NA

SOURCE: ANNUAL REPORT, MASCENIC REGIONAL SCHOOL DISTRICT, JUNE 30, 1993

XIII. CHURCHES

While churches are not a town-provided service, nor are they in any way supported by town moneys, they are nevertheless an important part of the community fabric; the four churches in New Ipswich are briefly described in this section:

- ◆ **OUR REDEEMER LUTHERAN** on Ashby Road. Built in 1959. In addition to the church area, there is an office on the first floor, and a kitchen and bathroom in the basement. The facility is also used for kindergarten.
- ◆ **APOSTOLIC LUTHERAN** on Goen Road. Built in 1968, additions added later. Upstairs is the church area, Sunday School is held in the basement. The church is used only for weddings and other church functions.
- ◆ **INDEPENDENT APOSTOLIC LUTHERAN** on Beechwood Road. Built in 1978. The church is used only for church functions.
- ◆ **CONGREGATIONAL Church** on Main Street. Built in 1759, the building was destroyed by fire in 1901, rebuilt in 1902. Used for various meetings such as AA, etc., and is the site of the New Ipswich Annual Children's Fair.

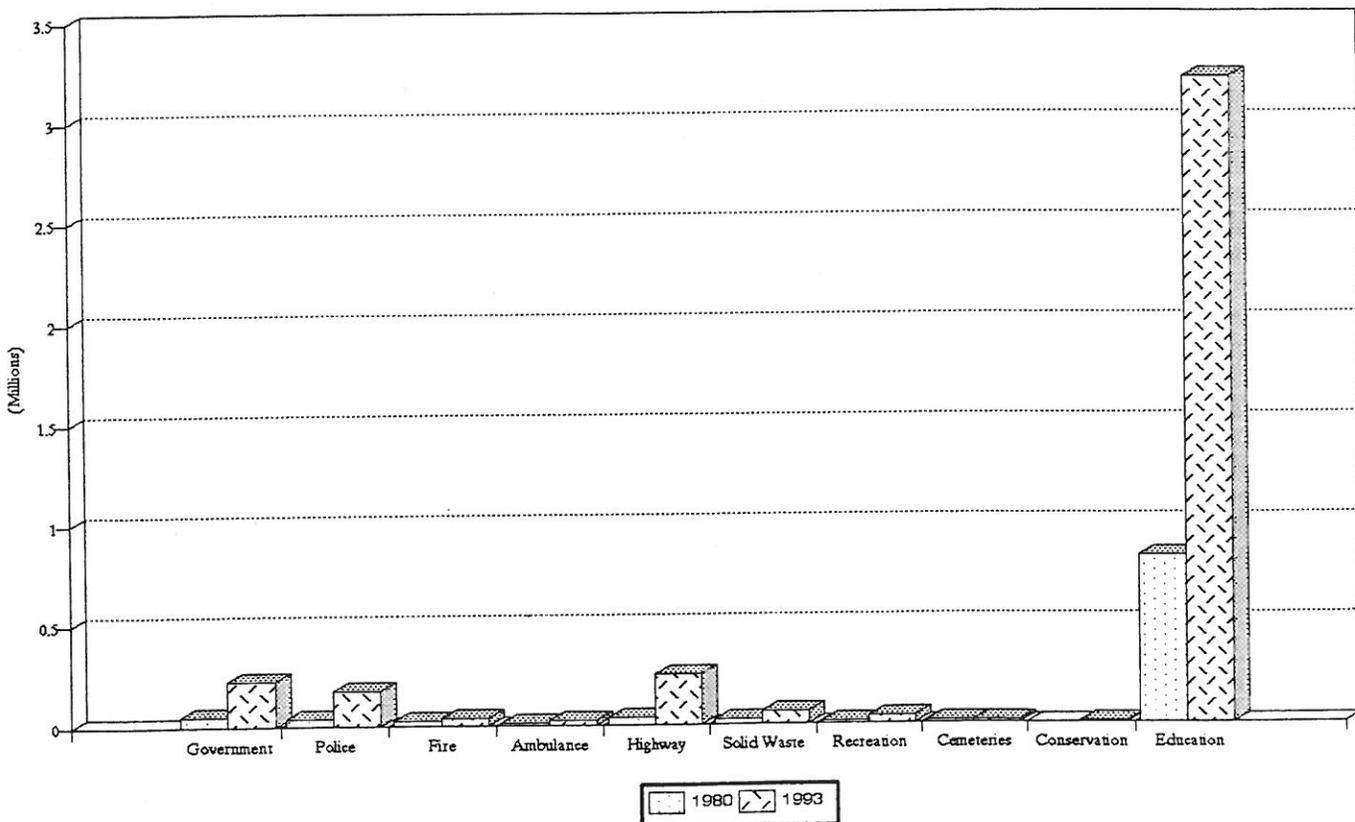
XIV. POST OFFICE

The Post Office is another service that is not locally-provided, nevertheless it is central to a sense of community. The New Ipswich Post Office is located on Turnpike Road in a 2,000 square-foot brick building constructed in 1985. There are three full-time and four part-time employees. The facility provides 452 post office boxes and two rural delivery routes. Hours of operation are 7:30 a.m. to 12:30 p.m. and 2:00 - 5:00 p.m. Monday through Friday, and 7:30 - 11:30 a.m. on Saturday.

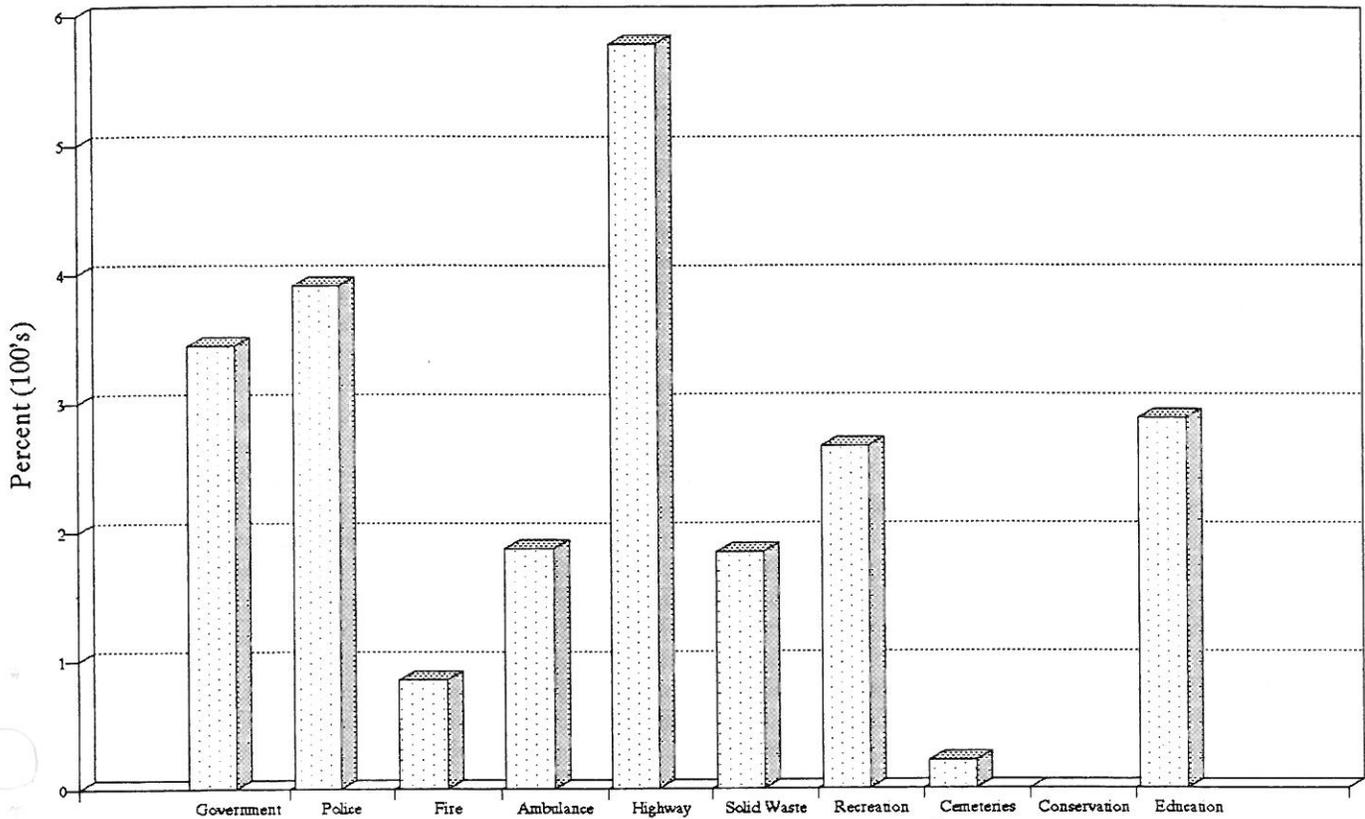
**TABLE #13:
SELECTED COMMUNITY FACILITY EXPENDITURES**

COMMUNITY FACILITY	1980			1993		
	% of Com. Fac. Expend.	% of Total Town Expend.	Per Capita Costs	% of Com. Fac. Expend.	% of Total Town Expend.	Per Capita Costs
General Government	4.9%	2.1%	\$21	5.6%	5.0%	\$55
Police Department	3.5%	1.5%	\$15	4.3%	3.9%	\$43
Fire Department	1.9%	0.8%	\$8	0.9%	0.8%	\$9
Ambulance	0.8%	0.3%	\$3	0.6%	0.5%	\$6
Highway Department	3.6%	1.5%	\$15	6.2%	5.6%	\$61
Solid Waste Disposal	2.1%	0.9%	\$9	1.5%	1.3%	\$15
Recreation	1.0%	0.4%	\$4	0.9%	0.8%	\$9
Cemeteries	0.7%	0.3%	\$3	0.2%	0.2%	\$2
Education	81.4%	34.8%	\$341	79.8%	71.7%	\$789
Conservation Commission	NA	NA	NA	0.09%	—	\$.95
Other	NA	57.4%	NA	NA	10.2%	NA

**GRAPH #1:
COMMUNITY FACILITY EXPENDITURES**



GRAPH #2:
% CHANGE IN EXPENDITURES, 1980 - 1993



MASTER PLAN GOALS AND OBJECTIVES RELATIVE TO COMMUNITY FACILITIES

- ◆ Resolve the problem of sewage disposal in the Central and Smith Villages.
- ◆ Plan for long-range solutions to waste disposal.
- ◆ Create a comprehensive and well-maintained system of trails.
- ◆ Establish a teen center.
- ◆ Provide places for senior citizens to meet.
- ◆ Assure that the town owns adequate land to allow for the expansion of recreational activities.
- ◆ Find permanent sites for town offices and services.
- ◆ Assure that land is available for town and public use.

Town of New Ipswich COMMUNITY FACILITIES

- 1 TOWN OFFICES
- 2 TOWN HALL
- 3 POLICE DEPARTMENT
- 4 FIRE DEPARTMENT
- 5 AMBULANCE SERVICE
- 6 HIGHWAY DEPARTMENT
- 7 SOLID WASTE DISPOSAL
- 8 RECREATIONAL FACILITIES
 - A MEMORIAL FIELD
 - B MASCENIC SCHOOL
 - C MIDDLE SCHOOL
 - D BALL FIELD - BINNEY HILL RD
- 9 CEMETERY
- 10 CHURCH
- 11 LIBRARY
- 12 SCHOOL
- 13 POST OFFICE

- Conservation Agreements
- A Turkey Hills (owned) Kenney (easement)
 - B Johnson Sanctuary (owned) Kellogg (easement)
 - C Dam Site 14 (leased) Currier (easement)
 - D Dam Site 35 (leased)
 - E Stone's Landing (owned)
 - F Doonan's Landing (owned)
 - G Swamp Land (owned)
 - H Dam Site 13 (leased)
 - I Rhoads (easement)

For general planning purposes only. No information may be relied upon for legal or engineering purposes. In the event that any part of this map is used in any way from the original form, in contract or design, the allowed product may not be represented as a product of the Southwest Region Planning Commission.

LEGEND

- CLASS I & II
- - - CLASS III
- CLASS V-PAVED
- CLASS V-GRAVEL
- CLASS VI
- PRIVATE
- DISCONTINUED
- TRAILS
- ▒ WATER BODY
- ▒ SWAMP
- ▒ FLOOD CONTROL
- ~ STREAM

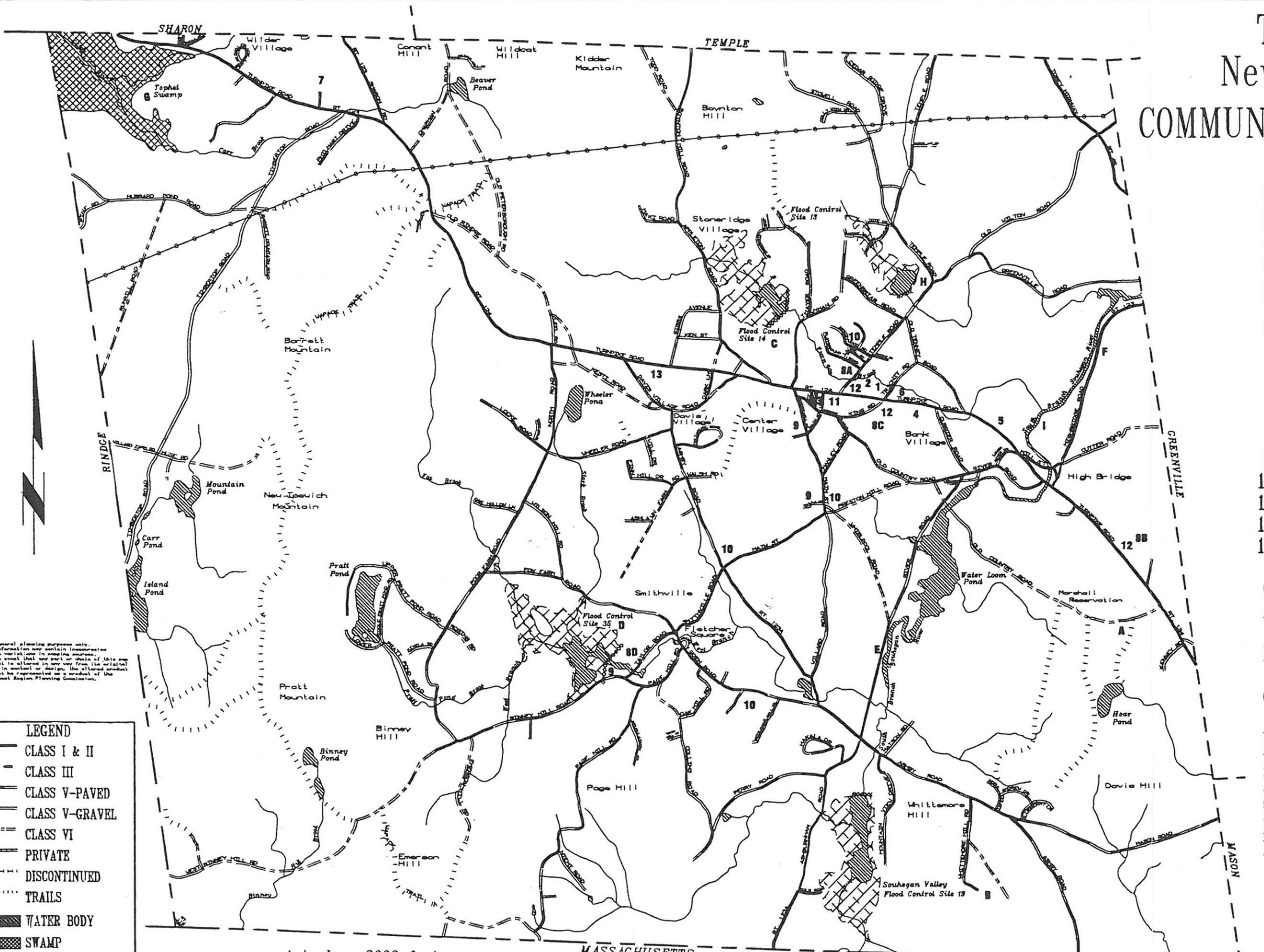
1 inch = 3000 feet



**SOUTHWEST REGION
PLANNING COMMISSION**

COMMISSIONED BY: M.A.B. DATE: 1993
 DATED BY: M.A.B. REPLY

SOURCES: USGS, COMPASS, USGS, SWRC
 OTHER SOURCES: G.M.M., S.W.P.
 DIVISION: 11-10-94
 PREPARED BY: M.A.B. DATE: 94



CHAPTER VII

THOROUGHFARE AND TRANSPORTATION ANALYSIS

I. INTRODUCTION

One of the most important resources a community has is its road system, enabling residents to move throughout the community, as well as connecting them to a larger regional highway network. The Thoroughfare and Transportation Analysis is intended to identify and analyze the current and future transportation needs of New Ipswich. It consists of a description of the State and local highways and roads by State classification and functional classification; an inventory and analysis of the existing road network; and, recommendations for improvements that should be made by either the Town or the State in order to provide for the safe, efficient and convenient movement of goods and people within the community and to points beyond.

II. HIGHWAY CLASSIFICATION AND EXISTING ROAD NETWORK

The physical and performance characteristics of a roadway are best described through a system of classifications. Through classification, highways can be easily distinguished by purpose, ownership, funding, and engineering categories. The following descriptions and corresponding maps and tables depict New Ipswich's road network in terms of state classifications and functional classifications.

A. State Road Classification

The State of New Hampshire in accordance with NH RSA 229:5, has assigned all roads in the State to one of the following seven road classifications:

- Class I: Trunk Line Highways*
- Class II: State Aid Highways*
- Class III: State Recreational Roads*
- Class III(a): State Boating Access Roads*
- Class IV: Town Roads with Urban Compact*
- Class V: Town Roads*
- Class VI: Unmaintained Highways*

Of these seven road classifications, New Ipswich roads fall into four. The definition of these classifications, and the roads that fall within each category are described below. The approximate road mileage for each of these four classes of roads is detailed in Table #1 on the following page; these figures are based upon New Hampshire Department of Transportation (NH DOT) estimates, and on calculations developed by Southwest Region Planning Commission (SWRPC). The classification of each road is also illustrated on Map T-1.

Class I: Trunk Line Highways - These belong to the primary state highway system. NH DOT assumes full control and responsibility for construction, reconstruction and maintenance of these roads.

The only portion of New Ipswich's highway system categorized as Class I is .03 miles of Route 119, which cuts across the southwestern corner of Town on the border of Rindge, NH and Ashburnham, MA. While Route 119 is an important thoroughfare for the region, it provides minimal access to New Ipswich.

Class II: State Aid Highways - These consist of highways that belong to the secondary State highway system. All sections improved to state standards are maintained and reconstructed by NH DOT. The same applies to bridges on Class II highways.

There are four highways categorized as Class II roads in town: Routes 45, 123, 123A and 124. These routes are important for directing regional traffic through New Ipswich and for providing residents with access to other parts of the Region. Route 45 crosses the northeastern corner of New Ipswich. It connects Route 101 in Temple with Route 123 and Route 31 in Greenville. The majority of Route 123 coincides with Route 124 with the exception of two segments. One of these segments links Route 124 in Highbridge Village with Route 45 and Route 31 in Greenville. The other segment connects Route 124 in the northwest area of Town to Route 101 in Peterborough. Route 123A takes a circuitous route through New Ipswich, from the Center Village south to the Massachusetts border. Finally, Route 124, which begins in Marlborough, NH, traverses the entire town, continuing on to the Massachusetts border. Route 124 provides the largest section of state highway in New Ipswich.

Class V: Town Roads - These consist of all regularly maintained roads that are not in the State system, which the Town has the duty to construct and maintain. These roads may be paved or graveled.

The majority of roads in New Ipswich (59.5%) are categorized as Class V.

Class VI: Unmaintained Highways - These are all other existing public ways, including highways, that are not maintained by the Town and have not been for five or more consecutive years. While subdivision is usually restricted on Class VI roads, the potential for development exists if the roads are upgraded to a Class V status, either by the landowner or the Town.

As frontage along Class V roads becomes less available and the centers of town villages reach capacity, there is mounting pressure to develop on Class VI roads. Class VI roads are an important component of a town's transportation infrastructure as they personify the community's rural character and can provide a variety of recreational opportunities. The Town should evaluate and make recommendations for future status of Class VI roadways and develop a Class VI road policy.

**TABLE #1:
APPROXIMATE ROAD MILEAGE BY STATE CLASSIFICATION**

Classification	Mileage
Class I	0.03
Class II	15.73
Class III	0
Class IV	0
Class V	52.78
Class VI	6.88
Private	13.27
Total	88.69

Sources: NH DOT; SWRPC, 2006

B. Functional Classification

In addition to classifying roads by Classes I-VI, the State also classifies roads by function. A functional classification identifies roads by the type of service they provide and by the role of each highway within the State system. It is based on standards developed by the United States Department of Transportation

(US DOT). This classification system provides a way to connect the land planning and transportation planning elements of the Master Plan.

By observing a highway's intended functional use, potential conflicts between land use and adjoining roads can be avoided. For instance, it would be unwise to locate a housing development along a heavily traveled arterial highway because of the possibility for interrupted traffic flow in the development's vicinity. A housing development is better suited for a less traveled, minor arterial or collector road where the majority of traffic flow is local.

For rural areas such as New Ipswich, the following categories are identified by the US DOT. Map T-2 presents the functional classification map for the southwest region, showing New Ipswich's relationship to the State highway network.

Arterial (Major and Minor) - Major arterial highways are designed to carry the largest percentage of traffic entering and leaving a region as well as the greatest amount of traffic traveling through the region.

There are no major arterial highways in New Ipswich. The only minor arterial highway is the short section of Route 119 in the southwest corner of the town.

Collector (Major and Minor) - The collector system provides more in the way of direct land access than do the arterials. Collector streets may enter residential areas, business districts, and industrial areas. A major collector is designed to move medium traffic volumes at low speeds between or within communities and to funnel traffic to and from residential and commercial areas to an arterial system. A minor collector has lower traffic volumes and provides alternative routes to major collectors.

Within the southwest region, Route 124 is considered to be a major collector, including the section that traverses New Ipswich.

Local Street System - The local street system includes all other streets not classified in one of the higher systems. The primary function of these roads is to provide direct access to individual properties. This system offers the lowest level of mobility. Through-traffic is usually deliberately discouraged.

All of the Town's Class V roads, the majority of the Town's transportation network, fall into this functional classification. The present condition of New Ipswich's road network has implications for growth and land use within town. Many roads in the local street system lack the physical and functional capacity to accommodate heavy volumes of traffic. Therefore, consideration should be given to understanding the functional capacity of a road and its connecting road network prior to approving developments on Class V roads that generate high traffic volumes.

C. Scenic Road Classification

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. The effect of this designation is that there shall be no tree cutting or alteration of stone walls within the right-of-way without approval of the Planning Board or any other municipal body designated by the meeting, after a duly-noticed public hearing. The only exception to this applies when there is an emergency situation. This law does not affect the rights of individual property owners, nor does it affect land uses as permitted by local zoning. The statute also authorizes towns to adopt provisions dealing with Scenic Roads that are different from, or in addition to, those that are spelled out in the law.

The need to evaluate local roads for potential designation as a Scenic Road under State statute has been identified in the Town's Open Space Plan (2009). Currently, there are five Scenic Roads in Town. These roads are listed below.

- Currier Road from Route 123/124 to River Road
- Old Country Road from River Road to the Taft/P.E. Realty Trust boundary line
- Old Country Road from Manley Road to River Road
- Preston Hill Road from Old Country Road to Whirpool Road
- Timbertop Road from the intersection of Huse and Willard Farm Roads to the Rindge town line.

