

SANBORNTON

New Hampshire



Master Plan

2012

Acknowledgments

The Planning Board would like to thank the residents and property owners of Sanbornton who answered the Community Master Plan Survey as well as those who participated in public forums and in doing so provided their input into this update of the Sanbornton Master Plan.

The Planning Board would especially like to thank the members of the Master Plan Advisory Committee for their dedicated involvement in the process of up-dating the Master Plan as well as to thank Town Planner Robert Ward for his professional guidance and support in the preparation of this Master Plan.

The members of the Master Plan Advisory Committee and the organizations that they represented are listed below:

Sanbornton Master Plan Advisory Committee:

Mary Ahlgren, Conservation Commission
Jeff Burns, Energy Committee
Timothy Grant, Zoning Board of Adjustment
Elizabeth Merry, Historic District Commission
David Witham, Sanbornton Historical Society

Contributors:

Terry Lewis and Carmine Cioffi, Planning Board
Marsha Martell, Budget Committee
Linda Suroweic, Sanbornton Fire Department
John Thayer, Department of Public Works

Adoption

The Planning Board of the Town of Sanbornton, New Hampshire, in accordance with the provisions of NH RSA 674:4, does hereby adopt the Sanbornton Master Plan 2012, including the goals, policies and recommendations contained herein, as a guide to the Planning Board and other Town boards and departments in the performance of their respective duties and for the purpose of accomplishing the coordinated, efficient and harmonious development of the Town of Sanbornton.

In accordance with the provisions of NH RSA 675:6, the Planning Board voted to adopt the Sanbornton Master Plan 2012 on this date, April 18, 2013.

Donald Bormes, Chairman

Carmine Cioffi, Vice Chairman

Evelyn Auger, Member

Richard Gardner, Member

Karen Ober, Ex Officio, Board of Selectmen

Will Ellis, Alternate Member

Nick Orgettas, Alternate Member

Endorsements

The following boards, commissions, committees and departments of the Town of Sanbornton hereby endorse the goals, policies and recommendations contained within the Sanbornton Master Plan 2012 and commit to conducting their respective activities in concert with the Master Plan's guiding principles:

Town Boards, Commissions and Committees

Board of Selectmen, Chair, David Nickerson

Budget Committee, Chair, Earl Leighton, Jr.

Capital Improvements Committee, Chair, Jeffrey Jenkins

Conservation Commission, Chair, Brad Crosby

Energy Committee, Chair, Ian Raymond

Historic District Commission, Chair, Franz Vail

Transportation Infrastructure Program Committee, Chair, Johnny VanTassel

Zoning Board of Adjustments, Chair, John Olmstead

Town Departments

Department of Public Works, Johnny VanTassel

Fire Department, Paul Dexter

Town Health Office, William Tobin

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INTRODUCTION

Throughout the four years it has taken to develop the Sanbornton Master Plan 2012, it has become apparent that many citizens are interested in the future of the town and the preservation of the quality of life that we all enjoy. The authors of this document have taken note of the interest and comments from the diverse parts of our community and wish to share some insights that, if not adequately addressed, may create barriers to our ability to achieve the vision and goals set out in Sanbornton's new Master Plan.

A. Conservation:

The Town needs to actively engage and support the wider mandate of the Conservation Commission if we are going to be able to preserve the rural character and resources of Sanbornton. The Planning Board and the Conservation Commission need to work together on zoning modifications, land use options, and other mechanisms to encourage and provide incentives to land owners to protect our resources and to utilize and develop the land in an effective way. The Conservation Commission needs to be more proactive in helping the Planning Board articulate and implement long range planning.

B. Commercial Development:

It has been a challenge to identify Neighborhood Commercial zones in the Future Land Map because of the current scattered nature of our business community. Sanbornton has many businesses including small home-based businesses, commercial farms and others. Sanbornton needs to determine if it chooses to have more commercial zones for larger businesses which will help increase our tax base and in turn tax revenues in a sustainable way. Our residents need to determine if they want Sanbornton to be a "bedroom" commuter community or a town with a larger mixed-use, commercial tax base. If the choice is for more commercial development, it could alter the nature of the community unless carefully planned.

C. Land Use Planning and Enforcement:

As the "SANBORNTON BY THE NUMBERS / 1960-2010" document (next page) that compares data in 2000 with 2010, Sanbornton's municipal costs have increased significantly over the last decade and the tax burden has increased significantly as well. With unchecked development or development without understanding the larger picture of cumulative long-range consequences that come from each independent development decision Sanbornton makes, the municipal costs may continue to increase at a high rate. Sanbornton's land use boards need to implement guidelines and enforce land use regulations that are publicly supported and limit the number of exceptions to the rules. People living and settling in Sanbornton should understand that one of the reasons they like living in Sanbornton is because of our strong preservation and land use enforcement procedures.

You are encouraged to read the Master Plan and bring forward your insights to the Planning Board, the Selectmen and other departments and committees of the Town. This document has been designed to start a conversation, not be an end point in and of itself. It has been written to encourage engagement and ownership across the Town, and residents and tax payers of Sanbornton are encouraged, as citizens of the community, to be part of the process.

Context for Planning:

SANBORNTON BY THE NUMBERS / 1960 - 2010

GEOGRAPHY

Land Area: 47.37 sq. mi. (30,321 acres)

Water Area: 2.27 sq. mi. (1,453 acres)

Total Area: 49.65 sq. mi. (31,774 acres)

POPULATION

POPULATION, POPULATION CHANGE, PER CENT CHANGE (by Census Year)

<u>Year</u>	<u>Population</u>	<u>Pop. Change</u>	<u>% Change</u>
1870	1,236	----	----
1880	1,192	-44	- 3.6%
1890	1,027	-165	- 13.8%
1900	944	-83	- 8.1%
1910	850	-94	- 10.0%
1920	617	-233	- 27.4%
1930	654	37	+ 6.0%
1940	677	23	+ 3.5%
1950	755	78	+ 11.5%
1960	857	183	+ 13.5%
1970	1,022	165	+ 19.3%
1980	1,679	657	+ 64.3%
1990	2,136	457	+ 27.2%
2000	2,581	445	+ 20.8%
2010	2,966	385	+ 14.9%

POPULATION DENSITY IN PERSONS PER SQUARE MILE (by Census Year)

<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
18.1	21.6	35.5	45.2	54.6	62.7

POPULATION CHARACTERISTICS 2000 CENSUS 2010 CENSUS

a. 1 -19 Age Group / Pop.	716	27.7%	658	22.2%
b. 20-54 Age Group / Pop.	1331	51.6%	1342	45.2%
c. 55+ Age Group / Pop.	534	20.8%	966	32.6%
d. Total Year-Round / Pop.	2581	100.0%	2966	100.0%

LAND USE & DEVELOPMENT

- a. Land Area Not Available for Development: 5,578.06 acres (18.4%)
(Already Developed, Government Owned Land or Conservation Land)
- b. Land Area Not Suitable for Development: 14,961.90 acres (49.3%)
(Due to Development Constraints)
- c. Land Area Available for Future Development: 9,781.04 acres (32.3%)
(Remainder after deducting a. + b. from total land area of Town)

DEVELOPMENT ACTIVITY

Subdivision Lots Approved (per decade)

<u>1960-69</u>	<u>1970-79</u>	<u>1980-89</u>	<u>1990-99</u>	<u>2000-09</u>
18	96	378	192	172

Building Permits Issued (per decade)

<u>1960-69</u>	<u>1970-79</u>	<u>1980-89</u>	<u>1990-99</u>	<u>2000-09</u>
146	195	297	177	234

HOUSING

Housing Units (by Census Year)

<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
475	635	816	1113	1359	1612

TOWN BUDGET*

Town Department Appropriations (in Dollars) as Voted by Town Meeting

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
Selectmen Office	5,300	11,100	30,671	131,952	173,915	222,035
Police	1,050	7,500	42,927	152,160	208,290	391,564
Fire/Rescue	1,900	3,200	10,600	35,591	109,185	314,041
Highways	<u>23,989</u>	<u>37,800</u>	<u>120,268</u>	<u>203,312</u>	<u>340,000</u>	<u>688,211</u>

(A) Total Town Budget 68,993 109,793 465,335 1,259,603 2,162,628 3,569,715

**Note: Line A & above dollar amounts not adjusted for inflation from 1960 to date*

(B) Total Town Budget 508,124 613,715 1,217,803 2,086,576 2,728,315 3,569,715

Note: Line B dollar amounts are adjusted for inflation from 1960 to date

(C) Budget Per Person 593 601 725 977 1057 1204

Note: Line C dollar amounts are adjusted for inflation and equal Line B figure divided by Sanbornton's year-round population for that year

TAX INFO

Total Tax Base (Total Assessed Valuation)

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
(A)	\$687,407	\$1,497,972	\$2,815,660	\$84,615,870	\$184,921,786	\$430,320,280

Note: Line A (above) dollar amounts are not adjusted for inflation from 1960 to date and total assessments were subject to periodic Town-wide revaluations, which were done in 1983, 1993, 2003, 2005 & 2008

(B)	\$5,062,660	\$8,373,279	\$7,368,714	\$140,169,146	\$233,292,531	\$430,320,280
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Note: Line B dollar amounts are adjusted for inflation from 1960 to date

(C)	\$5,907	\$8,193	\$4,389	\$65,622	\$90,388	\$145,084
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Note: Line C dollar amounts are adjusted for inflation and equal Line B figure divided by Sanbornton's year-round population for that year

Master Plan: Statutory Requirements and Purpose

New Hampshire Statutes (RSA 674:1) state “it shall be the duty of every planning board established under RSA 673:1 to prepare and amend from time to time a Master Plan to guide the development of the municipality.”