III. TRAFFIC PATTERNS

A. Traffic Counts

According to the 2010 U.S. Decennial Census, the southwest region population increased by 56% between 1970 and 2010. In 2010, New Ipswich's population was 5,099, an increase of 183% from its 1970 population of 1,803. This growth in population has led to a substantial increase in traffic flows on both the state highways and local roads of New Ipswich. To analyze and monitor traffic volume, NHDOT maintains traffic count devices on various state highways. The data collected by these counters are reported in terms of average annual daily traffic (AADT) and are used to better understand travel demand and how travel patterns change over time. One of these counters, on Route 124 at the New Ipswich/Greenville town line, has been in place since 1977. Other counters that have been in place for shorter periods of time are presented in Table #2. Locations of traffic counters can be found on Map T-2. Table #2 illustrates the change in volume experienced on these roads between 2001 and 2008.

TABLE #2:
AVERAGE ANNUAL DAILY TRAFFIC COUNTS (2001-2008)

Counter Location	Counter Number	2001	2002	2003	2005	2006	2008	% Change 2001-2008	Annual % Change	Avg Vol
NH 123 at Sharon Town Line	333050	-	1,500	-	1,600	-	1,600	6.7	1.1	1,567
NH 123 / NH 124 West of Currier Rd	333051	5,100	-	-	4,300	-	4,600	-9.8	-1.4	4,667
NH 123 / NH 124 South of NH 123/NH 124	333052	4,400	-	-	4,500	-	4,500	2.3	0.3	4,467
NH 123A at Mass State Line	333053	-	520	-	620	-	540	3.8	0.6	560
NH 123 at Greenville Town Line	333054	-	2,200	-	1,800	-	1,900	-13.6	-2.3	1,967
NH 124 West of Philmart Drive	333055	-	3,000	-	3,200	-	3,300	10.0	1.7	3,167
NH 123 / NH 124 at Souhegan River, West of NH 123	333058	-	4,800	-	-	4,600	5,400	12.5	2.1	4,933
Taylor Rd over West Branch of Souhegan River	333059	-	-	110	100	-	130	18.2	3.6	113
Page Hill Rd over West Branch of Souhegan River	333060	-	700	-	850	-	770	10.0	1.7	773
NH 123A over West Branch of Souhegan River	333061	-	1,200	-	1,100	-	1,100	-8.3	-1.4	1,133
River Rd North of NH 123A	333062	-	820	-	770	-	970	18.3	3.0	853
Tricnit Rd Over Furnace Brook	333063	-	460	-	450	-	530	15.2	2.5	480

Source: NH Department of Transportation, 2010

Between 2001 and 2008, Taylor Road, River Road and Tricnit Road all experienced a steady annual increase in volume, ranging from 2.5% to 3%. Increases in the volume of car and truck traffic along these roadways is not unexpected, given the rapid population growth experienced by both the region and Town since 1970. However, some roadways did experience a decrease in traffic volume between 2001 and

2008. These locations are the intersection of Routes 123/124 west of Currier Road (counter #. 333051), Route 123 at the Greenville town line (counter #. 333054), and Route 123A, where it crosses over the West Branch of the Souhegan River (counter #. 333061).

B. Commuting Patterns

According to 2000 Census figures, New Ipswich has an estimated 2,076 working residents that account for 48% of the Town population. Of these working residents, 593 (28.6%) commuted to work in Town and 1,483 (71.4%) traveled to work outside of Town in 2000. The top commuting locations for New Ipswich residents are listed in Table #3. Approximately 5.6% of residents work in towns adjacent to New Ipswich. In 1999, 36 residents commuted to Greenville, 31 commuted to Mason, 30 commuted to Rindge, 13 commuted to Temple, and 7 commuted to Sharon. Based on the percentage of residents traveling to these locations, it would appear that Routes 123, 123A and 124 carry the greatest amount of commuter traffic.

**TABLE #3:
MAJOR COMMUTER DESTINATIONS FOR WORKING RESIDENTS**

<i>In State</i>		
Destination	# Residents	% Working Population
New Ipswich	593	28.6
Nashua	132	6.4
Peterborough	131	6.3
Jaffrey	106	5.1
Manchester	101	4.9
<i>Other NH Towns</i>	<i>530</i>	<i>25.5%</i>
<i>Out of State</i>		
Destination	# Residents	% Working Population
Fitchburg, MA	54	2.6
Groton, MA	29	1.4
Ayer, MA	24	1.2
Billerica, MA	23	1.1
Bedford, MA	22	1.1
Other MA Towns	320	15.4%
Other States (VT, RI and TX)	11	0.5%

Source: U.S. Decennial Census, 2000

Due to New Ipswich’s proximity to the Massachusetts border, it is not surprising that 472 (22%) of the residents that commute to work outside of Town are traveling to work in Massachusetts. Other residents commuting out of state are traveling to Vermont (0.19%) and Rhode Island (0.14%) for work.

The number of all people who work in Town, regardless of residence, is estimated to be 1,101; of these, 508 (46.1%) commute into New Ipswich from somewhere else. The majority of non-residents commuting into Town are coming from other NH towns such as Manchester (9.8%), Milford (9.3%), Greenville (8.3%), Rindge (6.5%), and Nashua (4.7%). Only 0.04% of commuters traveling to New Ipswich come from towns in Massachusetts. Major employers in Town are listed in Table #4.

CHART #1: RESIDENT COMMUTING PATTERNS

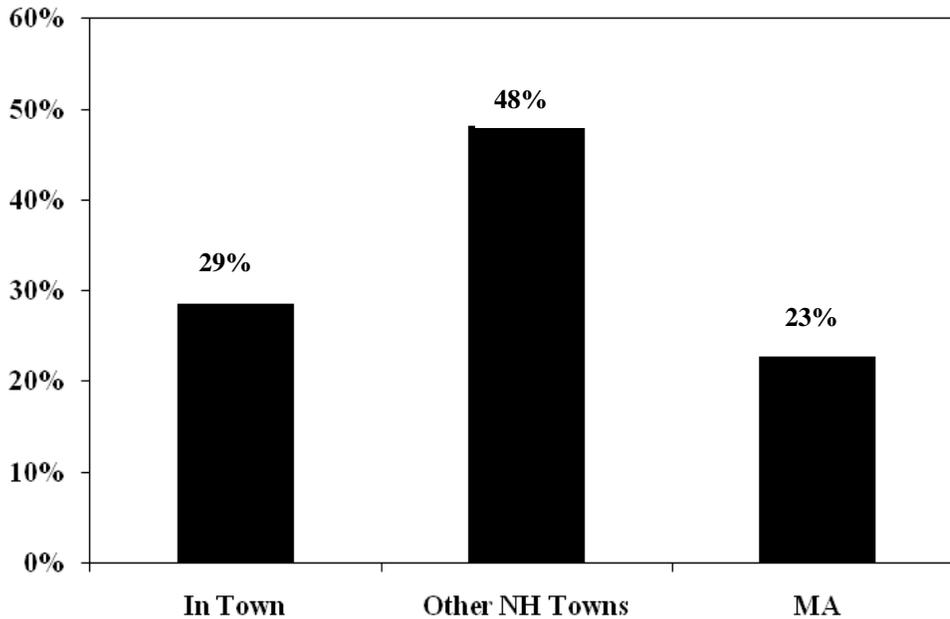


Chart Source: U.S. Decennial Census, 2000

**TABLE #4:
MAJOR EMPLOYERS IN NEW IPSWICH**

Employer	Address	# Employees
Warwick Mills	301 Turnpike Rd	50 - 99
Vanguard Manufacturing Inc	100 Temple Rd	50 - 99
Boynton Middle School	500 Turnpike Rd	50 - 99
S & S Concrete Floors Inc	167 Davis Village Rd	50 - 99

Source: NH Economic and Labor Market Information Bureau, 2010

IV. SAFETY MANAGEMENT

One method for identifying where improvements to the transportation infrastructure are needed is to analyze the location and frequency of accidents that occur in the community. The data below provides a brief overview of known areas of safety concern and automobile accident locations in Town.

Over the course of the past decade, the New Ipswich Police Department has been able to identify areas of safety concern in town. These areas are noted in Table #5 and are identified on Map T-3. Slick road conditions due to snow or freezing rain is the cause of concern for many of these locations. However, there have been multiple crashes within recent years, including one fatality at Route 123 (Turnpike Road) near North Road. Other high crash locations are Ashby Road at the intersection of Main Street and Smithville Road and Route 123 (Turnpike Road) at the Newest Mall entrance.

**TABLE #5:
AREAS OF SAFETY CONCERN**

Location	Safety Concern
Turnpike Rd - Between Windblown Ski Area and the Intersection of Turnpike Rd & Sharon Rd	Slick road conditions during snow or freezing Rain
Turnpike Rd - Between North Rd & West of Davis Village Rd	Slick road conditions during snow or freezing Rain
Greenville Rd - West of Old Wilton Rd on Greenville Town Line	Slick road conditions during snow or freezing Rain
Timbertop Rd	Slick road conditions during snow or freezing Rain
Turnpike Rd - At North Rd	Has experienced multiple crashes,, including 1 fatality
Ashby Rd - At the Main St/Smithville Rd Intersection	Has experienced multiple crashes
Turnpike Rd - At the Newest Mall entrance	Has experienced multiple crashes

Source: New Ipswich Police Department, 2010

Between 2003 and 2010 there were 488 motor vehicle accidents reported in Town. Of these accidents, 37% occurred on Route 123 (Turnpike Road), 11.1% on Greenville Road, and 7.8% on Ashby Road. The number of accidents by year and related injuries and fatalities are listed in Table #6. Information regarding the number of motor vehicle stops made by the New Ipswich Police Department for the period 2005 to April of 2009 are detailed in Table #7.

**TABLE #6.
MOTOR VEHICLE ACCIDENTS (2003-2010)**

Year	Accidents	Injuries	Fatalities
2003	79	18	0
2004	63	20	0
2005	78	21	3
2006	60	26	0
2007	60	11	0
2008	70	20	1
2009	54	12	0
2010 (as of May 1)	24	4	0
Total	488	132	4

Source: New Ipswich Police Department, 2010

**TABLE #7.
MOTOR VEHICLE STATISTICS (2005-2009)**

Category	2009 as of April 30	2008	2007	2006	2005
Total Vehicle Stops	508	2041	1909	877	1228
Total Speed Related Stops	397	1827	1026	567	833
Average Speeds for Citations Issued (Warnings Not Included):	50.8	49.9	53.0	48.8	51.2
Posted Speed :	32.8	31.8	32.4	29.8	30.7
Over Limit By:	18.0	18.1	20.6	19.1	20.5

Source: New Ipswich Police Department, 2010

While Table #7 does not identify on which roads speed violations most frequently occur, it is apparent that speeding in excess of 15 miles per hour over the posted speed limit is a concern in Town. The average reported speed violations in Town have been between 18 to 20 miles per hour over the speed limit. Other areas of safety concern identified by the Planning Board, Town Road Agent and Town Land Use Manager are identified in Table #8. Along many of these locations, which serve as shortcuts to Route 124 and roadways connecting into Massachusetts, there is a perceived increase in traffic volume, particularly truck traffic. In addition to increased traffic, there is concern for slick roadway conditions due to snow and ice along Greenville Road and for poor visibility along Ashby Road.

**TABLE #8.
OTHER AREAS OF SAFETY CONCERN IN TOWN**

Location	Problem	Description
Intersection of Lower Ashby Rd & Ashby Rd	Truck Traffic	Heavy traffic area, serves as shortcut to Massachusetts and to Route 124
Temple Rd & Greenville Rd	Truck Traffic	Heavy traffic area, serves as shortcut to Greenville. This is the only road with “No Thru Trucks” ordinance.
River Rd near Ashby Rd	Traffic	Heavy traffic, serves as shortcut to Ashby, MA
Page Hill Rd to North Rd, Rte 124	Traffic	Heavy traffic, serves as shortcut to MA towns
Ashby Rd & Goen Road	Poor Visibility	Alignment of intersection makes it difficult to see oncoming traffic
Ashby Rd & Willard Rd	Poor Visibility	Dip in road causes poor visibility

Source: New Ipswich Planning Board, 2009; New Ipswich Road Agent, 2009

The Town may consider conducting a Roadway Safety Audit (RSA) for these identified areas of concern as a way to formally address safety problems and to develop recommendations and/or strategies for making roadway improvements. A RSA is a formal, proactive safety performance examination of a roadway or intersection by a multidisciplinary audit team. This team is typically composed of local people that contribute valuable “context sensitive” information and observations that are not ordinarily available to a highway design team through maps, data sets, and other standard tools. It is a qualitative assessment that reports on potential safety issues and identifies opportunities for improvements in safety for all types of road users. SWRPC can be used as a resource for the Town to help facilitate the Roadway Safety Audit process.

V. ROAD AND BRIDGE CONDITIONS

A. Road Conditions

The Town has an acting Road Committee, which is working to develop a multi-year plan to identify and prioritize town roads that will need repair, and project an estimated cost for each improvement. The Committee has identified a list of roads along with the estimated cost of repair and schedule for improvements. These roads are detailed in Table #9. Currently, there are no established criteria for prioritizing and making roadway improvements; however, the Road Committee does meet regularly to discuss which roads in Town are due for improvement, make site visits to identified roads, and focus improvements on the most heavily traveled roads. To accomplish repairs, funding needs to be approved by town voters on an annual basis.

The most recent roadway improvements made by the New Ipswich Highway Department in 2009 include:

- Drainage repairs made to Binney Hill Road, Playground Road, and Lower School Street

- Repavement of Old Wilton Road, Lower School Road, Upper School Road, Porter Hill Road, as well as a section of Malthouse Road
- Installation of catch basins on Academy Road, Playground Road, Lower School Street, Old Wilton Road
- Replacement of Tricnit Road Bridge and roadway repavement

**TABLE #9.
IDENTIFIED ROAD REPAIRS (2012-2016)**

Name	Year	Reclaim	Thickness	Pavement	Total
Poor Farm Rd	2013	\$34,848	3"	\$179,520	\$214,368
Temple Rd	2014	\$54,208	3"	\$279,253	\$333,461
River Rd	2015	0	2"	\$305,850	\$305,850
Lower River Rd	2016	0	2"	\$26,595	\$26,595

Source: Town of New Ipswich Annual Report, 2009

B. Bridge Condition

Bridges are critical components of a highway network. NH DOT maintains a bridge management system to monitor the condition of the State’s bridges and implement effective bridge maintenance practices. NH DOT inspects all bridges that are deemed to be in acceptable condition every two years and all other bridges on a yearly basis. Bridges are rated based on their condition and are categorized as being in one of the following conditions:

Good condition - Bridges that do not need repairs, just scheduled maintenance.

Structurally Deficient - A bridge, due to its deteriorated condition, no longer meets current standards for load carrying capacity and structural integrity.

Functionally Obsolete - A bridge, due to the changing need of the transportation system, no longer meets current standards for deck geometry, load carrying capacity, vertical or horizontal clearances, or alignment of the approaches to the bridge.

Red List - Bridges that require more frequent inspections due to known deficiencies, poor structural conditions, weight restrictions, or the type of construction (such as a replacement bridge installed on a temporary basis).

There are twelve bridges in New Ipswich, of which seven are State-owned. Although the majority of these bridges are in good condition, there are three red-listed bridges and one functionally obsolete/structurally deficient bridge. Table #10 shows a list of bridges in Town and their condition. Map T-1 shows the location and condition of these bridges as well as the bridge number.

The NH 123/124 bridge over the Souhegan River next to the Warwick Mills (bridge #. 157/093) is a red listed bridge slated to be replaced, with a construction year currently set for 2012. The current budget for this bridge is \$3,281,500. Underneath this bridge is a historical arch bridge, which NH DOT intends to keep intact. The Smithville Road bridge over the West Branch of the Souhegan River (bridge #. 113/074) received emergency repair on a failing multiplate pipe and slip lining in April of 2009. The bridge was replaced in 2009.

TABLE #10.
NEW IPSWICH BRIDGE LOCATIONS AND CONDITION

Location	Bridge No.	Owner	Year Built	Condition
Bypassed Historic Bridge over Souhegan River	157/096	Other	1923	Conditions Unknown
Lower Ashby Rd over Souhegan River	137/062	Other	2006	Good
NH 123 A over Unnamed Brook	130/053	State	1936	Good
NH 123A over W Branch of Souhegan River	129/067	State	1936	Good
Taylor Rd over W Branch of Souhegan River	108/070	Other	1981	Good
NH 123 and 124 over Furnace Brook	149/101	State	1964	Good
NH 123 and 124 over Furnace Brook	145/101	State	1964	Good
Tricnit Rd over Furnace Brook	139/106	Other	1950	Good
NH 124 over Otter Brook	057/140	State	1997	Good
Smithville Rd over W Branch of Souhegan River	113/074	State	2009	Good
Old Country Rd over Waterloom Pond Outlet	145/089	Other	2005	Good
NH 123 and 124 over Souhegan River	157/093	State	1900	Red Listed

VI. MULTI-MODALISM

A. Public Transportation

Currently, there is no fixed route public transportation service available in Town. The only services available to residents in need of transportation are the Contoocook Valley Transportation Company’s (CVTC) volunteer driver service, transportation provided by human service agencies for clients enrolled in their programs such as Monadnock Family Services or Monadnock Developmental Services, and private transportation companies, such as Adventure Limousine, Peterborough Taxi, and Thomas Transportation. CVTC is a nonprofit organization that is based in Peterborough, NH. It coordinates a volunteer driver program, whereby volunteers who undergo safety screening, driver training, and a background check provide rides to individuals in need of a ride to a medical appointment, grocery shopping, social events, or other errands around town. Individuals can call a toll free number to arrange for a ride. The service is free for individuals, however, donations are welcome and rides need to be arranged at least five business days in advance.

There is a need for increased, coordinated, affordable and accessible transportation services in Town and surrounding region. One opportunity for the Town to improve the community transportation services offered is the Eastern Monadnock Regional Coordination Council (EMRCC). The EMRCC is a part of a statewide effort to improve the coordination of community transportation in New Hampshire. It is composed of private and public stakeholders that represent users, purchasers and providers of transportation services in the eastern Monadnock region driven by a mission to implement and facilitate a community transportation coordination framework in the region that encourages participation, involvement and support from the entire community and successfully facilitates the creation of inter- and intra-regional services.

B. Pedestrian and Bicycle Facilities

Currently, there is limited walking and bicycling infrastructure in Town. The existing sidewalk network of approximately 0.4 miles extends from the intersection of Turnpike Road and Appleton Road to the Intersection of Turnpike Road and Temple Road. In 2007, the Town in partnership with the Mascenic

School District, was awarded a Safe Routes to School General Grant to improve the travel routes that students use to walk and bike to and from school. This grant allowed the Town to extend the existing sidewalk network approximately 0.25 miles from the intersection of Turnpike Road and Temple Road to the intersection of King Road and Turnpike Road by the Boynton Middle School. Construction for this sidewalk extension was completed in 2010. While this extension will improve walkability and bikeability for students accessing the Middle School, future improvements will need to be made to connect the sidewalk system to the Middle School driveway.

Although there is a limited sidewalk network in Town, there are many opportunities for recreational walking and hiking. Walking paths/hiking trails in Town include:

- The Geoffers' Trail aka Furnace Brook Trail in the Rhoads Easement off of Route 124 (~ 2 miles one way);
- Hoar Pond Nature Trail in Nussdorfer Nature Area (~2 mile loop);
- The shoreline trail at Dam Site No. 35;
- The trail on the Williams Property off Preston Hill Road (~ 0.75 mile one way); and,
- The longest section of the Wapack Trail, which is a 21 mile hiking trail along the north-south Wapack Range that runs from Ashburnham, MA to Greenfield, NH.

The trail crossing the Williams property can be accessed on Main Street at the Old Schoolhouse and Manley Road. However, there remains a need for improved pedestrian access to in-town shopping destinations such as the Newest Mall. Although the addition of sidewalks and lighting can be costly to construct and maintain, it is important for the Town to allow for safe and convenient access throughout its downtown and village centers.

There is a need to examine the bikeability of roadways in Town. State bicycle routes that travel through Town are NH Routes 123, 124, and 45. Route 45 and Route 124 west of Sharon Road are portions of recreational bicycle loops that enter Town. Map T-4 highlights the bicycle routes and existing sidewalk and walking infrastructure in Town. Areas of safety concern for bicyclists include sections along Route 124 that have narrow road shoulders and curves that limit visibility. These sections of concern are Route 124 between its intersection with Route 123 and Wapack Road and Route 123 past Davis Village Road to the Greenville Town Line. In addition to improved bike lanes, there is a need for bicycle facilities in Town. Bicycle racks, widened road shoulders, "share the road" signage, and painted bike lanes are measures that the town may consider to encourage and promote bicycling.

The town may consider conducting an Area Bicycle Review with the help of NH DOT's Bureau of Rail and Transit and SWRPC. Area Bicycle Reviews range from simple to complex and involve municipal officials, regional planning officials, intermodal engineers and planners from NH DOT, and other interested individuals. As part of the review, these officials tour the area to be examined on bicycle (a route ranging in distance from 15-40 miles) and examine potential improvements to be made along the way to improve bikeability. These reviews serve to raise awareness and network local and regional officials. They have the potential to mobilize people interested in active transportation toward better cycling and walking infrastructure.

VII. GOALS AND RECOMMENDATIONS

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

Recommendations:

- Develop a policy outlining the conditions under which the Town would accept a pre-existing private road as a Town road.
- Establish a system for safety inspections of Town owned roads/bridges.
- Establish criteria for prioritizing and making road improvements.
- Establish a system for the public filing of complaints/comments on the condition of roads, snow removal, icy conditions intersections, and signage.
- Investigate the use of appropriate traffic calming measures to discourage high speeds and to direct traffic around neighborhoods.
- Conduct a Road Safety Audit and develop recommendations and/or strategies for making safety improvements.

B. Goal: Guard against unsightly strip development along roads and highways.

Recommendations:

- Evaluate roadways in Town for potential designation as Scenic Roadways under RSA 231:157 and RSA 231:158, V.
- Incorporate into the Town Road Construction Standards aesthetic and landscaping requirements.

C. Goal: Encourage the planning and development of safe, accessible, and efficient bicycle/pedestrian infrastructure for community and recreational purposes.

Recommendations:

- Establish a volunteer committee to investigate the feasibility of establishing a local bicycle path network.

D. Goal: Improve and enhance affordable and accessible transportation services in Town and in the surrounding region.

Recommendations:

- Support opportunities for introducing new and enhancing existing public transportation services that are affordable, accessible, and environmentally friendly.

E. Goal: Lessen impacts of roadways on habitat and open space fragmentation.

Recommendations:

- Allow narrower pavement and/or right-of-way width for subdivision roads that have lower traffic volumes and design speeds.

- Amend Subdivision Regulations that requires all vegetation be removed from a right-of-way and establish “clear zone” design standards for snow storage and sight distance.

F. Goal: Protect the Town’s roads and landscapes from the indiscriminate erection of unsightly signs.

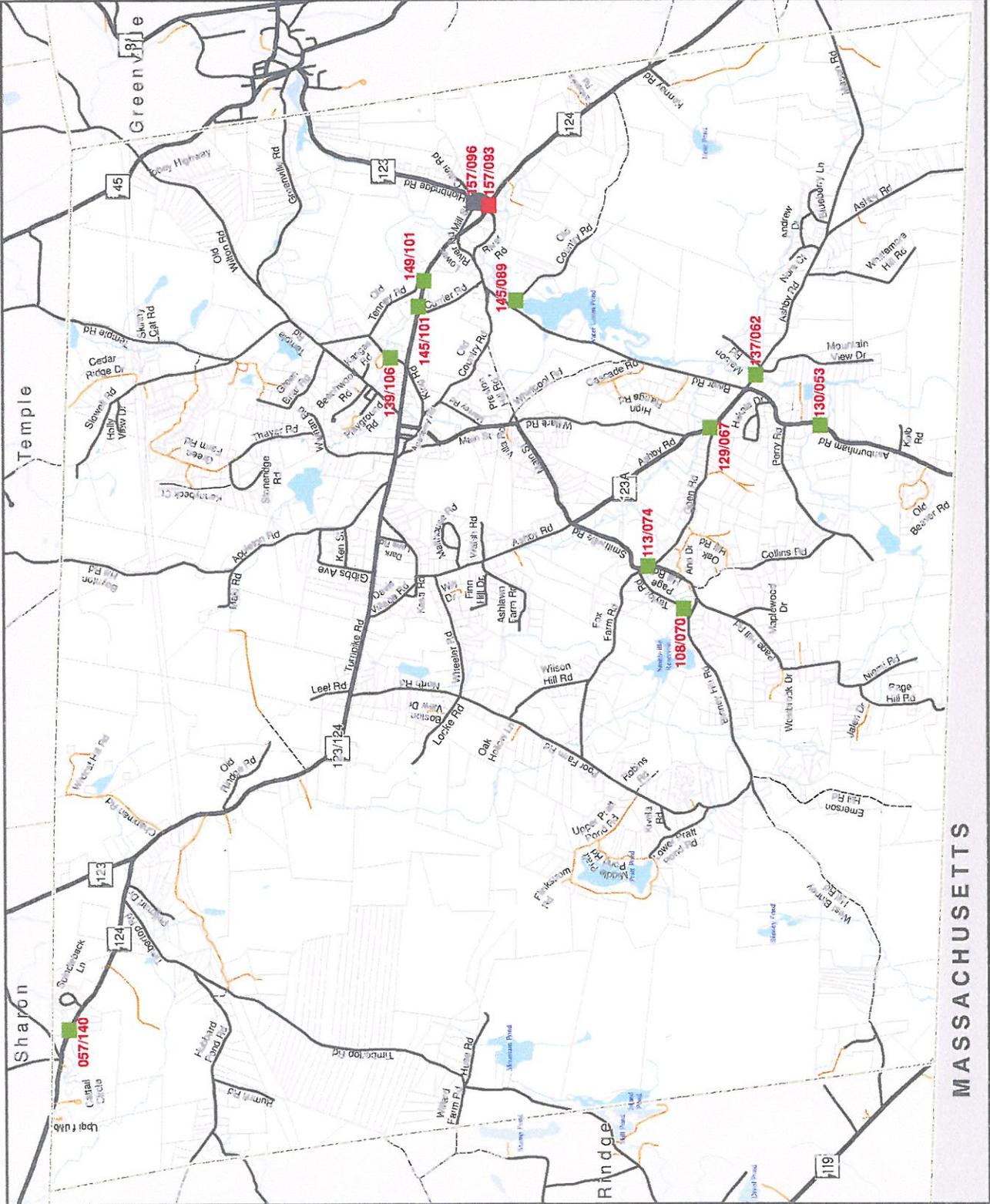
Recommendations:

- Review the New Ipswich Zoning Ordinance Article XIII. Section F. Signs for potential revisions.
- Enforce Article XIII. Section F. Signs of the New Ipswich Zoning Ordinance.

Map T-1: Transportation Infrastructure

- Bridge Condition**
- Good
 - Red Listed
 - Closed
- State Road Classification**
- Class I, II
 - Class V
 - Class VI
 - Private Roads
 - Lake or Pond
 - River or Stream
 - Parcel Boundary

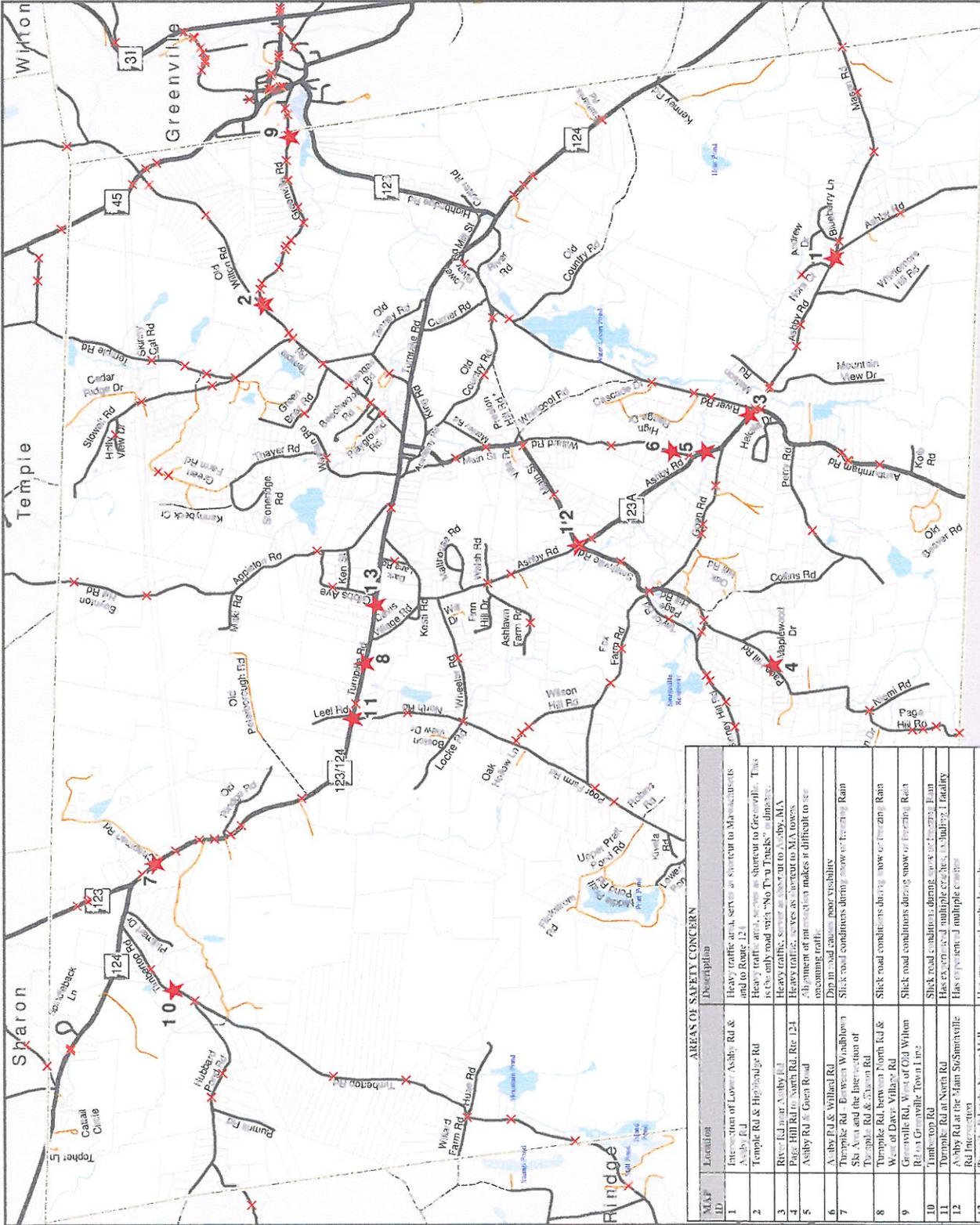
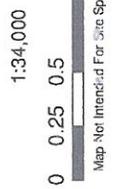
1:34,000
 0 0.25 0.5 1 Miles
 Map Not Intended For Close Specific Work



Map T-3: Accident Locations

- x Crashes (2008-2011)
- ★ Areas of Safety Concern
- State Road Classification**
- Class I, II
- Class V
- Class VI
- Private Roads
- Lake or Pond
- River or Stream
- Parcel Boundary

Sources: NH Department of Transportation, 2011;
Town of New Ipswich Planning Board and
Road Agent, 2010



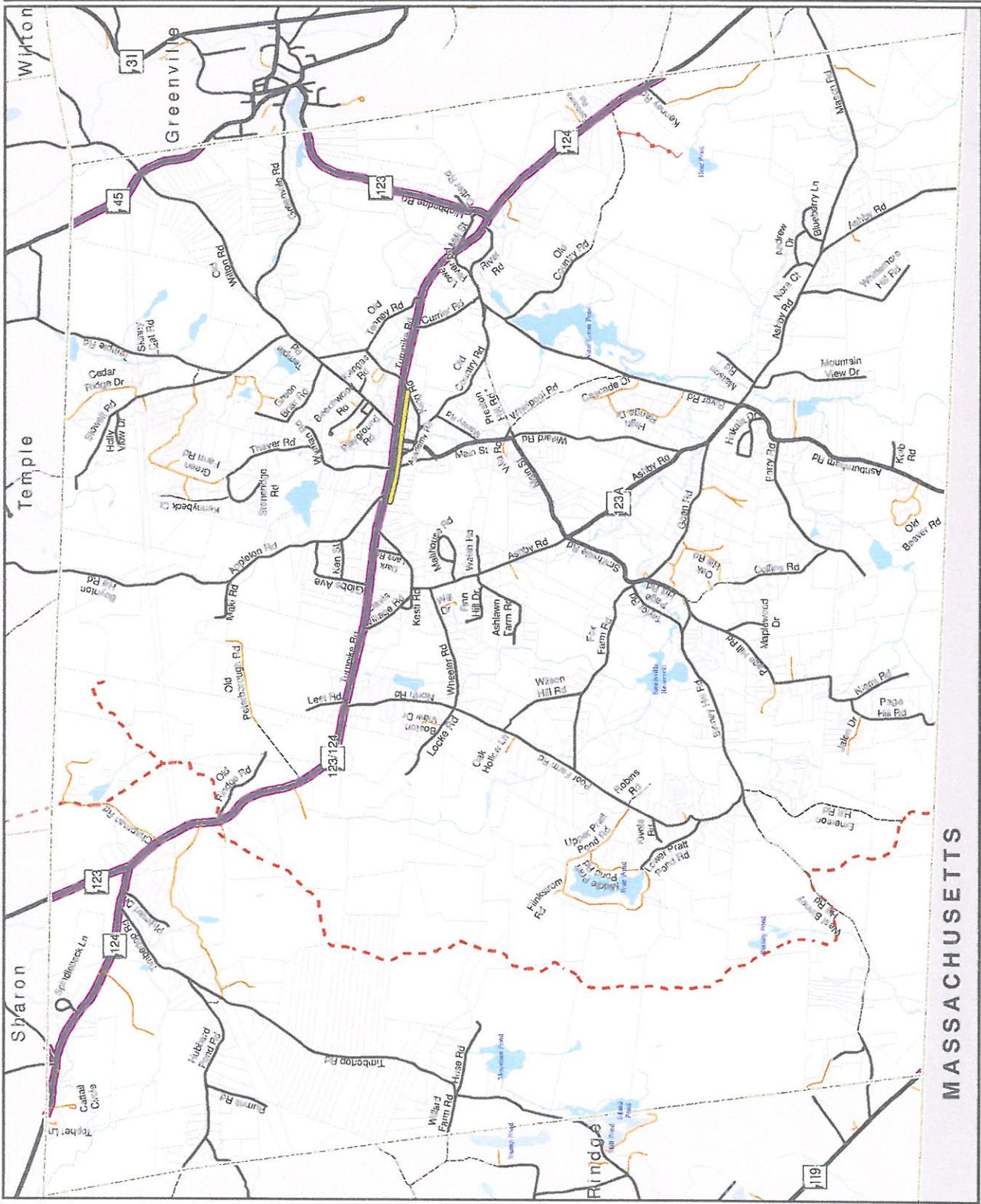
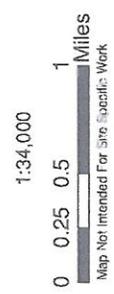
MASSACHUSETTS

MAP ID	Location	Description
1	Intersection of Lower Ashby Rd & Ashby Rd	Heavy traffic area, serves as shortcut to Massachusetts and to Route 124
2	Temple Rd & Hopkinton Rd	Heavy traffic area, serves as shortcut to Greenville. This is the only road with "No Turn Trucks" in district.
3	River Rd near Ashby Rd	Heavy traffic, serves as shortcut to Ashby, MA
4	High Hill Rd, North Rd, Rte 124	Heavy traffic, serves as shortcut to MA towns
5	Ashby Rd & Green Road	Alignment of intersection makes it difficult to see oncoming traffic
6	Ashby Rd & Willow Rd	Dip in road causes poor visibility
7	Thompson Rd - Between Windblown St. Area and the Intersection of Thompson Rd & Sharon Rd	Slick road conditions during snow or freezing rain
8	Thompson Rd, West of Old Wilton	Slick road conditions during snow or freezing rain
9	Greenville Rd, West of Old Wilton	Slick road conditions during snow or freezing rain
10	Thompson Rd	Slick road conditions during snow or freezing rain
11	Ashby Rd at the North SoSullivanville Rd Intersection	Has experienced multiple crashes, including 1 fatality
12	Ashby Rd at the Northeast Mall	Has experienced multiple crashes
13		

Map T-4: Multi-Modalism

-  Sidewalk
-  Town Trails*
-  Wapack Trail
-  State Recommended Bicycle Route
- State Road Classification**
-  Class I, II
-  Class V
-  Class VI
-  Private Roads
-  Lake or Pond
-  River or Stream
-  Parcel Boundary

*Trail data represents all data recorded by SWRPC and the Monachock Conservancy



CHAPTER VIII

CONSERVATION AND PRESERVATION ANALYSIS

OPEN SPACE, FARMS, AND FORESTS

To a large extent it is open space that defines the rural character of any town. It is important to preserve open land and especially land that provides habitat for wildlife populations and land that has value for agriculture and forestry. Granting of conservation easements is an effective method of preserving open space while allowing the grantor to continue to use and own the land. The town can also protect valuable tracts by accepting outright donations of land for conservation purposes.

The state's Current Use law can help to preserve open space for wildlife, recreation, agriculture, and forestry. However, since the Current Use law is continuously under scrutiny and undergoing change, the town must continue to develop its own techniques for supporting agriculture and forestry.

The Conservation Commission is responsible for monitoring and managing land that has been given to the town for conservation purposes as well land on which the town holds conservation easements. The selectmen need to provide the enforcement authority necessary for the commission to make on-site inspection and see that abuses are prevented.

The Conservation Commission should continue to keep an updated inventory of protected open space and begin to identify key pieces of land for future protection.

GRAVEL AND SAND

New Ipswich has within its borders an abundant supply of sand and gravel; this is a valuable and non-renewable resource which needs to be protected and conserved. Although planning boards have been charged with the responsibility for gravel pit regulation, few have the resources to regulate pits effectively; the New Ipswich board is no exception. Towns need to adopt empowering ordinances to assure that state laws governing excavations and gravel pits are strictly enforced.

RIVERS, PONDS, STREAMS, AND WETLANDS

The Souhegan River has been a major factor in shaping the topography of the area as well as the growth and development of New Ipswich. The river is a source of power, with a hydro-electric plant at the dam on Water Loom Pond. The Souhegan also supports a variety of wildlife and provides opportunities for fishing, boating, and other water activities. New Ipswich is also fortunate in the number of brooks, streams, and ponds that are evident in almost every section of the town, all providing sources for recreation and enhancing the scenic quality of the area. A significant portion of land in the town is in wetlands, supporting wildlife and protecting the aquifer.

Water is an invaluable resource. Ponds and wetlands are especially vulnerable water sources because once contaminated, they have very limited capacity for revival. The density of residential development around Pratt Pond places it in serious jeopardy. The density of housing and the existence of ancient septic systems makes water in the Center Village especially vulnerable to contamination.

One of the town's highest priorities must be water protection. The threat of water pollution and contamination cannot be ignored. There is an immediate need to determine the magnitude of the problem, and that can only be done by an extensive water testing program. Assistance from the state is available through the Groundwater Protection Act passed in 1991. The state has responded to threats upon water sources by imposing special restrictions on development and building in proximity to ponds, streams, and rivers.

The New Ipswich Conservation Commission has in recent years experienced considerable success in its efforts to protect Hoar Pond through land acquisition and conservation easements. It has also been instrumental in providing greater public access to the Souhegan River, safeguarding its shoreline through conservation easement, and protecting Furnace Creek, one of its tributaries. The town must stay alert to other opportunities to protect and provide public access to its ponds, streams, and the Souhegan River.

SITES OF HISTORIC IMPORTANCE

The protection and conservation of open land, natural resources, and water is essential. Also of importance is the preservation of sites of historic and aesthetic value. The selectmen should establish a Preservation Task Force. The charge to it should be to make an inventory of houses, buildings, and sites of historic, aesthetic, or environmental worth; place those in priority order; develop a preservation plan; and seek funds and grants to implement the preservation plan. Preservation of the town's most valuable assets cannot be left to happenstance. Unless responsibility is fixed and plans drawn up, those assets will deteriorate or be destroyed.

CHAPTER IX

EXISTING LAND USE

I. INTRODUCTION

The manner in which land is used is an essential element in any master plan. It is an indication of things that are of importance to its residents and is the backbone of a community's character. Likewise, the misuse of land within the community will reduce the enjoyment and sense of place for members of the community and can cause irreversible damage to the community character that was once enjoyed by its residents and visitors.

In accordance with RSA 674:2, a master plan must contain at least a Vision Section and a Land Use Section. The Land Use Section of a master plan translates the Vision Section into physical terms. Within this section, references are made to other sections of this master plan which ultimately link to the vision of the town.

The Land Use Map (Map #1) portrays the location and approximate acreage devoted to each of the major categories of land use, the specific use to which it is put, and the relationship of one use to another. Map #3 shows the existing development pattern. This information is essential in evaluating the status of a community, determining zoning needs, establishing land use regulations, identifying land available to support growth, and in considering demands for roads and utilities.

The total land area of New Ipswich is 33.4 square miles, or 21,376 acres. Of this, approximately 15% is presently used for residential, commercial, industrial, agricultural, civic, public and recreational purposes. The remaining 18,170 acres are in woods, wetlands, and undeveloped open forested land. Much of this acreage is in current use or conservation easement on existing residential lots. Surface water covers about 130 acres.

II. LAND USE CATEGORIES

An analysis of the way the land is being used is an important part of a master plan. The first step in the land use analysis is to classify the various structures, uses and land areas that exist in New Ipswich. A land use classification system must be developed so that each use can be described in concise and easily understandable terms.

In general, land is classified according to its physical characteristics and/or the present activity that occurs on it. The following is a listing and description of the standard land use categories used to prepare a Land Use Map:

RESIDENTIAL:

Residential land use is broken down into three designations: Single Family, Two Family, and Multifamily Residential. The colors used to show these designations are white, yellow, and orange respectively. Residential development in town is mostly single family development with some occurrences of two family and multifamily units scattered throughout. The two family and multifamily units are blended in with the single family units to prevent an undue concentration in any portion of town.

Several factors should be taken into consideration for future residential development including transportation needs and patterns, developmental constraints, environmental concerns, and linkages to open space and wildlife corridors.

Population and Housing Analysis, Chapter IV, gives a detailed description of the town's housing as of 1990 and projects future housing needs. Updated information will be available upon completion of the 2010 US Census and should be incorporated into that section.

Goals and Objectives, Chapter III, suggests ways in which housing developments may be designed in a cost effective way to enhance the quality of life in New Ipswich and contribute to achieving the goals we have for our town. As the needs of the population change, so should these goals and objectives. A periodic review is beneficial to best meet these needs and plan for the future needs of our residents.

COMMERCIAL AND INDUSTRIAL:

Lots on which there is a commercial or industrial enterprise are designated on the land use map in red. Presently, there are no Commercial or Industrial Zones designated within the town. All commercial and industrial uses are approved as a special exception by the Zoning Board of Adjustment.

The commercial activities that occupy the largest acreage of land in New Ipswich are gravel excavation, logging, and recreation. The largest area designated on the map as commercial is the Windblown Cross Country Ski complex in the northwest section of town. In addition, the Newest Mall offers a variety of retail units along Turnpike Road. .

There are several manufacturing businesses operating in New Ipswich. The two largest are Warwick Mills on Turnpike Road and Vanguard Manufacturing (ladders and scaffolding) on Temple Road. Construction companies and enterprises associated with construction are important to the town's economy. While there are a concentration of construction companies at Appleton Business Center, most construction companies are scattered throughout the town and do not occupy enough land to show on the land use map.

The full extent of the development of home based businesses is not now known. The continuation and addition of home businesses in New Ipswich could be of significant economic benefit without compromising the rural character of the town. The expansion of broadband services throughout the state are creating more of these economic opportunities. Statewide efforts are currently underway to make this a reality for all communities. Local support for home occupations should be a priority since it promotes economic growth and reduces the dependence on motor vehicles/commuting to work.

Economic Analysis, Chapter V, contains an analysis of the commercial and industrial development in New Ipswich and in the region.

Goals and Objectives, Chapter III, provides suggestions for broadening the town's tax base through economic development while maintaining the rural character of New Ipswich. It is essential to continue to support the businesses located in town and to provide for managed growth.

AGRICULTURE, FORESTS, CONSERVATION AND LAND UNDER CURRENT USE:

Most of the town's agriculture is now in hay fields and pick-your-own berry farms; agricultural land is indicated in green. Forest land is indicated in tan for managed forests and brown for unmanaged forests.

Land devoted to both forest categories has more than doubled in the past decade. Some of the town's managed forest land is owned publicly, some is owned by conservation agencies, and most is privately owned and protected by conservation easements.

There are approximately 2,400 acres of conservation land within town. Of this, the town has ownership of approximately 175 acres and the state owns approximately 200 acres. Other parcels are held in private ownership or held by a third party such as a land trust. The New England Forestry Foundation and the Society for the Protection of New Hampshire Forests are the largest holders of conservation easements.

Approximately 12,000 acres is under Current Use status. This is largely due to the many development constraints within our town, such as steep slopes. Land that is under Current Use is assessed at a reduced rate as long as the use of the land is not changed. Such land is not designated on the land use map as permanently protected, since upon payment of a penalty, the land may be taken out of Current Use. However, zoning ordinances play a role in the development possibilities on some of these parcels.

Goals and Objectives, Chapter III, and Open Space Plan, Chapter XI, deal with strategies for preserving and protecting open spaces in the town.

GOVERNMENTAL AND EXEMPT:

This category includes land that is town, state or federally owned and exempt properties. Town owned properties include establishments and facilities supported and used by the public such as housing for town departments, town offices and facilities, the landfill, parks, playgrounds, and cemeteries. Other exempt properties include schools, churches, the library, the historical society, and other public agencies.

It is unlikely that these parcels will be made available for private development; however, the possibility remains unless they are put into conservation.

Community Facilities, Chapter VI, provides detailed information regarding town services and town properties.

ROADS AND HIGHWAYS:

Town and state roads are identified on the land use map according to the classification of the road. Although roads and highways are not usually thought of as a “use,” they do have a significant effect on defining and controlling how land is used and how a community grows and develops.

Access to properties, whether public or private, road or driveway, is significant to the development of each individual parcel. Poor access management has been considered one of the causes of sprawl in many communities throughout the country. A Roadway Management Plan, including access restrictions, will help to provide guidance and standards that can be followed to ensure smart growth methods are utilized. Roadway Safety Audits are also methods of providing valuable data in decisions involving future developments. These are discussed in greater detail in Chapter VII.

Chapter VII, Thoroughfare and Transportation Plan, gives an analysis of New Ipswich's present road system and projections of future needs. A series of detailed transportation maps provide a visual description of the status of the town's road system.