The purpose of the Master Plan, as described under New Hampshire Statutes (RSA 674:2), shall be “to set down as clearly and practically as possible the best and most appropriate future development of the area under the jurisdiction of the Planning Board, to aid the Board in designing ordinances that result in preserving and enhancing the unique quality of life and culture of New Hampshire, and to guide the Board in the performance of its other duties in a manner that achieves the principles of smart growth, sound planning, and wise resource protection.”

In essence, the Master Plan serves as a general guide for all Town departments to accommodate future growth and to accomplish the best and most appropriate future development of Sanbornton. The time frame for the Master Plan is 15 to 20 years into the future. The Master Plan is intended to assist the Planning Board in more effectively and consistently performing its duties. The Master Plan also serves as the rationale for changes to the zoning ordinance, subdivision and site plan review regulations and other planning and land use regulations.

The Master Plan provides a set of land use and development principles for Sanbornton with such accompanying maps, diagrams, charts and descriptions as to give legal standing to the implementation of ordinances and other measures of the Planning Board. Each section of the Master Plan shall be consistent with the others in its implementation of the Vision Section.

According to State law, Master Plans must include, at a minimum, the following sections:

- a) A Vision Section that serves to direct the other sections of the Master Plan. This section contains a set of statements that articulate the desires of the citizens affected by the Master Plan. It shall contain a set of guiding principles and priorities to implement that vision.
- b) A Land Use Section upon which all other sections shall be based. This section translates the Vision Statement into physical terms. Based on a study of population, economic activity, and natural, historic, and cultural resources, it shall show existing conditions and the proposed location, extent, and intensity of future land use.

Sanbornton’s first Master Plan was completed in 1962 and later updated in 1984. The 1995 Sanbornton Master Plan was an update to and built upon the work done for the 1984 Master Plan. The current update of the Master Plan is identified as the Master Plan 2012 and contains the Vision Section plus Land Use, Transportation and Energy Sections. The Energy Section is a new addition to this Master Plan. Other sections will be added to the Master Plan as they are completed. The Planning Board expects that the next section to be added to the Master Plan will be the Housing Section which is intended to be completed no later than 2013.

SECTION I: VISION AND GUIDING PRINCIPLES

The Vision Section of the Master Plan “serves to direct the other sections of the Plan and shall contain a set of statements which articulate the desires of the citizens affected by the Master Plan.” (RSA 674:2)

A. VISION STATEMENT

Sanbornton is a small community that values its rural character, has pride in its heritage and retains a strong relationship to its surroundings and natural resources.

B. GUIDING PRINCIPLES

In keeping with the Vision Statement and in order to maintain the qualities that are valued by Sanbornton’s residents, our community subscribes to the following “Guiding Principles”:

- Protect and enhance our small town and historic character of a rural working landscape surrounding small village centers;
- Encourage efficient and sustainable development;
- Support farming and forestry in order to provide renewable sources of locally produced food, fiber and energy;
- Encourage home-based businesses while protecting the natural environment and rural character of our community;
- Encourage the provision and maintenance of an adequate and affordable housing supply consisting mainly of single family homes, with provision for workforce housing and senior housing.

SECTION II: PLANNING GOALS

This section summarizes the planning goals for the Land Use, Transportation and Energy Sections of the Master Plan. The goals link to the overall guiding principles of the Master Plan and are aligned so as to promote efficient and orderly sustainable development throughout Sanbornton. The goals may also be found in the sections relating to their subject matter.

The goals were developed by the Master Plan Advisory Committee based on information from:

- 1995 Sanbornton Master Plan
- 2008 Master Plan Survey
- Mapping of natural and man-made resources
- Town officials, boards, commissions, department representatives and community organizations

The goals are:

A. LAND USE

Maintain and improve the quality of our physical environment

Maintain and support the rural and traditional character of Sanbornton

Promote locally-based, sustainable economic development

B. TRANSPORTATION

Promote a safe and efficient transportation system

C. ENERGY

Conserve and protect Sanbornton's natural resources for the use of future generations in order to reduce impacts on the environment. To further this goal, Sanbornton encourages energy efficiency, use of renewable energies and proactive policy-making that will enable future generations to inherit a more sustainable community.

SECTION III: LAND USE

This section examines land use in order to make recommendations for future growth and development. It outlines existing land use characteristics and patterns of development. Environmentally sensitive areas are mapped to identify areas that have constraints to development. Land use policies are outlined to provide guidance and direction for community growth in an orderly and cost effective manner.

As required in NH RSA 674:2, Sanbornton's Master Plan must include a Land Use Section "upon which all the following sections shall be based. This section shall translate the vision statements into physical terms. Based on a study of population, economic activity, and natural, historic and cultural resources, it shall show existing conditions and the proposed location, extent, and intensity of future land use."

Current land use policies as outlined in the Master Plan and the Town's planning and land use regulations have helped shape existing land use patterns and continue to guide development. An analysis of existing land use patterns was used to review these policies and develop a plan for successful community growth in the future. Specific recommendations have been listed to achieve the land use policies outlined in the Master Plan. These recommendations may serve as the basis for changes in the Town's zoning ordinance and other land use regulations and policies.

Planning maps used in formulating the Land Use Section of the Master Plan included: Existing Land Use, Topography and Elevation, Steep Slopes, Water Resources, Farmland Soils, Zoning, Conservation Lands and Future Land Use.

A. EXISTING LAND USE

Understanding how the activity of land settlement and use over the years has contributed to existing land use within a community involves examining natural, historical and cultural land use patterns. External factors such as transportation systems and population centers can also play an important role in directing development within a community.

The Town of Sanbornton contains 30,321 acres (47.37 sq. miles) of land and 1,453 acres (2.27 sq. miles) of water for a total area of 31,774 acres (49.65 sq. miles).

Land use mapping was done by aerial photo interpretation. Existing land uses include residential, commercial, industrial, institutional, agricultural and forest uses and are shown on the Existing Land Use Map (Map III-A). The pattern of land development in Sanbornton exists in the form of farms and homes scattered across the rural landscape along town roads and state highways with a village center at Sanbornton Square providing various essential services to the community. Small lot, seasonal residential development has built up along the shorelines of Lake Winnisquam and Hermit Lake. Higher density, second home residential and commercial uses have developed on the higher elevations of Steele Hill. The Route 3&11 highway corridor contains the majority of the commercial and industrial use in Town. There are also numerous home occupations located throughout Town. Most of the community facilities are located in Sanbornton Square.

Table III-1 shows the distribution of existing land uses by acreage in 2008. Table III-2 shows historical population data from 1870 to 2010.

1. Residential Uses

Sanbornton is predominantly a residential community with major amounts of farm and forest land. The residential character of Sanbornton is a blend of “rural bedroom” residential and “seasonal/retirement” residential. In 2010, according to US Census data, the number of residential units in Sanbornton was approximately 1,612. This number included both year-round and seasonal residences. The estimated amount of land devoted to residential use was approximately 1,041 acres. Most of the recent residential activity has occurred in the area from Lake Winnisquam to Steele Hill and along Hunkins Pond Road as well as in the Chapel area. The shore properties on Lake Winnisquam and Hermit Lake also continue to develop.

Sanbornton Square continues to be the only non-shorefront location where lots are less than one acre in size. This higher density village area is surrounded by farm and forest lands.

Seasonal residential uses include seasonal home/cottage/condominium areas used primarily for seasonal use, but may be converted to year-round residential use. These areas are usually situated by water or have scenic views and tend to be more densely developed than single family residential areas located elsewhere in town.

2. Commercial/Industrial Uses

Non-residential uses, such as commercial and industrial uses, are located primarily in the southeastern section of the town and on a limited basis in the Chapel area (southwest area of town near Exit 22 off Interstate 93). Sanbornton’s commercial/industrial land area, about 35 acres, has increased only minimally in the past 20 years and is still only a very small fraction of the total land area of town.

3. Municipal and Community Facilities and Lands

The majority of municipal facilities are located in the Sanbornton Square village area. Town-owned lands plus community facilities and lands (privately-owned / open to public) total approximately 28 acres. Included in the list of these properties are Town Hall, Town Offices, Library, Town Garage, Life Safety Building (police/fire/rescue), Transfer Station, Public School, Post Office, Lane Tavern (Sanbornton Historical Society), town cemetery, and town forests.

4. Institutional Uses

Institutional uses include lands on which are situated private school buildings and religious institutions. These institutional areas total approximately 3 acres.

5. Outdoor Recreation Lands

This category of land use includes parks, playgrounds, playfields, town beaches, golf courses, recreational trails and other outdoor recreation areas and comprises approximately 136 acres.

6. Forest and Agriculture Uses

Farming and forestry activities are the dominant non-residential land use in Sanbornton. In 2008, there were about 2357 acres of agricultural land, which includes prime farmland, farmland of statewide importance and local importance as identified on the Farmland Soils Map (Map III-B) as well as other agricultural lands such as crop land, pasture and orchards. In 2008, there were about 25,573 acres of forest land as shown in Table III-1. This forest acreage accounts for approximately 84% of the total land area of town. Some of the forest and agriculture land area is associated with other land uses, such as residential or recreational uses. Wetlands, floodplains and steep slopes comprise some of this land area, which is described in detail in the “Natural Constraints on Land Development” section.

Table III-1: Existing Land Use by Acreage (2008)

Land Use Category	Approximate Acres
Residential	1,041
Commercial/Industrial	35
Municipal/Community Facilities	28
Institutional	3
Transportation (Roads)	515
Outdoor Recreation	136
Agricultural Land	2,357
Forest	25,573
Wetlands	633
Water	1,453
Total	31,774

Source: Lakes Region Planning Commission, 2008 aerial photo analysis

B. DEMOGRAPHICS

1. Introduction

An analysis of demographic characteristics and trends is an essential element of the Master Plan. Trends in population growth and decline determine the need for essential community services and shape land use policies for future growth and development. Sources of demographic data for this analysis include statistics from the U.S. Census Bureau and the NH Office of Energy and Planning.

The population data presented here discusses historic population information going back to 1870 when the Town of Sanbornton became configured with its present boundaries after the portions which were transferred to Franklin and Tilton had been subtracted. Inclusion of population data prior to 1870 would include a substantially larger geographic area and include areas no longer within the boundaries of Sanbornton. Therefore these population data are not provided as they would be misleading. In addition, population projections for Sanbornton are provided to the year 2025.

2. Historic Population Data

Table III-2 presents detailed historic population data of the Town for the period 1870 to 2010. The U.S. Census count of the year 1870 represents the first enumeration of residents within the Town of Sanbornton as its boundaries are presently configured.

As illustrated in Table III-2, the population of Sanbornton began declining after the Civil War and continued to decline during the nation's period of industrialization from 1870 to 1920. After that period, the population climbed slowly from 1920 to 1950. Not until sometime in the 1970's did the population of Sanbornton reach its 1870 level. Between 1970 and 2010 the population increased rapidly, reflecting rapid job growth and ease of long-distance commuting which evolved during that period.

Although the rural setting of Sanbornton buffers it from the surrounding commercial and industrial centers, Sanbornton's accessibility via Interstate 93 provides for easy commuting to regional and statewide employment centers. This enhanced accessibility increases Sanbornton's attractiveness for growth and development. The Town offers this relative convenience to commuters while at the same time it also offers a country-living environment. This combination of factors continues to support immigration and development.

Table III-2: Historic Population Trends (1870-2010)

Year	Total Pop.	Pop. Change	Percent Change
1870	1,236	----	----
1880	1,192	-44	-3.60%
1890	1,027	-165	-13.80%
1900	944	-83	-8.10%
1910	850	-94	-10.00%
1920	617	-233	-27.40%
1930	654	37	6.00%
1940	677	23	3.50%

Year	Total Pop.	Pop. Change	Percent Change
1950	755	78	11.50%
1960	857	102	13.50%
1970	1,022	165	19.30%
1980	1,679	657	64.30%
1990	2,136	457	27.20%
2000	2,581	445	20.80%
2010	2,966	385	14.90%

Source: N.H. Office of Energy and Planning, Summary of U.S. Census

3. Population Density

Table III-3 illustrates the change in population density (persons per square mile) as it has increased as a result of population growth over the past five decades. Sanbornton is a geographically large town by regional and state standards, measuring approximately 47.5 square miles of land area. Sanbornton's size has allowed it to absorb more population growth and maintain an average density below that of the Lakes Region and Belknap County average densities and well below that of the surrounding communities.

Table III-3: Population Density (1960-2010)

Land Area		Persons Per Square Mile of Land Area					
	Sq. Miles	1960	1970	1980	1990	2000	2010
Sanbornton	47.4	18	21.5	35.3	45	54.6	62.7
Lakes Region	1,208.60	43.9	50	66.8	79		
Belknap County	401.3	72.1	80.7	106.9	122.7	140.4	149.7

Source: N.H. Office of Energy and Planning, Summary of U.S. Census

4. Population Characteristics

In Sanbornton, the total number of persons in the 55 and over age group is growing at a higher rate than other age groups in town and at a faster rate than that of the region. With an aging population, specialized housing accommodations including senior housing, handicap accessible apartments, and congregate/nursing facilities may become more necessary, causing this segment of the population, as it ages, to move to a more urban location if such accommodations are not available within the confines of Sanbornton.

5. Population Projections

Projections of population provide one measure of future demand on land use and community services and facilities. Projections are intended to provide the capacity for reasonable anticipation of future growth; they are neither goals nor limits on population growth. Sanbornton may be expected to retain or increase its share of the population growth of Belknap County, based on the observation of past trends. However, the state of current economic and demographic conditions indicates that regional

growth rates for the foreseeable future may be substantially below those experienced during the 1980 to 2000 time frame.

Following a period of rapid housing development and population growth during the period from 1980 to 2000, an erosion of the job base was accompanied by sagging demand for land subdivision and construction activity. Future population projections by the NH Office of Energy and Planning are now based on the assumption of slower rates of population growth than the region has seen over the past decade.

Table III-4 illustrates population projections for the Town of Sanbornton through the year 2025. The population projections indicate that it would be reasonable for Sanbornton to plan in anticipation of a population in the vicinity of 3,610 to be reached in the 2025 time frame. All projections should be interpreted as having lower levels of reliability as the projection period increases.

Table III-4: Population Projections (2010-2025)

Year	Projected Population
2010	3,050
2015	3,240
2020	3,420
2025	3,610

Source: NH Office of Energy and Planning Projections (2000)

C. NATURAL CONSTRAINTS ON LAND DEVELOPMENT

Natural constraints on development in the Town of Sanbornton are based upon natural resource limitations that include steep slopes, wetlands, aquifers, floodplains, and shore lands. For the analysis of natural constraints on land development, various natural resources and their limitations on land development were mapped as described in the following sections.

1. Steep Slopes

The physical form of Sanbornton's landscape is primarily a function of topography including elevation. The Topography and Elevation Map (Map III-C) shows this information.

Steep slope areas are defined as land with a slope greater than 15% (meaning 15' of vertical rise over 100' of horizontal distance). Steep slopes are found throughout Sanbornton with the majority of steep slopes located in the Hersey Mountain, Sanbornton Mountain, and Knox Mountain area as well as Hopkinson and Steele Hills. Steep slopes are shown on the Steep Slopes Map (III-D). There are approximately 8,949 acres of land in Sanbornton with steep slopes. This accounts for just over 29% of the Town's total land area. Steep slope areas are especially subject to excessive and accelerated surface water runoff which is a principal cause of soil erosion.

2. Wetlands

There are 2,284 acres of land that are classified as wetland in Sanbornton, or about 7.5% of the Town's land area. Since 1976, Sanbornton has maintained detailed development standards in and around wetlands through the Wetlands Conservation Overlay District in the Zoning Ordinance. This overlay district was established to regulate the use of lands subject to standing water, flooding or high water tables. Portions of Salmon Brook and the ponds within its watershed are designated as Prime Wetlands, as shown on the Water Resources Map (III-E). The Prime Wetlands areas are protected from incompatible development by imposing even greater restrictions in terms of increased zoning setbacks.

3. Floodplains

According to the land capability analysis, there are about 374 acres of floodplains in Sanbornton that represents about 1% of its total land area. The Federal Government owns most of the flood plain land along the Pemigewasset River. The Town of Sanbornton adopted the Floodplain Conservation District for the purpose of protecting the public health, safety and general welfare by controlling and guiding the use of land areas subject to periodic flooding.

4. Aquifers

Recently completed groundwater mapping conducted by the NH Department of Environmental Services and the US Geological Survey has better defined the aquifer areas in Sanbornton. The Town of Sanbornton adopted the Aquifer Conservation Overlay District to protect the groundwater resources in these aquifer areas from adverse development or land use practices that might reduce the quality and quantity of water available for current and future use. Three aquifers with significant ground water potential include the Mosquito Bridge area, the Johnson Road/Salmon Brook area, and the area above Giles Pond extending along the Pemigewasset River. These areas are shown on the Water Resources Map (Map III-E).

5. Shore Lands and Stream Belts

Sanbornton's lakes, ponds, rivers and streams are valuable water resources that are available to residents for a variety of uses. They should be protected by conservation and land management practices that minimize environmental and aesthetic degradation. Surface waters account for 1,453 acres in Sanbornton. The shorefronts of Hermit Lake and Lake Winnisquam have experienced extensive residential development. The Shorefront Overlay District in the Zoning Ordinance is designed to prevent overcrowding of the shorefront in the interest of public health and safety, to protect water quality and to preserve the natural beauty and wildlife habitat of the shorefront areas. Where shorefronts of smaller water bodies, such as Cawley Pond, Giles Pond and Rollins Pond, have natural and as yet undeveloped shorefronts, these areas are now protected and should remain protected from future development by placement in the Forest Conservation Zoning District. Land use control measures have also been enacted to protect the environmental integrity and surface drainage functionality of stream belt corridors throughout the town by use of the stream set-back requirements in the Zoning Ordinance.

6. Agricultural Lands

Prime farmland and farmland of statewide or local importance are lands with soils that are classified by the US Department of Agriculture as possessing, to varying degrees, superior characteristics for production of cultivated crops. These farm lands comprise approximately 2357 acres and are shown on the Farmland Soils Map (Map III-B) which is shown on page III.2-a.

7. Comprehensive Analysis of Land Development Constraints

The analysis of land development constraints for Sanbornton (see Table III-5 below) shows the approximate acreage of all lands with significant natural development constraints. According to this analysis, about 18.4 % of all the land in Sanbornton is currently developed or unavailable for development. About 49.3 % of Sanbornton's land area is limited by natural development constraints such as steep slopes, wetlands, aquifers, floodplains and prime agricultural soils. Based on this analysis, approximately 32.3 % of Sanbornton is physically suitable for development unless otherwise restricted from development by some form of voluntary conservation restriction or by a form of ownership which voluntarily restricts land from being developed. It is very important to note that nearly all of the "Land Suitable for Development" is distributed across the entire town but is almost always in a "back land" or non-road frontage situation.