Chapter III, Goals and Objectives, offers general guidelines for maintaining and improving town roads.

RIVERS, PONDS, WETLANDS, AND AQUIFERS:

Our water resources are some of our most sensitive natural resources that need to be protected. They serve many important functions such as drinking water, flood storage, recreation, and important habitat areas for many aquatic and wildlife species. Maintaining water quality should be a priority in considering future developments. Pressures for development along these areas is on-going because of the desirability to live along lakes and rivers. Maintaining strong regulations regarding the development and use of properties that may have an impact on water degradation or wildlife habitat is essential. Equally important is enforcement of the regulations as well as public outreach and education.

The Souhegan River has been a major influence in shaping the topography of the area as well as the growth and development of the town. It is still used as a source of power with a hydro-electric plant at the dam on Water Loom Pond. The Souhegan Watershed Association provides a resource for information and has developed the Souhegan River Watershed Management Plan which has been included in the appendix of this master plan. The river supports a variety of aquatic and wildlife species both in the river and along its corridor. Anglers, paddlers, and others enjoy the recreational opportunities offered by this valuable natural resource. Appendix 4, Souhegan River Watershed Management Plan, offers valuable information for the protection of this river as well as other water bodies. Updates to the management plan and implementation efforts should be included as part of this master plan as they become available.

New Ipswich is also fortunate in the number of brooks, streams, and ponds that are evident in almost every section of the town, all providing sources for recreation and enhancing the scenic quality of the area. These contribute to the formation of large wetland complexes, which are wetland areas that are five acres or more. The largest of these complexes is Tophet Swamp located in the northwest corner of town and containing over 700 acres of wetlands.

The source of drinking water in town is through wells supplied by stratified drift aquifers below the surface. These aquifers are primarily located along the Souhegan River Watershed area and the Gridley River valley (see Map 3, Chapter XI). Groundwater recharge of these aquifers is necessary to maintain an adequate supply of drinking water. Therefore, keeping impervious surface to a minimum will allow surface water to remain in the area. Equally important are the restriction of uses that could release contaminants into the ground, and the methods of stormwater discharge. Restrictions within the Zoning Ordinance, Site Plan Review and Subdivision Regulations are important to provide the necessary restrictions for maintaining healthy aquifers.

The land use documents mentioned above provide protection through restrictions and standards for all of these water resources. They should be reviewed and updated annually to provide guidance in land use decisions. Best management practices should also be required for all new developments including roadwork.

The Open Space Plan, Chapter XI, provides additional information on water resources including aquifers (groundwater). The New Ipswich Natural Resource Inventory also provides additional information and identifies 23 ponds and 4 rivers, as well as other smaller streams (Appendix 3).

III. NATURAL FEATURES

TOPOGRAPHICAL DEVELOPMENT CONSTRAINTS:

A significant portion of our land is in wetlands, steep slopes, rock ledge, and shallow bedrock soils, as shown on the Development Constraints Map (Map 2). We who live here know that we are a town of hills and valleys. We have a topography that provides superb views and scenic splendors and one which defines and limits the uses to which land can best be put. To some extent, topography and soils play a role in the trends and patterns of development. Topography often plays a role in the location of houses and businesses. Therefore, parcels that are easily accessible and close to the main roads are generally preferred over steep lots that offer limited use of the entire parcel. Rich, healthy soils, on the other hand can greatly influence the areas chosen for agricultural uses, regardless of the location. Soil types also play a significant role in the ability to accommodate septic systems, road and building construction. While these natural resources are considered as development deterrents or constraints, they can also add to the property values, quality of life, and ultimately to the character of our community.

The Town's Conservation Overlay District includes the Flood Plain, Steep Slopes, and Wetlands and Surface Water Conservation Overlay Districts. These provide guidelines for development within areas containing constraints of this nature. Periodic reviews of the requirements and restrictions contained in these overlay district ordinances should be performed to ensure that the desired goals are being met. Additional innovative options are available and may provide supplemental protection of areas with high conservation values. These include, but are not limited to, viewshed protection, erosion and sediment controls, and habitat protection.

RECREATIONAL BENEFITS:

Although our steep slopes are not suitable for development, they make a valuable contribution to the recreational uses of the land. The hills, valleys, and rivers of the town provide opportunities for outdoor family activities which include hiking, biking, cross-country skiing, snowshoeing, riding, canoeing, kayaking, and fishing. The Land Use Map (Map 1) indicates the Wapack Trail and other established hiking trails.

Community Facilities, Chapter VI, lists and describes the recreational facilities available in New Ipswich.

IV. LAND USE REGULATION

LAND USE DOCUMENTS:

The development of a master plan forms the basis of land use regulations such as the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations. These land use documents are guided by this plan and provide more specific rules for "where" and "how" the land is developed. The Subdivision and Site Plan Review Regulations provide design standards and guidelines for development, whereas the Zoning Ordinance establishes the districts in conjunction with the Zoning Map. It also specifies the permitted uses, allowable density and dimensional requirements within these districts.

Although the master plan is not a legal document, it is a prerequisite for a town to adopt other legal documents such as the Zoning Map, Zoning Ordinance, Capital Improvement Program, Growth Management Ordinance, and the adoption of a Historic District.

The first set of Subdivision Regulations was adopted by the Planning Board in 1986 followed by the Site Plan Review Regulations two years later in 1988. During that time period, the Town of New Ipswich adopted the Zoning Ordinance at the 1987 Town Meeting. Also of importance to the development of properties in the town was the adoption of the Building Code in 2006 and more recently the International Building Code in 2009.

ZONING DISTRICTS:

New Ipswich has four types of zoning districts: two Village Districts, Rural District, and Conservation Overlay District. The locations of the districts are indicated on the Land Use Map (Map 1) in this chapter.

The village districts are Bank Village, Smith Village, and Center Village. By special exception some limited commercial activities are allowed in Bank and Smith Villages and somewhat more extensive commercial is permitted in the Center Village. Those activities are defined in the New Ipswich Zoning Ordinances.

The majority of the land area of New Ipswich is in the Rural District where residential and some limited commercial development is permitted as described in the town's zoning ordinances. Other development in the Rural District may be permitted by special exception.

The Conservation Overlay District is defined as any land that is in the floodplain, land that has slopes exceeding 15%, and land containing wetlands or surface waters. The Conservation Overlay District is comprised of the Floodplain Overlay District, Steep Slopes Overlay District, and Wetlands and Surface Water Conservation District. These districts contain respectively land that is in the floodplain, land located in steep slopes and land containing wetlands or surface waters. The districts have more stringent constraints on land use.

Zoning ordinances and zoning districts need to be reviewed on a regular basis to assure that they continue to contribute to the established goals for the town. The implementation of innovative land use practices, RSA 674:21, should be considered as a method of using alternative approaches to the development of land. These approaches encourage flexibility by permitting departures from traditional development techniques and promote better land use by recognizing the unique characteristics of individual sites. These techniques can help the community grow in a way that is consistent with the stated goals and objectives, while protecting our natural resources and maintaining our rural character.

Chapter III, Goals and Objectives, makes numerous recommendations for reviewing and revising the zoning ordinance.

V. LAND USE TREND

Table # 1 shows the eight largest properties with development potential in New Ipswich including their current use. This information is helpful to see for potential future development possibilities. The data indicates that the topography may constrain development in many of the parcels.

TABLE # 1
8 Largest Properties in New Ipswich with Development Possibilities

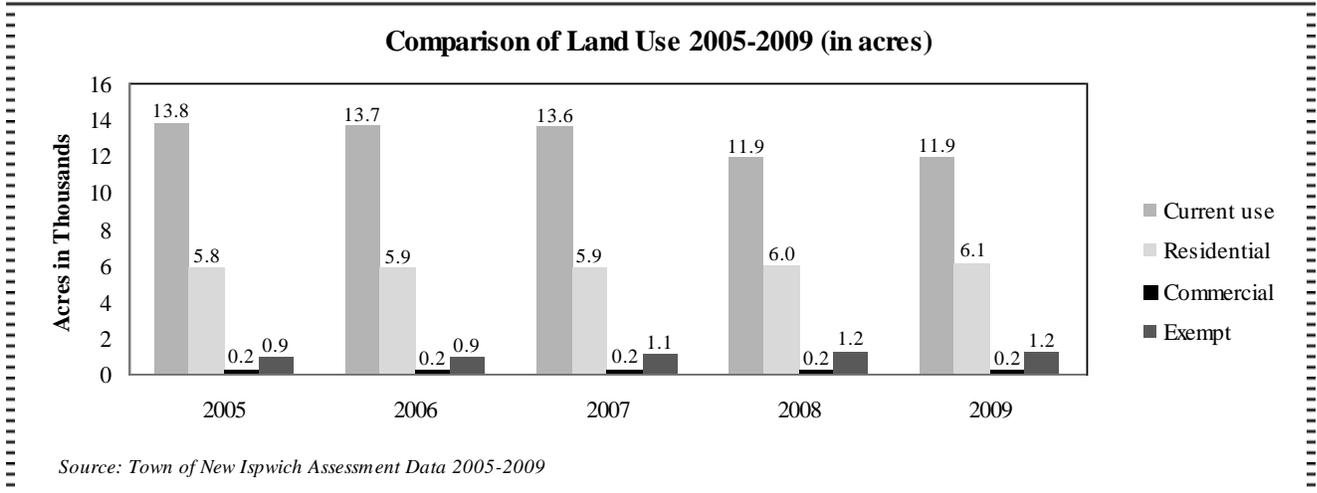
	PROPERTY OWNER	ACRES	STREET	USE
1	New Alliance Bank	436 acres	Old Country Rd.	Residential
2	Bruce White	317 acres	Turnpike Rd.	Commercial/ Industrial
3	New England Forestry	294 acres	Timbertop Rd.	Managed Hardwood
4	Traditions Village Realty	293 acres	Skinny Kat Rd.	Residential
5	A. Jenks/ Peppard Trust.	219 acres	Turnpike Rd.	Residential
6	William & Katherine Hoag	218 acres	Huse Rd.	Residential
7	Maki/ Meehan	197 acres	Boynton Hill Rd.	Residential
8	Draper Properties, Inc	192 acres	Ashburnham Rd.	Managed Hardwood

Table # 2 and Chart #1 show a comparison between the land uses for the years between 2005 and 2009. The most significant change occurred in the amount of land in current use, which decreased by almost 2,000 acres, or close to 10% of the total and area. This decrease is reflected by an increase in the amount of land in residential use by 240 acres and suggests a significant trend in conversion from forested land to residential use. Unlike some of the other towns in the region, there are few seasonal homes in town. In looking at the current land use maps, the concentration of homes are along the main transportation corridors and the Village Districts.

TABLE # 2
Comparison of Land Use 2005-2009 (in acres)

	2005	2006	2007	2008	2009
Current use	13,782.45	13,726.24	13,582.07	11,918.01	11,897.01
Residential	5,828.39	5,857.61	5,902.16	5,984.94	6,069.52
Commercial	203.84	229.26	231.6	227.595	220.15
Exempt	932.86	932.86	1,058.41	1,159.74	1,160.61

CHART # 1



The Rural District has many large lots that could be ripe for development depending on the suitability of the land such as soils, slopes, wetlands, etc. Infrastructure also hinders some of these large parcels with the lack of a sufficient road system nearby. The undeveloped parcels are shown on the Existing Development Pattern Map (Map 3) in this chapter.

The Zoning Ordinance recognizes the importance for concentrating some of the future development and therefore permits the “clustering” of homes in all districts in cluster developments which require the conservation of a large percentage of the parcel. It is innovative approaches like this that will help reduce the sprawl effect that is occurring in many areas of the state and will require the conservation of a large percentage of the parcel.

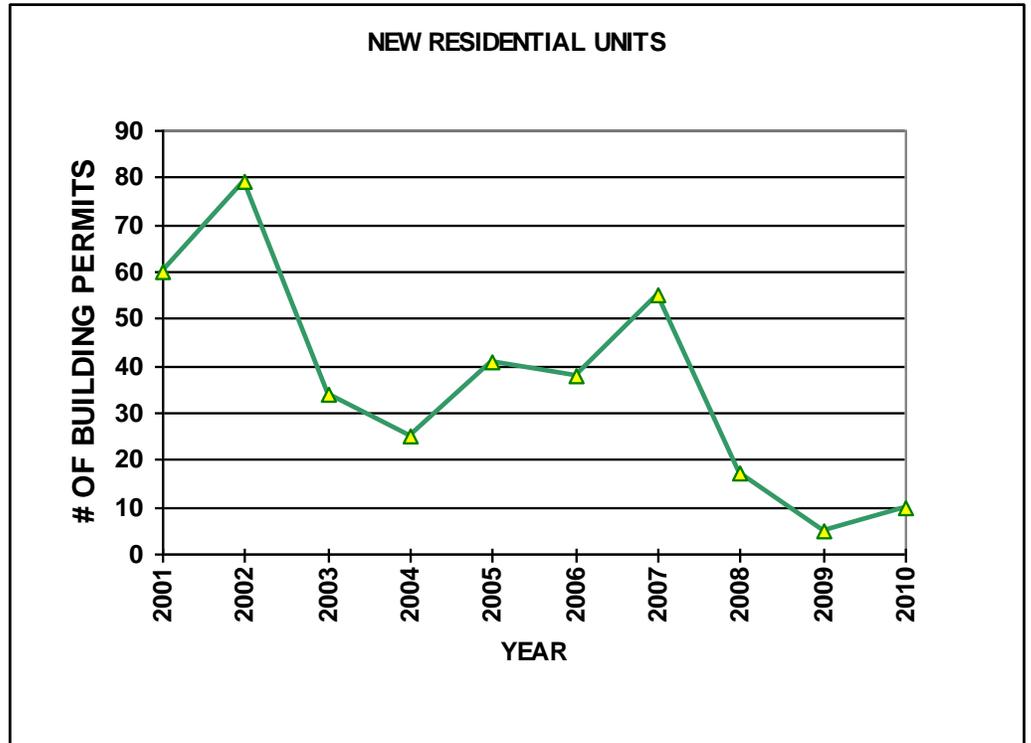
NEW HOUSE CONSTRUCTION

Chart # 2 shows a sharp decline in the number of building permits that were issued for new house construction between the years of 2001 to 2010. The most recent figure for the number of building permits issued is markedly lower than the number issues ten years ago.

CHART # 2

New Residential Permits/ Units 2001 - 2010

Year	# of Building Permits
2001	60
2002	79
2003	34
2004	25
2005	41
2006	38
2007	55
2008	17
2009	5
2010	10



Source: Town of New Ipswich Building Permits Issued 2001-2010

Sharon

Temple

Greenville

Rindge

Town of New Ipswich, NH

Map 1: Land Use Map

- Town Facilities**
- Fire Station
 - Town Offices
 - Police Station
 - Transfer Station
 - Schools

- Zoning District Boundaries**
- Village District I
 - Village District II
 - Rural District

- Land Use***
- Single Family Residential
 - Two Family Residential
 - Multifamily Residential
 - Commercial / Industrial
 - Exempt
 - Farm Land
 - Managed Forest
 - Unmanaged Forest
 - Utility - Electric

* Source: 2010 Town Assessor Records

- Wapack Trail
- Land in Conservation
- Lakes and Ponds
- Rivers and Streams

1:34,000

0 0.25 0.5 1 Miles

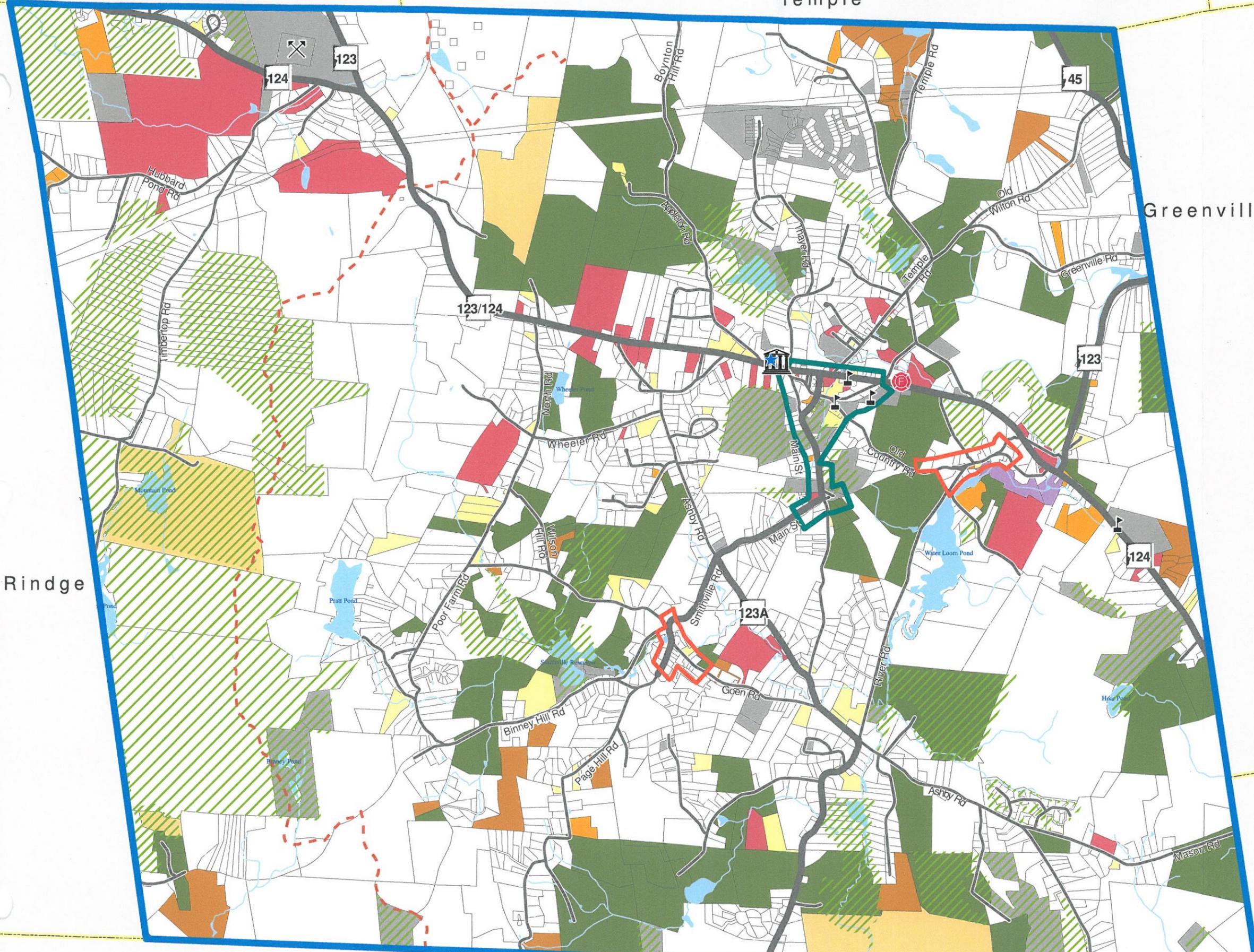
Map Not Intended For Site Specific Work



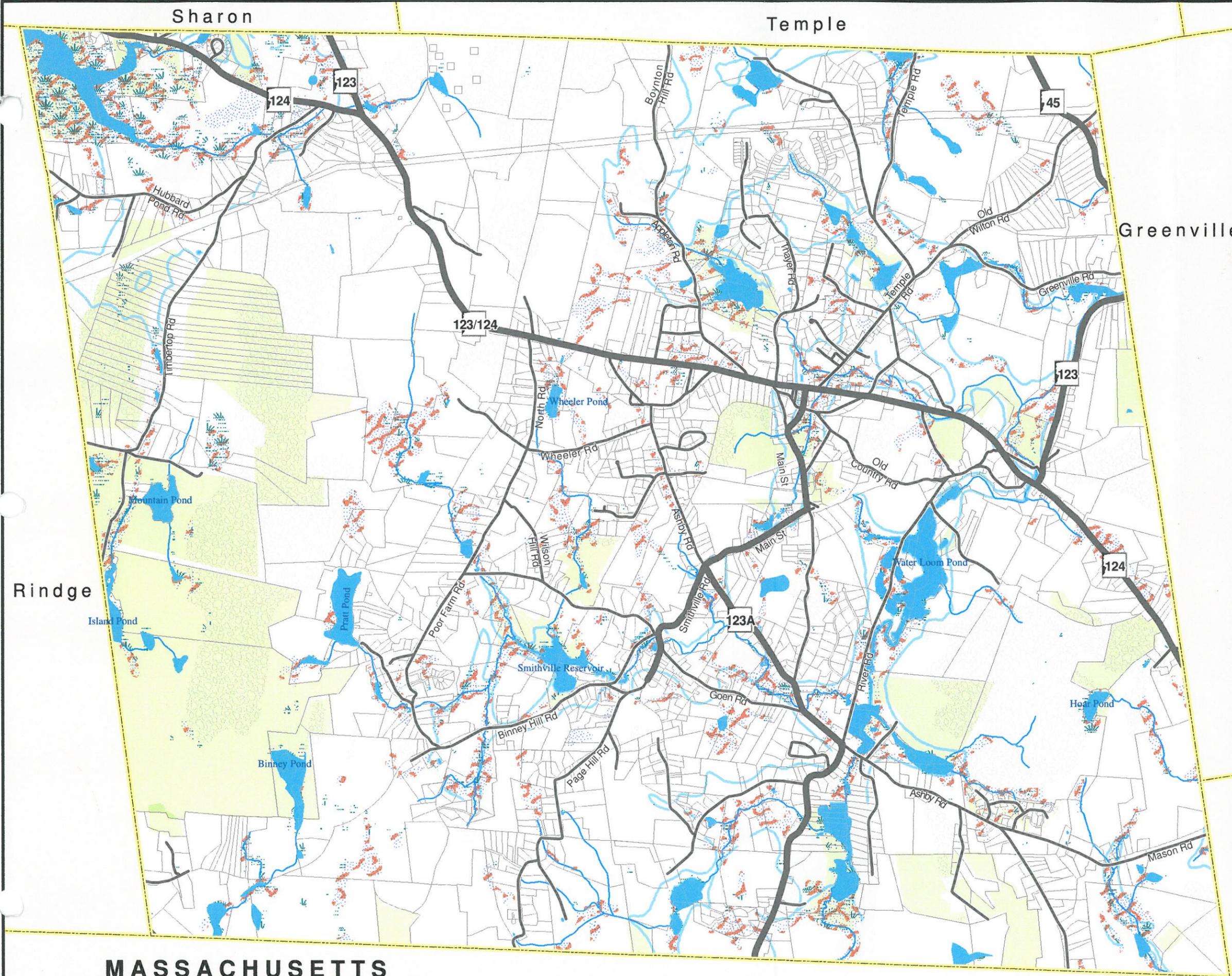
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Digital base information provided by the
 New Hampshire Geographically Referenced Analysis
 and Information Transfer System (GRANIT)

MASSACHUSETTS



Map 2: Development Constraints



Parcel Boundary

State Road Classification

Class I, II

Class V

Constraints Examined

Slopes > 25% Selection

Shallow to Water Table (Less Than 1.5')

Poorly and Very Poorly Drained Soils

Depth to Bedrock 40' or Less

Conservation Land

Lakes and Ponds

Rivers and Streams

Stratified Drift Aquifer

Wetlands

1:34,000

0 0.25 0.5 1 Miles

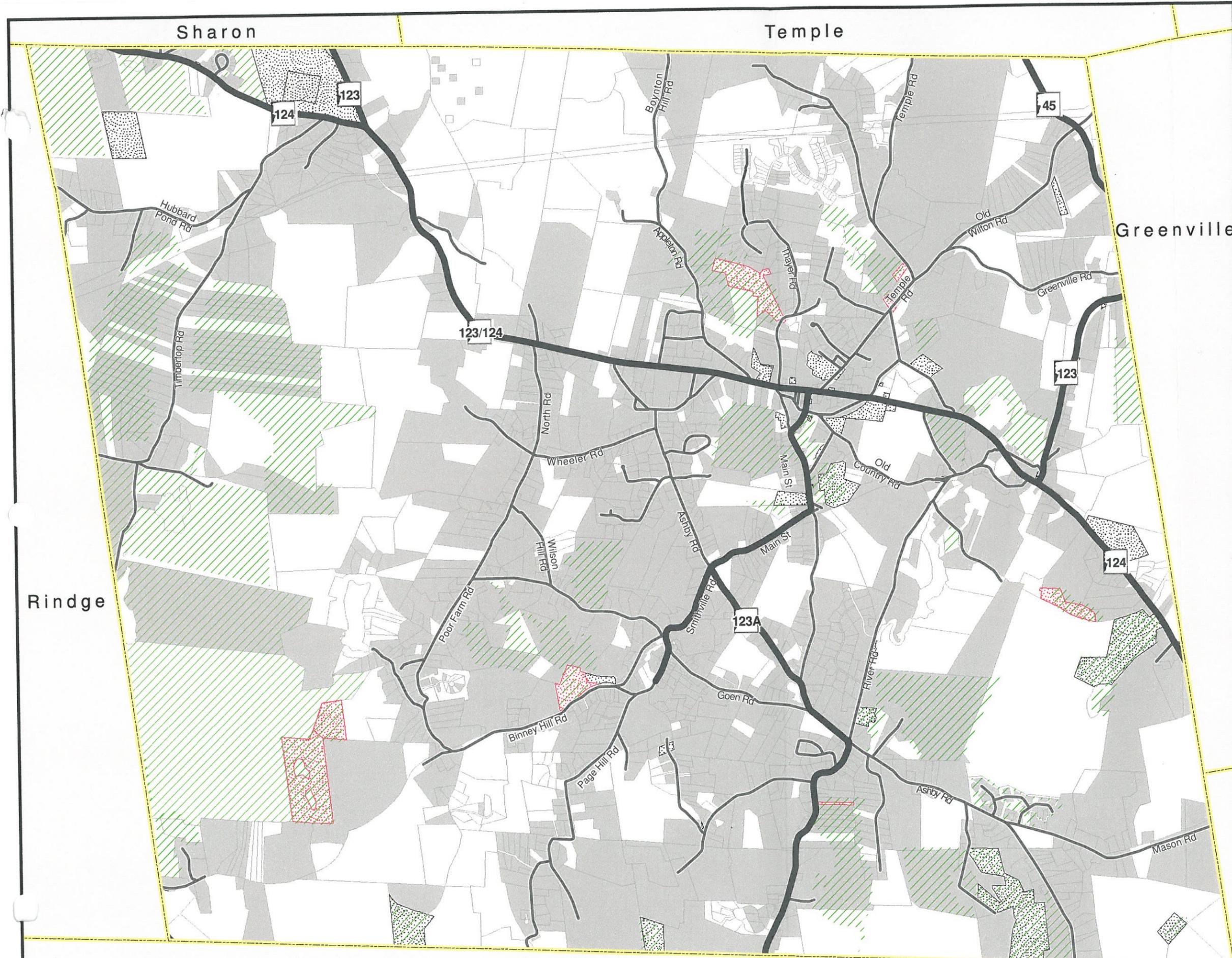
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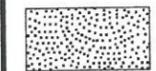
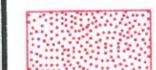
MASSACHUSETTS



Town of New Ipswich, NH

Map 3: Existing Development Pattern

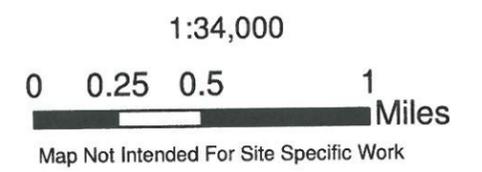
State Road Classification

-  Class I, II
-  Class V
-  Developed Parcel*
-  Undeveloped Parcel**
-  Municipal & School Owned Land
-  State Owned Land
-  Land in Conservation

*Developed Parcel: Parcel with assessed building value of > \$10,000

**Undeveloped Parcel: Parcel with assessed building value of < \$10,000

Sources: 2010 Assessment Records, Town of New Ipswich; NH GRANIT



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MASSACHUSETTS

CHAPTER X

ACTION ITEMS

FOR THE PLANNING BOARD:

1. Revise the cluster ordinance to provide greater incentives for developers.
2. Prepare guidelines for signs.
3. Develop an impact fee schedule.
4. Propose revisions of zoning districts to allow Commercial and Light Industrial Parks in selected Rural areas.
5. Explore ways for more effective enforcement of the State's regulations of excavations.
6. Introduce an occupancy permit ordinance.
7. Investigate Performance Zoning and prepare a report for consideration by the Town.
8. Appoint a subcommittee to monitor housing needs in the Town to assure against discriminatory practices.
9. Propose zoning ordinances to permit "no impact" home occupations in all zoning districts.
10. Propose zoning ordinances to regulate unsightly strip development along roads and highways.

FOR THE SELECTMEN:

1. Appoint a task force to prepare a plan to market New Ipswich more effectively.
2. Invite neighboring towns to consider the advantages of forming a consortium to attract business and industry to the area.
3. Prepare a list of dangerous roads and intersections and a remedial plan.

4. Implement a mandatory well testing program.
5. Appoint a task force to address the need for central sewage disposal systems in Central and Smith Villages.
6. Propose a warrant article to establish a landfill closing fund.
7. Require annual renewal permits for junk yards and assure that they comply with regulations.
8. Appoint a task force to study the need and feasibility of establishing a "teen" center.
9. Appoint a task force to review facilities for senior citizens.
10. Develop a Class VI road policy and propose the abandonment of all Class VI roads that present a liability for the town and have no value as trails or roads.
11. Review the classification of all town roads.
12. Appoint a standing task force to identify potential sites for public use, including a town hall, facilities for town departments, parks, recreation, and conservation.
13. Establish a Preservation Task Force to identify buildings and sites that should be preserved for historical importance.
14. Codify the laws and regulations that govern the town.

FOR THE CONSERVATION COMMISSION:

1. Review the town roads to see if any qualify for "scenic" designation.
2. Establish a procedure for the regular monitoring of logging operations.
3. Develop a plan for a comprehensive network of trails.
4. Prepare a list of Class VI roads that should be designated as public trails.

CHAPTER XI
OPEN SPACE PLAN
ADOPTED MARCH 28, 2007

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I. INTRODUCTION

There are three primary purposes that underlie the preparation of this open space plan. The first is to establish a vision for open space planning in New Ipswich that will guide future preservation efforts. Second is the completion of an inventory of natural resources in order to identify the most significant and critical area of importance and third is the development of an implementation strategy for use by the Planning Board and the town as a whole in achieving the community's open space objectives.

The preparation of this chapter is based on a variety of source information including community forums, a town-wide questionnaire, a previously completed natural resource inventory, and recommended standards for open space and resource protection. Some of this information, such as the vision and goals for open space preservation, have been presented previously in this master plan. However, the significance of these statements and concepts necessitates that they be re-emphasized within this chapter in order to establish a basis for the recommendations presented in the implementation strategy.

II. COMMUNITY OPEN SPACE VISION

The term *open space* is used to describe places that come in a variety of forms, ranging from municipal parks to large wilderness areas, and accommodate an assortment of uses and activities. In the context of this report the term is used in a similarly broad context that includes neighborhood and community parks or playgrounds, productive agricultural and forest lands, large habitat areas that support a diversity of wildlife, as well as natural systems such as rivers, wetlands and floodplains. These large, unfragmented habitat areas, as well as the "green corridors" that link them together, also provide opportunities for traditional New Hampshire recreational activities that residents of the community have historically enjoyed.

There are several key concepts related to open space planning in New Ipswich that have evolved from community input at various stages during the planning process. These concepts, which are summarized below, provide the basis for the town's open space vision that has been used to identify an implementation strategy for future actions.

1. Keep the environs of the town free from the effects of pollution related to water, air, noise and light
2. Maintain the traditional New England character of the town by preserving the visual characteristics of the following:
 - a. Farmlands
 - b. Forest areas
 - c. Hillsides and ridgelines
 - d. Rivers, ponds, and streams
 - e. Historic structures, sites and artifacts
 - f. Tree-lined country roads offering scenic views throughout the town
3. Support sustainable, resource-based industry related to agriculture and forestry

4. Preserve a variety of habitat types that can sustain viable populations of native animals, plants, and aquatic species
5. Provide access to an adequate supply of land and facilities that offer a variety of recreational opportunities for residents
6. Promote a land use development pattern that encourages a variety of density alternatives ranging from the more densely developed, historic village settlements to more sparsely developed rural areas

Protecting as many of these aspects of the landscape in New Ipswich as possible is critical to preserving the essence of what residents draw on to help define their sense of place. These features also provide an important part of the identity that residents share with one another that contributes to the fabric of the community as a whole.

As a means to organize the general guidelines outlined above into a strategic approach for implementing the town's overall objectives, this plan establishes two broad categories of open space; Habitat Oriented (H/O) areas and Neighborhood/Community (N/C) based sites. The former of the two types, H/O areas, is intended to encourage the preservation of large scale tracts of land that manifest significant ecological features, unique landscape characteristics, and the potential for natural resources management, as well as corridors that provide linkages to other preserves or open space properties, and open space "buffers" that protect ecosystems on existing conservation lands. The potential for recreational opportunities that are compatible with the preservation and protection of natural ecosystems is also encouraged as an integral part of these H/O open space areas.

The latter category, neighborhood/community based areas, are intended to provide open space within the more developed, or more likely to be developed, portions of the town. These N/C areas would typically include playgrounds, parks, playing fields, and other facilities-based activities, as well as undeveloped open space sites within areas of higher density housing, such as cluster housing or village areas. Structures or buildings on N/C open space properties should support the recreational, cultural or historical values and needs of the community.

It should be emphasized that these two types of open space areas are not necessarily mutually exclusive. For example, there are still some tracts of land within the more developed portions of town containing significant natural resources that warrant classification as an H/O open space area. Therefore, each tract or site must be evaluated in the context of the surrounding area to determine its significance within the town's overall open space planning objectives.

III. ENVIRONMENTAL INVENTORY AND ANALYSIS

An important foundation that supports the conclusions and recommendations presented in this open space plan is the inventory of existing conditions as they relate to natural resources and other special characteristics of the town. The identification and evaluation of these features were documented in the Natural Resource Inventory (NRI) completed by the town in 2003/04. The NRI included a detailed summary and analysis of the town's natural resources

and environmentally sensitive areas, which are summarized in this section, that provides the baseline of information used to develop recommendations for future open space preservation efforts.

A. Existing Development Patterns and Protected Lands

While the primary focus of this chapter is to identify the future need and priorities for open space the analysis must also take into consideration the future growth and development that will need to be accommodated within the community. Map 1, Existing Development Patterns, illustrates the town's existing development pattern in conjunction with the location of protected open space and conservation areas. The town is approximately 32.5 square miles in size, including water bodies, which is equivalent to about 21,000 acres. Existing land use has been mapped based on parcel level land use codes from the town's assessment data base. Land use has been generalized into six categories for purposes of open space planning which are: developed, partially developed, undeveloped, protected, and municipal/school. The "developed" category includes all parcels 10 acres or less in size that have an existing residential or commercial structure. There are 1,323 such parcels, with a total land area of approximately 6,000 acres, which are considered to be essentially built out although some may have further limited development potential. This represents approximately 29% of the town's total area. The "partially developed" category includes all parcels, 183 in total, greater than 10 acres in size that also have an existing residential or commercial structure. These parcels contain approximately 5,400 acres in total, approximately 26% of the town, and are assumed to have further development potential although the fact that the site has some existing development may delay, or otherwise affect, the amount and timing of any future development. The "undeveloped" land use category signifies those parcels without existing structures although their potential for future development may be constrained by environmental factors such as steep slopes or wetlands. There are 364 undeveloped parcels with a total area of approximately 8,700 acres, or 41% of the town's total area. The "municipal/school" land use category denotes parcels used for town activities and school district facilities.

The existing development patterns illustrated on Map 1 highlight the strong concentration of development creating a swath that runs generally from the town's northeast corner down to the Massachusetts state line. This development pattern encompasses the frontage of most roadways in this north-south corridor and has been influenced by the town's historic settlements around the village areas, as well as the topographical features of the town. Additional development also branches out from this central area along Route 124 to the north and south, as well as along Timbertop/Hubbard Pond Roads in the northeast portion of town and Ashby Road in the southeast corner of town.

The remaining land use category on Map 1 denotes the town's protected land areas. Within New Ipswich there are approximately 80 parcels, or portions of parcels, that are essentially protected (or proposed for protection) from further development and therefore, constitute the town's conservation lands base. These parcels range in size from less than one acre to almost 300 acres. These parcels are protected by the town, as well as other public and private organizations, either through fee simple ownership or conservation easements.

There are approximately 2,400 acres of conservation land within the town, representing a little over 11% of the town's total area, which are illustrated on Map 1. Of that total, the Town of New Ipswich is responsible for overseeing the management of approximately 175 acres in 11 parcels. The State of New Hampshire owns six (6) parcels with a combined area of approximately 205 acres. The remaining 70 parcels are either privately owned or protected by a third party interest. Two of the most prominent organizations that oversee a large portion of the privately protected lands are the New England Forestry Foundation (NEFF) and the Society for the Protection of New Hampshire Forests (SPNHF). A detailed listing of ownership, parcel size, and means of protection (i.e. fee simple ownership, easement, etc.) for all conservation lands is contained in the appendix of the town's NRI.

Also highlighted on Map 1 are two parcels currently under negotiation for a conservation easement. The first is owned by the Hampshire Country School, which has its facilities located in the Town of Rindge with the majority of the property extending into New Ipswich. The Northeast Wilderness Trust (NWT) is working with the school to preserve approximately 1,000 acres of undeveloped land that encompasses the Wapack Trail corridor and other natural resources on the property. The NWT is in the process of fundraising approximately \$1.3 million to purchase the easement. The second is a parcel located on the Massachusetts state line where the NEFF is in the process of securing a conservation easement on approximately 200 acres of a site that straddles the border of New Ipswich and Ashburnham, MA.

As illustrated on Map 1, the existing conservation lands in New Ipswich are relatively dispersed throughout the town. There are several exceptions to this however, such as in areas along the Wapack Range and around Tophet Swamp, where assemblage of multiple parcels has been used to establish larger blocks of protected land. The current size and configuration of these parcel groupings however, does not yet ensure against the future fragmentation of some of the town's priority open space areas, which are discussed in the following section.

B. Unfragmented Blocks of Land and Corridors

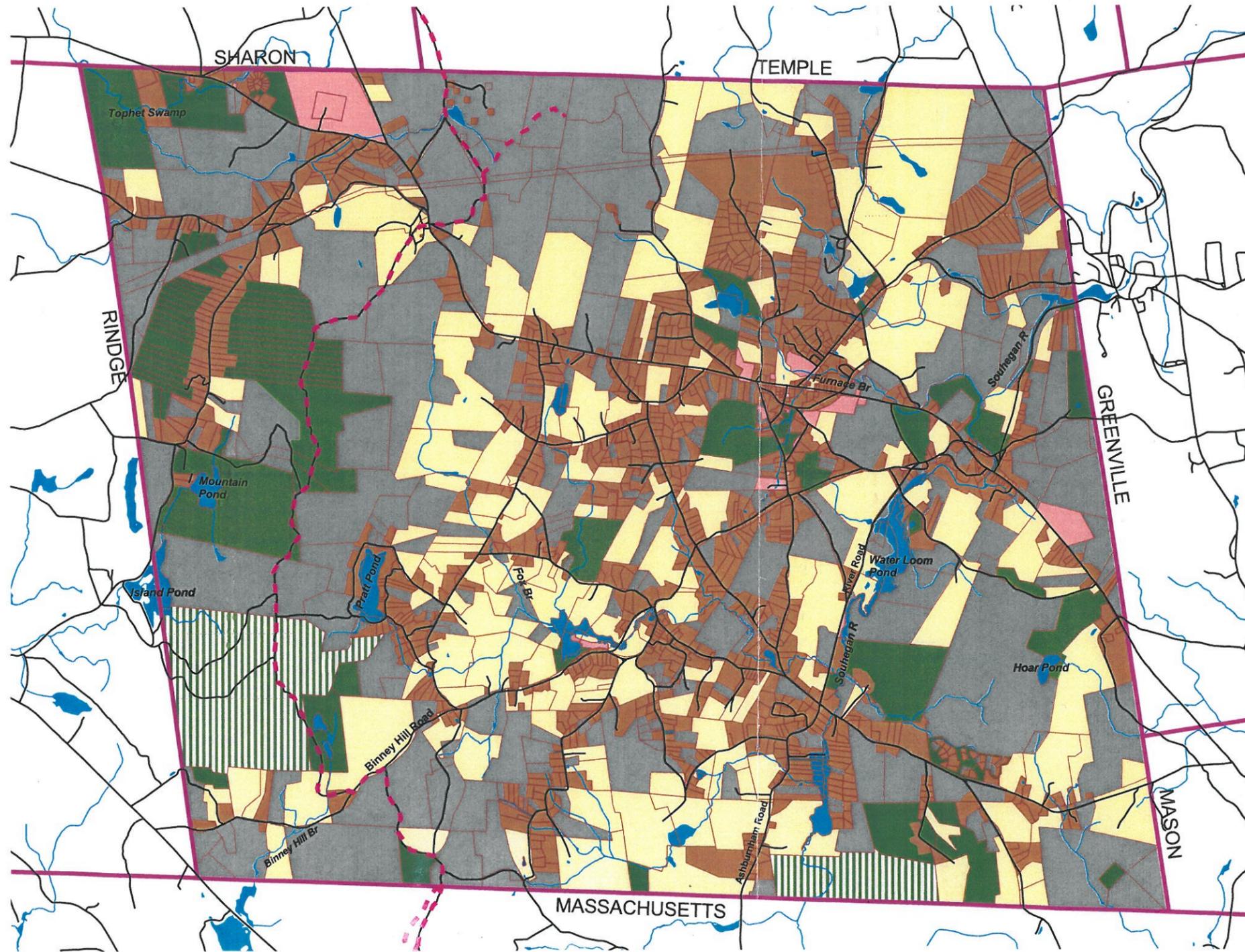
The use of the term unfragmented blocks has received a growing level of recognition over the last decade with regard to open space planning. Their initial use was related primarily to preservation of wildlife habitat but their relevance offers broader opportunities for evaluating open space priorities within the community. Unfragmented blocks are generally defined as large tracts of land with few or no roads, houses, businesses or other human habitation. Their significance is based on size (larger is generally better) and their location within the state. For example, land in the southeastern tier of New Hampshire has been very fragmented by development and therefore, smaller blocks of remaining unfragmented land are more significant than they would be elsewhere in the state.

Open Space Plan

Town of New Ipswich, NH

Existing Development Patterns

MAP 1



General Land Use

- Developed*
- Partially Developed**
- Undeveloped
- Municipal/School
- Surface Water

Conservation/Protected Property

- Protected
- Under Negotiation

- Wapack Trail
- Town Boundary
- Parcel Boundary

*Developed = Parcel <10 acres with structure

** Partially Developed = Parcel >10 acres with structure



5000 0 5000 Feet

One of the primary characteristics of unfragmented habitat is their lack of roads since roads increase animal mortality and act as a barrier to wildlife movement. Consideration of road placement and configuration is one of the most important factors when planning for development with regard to habitat protection. Unmaintained dirt roads, such as Class VI highways, do not represent the same threat to wildlife as a paved highway.

One reason that unfragmented blocks are so valuable to wildlife is that they offer connectivity, or “corridors”, between a range of contiguous habitats that often encompass many habitat types. This factor helps to support a diverse array of native wildlife that are common to the area. However, these corridors, or linkages, can also have a narrower shape or configuration that still allows for the movement of wildlife or the establishment of recreation trails between larger tracts of land. Establishment of these linkages is most often appropriate along river and stream corridors that allows for the movement of wildlife and people and also creates a buffer to protect the shoreline of these water bodies. However, linkages can also be preserved along ridgelines, through natural drainageways, and other naturally occurring features of the terrain.

This diversity of habitat within large unfragmented blocks is a characteristic that makes these land areas important not only to wildlife, but to open space planning in general and a key component for establishing priorities within the New Ipswich open space plan. Large unfragmented blocks provide uninterrupted tracts of forested land that may also include some or many of the following features that are high priorities for open space planning in New Ipswich:

- Large wetlands or wetland clusters
- Undeveloped riparian areas along rivers and ponds
- Unique or critical habitat such as deer yards or mountain tops
- Sensitive watershed areas
- Adjacency to agricultural or open areas providing edge habitat

In addition to the features noted above, large unfragmented blocks also offer opportunities for community recreation, such as hunting, hiking, and trail networks that cannot generally be provided on smaller tracts of land. Preserving large blocks of land also offers the potential for minimizing the impacts of development of some of the town’s most scenic and visually prominent landscape features associated with the ridgelines and adjoining hillsides of the Wapack Range. These large tracts of land also provide the potential for managing woodlands as a renewable economic resource that creates jobs and supports wildlife habitat.

There are 29 blocks of unfragmented land in New Ipswich that range in size from 18 acres to approximately 4,800 acres. These blocks were initially delineated by the New Hampshire Fish & Game (NHF&G) Department, as part of its Wildlife Action Plan (WAP), using a Geographic Information System (GIS) and data layers from GRANIT, the state’s GIS data system. The blocks were defined by creating a buffer around roadways, ranging from approximately 250 feet to 380 feet, depending on the road classification (i.e. NHDOT Classes of I through V, as well as private roads). Areas that were identified as being developed for residential, commercial, or industrial uses, based on GRANIT data and aerial

photography, were also eliminated from the blocks. The results of this approach are illustrated on Map 2, entitled Unfragmented Blocks. These unfragmented blocks were then ranked by NHF&G as wildlife habitat based on a set of criteria that included: size, area to perimeter ratio, amount of existing conservation land, the amount of riparian areas, large or scarce wetlands, the existence of agricultural and open areas, and the identification of uncommon habitat types located within the block. A number of the blocks extend beyond the town's boundaries, which means that factors outside the town affected the evaluation of these areas. Therefore, the state's rankings were adjusted, based on other locally important factors and land development patterns, and used as the primary starting point for prioritizing areas in New Ipswich for implementation actions as part of this open space plan. Figure 1 illustrates the extent of unfragmented blocks in adjoining communities, as well as conservation properties in the New Ipswich area.