Table III-5: Land Development Constraint Analysis

LAND CLASSIFICATION	ESTIMATED ACREAGE	% OF TOTAL LAND AREA
<u>Land Unavailable for Development</u>		
Developed Land	3,769.83	12.40%
Public Lands	1,240.14	4.10%
Conservation Land	568.09	<u>1.90%</u>
Subtotal/Unavailable for Dev'mt.	5,578.06	18.40%
<u>Land Not Suitable for Development Due to Development Constraints</u>		
Steep Slopes (>15% Slope)	8,949.50	29.50%
Wetlands	2,284.00	7.50%
Floodplains	374.5	1.20%
Aquifers	1,324.40	4.40%
Prime Agricultural Land	<u>2,029.50</u>	<u>6.70%</u>
Subtotal/Unsuitable for Dev'mt.	14,961.90	49.30%
<u>Total: Land Unavailable or Not Suitable for Development</u>	20,539.96	67.70%
<u>Land Suitable for Development</u>	9,781.04	32.30%
<u>Total Land Area of Sanbornton</u>	<u>30,321.00</u>	<u>100.00%</u>

D. EXISTING ZONING

Sanbornton utilizes zoning as one of its primary tools to manage the town's growth and development by controlling land use.

The Town of Sanbornton is divided into six zoning districts, the boundaries of which are shown on the Zoning Map (Map III-F).

Table III-6 (below) shows the six zoning districts into which the Town is divided as well as the minimum dimensional requirements for each of these zoning districts. These dimensional requirements include minimum lot size, lot frontage on a maintained Town road or State highway and setbacks from property lines.

Table III-6: Minimum Dimensional Requirements by Zoning District

Zoning District	Minimum Dimensional Requirements			
	Lot Size (acres)	Lot Frontage	Setback	
			Front	Side and Rear
Forest Conservation	6	600'	35'	35'
General Agricultural	3	220'	30'	10'
General Residential	2	200'	30'	10'
Recreational	1½	175'	30'	10'
Historical Preservation				
Village Historical Area	1½	175'	--	--
Rural Historical Area	3	220'	--	--
Commercial	½	125'	30'	10'

Note: Front setback indicated is the distance back from the public road right-of-way line, meaning the front property line of the lot.

Table III-7 (below) shows minimum dimensional requirements for the five zoning overlay districts which apply in those areas where certain environmental conditions exist. These dimensional requirements may include minimum lot size, setbacks from natural boundaries, maximum lot coverage with impervious surfaces and maximum allowable extent of non-buildable area per lot.

Table III-7: Minimum Dimensional Requirements for Zoning Overlay Districts

Minimum Dimensional Requirements					
Zoning Overlay Districts	Lot Size (acres)	Building Setback (feet)	Septic Setback (feet)	Commercial Excavation (feet)	Restrictions
Aquifer Conservation	6				Maximum 10% coverage with impervious material or surface
Floodplain Conservation					Maximum 50% of Residential Lot size
Shorefront		50' *	100' *		
Wetlands Conservation Prime Wetlands Other Wetlands Seasonal Streams & Ponds Year-round Streams & Ponds		150' ** 75' ** 75' *** 75' ***	150' ** 100' ** 100' *** 100' ***	150' ** 100' ** 50' *** 100' ***	Maximum 50% of Residential Lot Size
Steep Slope Conservation	6				

* Setback distance from shoreline

** Setback distance from edge of wetland

*** Setback distance from high water mark of watercourses and water bodies

E. LAND CONSERVATION

Land conservation is another tool which the Town of Sanbornton utilizes to manage the town's growth and development as well as to protect the town's rural character.

Land conservation is accomplished by employing any of the following methods: voluntary conservation easements, purchase of development rights, conservation setback requirements in the zoning ordinance, conservation overlay provisions in the zoning ordinance and land conservation area set-asides as required in the land subdivision regulations.

Lands protected by the various conservation methods listed above are shown on the Conservation Lands Map (Map III-G).

F. MASTER PLAN SURVEY

A town-wide master planning survey was mailed to Town residents and property owners in the summer of 2008 and was a major controlling factor in identifying land use policies and priorities for Sanbornton. It must be recognized that the attitudes and preferences that were expressed in the town-wide planning survey are not the only factors determining the future development of Sanbornton. Community attitudes and preferences must be tempered by the realities and limitations imposed by natural characteristics of the land, regional land use economics, and state and federal land use and environmental laws.

Over 2,000 master plan surveys were distributed town-wide asking for people's input regarding their attitudes and choices about their community for 15 years in the future. The 436 surveys that were returned represent a response rate of approximately 21%. The survey asked questions relating directly to land use growth and development.

A summary of the master plan survey findings is available in Appendix 2. A complete copy of the master plan survey, including tabulations of response results, may be found in Appendix 3. The highlights of the master plan survey are as follows:

1. **Rural Character:** The prevailing choice for what Sanbornton would be like in the year 2025 is for a small, un-crowded rural community that preserves its natural environment as well as its agricultural and traditional setting. This sentiment has been incorporated into the Vision Statement and into every aspect of the Master Plan.
2. **Residential Development:** The majority of survey respondents would like to see residential development limited to single-family homes with these homes to be located along Town roads and State highways. Respondents were opposed to development of 2-family and multi-family housing, but were neutral to slightly favorable to housing for senior citizens as long as the housing was limited to single-family and 2-family residences. This preference for single-family residential development must be recognized as containing potentially long-term implications affecting housing availability, housing costs, and ultimately real estate taxes. It should be noted that detailed economic impact studies have been conducted by many rural communities throughout the state that analyzed the "cost of community services" for various types of land uses. In virtually every "cost of community services" study, the analysis showed that single family residential development does not pay its own way and over time tends to drive up real estate taxes for all property owners, both existing residents and new residents. In addition, recently passed state law (NH RSA 674:58-61, effective January 1, 2010) mandates that all communities "shall provide reasonable and realistic opportunities for the development of work force housing, including rental multi-family housing."

3. **Non-Residential Development:** Respondents were generally opposed to encouraging or allowing heavy industry, industrial parks and shopping centers. The most highly rated commercial uses that respondents felt should be allowed include home-based businesses, restaurants, small retail shops, inns, bed & breakfasts, and convenience grocery stores. Farming received very strong support as a use to be encouraged and protected. The only industrial use favored in the master plan survey was wind turbine farms for electrical generation.

G. FUTURE LAND USE

A Future Land Use Plan recommends desired patterns of land use and density of development as well as the conservation of important natural and cultural resources that is in keeping with the vision and goals of the community. The Future Land Use Plan is formulated by combining the findings from natural constraints on development analysis, inventory of existing land use, analysis of transportation conditions and the results of the master plan survey.

The Future Land Use Plan is the critical component of the Master Plan as it is the basis for determining policies for future community development, patterns and relative densities for recommended land use and boundaries of zoning districts in the Zoning Ordinance.

The Future Land Use designations defined below are general descriptions of the types of uses and densities deemed appropriate for those land uses if Sanbornton is to achieve its vision. They have been identified on the Future Land Use Map (Map III-H) which presents a graphic and spatial visualization of the recommended pattern of future development for Sanbornton.

The Future Land Use designations are as follows:

1. Forest and Agriculture

Large areas of Sanbornton are covered by forest lands and to a lesser extent by agricultural lands which have very little, if any, residential development and limited accessibility to maintained town roads. The areas designated on the Future Land Use Map as "Forest and Agriculture" should, at this time and for the foreseeable future, be considered as primarily open land for the sustained production of forest and agricultural products with very limited residential land uses.

Although the soils found on prime farmlands are not generally severely constrained in terms of land development, they should be protected from development in order to conserve this vital and relatively rare natural resource for its most appropriate and productive use over the long term which is for agricultural production.

The Forest and Agriculture areas are color coded on the Future Land Use Map with a dark green color.

2. Rural

The areas identified as “Rural” on the Future Land Use Map are for the development of low-density, single-family residential mixed with agricultural and conservation land uses. Rural areas may also be zoned to permit the development of “conservation planned unit development” (as defined in NH RSA 674:21) where such development may be configured with sufficient depth in from Town roads or State highways to allow use of roadside buffers which will help to preserve the rural character along these roadsides through placement of development back from the road so that it may be screened from view.

The Rural areas are color coded on the Future Land Use Map with a light green color.

3. Residential

The areas identified as “Residential” on the Future Land Use Map are for development of medium-density single-family residential and to a lesser extent agricultural land uses. These areas are located where proximity to State highways and Town roads affords enhanced accessibility.

The Residential areas are color coded on the Future Land Use Map in a pink color.

4. Shoreland Residential

The areas identified as “Shoreland Residential” on the Future Land Use Map are for the development of high-density single-family residential land use. These areas are located along the shore front areas of Lake Winnisquam and Hermit Lake.

The Shoreland Residential areas are color coded on the Future Land Use Map in blue.

5. Neighborhood Commercial

The areas identified as “Neighborhood Commercial” on the Future Land Use Map are for the development of high-density, mixed use commercial and multi-family residential land uses. These areas include or expand upon areas where commercial or multi-family land uses already exist. These areas may be located where State highways or State-maintained roads intersect with major Town roads. The Neighborhood Commercial areas may possess enhanced accessibility and traffic-carrying capacity and may also be located where municipal infrastructure such as water and/or sewer services are available or could possibly be made available in the future. In these areas, the Town of Sanbornton may enact performance standards to assure minimum impact will occur on natural and man-made environments.

Three areas are identified as Neighborhood Commercial. These include the Chapel area (in the southwest area of town along NH Route 127/near Interstate Exit 22), the Winnisquam area (in the southeast area of town near the intersection of Bay Road and US Route 3) and the Steele Hill area (in the northeast area of town north of the intersection of Steele Hill Road and Taylor Road).

The Neighborhood Commercial areas are color coded on the Future Land Use Map in an orange color.