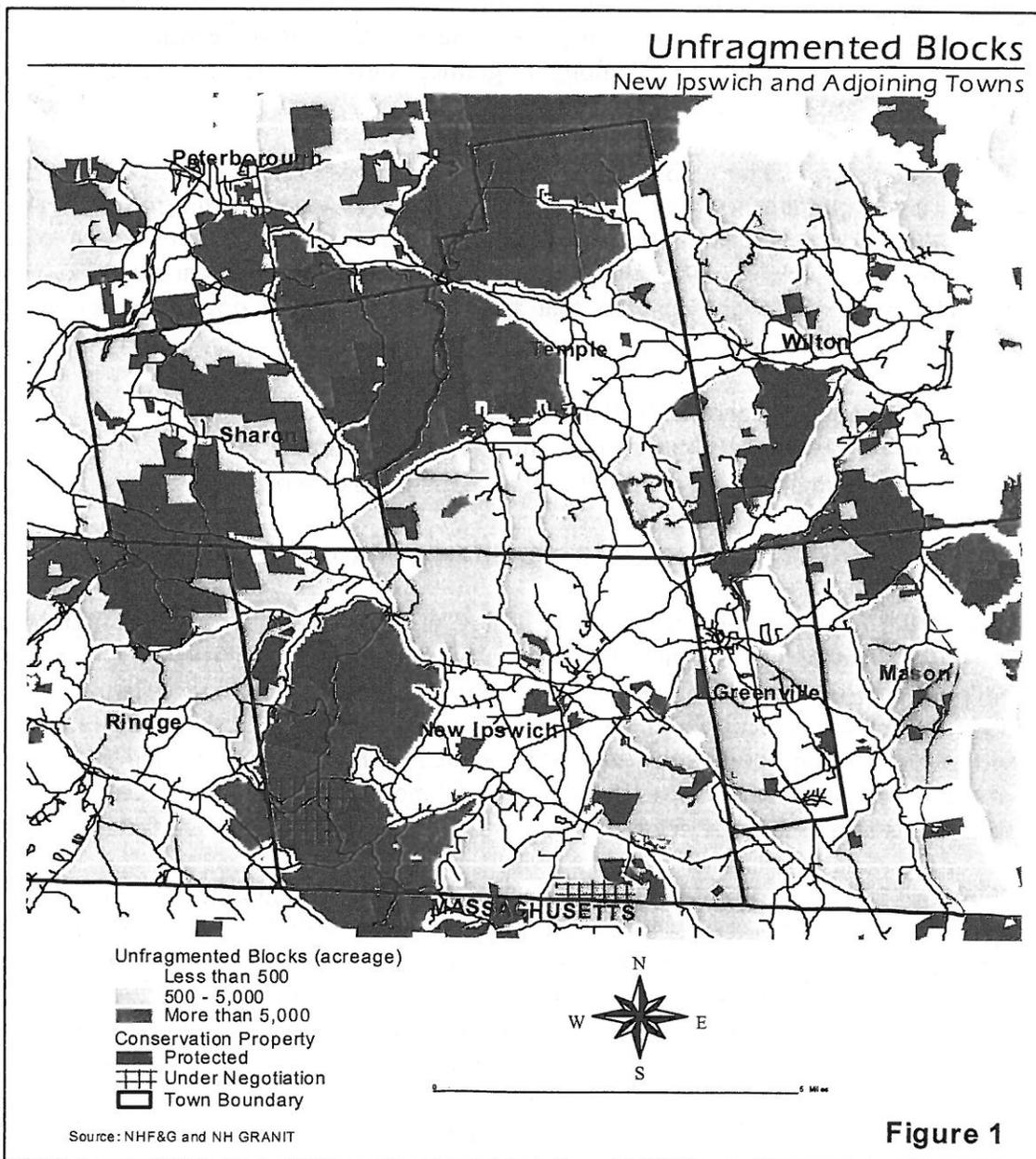


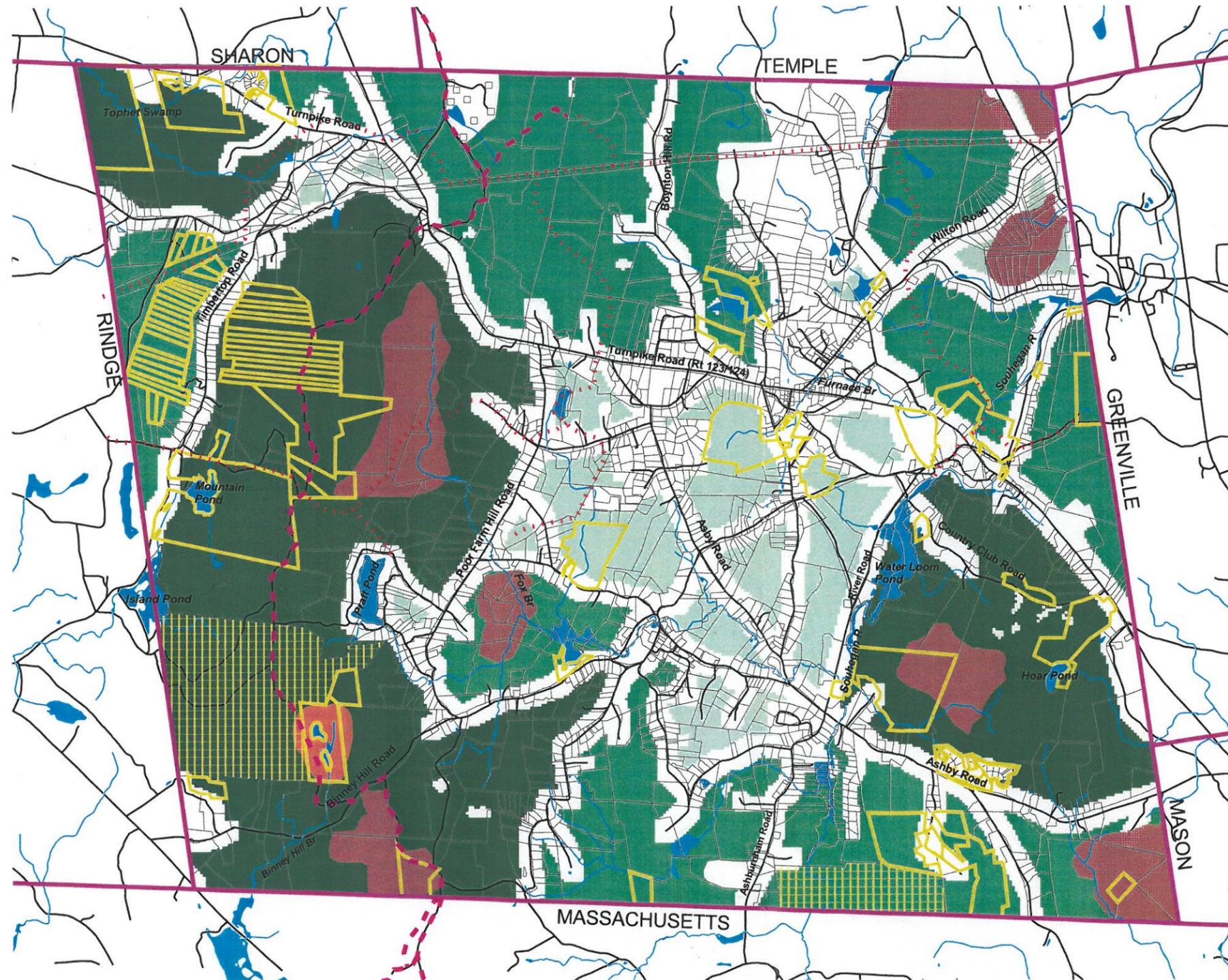
Figure 1

Open Space Plan

Town of New Ipswich, NH

Unfragmented Blocks

MAP 2



- Unfragment Blocks
 - Tier I Open Space
 - Tier II Open Space
 - Tier III Open Space
- Conservation/Protected Property
 - Protected
 - Under Negotiation
- Deer Wintering Area
- Heron Rookery
- Snowmobile.shp
- Wapack Trail
- Town Boundary
- Parcel Boundary

*Snowmobile trails locations are approximate



Prepared by RKG Associates, Inc. - January 2006
SOURCES: Town of New Ipswich NRI, NH GRANIT and NHF&G
Snowmobile trails locations provided by Jim Fafford

The final ranking of these blocks has been distilled into three primary categories for open space planning purposes, which are identified as Tiers I, II & III. These Tiers are illustrated on Map 2 and a summary of the characteristics and proposed development/conservation objectives for each category is presented below.

Tier I (T-I) Open Space Areas

The Tier I open space areas are considered to be the highest priority for large scale preservation and habitat management in the town. These areas generally contain a significant concentration of the town's critical natural resource base as intact habitat areas that have very little, if any, fragmentation by roads or other development. They provide a variety of habitat types in proximity to one another that can support a diversity of wildlife. As such, the T-I areas are recommended as low priority areas for future development in the town. The T-I areas also contain a significant amount of existing conservation land and offer the potential for non-facilities based recreation activities (i.e. activities not requiring buildings or playing fields), such as hunting, trail-related uses, water-related uses, wildlife viewing, and large scale panoramic views. Efforts to establish future open space in the T-I areas should focus on creating Habitat Oriented (H/O) types of sites. The three areas designated as Tier I tracts on Map 2 encompass approximately 6,900 acres, or 33% of the town's total land area of approximately 21,000 acres.

Tier II (T-II) Open Space Areas

Like the T-I areas, the T-II open space areas may also contain significant concentrations of critical resources but not necessarily to the same degree as the former. The T-II areas may, for example, have long stretches of riparian habitat still intact, contain ridgeline/hilltop areas, or large wetland complexes. However, they may have also begun to experience more development around their edges or pushing into their interior areas. These areas are considered appropriate for targeted resource protection/conservation efforts and development techniques, such as cluster or conservation subdivisions, that can help to minimize impacts on the remaining habitat and preserve corridor linkages. There are 11 tracts designated as Tier II open space areas that contain approximately 5,700 acres, which represents 27% of the town's land area.

Tier III (T-III) Open Space Areas

The Tier III areas are considered suitable for higher concentrations of development and most appropriate for neighborhood based open space and recreation uses. Natural resources in these areas should be protected primarily through regulatory methods, although certain parcels may warrant preservation for achieving other community open space goals, such as agricultural or historic preservation. The T-III areas are generally located within the portions of town that have experienced the greatest degree of existing development and tend to exhibit a higher degree of habitat fragmentation. There is approximately 1,700 acres of land in 15 blocks designated as Tier III open space areas, as illustrated on Map 2, which represents roughly 8% of the total land area.

C. Water Resources

New Ipswich is, by most measures, a water-rich community given the abundance of surface and groundwater features that exist within its municipal boundaries. These water features include an array of rivers and streams, ponds, wetlands, and aquifer areas that play important roles with regard to drinking water supplies, economic development, wildlife habitat, recreational activities, and the visual character of the community. The town's topographical divides (i.e. the ridgelines formed by its mountains and hills) represent watershed boundaries that establish the headwaters of several river systems contributing to water supplies and ecosystems of many communities in the broader region of southern New Hampshire and northern Massachusetts.

Although most surface waters are important to some degree within the town's natural and man-made environment, several rivers and streams are particularly noteworthy as outlined below, and should be given higher priority with regard to open space planning.

1. Surface Waters

Souhegan River

The Souhegan River watershed encompasses 430 square miles and flows easterly through the towns of Greenville, Wilton, Milford, Amherst, and Merrimack for 31 miles where it joins the Merrimack River. Approximately 14,800 acres of the town's total land area, which is about 21,000 acres, lies within this river's watershed area. The headwaters of the Souhegan River originate from two tributary subwatershed areas in New Ipswich and the neighboring town of Ashburnham, Massachusetts. The West Branch of the Souhegan originates in Fox Brook in New Ipswich while the South Branch begins at Stodge Meadow Pond in Ashburnham. The confluence of these two tributaries occurs at the head of Water Loom Pond, an impoundment area in New Ipswich that was historically dammed for water power purposes. Four other dams were established during contemporary times on the Souhegan River's tributaries in New Ipswich to alleviate flooding further downstream in the watershed.

The Souhegan River was designated, in 1999, as part of the New Hampshire Rivers Management and Protection Program. It has been recognized for such status since it supports many of the program's identified river values that include: geologic resources; wildlife, plant and fish resources; water quality; scenic values; historic and archeological resources; and community, managed, and recreational resources. The Souhegan River has also been recognized for its importance as part of the Atlantic Salmon restoration project and is ranked as the best salmon nursery habitat in the region.

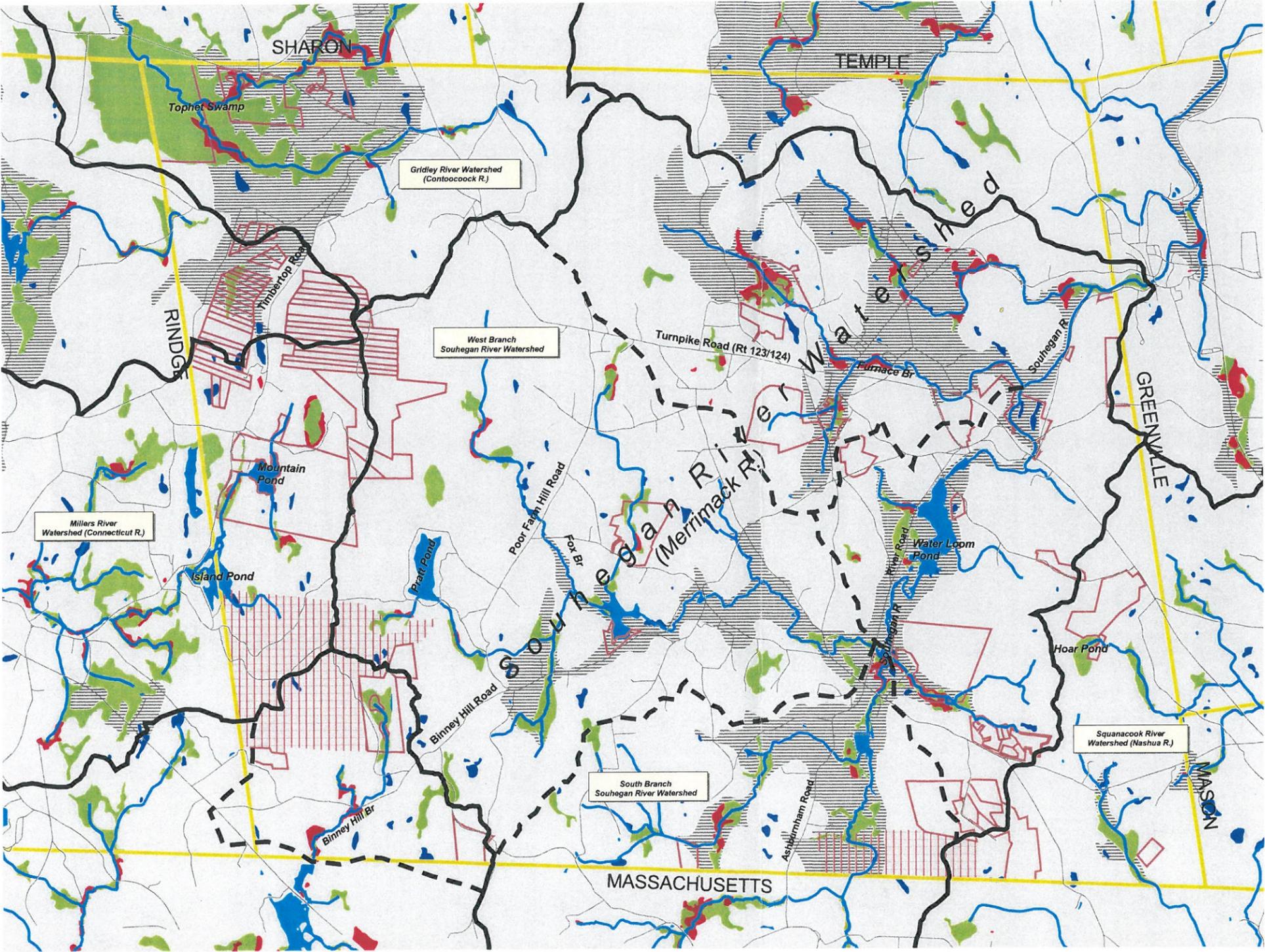
Presently, the river corridor is the focus of the Souhegan River Management Plan that is being prepared under the auspices of the Nashua Regional Planning Commission and the Souhegan River Local Advisory Committee (SoRLAC). The SoRLAC was created in 2000 as a result of its State designation and is comprised of representatives from the business, recreation, agriculture and conservation communities, as well as riparian landowners and local government. Although New Ipswich is not part of the NRPC planning area the town does have a representative on the advisory committee. SoRLAC serves as the

Open Space Plan

Town of New Ipswich, NH

Water Resources

MAP 3



- Surface Water Features
 - Watershed Boundary
 - Subwatershed Boundary
 - Surface Water
- Priority Wetland Features
 - Wetland Clusters
 - PEM Wetlands*
 - Large Wetlands (>5 acres)
- Groundwater Features
 - Aquifer
- Conservation/Protected Property
 - Protected
 - Under Negotiation
 - Town Boundary

*PEM = Palustrine Emergent Marsh



5000 0 5000 Feet

Prepared by RKG Associates, Inc. - January 2006
 SOURCES: Town of New Ipswich NRI and NH GRANIT

steward and watchdog over any activities in the Souhegan River corridor with regular activities that include: reviewing development applications along the corridor and involvement in the Souhegan River Water Quality Program every summer. The on-going planning activities will ultimately result in the development of a management plan that is consistent with the goals of each community and provides a comprehensive action plan for the restoration, management and protection of the watershed.

Considerable fragmentation has occurred within the land area encompassed by the Souhegan River watershed that is particularly concentrated in a broad swath around the village areas. Much of this development pattern can be attributed to the town's historic road network which has experienced considerable development of properties with frontage on these roadways. This raises long-term concerns about the potential for water quality degradation in areas with larger amounts of impervious surfaces and concentrations of septic systems. In addition, a significant amount of the riparian habitat along the Souhegan River corridor and its primary tributaries has been developed and fragmented. This reduces the value of these areas for wildlife habitat and also raises potential concerns for water quality.

In addition to the Souhegan River, New Ipswich is also the location of watershed areas containing other headwaters related to the Squanacook River, Gridley River, and the Millers River. A brief description of each of these rivers is provided below.

Squanacook River

The Squanacook River, which is part of the Nashua River watershed, originates in Hoar Pond, Locke Brook, and Trapfall Brook in the southeast corner of the town. These headwaters have been ranked as "outstanding resource waters" and classified as coldwater fishery streams. Development within New Ipswich's portion of this watershed remains relatively limited at this time. Several tracts of land have been set aside for conservation purposes and the riparian habitat has minimal fragmentation offering the opportunity for future preservation of these corridors.

Gridley River

The Gridley River originates in the northwest corner of town from the area in and around Tophet Swamp, a large and very significant wetland that is situated in a glacial outwash sand plain. The Gridley River flows northerly into the neighboring town of Sharon where it merges with the Contocook River, which eventually joins the Merrimack River in Penacook. The upper reaches of the Gridley's riparian habitat has been considerably fragmented by development around the intersection of Routes 124 and 123. This river is also in proximity to several gravel operations that could also potentially impact this riparian area, as well as the adjoining Tophet Swamp wetland. These resources are likely to experience continued pressure from development in the future given their proximity to such primary transportation corridors.

Millers River

A branch of the Millers River originates near the western town boundary of New Ipswich on the slopes of Pratt and New Ipswich Mountains. Several tributaries rise in this area to form the headwaters of the North Branch of the Millers River that flows southwesterly to Winchendon, Massachusetts where it joins the main stem of the Millers. The Millers then flows westerly to its confluence with the Connecticut River. Roadway access to this portion of New Ipswich is limited to Timbertop Road. This fact, combined with a significant concentration of protected conservation land, has left this watershed in a relatively undeveloped state. The limited access and steep terrain in this area may limit development pressures to more modest levels in the future in comparison to other portions of the community.

Ponds

Another component of the town's surface water resources are its ponds which provide additional aquatic and riparian habitat. These ponds, and their adjoining shorelines, provide habitat that can support additional species of wildlife and fishes and also offers recreational opportunities for residents, as well as important scenic features in the landscape.

There are a total of 23 ponds in New Ipswich identified in the NRI. They have been divided into two size groups that is based on jurisdictional ownership under state law. Ponds of 10 acres or more are considered state-owned water bodies and are held in trust by the state for public use. Ponds of less than 10 acres in size do not automatically fall under state jurisdiction, from a statutory standpoint, although they may be controlled by the state for other reasons (i.e. flood control). In New Ipswich there are nine (9) ponds greater than 10 acres in size that are considered public waters. Three (3) of these are categorized as Great Ponds because they are naturally occurring water bodies (although their water levels have been raised by damming) greater than 10 acres. These include Mountain Pond, Pratt Pond, and Island Pond. The remaining six (6) ponds greater than 10 acres are considered artificial impoundments since they were initially created by damming. There are an additional 14 ponds in New Ipswich noted in the NRI that are less than 10 acres in size.

Like the town's rivers and streams, the land around ponds are likely to be subjected to greater development pressures since waterfront property is always desirable from a real estate perspective. Although many portions of the town's pond shorelines have been developed in the past, there is still a significant amount of this riparian habitat that remains intact. It will be important to preserve a sufficient amount of this habitat from development, with linkages to adjoining habitat areas, in order to protect water quality, support wildlife species and allow for recreational opportunities for residents.

2. Wetlands

Wetlands represent the interface between the aquatic and terrestrial environments. Wetlands provide a variety of functions, which include: helping to filter excess nutrients and contaminants from runoff before they enter surface waters; the temporary storage of flood waters; erosion control through the stabilization of river banks and other shoreland areas; as habitat for a variety of water-dependant and upland species of animals; and, as recreational areas for a variety of activities.

Wetlands are defined based on a combination of plant species, soil types, and duration of flooding/saturation by water. For town-wide planning purposes, the source of information used to identify wetlands is based on the definition used in the National Wetlands Inventory (NWI) that was produced during the 1980s by the U.S. Fish and Wildlife Service (USFWS) based on an analysis of aerial photography from that time period. A detailed overview of wetlands classification based on this system is provided in the New Ipswich NRI. While most wetlands are valuable for one or more of the functions noted previously, some wetlands are particularly important because of their scarcity within the large ecosystem that includes New Ipswich or because of their suitability as wildlife habitat.

Wetlands that should be given special consideration within the town's open space planning activities are discussed below.

Vernal Pools

Vernal pools are temporary bodies of freshwater that provide essential breeding and nursery habitat for many wildlife species. These wetland areas generally exist for only a brief portion of the year, having been filled by spring rains or snow melt only to dry up during hotter periods. Vernal pools are often very small but can support rich communities of vertebrate and invertebrate species. At this time, vernal pool locations in New Ipswich have not been mapped.

Palustrine Emergent Marsh (PEM)

Within the wetland classification system used by the USFWS to create the NWI, the Palustrine category refers to the group of wetlands dominated by trees, shrubs, plants, grasses and mosses, that are not part of a river or lake regime. They are typically referred to as marshes, swamps, bogs, and fens. Within the Palustrine category, marshes with emergent vegetation have been identified by the New Hampshire Natural Heritage Inventory (NHNHI) and the New Hampshire Fish & Game Department (NHF&G) as having limited occurrences throughout the state. Therefore, their protection is more critical in order to preserve one of the state's native wetland communities. There are approximately 280 acres of PEM wetlands in New Ipswich that are located along the various stream channels and ponded areas as illustrated on Map 3. The emergent wetland class is characterized by erect, rooted, herbaceous hydrophytes (water loving plants) that are present for most of the growing season.

Large Wetland Complexes

Large wetland areas are another important category since their size allows them to fulfill their functions to a greater degree than smaller wetland areas. For example, larger wetlands are capable of storing larger quantities of flood water, filtering more particulates, offering more recreation potential, and providing more diverse wildlife habitat. The minimum size threshold as to what constitutes a large wetland complex is relative to the size of all wetlands in the community. The NHF&G established five acres as the statewide threshold in the department's recently completed Wildlife Action Plan (WAP), which is also considered a suitable threshold for New Ipswich's inventory of wetlands. These large wetland complexes are illustrated on Map 3. There are 54 large wetland complexes containing approximately 1,600 acres located in New Ipswich (Note: some of this acreage crosses municipal boundaries but the majority lies within New Ipswich). In defining wetlands greater than five acres in size the NHF&G used the NWI palustrine wetland category combined with areas of very poorly drained soils (Hydric A from the Natural Resources Conservation Service soils map). The largest of these complexes is Tophet Swamp at over 700 acres but numerous others are associated with the Souhegan River corridor and its tributaries.

Wetland Clusters

From a wildlife habitat perspective, wetlands that are less than five acres in size but within close proximity to one another, are also important when evaluating open space protection alternatives. Once again, the approach used by NHF&G in the WAP is considered appropriate for New Ipswich, wherein clusters were defined as three or more wetlands less than five acres in size that are within approximately one half mile of each other. Based on this classification, New Ipswich contains 115 wetland clusters that contain approximately 170 acres scattered throughout the town. Given the smaller nature of these wetland areas, field verification will be required to determine whether they constitute true wetlands based on vegetation, soils and water regime.

D. Groundwater

Groundwater is found in the soil and bedrock formations that make up the surficial and bedrock geology that underlies the town's land area. The amount of groundwater occurring in a given location depends on the characteristics of these soil and bedrock formations and the ability to store water, a characteristic referred to as porosity. Groundwater is the source for all water supplies in New Ipswich, providing water to residential and non-residential wells within the community.

Groundwater occurring in concentrations sufficient to yield larger, sustained amounts of water to a well is referred to as an aquifer. In New Ipswich, these aquifer areas are comprised of stratified drift deposits in geologic formations referred to as glacial outwash and kame terraces. As illustrated on Map 3, these aquifers are primarily located in the Souhegan and Gridley River valleys. Presently, these aquifers have not been developed for use by a municipal water system or other large-scale withdrawal. While it may be possible to withdraw larger quantities of groundwater from these aquifers, a more detailed study would be required to determine the capability of these resources to sustain such a system.

Maintaining the long-term viability of these aquifers for use as potential water supplies in the future will be dependent upon sustaining the recharge capabilities of overlying land areas and preventing the leaching of contaminants into the subsurface water table. Recharge to aquifers is diminished when impervious surfaces, such as pavement and buildings, are located above the aquifer that prevent rain fall and other surface runoff from returning to the formation. Similarly, contaminants picked up by such recharge sources, or from poorly operating septic systems, can also impact water quality and negatively effect its potential as a drinking water supply. The town will need to manage both impervious surface and sources of contamination over these aquifer areas if it is to secure their long-term viability as a water supply.

E. Wildlife Habitat

Wildlife habitat is a very broad and all-encompassing term that can vary greatly in its meaning since most undeveloped areas, and even many developed areas, can support some types of wildlife species. However, certain types and configurations of habitat are considered more important for maintaining viable populations of wildlife within New Ipswich and its larger ecosystem. Generally speaking, habitat is more significant when it: supports a rare species; represents a unique area within the landscape; provides an abundance of food or other resources; provides a buffer for wildlife against the effects of development; and/or, supports several types of habitat.¹ More specifically, the following types of habitat are considered significant for supporting wildlife as well as many of the town's other open space priorities.

Riparian Areas

The shorelines of lakes, ponds, and rivers are referred to as riparian areas and are extremely important from a wildlife habitat perspective. Shorelines provide nesting and perching sites for many birds such as ospreys, herons, kingfishers, and sandpipers. River corridors are important as migration areas for birds and mammals and the natural vegetation along these corridors, as well as their adjoining floodplains, provides important sources of food and shelter. Protection of riparian areas by means of vegetated buffers and building setbacks also serves to protect water quality by minimizing the impacts of runoff as well as offering the potential for recreational activities such as trails or water-related uses. For wildlife habitat and migration purposes a riparian buffer/setback of 300 feet is recommended, since this size will allow the greatest potential for uninhibited use by most species, especially larger mammals.

Wetlands

The importance of wetlands has been discussed to some degree in the previous section on water resources. However, it bears restating that wetlands are significant wildlife habitat for a variety of reasons. Wetlands support a number of wildlife species that are specifically adapted to those areas, such as beaver and otter, and are also important to a large number of bird species during migration. Wetlands are important from a food source perspective and act as nursery areas for a variety of species to nurture their offspring. As noted previously, wetlands that should receive special consideration in the town's open space plan are those

¹ Identifying and Protecting New Hampshire's Significant Wildlife Habitat: A Guide for Towns and Conservation Groups, by Kanter et. al., NH Fish & Game Department, 2001

complexes that are greater than five acres in size, wetlands that are classified as Palustrine Emergent Marshes (PEM), and wetland clusters of three or more that are less than one acre and within one-half mile of each other.

Agricultural and Open Land

Agricultural and other open lands are important from a wildlife perspective for several reasons. Agricultural crop land can provide important food for certain species during times when normal food supplies are limited. Other open lands, such as fields, grasslands, and shrubland, offer a diversity of habitat that has greatly diminished over time in New Hampshire as the state became predominantly forested. Grass and shrublands may represent food supplies for various species and are important to other species that require “edge habitat” that occurs where fields, forests, or other habitat join one another. It is important to note that both agricultural areas and open lands require human management to prevent those areas from reverting to forests. As discussed previously, actively managed agricultural lands are also important to the town, since they represent part of the rural character and historic industrial base that residents consider to be a key aspect that partially defines New Ipswich as a community.

Unique or Critical Habitat

Certain types of habitat are valuable for wildlife because their occurrence either within the town or the broader ecosystem is relatively rare. Other types of habitat are important because they provide critical sources of food, shelter, or breeding areas. In New Ipswich, there are a number of locations that have characteristics that fulfill these criteria that should be considered priorities for open space planning and protection.

Deer Wintering Areas (DWA) – During the winter months deer rely on certain locations, which are used regularly from year to year, referred to as deer wintering areas. These DWAs, also known as deer yards, are densely wooded with evergreens and can vary in size from several acres to a few hundred acres. There are eight DWAs identified in the town’s Natural Resource Inventory (NRI) that range in size between approximately 100 and 350 acres, although one of these areas (between Wilton and Greenville Roads) may no longer be active due to subdivision activity that has occurred there.

Heron Rookeries – These are wooded/swampy areas where Great Blue Herons regularly return to breed. The NHHI classifies heron rookeries as habitat of high importance with only 37 known locations in the state. There is a heron rookery in New Ipswich located in Binney State Forest off Binney Hill Road. The site is protected by state ownership but potentially subject to encroach from development on adjoining properties.

Special Land Features – Unusual geologic features, such as hilltops and dramatic changes in topography, are unique features in the southern portion of the state. These environments often create unusual sets of growing conditions and can support vegetation and wildlife that would not otherwise occur in this area. The Wapack Range, which is comprised of Pratt, New Ipswich, Barrett, and Kidder Mountains, qualifies as such a special land feature that should be given high priority within the town’s open space planning activities. This ridgeline, and its adjoining hillside terrain, is part of a 21 mile,

regionally recognized hiking trail that runs between Mount Watatic in Ashburnham, Massachusetts and North Pack Monadnock in Greenfield, New Hampshire. As such, this portion of New Ipswich is an important recreation area that also offers some of the most striking scenic views in the town. The significance of this mountain range is highlighted in the on-going Quabbin to Cardigain Conservation Collaborative (Q2C) initiative being promoted by the SPNHF to protect a broad corridor of interconnected conservation lands along the Monadnock Highlands, between the Quabbin Reservoir in central Massachusetts and Mount Cardigain in New Hampshire. Within this broad 100 mile corridor, encompassing approximately 3,000 square miles, the Wapack Range has been singled-out as one of several “focus areas” that warrant special consideration within the overall objectives of the Q2C initiative. In addition, the NHNHI lists two locations of natural communities (Acidic Rocky Summit/Rock Outcrop Community) along this ridgeline. These natural communities are considered to be of very high importance with only 23 known locations in the state.

Rare Species and Natural Communities – The NHNHI lists two additional natural communities and one plant species that are considered rare within the state. The two communities include a Red Maple Alluvial Swamp and an Acidic Level Fen, both of which are associated with the Tophet Swamp area. The plant species is the Spatterdock, which was last observed in the area around Binney State Forest.

F. Agriculture and Forestry Lands

As discussed previously in this chapter, an important component of the town’s future open space planning effort is the preservation of land used for active agricultural and forestry operations. Also important is the preservation of areas that have the potential to be used for such purposes, although such activities may not be present at this time.

Lands devoted to agricultural and forestry uses are important open spaces from a visual and habitat perspective but also represent a component of the town’s economic base and rural character that residents have indicated a desire to preserve. The town presently has approximately 39 active farms and six (6) Certified Tree Farms. The majority of the town’s agricultural operations are involved in hay production; however, others include the raising of livestock and horses, blueberries, maple products, and greenhouses. The tree farms represent properties that are being actively managed for wood products, as well multiple use habitat values. According to records maintained by the SPNHF, there are currently five (5) Certified Tree Farms in New Ipswich that range in size from 30 to 300 acres, with a total of 630 managed acres.

Along with the active agricultural operations noted above, there are locations in town where the soils have been identified by the Natural Resources Conservation Services (NRCS) as being ideally suited and highly productive farmland. These soils are designated as either Prime Farmland or Soils of Statewide Importance. In some instances, these soils are located on properties that are presently being farmed; however, other locations may not be in production but remain undeveloped with structures. It will be important for the town’s open space planning activities to support both the active farm and forestry operations and preserve

productive agricultural soils for potential long-term use. The location of these important agricultural soils are illustrated in the NRI.

IV. STRATEGY FOR PROTECTING OPEN SPACE

Previous sections of this chapter have outlined the town's vision for open space and presented an inventory of important natural resources and characteristics of the landscape considered to be priorities for future conservation efforts. This final section presents the two remaining components of the town's open space plan, which includes criteria for evaluating the significance of potential conservation parcels within the open space objectives and an implementation strategy that provides a list of actions to be taken to support the plan. The implementation strategy is divided into three broad categories that include: administration, education, and outreach; regulatory actions; and land and habitat preservation initiatives.

A. Open Space Protection Criteria

Using the vision concepts outlined earlier in this chapter as the overarching framework for open space protection, as well as the three tier classification system of unfragmented blocks and their associated inventory of natural resources, a number of criteria have been developed to assist in establishing priorities when evaluating a specific parcel, or group of parcels, with regard to their suitability in achieving the town's open space goals and objectives. The following criteria are recommended for use when evaluating and identify priorities relating to the potential open space value of land within the town or adjoining communities.

1. A parcel, or group of parcels, should be at least 30 acres in size when evaluating Habitat Oriented (H/O) parcels. Smaller parcels may be considered for specific purposes, especially for Neighborhood/Community (N/C) open space sites, such as providing public access, recreation, historic/cultural preservation, forming linkages for trails or natural corridors, or expanding previously protected areas.
2. Land that abuts or contains a segment of the Souhegan River corridor is considered to be a high priority. Preference may be given to locations that have the following characteristics.
 - Locations in less developed portions of the town that are part of large unfragmented blocks of land
 - Locations where the river corridor intersects or overlays identified aquifers or floodplains
 - Parcels containing additional significant upland or wetland habitat
3. Land that abuts property that is currently preserved as open space where protection of additional land will enhance and/or further protect the characteristics of the existing protected area.
 - Prime examples of such locations would be in the area of Tophet Swamp, the Wapack Range, Binney State Forest and Hoar Pond

4. The land contains exemplary natural communities, is part of a critical ecosystem, or contains one or more of the high priority natural resources listed previously in this chapter. Preference may be given for the following conditions.
 - The parcel is under imminent threat of development or significant encroachment from nearby development
 - The area has been identified as containing habitat/locations that support rare, threatened, or endangered species
 - Properties containing large wetlands or clusters of wetlands (greater than 5 acres), Palustrine Emergent Marshes (PEM), riverine wetlands or vernal pools

5. The parcel would contribute to the overall preservation of Tier I open space unfragmented block areas identified on Map 2. The total size of the parcel may include undeveloped land in adjoining towns. In some situations, a smaller parcel (i.e. less than 30 acres) may be considered if it has the potential to provide linkage between protected parcels, or across a roadway, if sufficient frontage along the road remains undeveloped. Preference may be given for the following conditions.
 - The parcel has multiple occurrences of important resources as identified in this chapter and the Natural Resource Inventory
 - The parcel would create linkage between previously protected properties
 - Preserving the parcel would insure the protection of a scenic viewpoint that is readily accessible to the general public (i.e. from a roadway or other publicly owned vantage point)
 - Public access would be guaranteed for recreation activities such as hunting, fishing, hiking, picnicking, etc.
 - The land would be managed for sustainable forestry activities

6. Land that would preserve active agricultural and forestry operations. Preference may be given for the following conditions.
 - Locations where prime agricultural soils or soils of statewide importance are present
 - The agricultural area contributes to the support of a larger wildlife habitat area
 - Forestry operations that are certified tree farms or managed for sustainable yield
 - Forestry management areas that also allow for public use trails or other types of public recreation

7. Land that would contribute to the creation of a comprehensive trail network. Preference may be given for the following conditions.
 - Parcels that form linkages with an existing or planned trail system
 - Parcels that would guarantee public access in perpetuity (as opposed to a temporary agreement with the landowner)
 - Trail corridors that follow river/stream channels

B. Implementation Strategy

New Ipswich must develop a long-term strategy for preserving open space that employs a variety of approaches and methods. Such a multi-pronged strategy is necessary because of the complex and often unpredictable conditions created by decisions related to land ownership and other economic factors that influence the local and regional real estate markets. Furthermore, the approach must be long-term because decisions by landowners regarding the use, development or sale of their property often take many years to evolve due to factors such as personal finances or considerations that affect family estate planning.

There are four primary components of the town's proposed open space protection strategy that are outlined in the following sections. The first three focus on education, regulation, and cooperation. The fourth component involves the need to provide an adequate level of local funding to support the other segments of the town's overall strategy as well as creating the potential to achieve greater impact with regard to preserving large tracts of unfragmented open space when such opportunities arise.

1. Administration, Education and Outreach

- a) Establish a permanent Open Space Task Force to oversee the implementation of recommendations in this plan. This Task Force would establish annual milestones to be achieved as part of the town's long-term open space planning strategy.
- b) Establish an on-going education strategy to keep residents informed of changing land use, natural resources and open space conditions in the town. Some components of this strategy could include the following.
 - o Create marketing style campaign to "Protect the New Ipswich Landscape"
 - o Send semi-annual mailings to households regarding development and conservation trends and activities
 - o Establish management plans for town-owned conservation areas (info kiosk, trail maintenance, selective harvesting, etc.)
 - o Conduct more detailed ecological studies of critical habitat in town to highlight the need for future conservation efforts
 - o Create an accurate map of conservation land that shows partial easement areas that can overlay digital tax maps
- c) Apply for grant funds for on-going education and outreach efforts from the New England Grassroots Environment Fund (NEGEF) which provides funding up to \$2,500.
- d) Require that the Open Space Task Force and/or Conservation Commission comment and advise the Planning Board, as well as other municipal boards and departments, on all major development proposals effecting the open space objectives of the community.
- e) The Planning Board should adopt by reference, the Natural Resource Inventory (NRI) as part of the town's master plan. Copies of the NRI, including all maps, as well as this chapter of the master plan, should be provided to all town land use boards and

departments to promote a continued awareness of the town's critical resources in the municipal decision-making process.

- f) The Planning Board should also adopt by reference as part of the master plan's supporting documentation, the Souhegan River Management Plan prepared by the Nashua Regional Planning Commission. The town should work with the Souhegan River Local Advisory Committee (SoRLAC) and the Souhegan River Watershed Association to implement the recommendations contained in the management plan. The town should also work through these organizations to secure funds from the New Hampshire Department of Environmental Services' (NHDES) Watershed Assistance and Restoration Grants program for implementing Best Management Practices (BMP) within the watershed.
- g) Evaluate and make recommendations for future status of Class VI roadways with regard to open space objectives. For example, the upgrading of the Class VI portions of Binney Hill Road and Country Club Road would promote fragmentation of priority Tier I open space areas and therefore, should be discouraged.
- h) Evaluate roadways in town for potential designation as Scenic Roadways under state statute, which would help to preserve the rural character of these corridors.
- i) Conduct a build-out analysis for subwatersheds of the Souhegan River in New Ipswich. Use this data to determine current and future amounts of impervious cover based upon current zoning and to evaluate the impacts associated with impervious surfaces in the more highly developed subwatersheds.
- j) Establish a list of "green developers" interested in working with landowners in New Ipswich to create conservation subdivisions.
- k) Initiate the process of documenting Prime Wetlands in New Ipswich as provided for under state statute. Prime Wetlands mapping will identify the highest value wetlands, including larger wetlands (greater than 5 acres), which have been designated as a high priority for protection within this open space plan. This mapping effort could also potentially include the documentation of vernal pools, particularly on tracts of land in designated high priority open space areas.
- l) Coordinate efforts of public and private recreation groups to identify suitable locations for facilities-based recreation facilities that can serve the current and future demands for organized recreation activities in the town. Work with the same groups, or establish a separate Trails Committee, to identify potential locations for a town-wide trail network. Coordinate with efforts of local snowmobile clubs to integrate existing trails used by these groups. The primary snowmobile trail network currently used in New Ipswich is illustrated on Map 2.

2. Regulatory Actions

The following provisions recommend a number of regulatory changes intended to preserve open space and better protect some of the town's critical natural resources. The proposed changes include recommendations that affect the zoning ordinance, as well as the subdivisions and site plan regulations. Therefore, the town should consider a comprehensive re-write of all three regulations in order to insure that the following provisions, as well as other recent changes, are incorporated in a well-integrated manner. However, if this approach is not considered practical at this time then these provisions can be added in a more incremental manner.

- a) Add a general provision to the zoning ordinance, subdivision and site plan regulations that requires all development proposals to consider and address the stated principles and objectives of the town's open space plan.
- b) Strengthen the town's zoning regulations with regard to buffers and protective setbacks of riparian areas around rivers, streams, ponds, and wetlands. Setbacks and buffers around the major shorelines/edges of rivers, ponds and wetlands should be 150 feet. Setbacks and buffers around all other shorelines and wetlands should be 100 feet.
- c) Revise the town's wetland ordinance to include language indicating that wetlands greater than five acres, wetland clusters greater than five acres, palustrine emergent marshes (PEM), and bogs are considered high priority wetlands with regard to minimizing the impacts of dredging or filling (NOTE: A reference to Map 3 of this chapter, which highlights these wetlands, should also be included in the ordinance). In addition, the potential for development in these wetlands under the Special Exception provision of the ordinance (Section 4. Special Exceptions) should be eliminated. Vernal pools should also be included as areas protected under the wetlands ordinance.
- d) Adopt an aquifer protection overlay district as part of the town's zoning ordinance that would regulate impervious surfaces, potential sources of contamination, and require implementation of best management practices to protect the water quality of these resources. The boundaries of the aquifer protection district should coincide with the areas identified as aquifers on Map 3, presented previously in this chapter.
- e) Establish a viewshed overlay district for Wapack Range and Kidder Mountain unfragmented block areas (Tier I and II open space designation). These viewshed regulations would define development standards within a delineated "viewable" area (e.g. above a specified topographical elevation) that would minimize visual impacts on the landscape from future development.
- f) Require all subdivisions to set aside 10%-15% of the tract area (the town's current approximate total percentage of open space) of a proposed development for recreation or open space purposes that would primarily serve the local needs of residents in the subdivision. As an alternative to this land dedication, the town could establish a fund

in the Capital Improvement Plan (CIP), or a capital reserve fund, into which the developer could pay a fee that is commensurate to the dedicated land value or some other proportional amount. These funds would be used to achieve the town's open space objectives.

- g) Require implementation of wildlife sensitive design standards for all major subdivisions. These standards would require that a site inventory be conducted of a proposed development tract that identifies existing habitat characteristics and significance that is used to design the subdivision layout. Revise the town's zoning ordinance to allow flexibility in dimensional controls (e.g. a reduction in road frontage) to promote habitat preservation design.
- h) Revise the roadway design standards to allow/encourage a reduction in construction dimensions, where appropriate, to lessen impacts of habitat and open space fragmentation. More specifically, the design standards should be amended to allow narrower pavement and/or right-of-way (ROW) width for subdivision roads that have lower traffic volumes and design speeds. These types of minor access roads may service less than 200 vehicles per day where a 30 foot ROW and 20 foot pavement width would be adequate. In addition, as noted in paragraph g) above, language should also be added to the design standards that promotes roadway layout that minimizes, to the extent practical, the effects of fragmentation on open space and wildlife habitat due to the location of new roadways on previously undeveloped tracts of land, or adjacent to existing protected open space parcels. The Planning Board should also consider removing the provision in the subdivision regulations that requires all vegetation be removed from a ROW, since this can impact wildlife habitat, as well as the scenic qualities of the town's roadways (Refer to Appendix B. of the subdivision regulations entitled Design Criteria).
- i) Revise the cluster development ordinance to allow for development incentives and the provision of open space that supports the town's open space objectives. Consider the provision of density bonuses when certain open space thresholds are achieved and also the requirement that a detailed site inventory be conducted prior to the submittal of any detailed development plans. Incentives could be provided for preserving agricultural areas, protecting/enhancing critical habitat areas, and providing public recreation facilities. The cluster regulations should also be revised to include a provision requiring a third party be identified that will be responsible for enforcing the protective covenants for preserving the open space in the event that the homeowners association fails to do so. The Conservation Commission should also be identified in the regulations as having authority to enforcement these restrictions if necessary, and the town should be enabled to recover any legal expenses incurred from the homeowners association as a result of such actions.
- j) The town's zoning and land use regulations should be revised to reflect the Best Management Practices (BMP) recommended in the Souhegan River Management Plan for protecting water resources on a town-wide basis in New Ipswich. The town

should seek assistance from the Southwest Regional Planning Commission (SWRPC) in making the necessary changes to these regulations.

3. Land and Habitat Preservation Initiatives

The town will need to take a proactive approach if it is to preserve key tracts of land that are priority areas identified in this open space plan. It will also need to take an active role in encouraging habitat management and resource protection as part of the development process for properties that cannot be completely preserved as conservation land.

a) Contact Landowners of Key Properties

A representative, or group, from the town should begin to contact the owners of key conservation/open space parcels to open a dialogue regarding the owners long-term goals for the property and the potential for preservation or limited development alternatives.

- Contact landowners whose property contains headwaters of various river systems in town (work with towns that use as water supply and/or appropriate public/quasi-public agencies and organizations)
- Contact landowners of large tracts (30+ acres) of undeveloped land in the Tier I open space areas
- Contact landowners of managed wood lots and certified tree farms (work with NEFF and SPNHF)
- Contact landowners of agricultural properties in Tier I and II open space areas with properties that comprise a portion of larger significant wildlife habitat

b) Designate Wapack/Kidder Mountain Range Corridor as High Priority

- Support the Quabbin to Cardigan Conservation Collaborative (Q2C) efforts of large scale habitat preservation along Wapack Range corridor. Work with SPNHF to make the New Ipswich portion of the Q2C corridor focus area a priority for forthcoming detailed bio-inventory at the parcel level. Ask SPNHF to make presentations regarding significance of the Q2C corridor at forum(s) in New Ipswich.
- Hold summit meeting of groups interested in protecting Wapack Range to identify appropriate joint action plan for this corridor (e.g. SPNHF, NEFF, NWT, Friends of Wapack, NHF&G). Consider coordinating efforts through regional planning commission.
- Ask Town Meeting to pass a resolution that the Wapack Range is a critical feature in the town's visual landscape and a high priority for conservation
- Consider requiring a 250 foot buffer around the Wapack Trail within the town's zoning ordinance to protect this local and regionally important recreation corridor
- Establish permanent public access points to the Wapack Trail at its northern and southern extents within the town that offers adequate parking facilities
- Appropriate town funds to support acquisition of Hampshire Country School property conservation easement being sought by NWT

- Establish viewshed protection overlay district for this corridor (see Section 2e above for details)
- Limit future fragmentation of this corridor by discouraging upgrade of Binney Hill Road from its current Class VI status

4. Alternative Methods for Acquiring Open Space

As noted at the beginning of the implementation section, the town must develop a long-term strategy for preserving open space in New Ipswich that employs a variety of approaches and methods if it hopes to succeed in achieving the goals of this plan. The previous portions of this sections have outlined three of the approaches, which focus primarily on education, regulation, and cooperation. However, in order for the town to protect major tracts of unfragmented open space, as well as other key parcels, it will be necessary to use other techniques that include financial support from various funding sources, including local property taxes.