6. Village Center

The area identified as “Village Center” on the Future Land Use Map is for development of high density, single-family residential use mixed with small-scale retail and essential services as well as municipal and/or civic buildings and facilities.

Appropriate land use controls have been instituted to maintain historic character and to assure the preservation of existing structures of historic architectural value as well as to allow for the adaptive re-use of historic structures. New construction shall conform to strict historic design guidelines and construction standards. The only area identified for designation as a Village Center is the Sanbornton Square area.

The Village Center area is color coded on the Future Land Use Map in a yellow color.

H. RECOMMENDED ACTIONS FOR MASTER PLAN IMPLEMENTATION

Sanbornton has experienced a limited amount of land development over the past decade, however this trend is not likely to continue due to the fact that development is advancing up the Interstate 93 corridor toward Sanbornton from more built up areas in southern New Hampshire.

As such, the following actions for implementation of the Master Plan are recommended to the appropriate Town land use boards or to Town Meeting or the Board of Selectmen:

1. Planning Board

- a. Identify areas that are appropriate for development based on environmental and accessibility considerations
- b. Consistently apply minimum lot size and lot frontage requirements as a growth management mechanism to maintain Sanbornton’s rural character
- c. Conduct public information meetings to enhance the public understanding of and support for the use of “innovative land use controls” as outlined in NH RSA 674:21: two of these innovative land use controls have already been enacted by the Sanbornton Town Meeting, specifically “cluster development” and “impact fees”. Sanbornton should also consider adoption of another “innovative land use control” which would allow for more compact, high density, mixed use development as provided in NH RSA 674:21. For the purpose of the Master Plan this “innovative land use control” will be referred to as “conservation planned unit development”
- d. Minimize scattered and premature development
- e. Work with the Conservation Commission to protect our water resources, including lakes, streams, aquifers, shore lands, floodplains and wetlands
- f. Annually review the efficacy of measures to protect Sanbornton’s natural resources
- g. Conduct land use planning and development permitting in a manner which consistently emphasizes the long term utilization of Sanbornton’s natural resources without degrading those same resources

- h. Consider and develop methods to protect and preserve “gateway properties” (properties possessing significant “rural character” attributes which are located along high traffic volume routes leading into town) from land uses and development that are incompatible with Sanbornton’s rural character
- i. Encourage sustainable, locally-owned commercial establishments compatible with Sanbornton’s Vision and Guiding Principles
- j. Encourage economic development based on Sanbornton’s agricultural and forest resources which will lead to sustaining a “working landscape”
- k. Develop methods for limiting “strip residential development” along town roads and State highways
- l. Modify and expand the existing commercial zoning districts located on NH Route 127 and on US Route 3 into new “Neighborhood Commercial” Zoning Districts which will allow high-density, mixed use development
- m. Adopt zoning amendments to allow development in compact, high-density, mixed-use development areas called “conservation planned unit development” (CPUD) areas, as provided by NH RSA 674:21. This form of development is compatible with the objective of preserving Sanbornton’s rural character. The CPUD option should be allowed only on parcels greater than 100 acres in size and only in the Rural and Residential Zoning Districts
- n. Adopt overlay zoning provisions to protect agricultural lands from development

2. Conservation Commission

- a. Continue positive community programs to conserve and protect our land
- b. Encourage and promote conservation by land owners
- c. Make recommendations to Town Meeting, where and when appropriate, to acquire undeveloped land through methods such as contribution, purchase of development rights, conservation easements, tax incentives or direct purchase of land
- d. Encourage easements for public use and outdoor recreation
- e. Work more closely with the Town Planning Board to develop and implement a Conservation Plan for Sanbornton

3. Historic District Commission or proposed Heritage Commission

- a. Periodically review the provisions of the Historic Preservation District
- b. Participate more effectively in the Certified Local Governments Program as provided by the National Historic Preservation Act

4. Agricultural Commission

- a. Support programs for agricultural development such as community gardening, farmers markets, local marketing assistance, and technical assistance

5. Board of Selectmen

- a. Work with the Belknap County Economic Development Council to expand existing businesses or bring new businesses to Sanbornton

6. Town Meeting

- a. Adopt changes to the Zoning Ordinance which will help successfully implement the long term development policies of the Master Plan, particularly the Future Land Use Plan
- b. Create an Agricultural Commission whose responsibility shall be to encourage and promote working agricultural and forest lands for current and future use
- c. Retain the character of our historic resources town-wide by establishing a Heritage Commission which would supersede the Historic District Commission and would provide guidelines and regulations for the preservation and protection of Sanbornton's historic resources

SECTION IV: TRANSPORTATION

Transportation planning involves the identification of existing means and future needs within the Town transportation system. As outlined in RSA 674:2, the Master Plan may include a transportation section which considers “all pertinent modes of transportation and provides a framework for both adequate local needs and for coordination with regional and state transportation plans.”

A. TRANSPORTATION CHARACTERISTICS

Characteristics regarding transportation systems in Sanbornton that are pertinent to the future needs of residents are:

1. Sanbornton is principally a "commuter town" with motorists primarily traveling to and from work or the surrounding shopping and service areas.
2. Transportation is almost exclusively by automobile. Railroads and bus lines (except school buses) do not directly serve the community. The transportation of goods by trucks on Interstate 93 and Route 3&11 “bypasses” the interior of town.
3. Sanbornton's geographic position provides protection from excessive regional, intra-state and inter-state traffic flow patterns. The north-south intra-state and interstate traffic flow is channeled on Interstate 93 and east-west regional traffic flow is channeled on US 3/NH 11. Neither of these traffic flow patterns affects local traffic within Sanbornton and neither poses significant impact on the Town roads.
4. The Town of Sanbornton has no planned system of town roads based on road function
5. There are no formal road design standards or maintenance standards that apply based on a road functional classification system. Sanbornton currently uses a “one size fits all” approach to road design standards.
6. There are road bonds for the financing of significant roads in town and a substantial annual budget for road maintenance work. As external economic factors change, such as the price of oil and gas, there may be a more compelling reason to review the road construction standards and materials (ie: gravel vs. pavement).
7. Travel in an east-west direction is made difficult as a result of three factors:
 - a) Travel distance east-west is greater than travel distance north-south;
 - b) Within town boundaries there is only one paved east-west route (Hunkins Pond Road) and one gravel east-west route (Perkins Road). Other routes such as the Hermit Woods Road-Eastman Hill Road-Taylor Road route are available but are circuitous and substantial portions are un-paved. Lancaster Hill Road and US 3 provide other options but are located essentially outside town boundaries;
 - c) The north-south Interstate 93 has divided the town into two halves with only three points for east-west intra-town connector routes.
8. The town road network has limited or insufficient connectivity between “origin” points in the south-west, south-central and south-east sectors and the north-central “destination” sector of Sanbornton. The Town is currently working to improve the south-east to north-central connection however improvement of the south-west and south-central connection to the north-central destination will require long range planning and development.
9. There are currently no provisions or plans to serve alternative transportation modes in town, such as sidewalks, special lanes on roads for cyclists or public transit service.

B. EXISTING TOWN ROADS AND STATE HIGHWAYS

There are currently 93.6 miles of Town roads or State highways in the Town. Of these, 28.4 miles or thirty per cent are State highways or State-maintained (Class I and II) roads, 60.7 miles or sixty-five per cent are maintained Town (Class V) roads, and 4.5 miles or five per cent are non-maintained Town (Class VI) roads. Mileage of maintained and non-maintained Town roads and State highways is shown in Table IV-1 below.

Table IV-1: Mileage of State Highways, State-Maintained Roads and Town Roads

State Route Name or Number	Legal Classification	Road Mileage
Interstate 93	I	8.22
Route 3&11	I	0.08
Route 127	II	3.62
Route 132	II	7.56
Bay Road	II	1.40
Gulf Road	II	0.80
Hunkins Pond Road	II	1.64
Lower Bay Road	II	0.86
Upper Bay Road	II	1.60
Steele Hill Road	II	2.63
Other Maintained Town Roads	V	60.70
Non-Maintained Town Roads	VI	4.50
		Total 93.61

Currently, non-maintained Town road rights-of-way provide for uses which include hiking, horseback riding, snowmobiling and hunting as well as access for forestry operations and fire services in emergency situations.

C. TRAFFIC VOLUMES FOR TOWN ROADS AND STATE HIGHWAYS

Traffic volumes along State highways are illustrated in Table IV-2 (below) based upon traffic counts conducted in 1990, 2001, and 2007-2008.

Table IV-2: Average Daily Traffic Volumes for State Highways (1990 – 2007)

<u>TRAFFIC COUNT POINT</u>	<u>1990</u>	<u>2001</u>	<u>2007</u>
Route 132 at Meredith Town Line	2,000	NA	NA
Route 132 at Tilton Town Line	2,000	1,800	1,800
Route 132 south of Hale Road	NA	1,100	1,100
Route 127 at Interstate 93/Exit 22	1,700	NA	NA
Route 127 at Franklin Town Line	1,800	NA	2,200
Route 3 at Winnisquam Bridge	16,000	15,000	15,000
Interstate 93	16,000	NA	NA

Traffic volumes along certain town roads are illustrated in Table IV-3 (below) based upon traffic counts conducted in 2007-2008. The traffic count locations and traffic volumes are shown on the “Road Functional Classification Map” (Map IV-A)

Table IV-3: Traffic Volumes for Town Roads (2007 – 2008)

LOCATION	ROAD LOCATION	ADT
1	Bay Road <i>(South of Lower Bay Road)</i>	2466
2	Bay Road <i>(North of Lower Bay Road)</i>	1358
3	Upper Bay Road <i>(North of Hunkins Pond Road)</i>	1036
4	Hunkins Pond Road <i>(Between Upper Bay Road & Wells Road)</i>	674
5	Steele Hill Road <i>(Between Woodman Road & Taylor Road)</i>	644
6	Eastman Hill Road <i>(South of Hermit Woods Road)</i>	185
7	Hermit Woods Road <i>(Between Eastman Hill Road & NH Route 132)</i>	735
8	Gulf Road <i>(West of NH Route 132)</i>	965
9	Hale Road <i>(Between NH Route 132 & Morrisson Road)</i>	213
10	Johnson Road <i>(North of NH Route 132)</i>	411
11	Prescott Road <i>(Between NH Route 127 & Weeks Road)</i>	1461
12	Black Brook Road <i>(at Meredith Town Line)</i>	408

D. FUNCTIONAL CLASSIFICATION

All the roads and highways which serve the Town of Sanbornton, when taken together, form a transportation network composed of different types of roads that carry different volumes of traffic and perform different functions within the network. This road/highway network can be looked at as a system which can be broken down into its functional components based on how each particular road functions within the system. The Road Functional Classification Map (Map IV-A) shows the entire road system for Sanbornton as it serves the transportation needs of the community and the greater Lakes Region. Sanbornton’s road system does not fit into a “one-size-fits-all” functional classification system. Table IV-4 presents a road classification system for Sanbornton’s road and highway network. This road classification system shows the type of road, a functional description of the type of road, desired road travel speed and traffic carrying capacity, as well as standards for road design, construction and maintenance.

Table IV-4: Functional Classification System for Sanbornton’s Roads and Highways

Type	Functional Description	Desired Travel Speed
<p align="center">Arterial (Major and Minor Arterials)</p>	<p>Very high traffic volume. Connect major activity centers. Serve task traffic, service traffic and commuter traffic. Design standards: 11-12 foot travel lanes, 1-6 foot shoulders, widest right-of-way width, and longest sight distance. Examples: Interstate Highways (I-93) and State Highways (NH Route 127 and NH Route 132).</p>	<p align="center">30-65 mph</p>
<p align="center">Collectors (Major and Minor Collectors)</p>	<p>Moderate traffic volume. Collect traffic from local feeder roads and link traffic to arterials. Design standards: 9-10 foot travel lanes, 2 foot shoulders, moderate sight distance. Examples: Bay Road, Upper Bay Road, Hunkins Pond Road, Steele Hill Road, Prescott Road.</p>	<p align="center">25-35 mph</p>
<p align="center">Local Roads</p>	<p>Low traffic volume. Provide frontage and access to residential lots with limited through traffic. Design standards: 8-9 foot travel lanes, 1-2 foot shoulders, shorter sight distance. Examples: Tower Hill Road, Shaw Road, Hale Road, Perkins Road.</p>	<p align="center">20-25 mph</p>

<p>Access Roads</p>	<p>Very low volume. Cul-de-sacs and loop roads providing access to compact residential development with no through traffic. Design Standards: 7-8 foot travel lanes, 0-2 shoulders, narrowest right-of-way width, and short sight distance. Examples: Guinta Drive, Ellis Farm Road, Vail Road, Seth Drive.</p>	<p>10-15 mph</p>
<p>Class VI Town Roads</p>	<p>Highways discontinued as open highways, highways closed and subject to gates and bars, and highways not maintained in suitable condition for vehicular travel for five successive years or more. At the present time, these roads are not maintained by the Town, but the Town retains the right-of-way for other public purposes.</p>	

E. FUTURE TRANSPORTATION PLANNING

This Master Plan does not propose any significant additional transportation infrastructure, new road construction or re-opening of any Class VI roads to Class V status. Instead, road up-grades and major road improvements should be undertaken as recommended by the Transportation Infrastructure Program Committee (TIPC). In appropriate areas, new roads or road re-opening should be used to re-establish connectivity in the road network.

In general, gravel roads should not be paved with asphalt and should only be asphalt paved where use levels require it. Maintenance of gravel roads should be done in accordance with best management practices in order to improve their year-round functionality and to limit impacts on near-by surface waters.

The Road Functional Classification Map (Map IV-A) is intended to be used by the Planning Board for transportation planning purposes and to coordinate land development with transportation corridor management. This map is intended to be used by the Transportation Infrastructure Program Committee in determining road up-grade and major road improvement programs as well as in establishing priorities for road maintenance.

F. TRANSPORTATION RECOMMENDATIONS

The development of a long-range plan which prioritizes the maintenance and/or upgrading of Sanbornton's roads is recommended. The Transportation Infrastructure Program Committee (TIPC) should be charged with updating the plan annually for utilization by the Department of Public Works, the Budget Committee and the Town Meeting.

The TIPC should report annually its progress to the Board of Selectmen. In addition, the TIPC should submit its report in the Town Annual Report to Sanbornton's residents and taxpayers. The process should be in keeping with the Master Plan and the proposed Transportation Improvement Program. The program should be based on community growth projections and should address current and future transportation concerns and needs.

1. The TIPC should develop the Transportation Infrastructure Program using a comprehensive perspective of an integrated transportation system which considers the functional classification and connectivity of roads.
2. The TIPC should use the functional classification of roads to develop new, more flexible and "context sensitive" town road standards designed specifically for each functional classification in the town road system.
3. The proposed Transportation Infrastructure Program should address the following considerations in determining priorities: traffic safety, road condition, road traffic capacity, and maintenance issues. The refinement of the priority system and the ranking of road problems should be part of the annual review of Town roads. The priority system is used to provide a clear plan of transportation capital improvement expenditures.
4. The TIPC and the Highway Safety Committee should be combined. Involvement of the Sanbornton Police Department and the Sanbornton Fire Department should be required and included in the job descriptions of the heads of these departments.
5. The TIPC should establish new traffic count information periodically throughout the entire community and monitor accident locations annually to identify problems related to road design, traffic capacity and safety.
6. The Lakes Region Planning Commission and the State Department of Transportation should be requested to establish traffic count information every 3-5 years. The data should assist with developing comparative flow maps which can help with analyzing traffic patterns and volumes.
7. The Planning Board should explore alternative sources of funding for town road improvements, such as impact fees and cost-sharing programs for accessing development areas.
8. Town long-range transportation policies should encourage transportation alternatives such as car pooling, bicycling and other energy-efficient transportation modes.

9. Public right-of-ways should be accessible to alternative modes of transportation in Town such as equestrian, pedestrian and bicycle and should be designed to include areas for additional utilities where necessary.
10. Development of roads and rights-of-way should take into account historic structures and views.
11. The intensity and pattern of land development near the Winnisquam Bridge should be monitored closely in order to prevent adverse impacts on traffic-carrying function.
12. Sanbornton should consider participating in any potential or existing County/regional public transit systems and consider the value of cycling lanes and safe alternative forms of transportation.
13. The growing dependency on Hunkins Pond Road should be monitored and a corridor protection zone should be considered to insure the safe and efficient flow of traffic.
14. The Planning Board and TIPC should review and recommend options to improve access to and from the Neighborhood Commercial development area on Steele Hill.
15. The Planning Board should actively participate in the activities of the Transportation Advisory Committee (TAC) of the Lakes Region Planning Commission.
16. The Planning Board should manage land use development within town road corridors in order to assure the highest possible safety and efficiency of traffic movement and delivery of emergency services.
17. The Planning Board and the TIPC should explore ways to improve traffic inter-connectivity throughout Sanbornton.

SECTION V: ENERGY

Sanbornton's goal is to conserve and protect its natural resources for the use of future generations and to reduce impacts on the environment. To further this goal, Sanbornton encourages energy efficiency, use of renewable energies and proactive policy-making that will enable future generations to inherit a more sustainable community.

In this Master Plan, focus has been given to energy efficiency that can benefit the Town's economic base as well as its environmental resources.

A. ENERGY OBJECTIVES

The key Energy objectives for the town are:

1. Reduce energy consumption within the town.
2. Encourage the use of renewable sources of energy.

B. ENERGY RECOMMENDATIONS

1. Collaborate with County, State and Federal governments to provide incentives for energy efficiency and sustainable development in Sanbornton.
2. Employ a "life-cycle" cost analysis on all major municipal construction and equipment replacement purchases.
3. Implement a "Best Practices Policy" to adopt energy-saving operational behaviors within all municipal organizations, such policy requiring energy use baselines (benchmarks) for all municipal buildings and maintenance of an on-going database of energy usage.
4. Encourage sustainability and energy efficiency in existing residences and all new development in Sanbornton (including publicly-owned buildings).
5. Educate homeowners about the benefits of energy efficiency, and provide incentives to homeowners to reduce energy usage.
6. Promote the use of renewable (non fossil fuel-based) energy technologies especially ones that utilize local sources of energy by providing incentives and implementing policies to facilitate their usage.
7. Provide incentives and implement policies to facilitate the use of renewable energy systems.
8. Provide regulatory flexibility for development projects embracing use of renewable energy.
9. Explore new financing mechanisms, grants & subsidies (e.g. Renewable Energy Financing Districts) that will make possible energy efficiency upgrades and/or incorporation of renewable energy into municipal and residential buildings.
10. Explore minimum lot size code variance for south facing sloped lots when construction includes passive solar designs.

11. Explore the benefits of adoption of “smart grid” technologies.
12. Explore the possibility of leasing town-owned land to “wind farms”, combined heat and power, solar, and/or other forms of renewable energy or technologies, as they become viable.
13. Encourage the voluntary implementation of solar easements on deeds when a developer is subdividing a larger property.
14. Adopt policies that will promote the transition from polluting, non-renewable sources of energy to cleaner renewable sources as they become available and economically feasible.
15. Maintain emergency shelters with self-sufficient energy source (e.g. electric generator and source of heat) for use in extreme weather or other emergency situations when residential power may be out for extended periods of time.
16. Explore the feasibility of requiring new subdivisions to have underground power lines.