It would not be fiscally practical for the town to appropriate the total amount of funds required to purchase all of the priority open space areas identified in this chapter. Therefore, the town will need to use some of its municipal appropriations as leverage to secure other funding, such as grants, or to purchase less than fee simple ownership of open space parcels. In such instances, the town could purchase the development rights of a property, typically accomplished by means of a conservation easement, that would preclude further development of the property. This approach also leaves the property on the local tax roles, although at a much reduced value. Wherever possible, the town should also attempt to obtain the development rights, or a portion of the value of these rights, through donations from property owners.

- a) The town should consider making open space preservation a more prevalent component of its annual budgeting process through the following actions.
 - Establish a capital reserve fund and/or other appropriate revenue fund for open space to insure a dedicated budget mechanism is available for receiving and dispersing funds. Such funding would include all fees received as an alternative to open space dedication from the subdivision approval process, as recommended in paragraph 2.f) above.
 - The town should consider making a minimum allocation of \$200,000 to the capital reserve fund in order to be able to respond in a more timely manner to real estate market conditions to protect parcels of critical importance or provide matching funds for various grant programs and fundraising campaigns. These funds can also be used as a stopgap measure to temporarily secure key open space properties that are subject to the threat of eminent development.
 - The town should require that all penalty fees collected for withdrawing land from Current Use be allocated for open space preservation. Presently, only a portion of these fees are used for such purposes.
 - The town should use its bonding capability to purchase key open space areas when other funding sources are not available or are insufficient to cover the entire cost of the property.

- b) It is recommended that the purchase of development rights, as opposed to fee simple ownership, be the primary approach used by the town for acquiring and protecting open space in order to reduce the amount of municipal funding required. Fee simple acquisition should be used to purchase properties where public access is a primary objective or when the other approaches are not practical.
- c) To the greatest extent possible, grants and other public funding sources should be used to preserve open space and protect critical natural resources in New Ipswich. The town should actively pursue funding from the state's Land Conservation and Heritage Investment Program (LCHIP) and other comparable programs that support the goals of this plan. The town should attempt to leverage matching funds for such grants through the private donations of funds and/or property.
- d) The town should also work with private land trusts and other land preservation groups (i.e. SPNHF, NEFF, NWT) to secure matching funds for joint open space preservation initiatives in New Ipswich, as noted in Section 3 above.

References and Contacts

1. Natural Resource Inventory (text and maps) completed in 2004 by Daylor Consulting
2. New Ipswich Master Plan – 1995 and 2004
3. Master Plan Survey Results
4. New Ipswich Zoning and Wetlands Ordinance
5. New Ipswich Subdivision and Site Plan Review Regulations
6. The town's GIS digital parcel map and assessment database
7. 2003 aerial photography and additional data layers from GRANIT (New Hampshire's GIS database)
8. New Hampshire Fish & Game's Wildlife Action Plan (WAP) and associated GIS Coarse Filter Analysis of Potentially Significant Wildlife Habitat
9. Representatives of the following organizations were contacted for information and activities in the New Ipswich area
 - o Monadnock Conservancy Land Trust
 - o Northeast Wilderness Trust
 - o Society for the Protection of New Hampshire Forests
 - o Friends of the Wapack
 - o Harris Center for Conservation Education
 - o New England Forestry Foundation
 - o Nashua Regional Planning Commission
 - o Southwest Regional Planning Commission
 - o Rindge Snowmobile Club
 - o New Hampshire Fish & Game Dept.

ACKNOWLEDGEMENTS

Under the laws of the state of New Hampshire, the development of the Master Plan for a community is the responsibility of the Planning Board. The project is considerable in scope, requiring the gathering, analyzing, and evaluation of a great deal of data and ideas. The concerns and opinions of the local citizenry are essential to this planning process.

The New Ipswich Planning Board thanks those who are named below. The Board also extends its appreciation to the officials and staff of the Town of New Ipswich and to the staff of the Southwest Region Planning Commission. Without the assistance of all who participated, this task would be incomplete.

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Valera Nichols

Ollie Niemi

Frank O'Neil

John Poltrack

Jacqui Rager

Nancy Rappaport

Nancy Redling

Dixie Rhoads

Francie Riggs

Renee Rodriguez

John Rosenfelder

Leo Ross

Beverly Salo

David Salo

Russell Salo

Ann Shaw

Kathleen Smith

Earl Somero

Martin Somero

Nancy Somero

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Ed Tokarsk

David Underwood

Doug Waitt

Kathy Walters

Georgia Westervelt

Bill Watkins

Susan Williams

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Rich Blanchette	Garth & Carol Bodkin	Gerard Breault
Bob & Jane Brecht	Pat Butcher	Jane Cargill
Don & Barbara Carlson	Jim & Micky Coffey	David & Hazel Cotzin
Tim Daisy	Kate & Tom Dean	Leo & Carol Demers
Lance DePlante	Sister Irene Dionne	Betty Douglas
Craig & Kleta Dudley	Ray & Susan Duhamel	Mary Willa Dye
Tom Estes	Gail & Doug Ford	Roland Coates & Liz Freeman
Mary Jane Grasty*	Bob Grasty	Harvey Green & Susan Williams
Mary & Dick Hall	Bruce & Carol Hamilton	Greg Hanselman
Eleanor Hemphill	Mildred Henault	Patty Hoffman
Judith Hortsman	Mary & Ed Howard	David & Ann Howard
Vaclav Hradecky	Al Jenks	Stephanie Hurley
Jack & Linda Jarvela	Kathy Johnson	Warren Johnson
Ralph Kangas	Toiva Kangas	Harvey Kangas

Stanley & Jean Kellogg	Ned Kelly	Denise & Mike Kelly
Lulu & Nick Kenney	Mary Krook	Douglas Lampinen
Mary Langen	Linda Langille	Donna Larson
Sister Jeannette Lavasseur	Ivers Lawrence	George Lawrence
Tom & Rhonda Liubakka	Marion Lovell	Bill & Sue MacDuff
Cindy Lussier	Jeff MacGillivray	Neal Marshall
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Peter Messina	Linda Miller	Reinhard Mirkovitch
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Karen & Larry Thibodeau	Bill & Betsy Thoms	Alice Tripp
Peggy Van Valkenberg	Clyde & Cindy Vaillancourt	Dot & Paul Vaillancourt
Beverly Vaillancourt	Doug & Kitty Waitt	Helen Williams
Glen & Nancy Woodward		

* Members of the Master Plan Update Steering Committee

APPENDIX # 2

Town Forum Responses to Questionnaire - 11/14/02

Responses were tallied and converted to percentage of respondents answering either high, medium or low. There were 154 respondents. Note: Due to rounding and skipped questions, the responses do not always total 100%

	High	Medium	Low
Overall, how important do you think it is to be more proactive in trying to protect the open space we have now?	70%	22%	8%
- for recreation?	56%	31%	13%
- for wildlife habitat?	71%	22%	7%
- for variety in natural landscape/scenery?	62%	29%	7%
- for protection of vital natural resources (soil and drinking water)?	84%	13%	3%
- for scenic views?	62%	31%	8%
- for protection from water/air/noise/light pollution?	78%	14%	8%
Overall, how important is it to you to be more proactive in trying to protect the look of our town ?	57%	32%	11%
- such as village type development patterns?	56%	32%	11%
- such as variety in landscape and scenery?	53%	40%	7%
- such as houses/buildings of various age and architecture?	47%	39%	14%
- such as shaded curving roads?	50%	31%	19%
- such as historic buildings?	64%	25%	11%
- such as old stone walls and cellar holes, old trees?	64%	25%	12%
Overall, how important do you think it is to be more proactive in trying to protect the feel of our town, specifically?	57%	31%	10%
- knowing and interacting with many people in the community?	47%	38%	11%
- having meaningful participation in community life?	43%	42%	14%
- a low density population creating a sense of safety and security?	63%	27%	10%
- low traffic volume?	62%	29%	8%
- a sense of tradition?	48%	33%	17%
- diversity of the population (economic and social	37%	43%	18%
How important do you think it is to try to attract more industry to town for reasons such as:			
- adding to our tax base?	42%	38%	19%
- providing more jobs?	32%	42%	25%
- contributions a company might make to the community?	28%	45%	25%

	High	Medium	Low
How important do you think it is to try to attract more service and retail business to town for reasons such as:			
- adding to our tax base?	46%	35%	18%
- providing more jobs?	32%	39%	29%
- the convenience of the citizens:			
• a larger market?	21%	26%	53%
• restaurants?	27%	37%	36%
• various shops?	20%	43%	37%
Overall, how important do you think it is to be more proactive in protecting / promoting a variety of housing opportunities?	32%	39%	26%
- such as housing appropriate for different ages?	37%	34%	29%
- such as housing appropriate for different income levels?	36%	38%	24%
How important is it to you to have a more vital town center which would			
- have more retail business and services located in the center?	21%	44%	35%
- be more pedestrian friendly?	36%	38%	26%
- have a more attractive design?	35%	37%	28%
Overall how important do you think it is to be more proactive in establishing town recreational facilities?	32%	44%	23%
- such as parks / picnic areas?	19%	47%	32%
- such as playgrounds?	23%	42%	34%
- such as walking / running / biking paths?	38%	38%	25%
- such as trails for hiking / horseback riding?	42%	36%	21%
- such as trails for ATVs and snowmobiles?	19%	25%	43%
- such as a recreation / community center?	28%	36%	35%

Town Forum Recommended Topic Groups - 11/14/02

Formation of the following topic groups was recommended to the Town Forum. The purpose of each group, the number of multivotes it received at the forum (a measure of its perceived importance), and the number of people who volunteered to serve on each group are listed below.

- 1) A Growth Management Measures group to investigate the need and, if necessary, recommend methods for managing the timing of growth (104 multivotes, 9 volunteers)
- 2) An Open Space Plan group to work with the conservation commission, using the Natural Resource Inventory (NRI) to develop an open space plan for undeveloped land. The plan will identify and establish priorities for areas that should be protected because of their unique value to the town (78 multivotes, 12 volunteers)
- 3) A Capital Improvements Plan group to work with the planning board to develop a capital improvements plan (CIP) which in turn is recommended to the selectmen and finance advisory committee. The plan will identify needed capital projects, assign priorities to those projects, and establish a time line for related capital expenditures. (74 multivotes, 5 volunteers)
- 4) A Water Study group to recommend methods for protecting the town's water resources (73 multivotes, 6 volunteers)
- 5) An Affordable and Elderly Housing group to study the needs for low-income and elderly housing for the residents of New Ipswich and to recommend ways of addressing them (62 multivotes, 3 volunteers)
- 6) An Industrial Development group to assess the advisability of attracting commercial/industrial development of various types and determine potential locations (54 multivotes, 4 volunteers)
- 7) A Recreational Facilities group to investigate interest in and possibilities for more recreational facilities and community programs (54 multivotes, 4 volunteers)
- 8) An Agriculture and Forestry group to study ways to encourage and support forestry and agriculture in New Ipswich, including farming, greenhouses, horticulture, and animal husbandry. (52 multivotes, 11 volunteers)
- 9) A Town Management group to investigate best practices in town management and make recommendations to the Town regarding enforcement of codes and permitting procedures, and the hiring of a code enforcement officer and town administrator. (48 multivotes, 4 volunteers)
- 10) An Historic Resources group to study how zoning ordinances might be used to preserve elements of the town's cultural, social, community, and architectural history and to determine the feasibility of the formation of either a heritage commission or a historic district commission. (46 multivotes, 4 volunteers)

- 11) A Fragile Resources group to review town ordinances and recommend necessary changes for protecting - steep slope areas, wetlands, and historic/cultural/archeological resources. (37 multivotes, 2 volunteers)
- 12) A Land Acquisition/Protection group to investigate and recommend means of acquiring or preserving undeveloped land without expending tax dollars, such as grants, easements/land endowments, and land use regulations allowing for variable density and lot sizes. (29 multivotes, 1 volunteer)
- 13) A Cost of Community Services group to compare different land uses in town relative to their impact on taxes by determining the cost of services (schools, roads, fire, police) for each type of use and comparing it to tax receipts for that same kind of use. (28 multivotes, 2 volunteers.)

4 additional recommended groups received less than 25 multivotes and attracted few volunteers. Those groups were for public safety, town owned property, technical methods for town communications, and non-technical methods for communications in town.

Results of Town Questionnaire - Fall 2003

Growth Management	strongly disagree		no opinion			strongly agree	
1)							
a) I am concerned that the town will get to be too big if we don't change the way we are growing.	121	47	37	42	88	156	539
b) I would support regulations to manage the rate at which the town is growing, such as limiting the number of building permits per year .	120	47	31	30	78	165	555
c) I would support charging developers impact fees	342	134	85	144	59	64	174
d) We should investigate options for commercial development in town.	123	62	47	83	147	181	376
2) What do you think our maximum population should be?							
a) 10,000 or less _____	736		c) 20,000 _____	47			
b) 15,000 _____	93		d) no opinion _____	150			
3) What would you support for an <u>average</u> lot size in <u>future subdivisions</u> ?							
a) 2 acres/lot _____	328		c) 4 acres/lot _____	208			
b) 3 acres/lot _____	206		d) 5 acres/lot _____	277			
4) What do you feel is a reasonable rate of growth for the town?							
a) whatever the economy allows _____	135		d) an average of 3%/yr _____	153			
b) an average of 1% or less/yr _____	331		e) an average of 4% or more/yr _____	58			
c) an average of 2%/yr _____	296		f) no opinion _____	54			
Protection of Open Space	strongly disagree		no opinion			strongly agree	
5)							
The Town should do more to protect open space.	85	33	22	35	111	143	601
6) How important is	not important		no opinion			very important	
a) Land for outdoor recreation	56	31	33	72	159	188	501
b) Scenic view points, ridgelines, and other areas of natural beauty	58	22	32	57	130	164	555

6) - cont. How important is:	strongly disagree		no opinion			strongly agree	
c) Lands which provide public access to sportsmen for hunting and fishing	99	38	52	112	175	172	370
d) Landscapes that preserve the rural and historic character of the town	74	11	37	51	125	204	520
e) Large tracts of undeveloped land and connecting corridors which provide important habitat for wildlife	58	24	36	52	128	168	555
f) Land containing rare plants and animals or rare natural communities	85	38	55	95	139	148	459

6) How important is:	not important		no opinion			very important	
g) Land important to the diversity and survival of wildlife (fields, rivers, wetlands).	66	15	33	46	121	188	557
h) Open space around areas with a higher concentration of houses	86	37	42	112	154	210	377

7) How important do you think it is to protect :	strongly disagree		no opinion			strongly agree	
a) Souhegan river corridor (from Waterloom Pond to Greenville)	37	10	17	61	99	190	615
b) Tophet Swamp	56	11	24	143	110	163	508
c) Wapack ridge (and trail)	46	6	16	58	84	170	643

8) What % of our land would you like to have protected as open space?	strongly disagree		no opinion			strongly agree	
a) 25% (5,275 acres) or less _____	198						
b) 35% (7,385 acres) _____	300						
c) 45% (9,495 acres) or more _____						404	
d) no opinion _____							108

9)	strongly disagree		no opinion			strongly agree	
a) I would support the town using a bond to help finance the protection of important open space.	180	70	43	163	137	159	253
b) To finance open space protection, I would support using a larger portion of the current use penalty fees.	116	14	19	115	107	219	443

	strongly disagree		no opinion			strongly agree	
9) - cont.							
c) To finance open space protection, I would support a 1% tax increase.	369	71	63	80	108	123	201
d) I would support using a portion of the budget surplus to finance the protection of open space.	201	55	56	117	136	187	272
10)							
a) I would support zoning that preserves open space.	105	32	30	57	117	181	497
b) I would support regulations requiring that development on ridgelines be as unobtrusive as reasonably practicable.	99	32	30	67	124	186	488
c) I would support regulations requiring buildings on certain parcels to be sited so as to preserve special views in town.	120	36	45	96	126	177	418
d) I would support regulations requiring buildings and other structures to be located, when practicable, so as not to interfere with wildlife habitat and other natural resources.	102	30	47	80	110	175	489
	strongly disagree		no opinion			strongly agree	
11)							
a) I would support making "open space subdivisions" mandatory on any parcel 10 acres or larger.	196	59	67	135	121	150	299
b) I would support giving a developer a choice of using an "open space subdivision" or a minimum lot size of 10 acres.	226	65	63	145	127	165	224
c) I would support encouraging, but not requiring, developers to use "open space subdivision" by giving them more than the normally allowed number of lots in return for using an "open space subdivision"	262	102	84	121	135	169	143
d) I would support giving developers a bonus of extra lots in return for setting aside even more open space than they are required to set aside.	225	69	72	127	151	176	193

Protection of Water Resources

	strongly disagree		no opinion		strongly agree	
12)						
a) I would support zoning regulations to increase the minimum lot size when certain types of soils and slopes are present, <u>if necessary</u> to ensure adequate cleaning of septic discharge.	85	21	28	70	92	194 518
b) I would support regulations to protect sand and gravel aquifers.	76	22	34	91	125	179 487
c) I would support using tax dollars to purchase or protect land associated with aquifers.	161	54	55	129	161	149 301
d) I would support regulations to prevent storm water runoff (from development).	67	25	27	61	118	196 524
e) Continuing to use individual private wells as the source of our drinking water makes more sense than installing a town water system.	42	27	23	52	56	132 684
f) The Town should investigate the feasibility of a centralized septic system in Center Village.	194	54	35	174	142	156 249
13) Which of the following statements best represents your view on the use of vegetated buffers and setbacks to protect water quality in New Ipswich.						
a) I would support regulations requiring the buffers and setbacks recommended by the Office of State Planning in <i>"Buffers for Wetlands and Surface Waters, A Guidebook for New Hampshire Municipalities"</i>						484
b) I would support regulations requiring larger buffers and setbacks than we have now, but less than those recommended .						193
c) We should keep our current regulations regarding buffers and setbacks .						309

Historic Resources

	strongly disagree		no opinion		strongly agree	
14)						
a) I would support regulations that protect New Ipswich buildings constructed before 1900.	104	34	32	114	134	201 395
b) I would support regulations that protect New Ipswich buildings constructed before 1940.	167	71	85	227	170	113 180
c) I would support regulations protecting New Ipswich's agricultural landscapes (farm complexes, barns and outbuildings, fields, fences).	113	43	55	123	144	201 333

	strongly disagree		no opinion			strongly agree	
14) - cont.							
d) I would support a demolition delay ordinance that would require review prior to any demolition of a historically significant structure	122	32	23	88	128	208	405
e) I would support the creation of a heritage commission to <u>advise</u> the Town about the protection of cultural and historic resources.	137	53	40	154	159	159	308
f) I would support expanding the authority of a Heritage Commission to include some level of <u>regulation</u> of designated historic districts, as a means of preserving New Ipswich's remaining historic villages: Center, Smith, and Bank.	187	60	79	139	146	153	244
g) I would support regulations that define design guidelines for new construction and renovations in historic villages.	124	47	54	120	158	195	320
h) I would support property tax relief as a means of rewarding individual preservation efforts.	140	67	42	123	150	189	297
i) I would support regulations that preserve village landscapes, specifically protecting ornamental trees planted along village roads and commons.	116	29	46	121	157	200	332

Housing

	strongly disagree		no opinion			strongly agree	
15) The town should encourage more affordable housing for:							
a) the elderly	77	26	32	115	118	205	446
b) families with children.	182	72	85	173	153	132	202
c) first time buyers	150	73	81	181	150	142	210
d) young families.	166	83	70	190	150	139	194
16) I would support regulations that require a certain percentage of affordable housing units to be built within each new development.	199	81	62	151	106	122	153
17) The Town should encourage more							
a) single family housing	106	42	47	145	128	176	356
b) two family housing (duplexes)	296	98	101	160	156	84	97

	strongly disagree		no opinion			strongly agree	
17) - cont.							
c) multi-family housing (3-4 units)	412	132	108	133	92	41	68
d) condominiums/ town houses	376	103	91	145	110	70	82
e) apartment buildings	454	133	106	107	71	52	67
f) elderly housing	100	35	37	114	157	213	337
18) I would support regulations that allow a developer to build more houses than would otherwise be allowed - in return for building the types of housing the town wishes to encourage.	365	103	85	121	119	91	109
19) I would support regulations that allow accessory dwelling units.	186	41	32	126	120	172	328
20) Where should new residential development be located ?							
a) New growth should be spread evenly throughout the town.							315
b) We should try to maintain our current pattern of small villages separated by more sparsely developed areas.							569
c) No opinion							135

Commercial Development

	strongly disagree		no opinion			strongly agree	
21)							
a) Home occupations and cottage industry should be encouraged.	67	22	28	151	175	206	361
b) Information age and service industry should be encouraged.	74	29	41	189	181	188	294
c) Non-polluting light industry should be encouraged.	64	51	56	103	182	221	337
d) Outdoor recreation related businesses should be encouraged.	73	24	43	130	159	238	341
e) Tourist related businesses should be encouraged.	81	36	59	154	178	183	318
f) Office parks should be encouraged.	240	84	85	150	140	124	180
g) A larger grocery store should be encouraged.	252	66	77	93	107	139	274
h) New commercial development should be located in existing buildings.	108	38	49	188	166	190	269

	strongly disagree		no opinion			strongly agree	
21) - cont.							
i) Business and industry should not be encouraged. We should remain primarily a rural residential community .	311	112	114	94	94	75	200
22)							
a) New commercial development should be scattered throughout town.	434	159	99	98	74	52	86
b) New commercial development should be located in a strip along routes 123/124.	173	61	56	97	155	210	252
c) New commercial development should be concentrated in newly established commercial centers.	186	80	51	146	182	167	185
d) There should be no further commercial development in New Ipswich.	443	120	108	102	66	42	135

Agriculture and Forestry

	strongly disagree		no opinion			strongly agree	
23)							
a) It is important to have local agricultural products and services (such as field mowing, fresh fruit and produce, greenhouses, riding lessons and horse boarding).	37	12	15	74	125	224	535
b) Protecting tracts of woodland that can support forest management, including the production of timber and other forest products, is important.	51	8	23	70	140	238	487
c) Protecting farmlands, pastures, open fields and productive agricultural soils is important.	48	14	23	54	120	212	549
d) I would support regulations requiring buffer zones when building next to existing farms (see Q 33 on page 8).	93	28	34	99	114	226	419
e) Protecting land that could be used for future agricultural purposes is important.	76	21	44	98	148	200	429
f) I would support reasonable variances for farms from town regulations (see Q 34 on page 8).	57	11	28	115	162	249	388

Monitoring for compliance with town regulations		strongly disagree		no opinion		strongly agree		
24)								
a)	I would support hiring a part time code enforcement officer to monitor compliance with town regulations.	176	34	35	77	160	190	335
b)	I would support offsetting the cost of a code enforcement officer by raising application fees.	160	30	27	86	146	189	359