SECTION VI: IMPLEMENTATION

In summary, the Master Plan provides a blueprint for the Town which is intended to be used as a guide in planning for the future. We are living through difficult times of economic and social change and Sanbornton is experiencing this period by having increased demands made on it for services and infrastructure investment. As the town shifts from a traditional rural community to a commuter/small business town, new residents are expecting better roads, schools, public services, affordable housing, and forms of public transportation. What the town is willing to offer and support is determined through the Annual Town Meeting and committee work throughout the year.

In the introduction, the following three critical decision points were identified: “Conservation”, “Commercial Development” and “Land Planning, Zoning and Enforcement”. These decision points will be determining factors in defining the future of Sanbornton. It is hoped through the public meetings regarding the Master Plan that the Selectmen, the Planning Board and the other land use boards will gain a better appreciation of the Town sentiment on these subjects. As a result, the draft Master Plan may be amended to accommodate the new information.

Often Master Plans sit on the shelf and are not looked at again. With an significant investment of time and effort in the preparation of this document, the Planning Board recommends that the following tasks be prioritized to ensure implementation:

1. Review the recommendations of the Master Plan in detail with all of Sanbornton’s land use boards and committees to ensure the implementation of the recommendations;
2. Conduct public information meetings to enhance understanding of the intent, purpose and function of the Master Plan in guiding municipal decision-making at all levels of Town governance;
3. Implement the recommendations of the Future Land Use Section of the Master Plan by enacting appropriate amendments to the Sanbornton Zoning Ordinance;
4. Review and prioritize the recommendations of the Transportation Section of the Master Plan with the Transportation Infrastructure Program Committee;
5. Establish a procedure of reviewing all proposed municipal budgets and proposed capital improvements for compatibility with the recommendations of the Master Plan;
6. Request the Energy Committee to prioritize the recommendations and to develop a plan for the town to implement;
7. Establish a community-based “housing advisory committee” charged with the task of preparing an updated Housing Chapter of the Master Plan to be completed in 2013;
8. Establish a community-based “community facilities advisory committee” charged with the task of preparing a Community Facilities Chapter of the Master Plan to be completed in the near future.

APPENDICES

Appendix 1: LIST OF MAPS

<u>Land Use Section / Chapter III</u>	<u>Page</u>
III-A: Existing Land Use	III,1-A
III-B: Farmland Soils	III,2-A
III-C: Topography and Elevation	III,5-A
III-D: Steep Slopes	III,5-B
III-E: Water Resources	III,6-A
III-F: Zoning Map	III,8-A
III-G: Conservation Lands	III,10-A
III-H: Future Land Use	III,11-A

Transportation Section / Chapter IV

IV-A: Road Functional Classification	IV,1-A
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Appendix 2: SUMMARY OF MASTER PLAN SURVEY

SANBORNTON MASTER PLAN SURVEY

Summary of Survey Results

BRIEF OVERVIEW

2075 Surveys Distributed (between March 14 & April 30, 2008)

436 Surveys Completed & Returned (between April 18 & May 27, 2008)

21% Response Rate

HOW TO INTERPRET THESE SURVEY RESULTS

In those cases where a score is given, this “point” score is based on a 5 point system with 5 points being the most important or most favored. A score of greater than 3 points is considered more important or favorable whereas a score of less than 3 points is considered less important or less favorable.

MOST IMPORTANT ATTRIBUTES

From all the different attributes of Sanbornton presented in the survey, the most valued by the respondents are:

- Un-crowded living conditions (4.51)
- Rural character (4.50)
- Natural environment (4.48)
- Scenic beauty (4.43)
- Outdoor recreation (3.72)

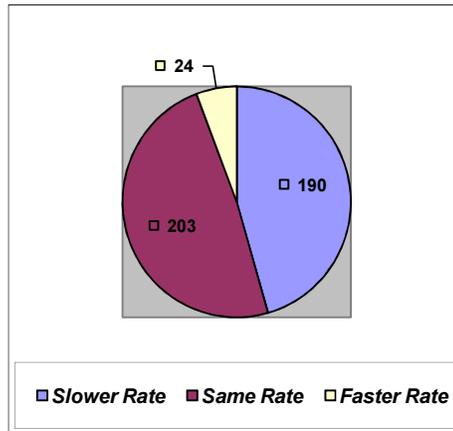
ISSUES OF GREATEST CONCERN

Looking forward 15 years, Sanbornton residents are most concerned with the following issues:

- Protection of lakes & streams (4.79)
- Protecting drinking water quality & supply (4.79)
- Property taxes (4.69)
- Preserving rural character (4.48)
- Road construction & resurfacing (4.38)

RATE OF POPULATION GROWTH

Residents prefer that Sanbornton's rate of population growth be as follows:



REGULATING DEVELOPMENT

Residents feel that the existing land use regulations need better implementation and that additional land use controls are needed to guide land development.

Methods which are most preferred for guiding residential growth are:

- Require impact fees from new development
- Limit residential uses within the Forest Conservation Zone
- Establish larger lot size requirements in residential zones
- Cap the number of residential building permits issued each year
- Establish larger road frontage requirements in residential zones

CONSERVATION ACTIONS

Respondents favor a full range of conservation actions to protect Sanbornton's natural resources, including protecting highest elevations and steep slopes as well as preserving agricultural lands from development.

FAMILY HOUSING OPTIONS

Respondents prefer that new housing construction be single-family homes rather than two-family and multi-family homes. New housing in mobile home parks is strongly opposed.

- Single-family homes (4.51)
- Two-family housing (2.66)
- Multi-family homes (2.04)
- Mobile home parks (1.63)

Respondents are opposed to the development of “affordable” housing for low and moderate income families.

- Two-family homes (2.67)
- Multi-family homes (2.02)
- Mobile home parks (1.65)

SENIOR HOUSING OPTIONS

Respondents favor senior housing to be developed as single-family and two-family housing, but are opposed to development of senior housing in multi-family dwellings and mobile home parks.

- Senior housing in single-family homes is the most favored option (3.50)
- Senior housing in two-family homes is favored (3.01)
- Senior housing in multi-family homes is opposed (2.69)
- Senior housing in mobile homes is strongly opposed (1.68)

COMMERCIAL & INDUSTRIAL DEVELOPMENT

The majority of respondents want very limited commercial development and virtually no industrial development. The preferred form of commercial development is small scale, home-based, locally-owned businesses. The most favored commercial types of commercial development are as follows:

- Home-based business (3.84)
- Locally owned restaurants (3.73)
- Small retail shops (3.59)
- Inns / Beds & breakfasts (3.46)
- Convenience grocery stores (3.45)

Respondents favor only one form of industrial development, specifically windmill power generation facilities.

All other industrial development is opposed:

- Windmill power generation (3.51)
- Light Manufacturing (2.92)
- Sawmills/Wood processing (2.82)
- Power generation facilities (2.56)
- Gravel Pits (2.44)
- Warehousing terminals (2.23)
- Auto Salvage Yards (1.58)

MORE DETAILED INFORMATION

If you would like a more detailed set of survey results please visit the Town of Sanbornton Web Site at: www.sanbornton-nh.gov or stop by the Town Hall Office to pick up a copy.

Appendix 3: MASTER PLAN SURVEY (Complete with tabulated results)

1. What do you feel are the most important attributes which Sanbornton currently possesses?
(Please check ONE box in EACH line)

Sanbornton's Attributes	Very Important (5 points)	Important (4 points)	Somewhat Important (3 points)	Less Important (2 points)	Not Important (1 point)
a. Rural character	219	59	49	3	6
b. Scenic beauty	215	87	27	9	4
c. Un-crowded living conditions	220	87	27	9	4
d. Public school system	123	87	61	28	38
e. Outdoor recreational opportunities	93	103	85	31	15
f. Natural environment	204	81	37	10	
g. Proximity to employment	52	64	98	56	57
h. Cultural amenities	43	53	98	96	41
i. Other (Please specify)	10	2			

2. Looking forward to Sanbornton 15 years in the future, how would you rate the importance of the following challenging issues?
(Please check ONE box in EACH line)

Importance of Challenging Issues	Very Important (5 points)	Important (4 points)	Somewhat Important (3 points)	Less Important (2 points)	Not Important (1 point)
a. Preserving rural character	210	66	44	7	2
b. Protection of lakes and streams	271	51	11	2	
c. Protecting drinking water quality and supply	274	44	15	2	
d. Property taxes	242	56	22	2	
e. Preserving educational quality	147	99	57	20	12
f. Protecting open space	194	69	48	12	12
g. Traffic	191	69	52	12	10
h. Preserving agricultural lands	189	67	36	33	9
i. Protecting historic properties and sites	121	120	54	27	12
j. Road construction and resurfacing	201	69	30	10	13
k. Development of trails/pathways	53	62	100	73	46
l. Development of sidewalks	27	22	42	98	152
m. Affordable housing for working families	53	81	80	59	48
n. Affordable year round rental housing	38	48	68	86	86
o. Growth	69	82	73	50	48
p. Development of park areas	43	57	69	52	50
q. Attracting new business	43	57	82	96	54
r. Development of public access to lakes	74	69	93	54	54
s. New or upgraded Town facilities	27	46	102	78	77
t. Other (Please specify)	4	1	1		

6. Sanbornton’s current Zoning Ordinance establishes a minimum lot size for each Zoning District as shown below.

(Please indicate how you would favor changing the minimum lot size by checking one box for each line.)

Zoning District	Current Minimum Lot Size	Increase Lot Size	Decrease Lot Size	Keep Same Lot Size
a. Forest Conservation	6 acres	78	20	190
b. General Agricultural	3 acres	76	17	192
c. General Residential	2 acres	81	39	167
d. Village Historical Area	1 ½ acres	33	16	235
Rural Historical Area	3 acres	35	19	226
e. Recreational	1 ½ acres	72	19	191

7. What types of NEW housing construction would you favor in Sanbornton?

(Please check ONE box for EACH line)

Type of New Housing	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Single-family homes	187	82	27	1	3
b. Two-family homes	22	55	97	47	78
c. Multi-family dwellings (3 units or more)	18	17	37	74	153
e. Mobile home parks	5	10	46	46	198

8. If you checked “STRONGLY FAVOR” or “FAVOR” in the previous question for a particular type of new housing, please identify where you would propose that particular housing type to be located.

(For each housing type you favor, please identify as many locations as you wish)

“STRONGLY FAVORED” or “FAVORED” New Housing Type	Sanbornton Square	Gaza	Fronting Along State Highways	Cluster Development Off State Highways	Fronting Along Town Roads	Cluster Development Off Town Roads	Fronting On Lake Shores
a. Single-family homes	96	114	129	93	185	78	91
b. Two-family homes	29	42	50	45	69	40	26
c. Multi-family dwellings (3 units or more)	14	22	31	34	31	27	21
d. Mobile Home Parks	6	9	14	15	16	20	6

9. Would you favor the development of “affordable” housing for low and moderate-income families in Sanbornton? (Please check ONE box for EACH line)

Development of Low and Moderate-Income Housing	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Two-family homes	37	55	69	40	93
b. Multi-family dwellings (3 units or more)	25	18	38	70	122
c. Mobile home parks	12	16	25	27	185

10. If you checked “STRONGLY FAVOR” or “FAVOR” in the previous question for a particular “affordable” housing type, please identify where you would propose that particular housing type to be located. (For each housing type you favor, please identify as many locations as you wish)

“STRONGLY FAVORED” or “FAVORED” Housing Type	Sanbornton Square	Gaza	Fronting Along State Highways	Cluster Development Off State Highways	Fronting Along Town Roads	Cluster Development Off Town Roads
a. Two-family homes	29	39	52	46	62	43
b. Multi-family dwellings (3 units or more)	17	21	27	34	27	30
c. Mobile Home Parks	6	11	15	20	18	19

11. Would you favor development of senior citizen housing in Sanbornton? (Please check ONE box for EACH line)

Development of Senior Housing	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Single-family homes	71	105	72	19	34
b. Two-family homes	45	68	68	26	69
c. Multi-family dwellings (3 units or more)	50	50	47	38	103
e. Mobile home parks	10	11	32	34	176

12. If you checked “STRONGLY FAVOR” or “FAVOR” in the previous question for a particular type of senior citizen housing, please identify where you would propose that particular senior housing type to be located.

(For each type of senior citizen housing you favor, please identify a location for EACH housing type you favor)

“STRONGLY FAVORED” or “FAVORED” Senior Housing Type	Sanbornton Square	Gaza	Fronting Along State Highways	Cluster Development Off State Highways	Fronting Along Town Roads	Cluster Development Off Town Roads
a. Single-family homes	47	49	72	80	82	54
b. Two-family homes	33	42	51	72	52	50
c. Multi-family dwellings (3 units or more)	24	29	52	55	37	46
d. Mobile home parks	8	14	19	20	17	19

13. Commercial operations sell goods (on a retail basis) to the public or provide services to the public.
What types of commercial uses would you like to see in Sanbornton?

(Please check ONE box in EACH line)

Type of Commercial Development	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Small retail shops	78	92	59	18	43
b. Convenience grocery store	56	98	64	22	44
c. Home-based businesses	96	98	64	8	18
d. Locally-owned restaurants	84	114	55	15	31
e. National chain restaurants	18	24	48	57	124
f. Shopping centers	19	20	43	57	151
g. Inns/Bed & Breakfasts	66	111	85	8	20
h. Motels/Hotels	20	35	56	53	126
i. Automotive & Related Businesses	18	31	80	58	103
j. "Big Box" retail stores	12	16	47	41	175
k. Professional offices	52	74	81	30	55
l. Other (Please specify)	2	2			3

14. If you checked "STRONGLY FAVOR" or "FAVOR" in the previous question for a particular commercial use, please identify where you would propose that particular commercial use to be located. (Please check a location for EACH Commercial use which you favor)

"STRONGLY FAVORED" or "FAVORED" Commercial Development	Sanbornton Square	Gaza	Evenly Distributed Throughout Town	Along Route 127	Along Route 132	Near I-93 Exit 22	Other (Please Specify)
a. Small retail shops	70	33	70	42	43	43	10
b. Convenience grocery store	47	35	88	43	46	51	4
c. Home-based business	42	69	190	53	40	40	6
d. Locally-owned restaurants	43	25	119	38	44	56	4
e. National chain restaurants	5	5	48	9	12	34	3
f. Shopping centers	5	4	21	11	13	33	1
g. Inns/Bed & Breakfasts	42	34	136	44	47	41	2
h. Motels / Hotels	9	7	31	20	21	43	4
i. Automotive & related businesses	7	12	35	22	17	28	1
j. "Big Box" retail stores	1	1	16	11	8	32	1
k. Professional offices	29	15	71	38	36	42	2
l. Other (Please Specify)						1	

15. Industrial operations process, manufacture or store goods for wholesale sales, warehousing or distribution.

What types of industrial development would you like to see in Sanbornton?
 (Please check ONE box in EACH line)

Industrial Development	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Light manufacturing	46	73	71	32	72
b. Sawmills/wood processing	36	77	90	30	62
c. Gravel pits	15	46	96	48	82
d. Auto salvage yards	6	13	26	64	178
e. Windmill power generation facilities	76	99	76	9	34
f. Power generation facilities	31	39	96	43	78
g. Warehousing terminals	22	36	63	60	105
h. Other (Please specify)					1

16. If you “STRONGLY FAVOR” or “FAVOR” a particular industrial use, please identify where you would propose that particular commercial use to be located.

(Please check a location for EACH industrial use which you favor)

“STRONGLY FAVORED” or “FAVORED” Industrial Development	Sanbornton Square	Gaza	Evenly Distributed Throughout Town	Along Route 127	Along Route 132	Near I-93 Exit 22	Other (Please Specify)
a. Light manufacturing	7	12	50	38	47	54	2
b. Sawmills/Wood products	1	18	71	29	34	22	2
c. Gravel pits		11	45	14	19	16	2
d. Auto salvage yards		4	17	14	12	16	4
e. Windmill power generation facilities	10	20	103	30	34	42	9
f. Power generation facilities	5	7	38	27	19	27	1
g. Warehousing terminal	1	1	15	15	20	44	8
h. Other (Please Specify)							

17. Which conservation actions do you favor the Town of Sanbornton taking?
(Please check one box in each line)

Conservation Actions to be taken by Town of Sanbornton	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Protect water quality of surface water for drinking water purposes	199	66	29	5	
b. Protect water quality of sub-surface waters for drinking water purposes	105	68	16	1	
c. Protect lakes and ponds for recreational purposes	188	89	15	4	
d. Protect rivers and streams for recreational purposes	184	81	25	4	
e. Protect highest elevations, such as hilltops and ridge lines	121	69	84	6	3
f. Protect steeply sloped hillsides (greater than 15% slope)	112	83	88	8	1
g. Protect prime wetlands	148	74	57	16	1
h. Protect shorelands of public water bodies	116	80	44	4	1
i. Preserve forest land, through conservation easements	148	77	52	10	3
j. Protect wildlife habitats	176	77	46	7	
k. Preserve agricultural lands	147	91	41	10	
l. Protect open space through acquisition of land by the Town	103	60	72	32	23
m. Other (Please specify)	1				

18. Do you favor protecting our farmland and forest land from development?
(Please check ONE box in each line.)

	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
Farm Land	171	59	32	14	23
Forest land	171	58	44	16	19

19. What methods would you consider acceptable for protecting our farmlands and forest lands from development? (Please check ONE box in EACH line)

Methods for Protecting Farmlands and Forest Lands	Very Acceptable (5 points)	Acceptable (4 points)	Moderately Acceptable (3 points)	Less Acceptable (2 points)	Not Acceptable (1 point)
a. Voluntary conservation	162	48	40	16	5
b. Master Plan (designate open space)	106	72	58	25	14
c. Zoning regulations	104	88	46	22	19
d. Town forest acquisition	82	69	56	30	40
e. Other (Please specify)	2				1

20. The Planning Board would like to know how you feel about new roads in new subdivision developments. In new subdivision developments, new subdivision roads must become Town roads which are Town-owned and Town-maintained/plowed. An alternative might be for new subdivision roads to become “Private Roads” (which would be owned, maintained and snow-plowed by private owners). How do you feel about ownership and maintenance of new subdivision roads?

(Please check ONE box in EACH line)

	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. All new subdivisions roads should be private roads	91	31	71	45	40
b. All new subdivision roads should be Town roads	38	45	81	43	68
c. Both options (Town roads or private roads) should be an OPTION available to the subdivision developer	40	43	64	51	80
d. Other (Please list)	1				

21. Which Town facilities would you favor to be constructed or to be improved at taxpayers’ expense?

(Please check ONE box in EACH line)

Town Facilities	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Town Roads	155	86	33	4	12
b. Sidewalks and Pathways	13	32	84	73	78
c. New Town Highway Department Garage	21	44	96	65	57
d. New Town office	13	31	87	86	97
e. Fire Station	22	30	90	81	64
f. Police Station	20	32	91	76	68
g. Library	20	37	96	57	72
h. Community Center	22	44	88	54	76
i. Public Schools	39	74	82	38	48
m Other (Please specify)	1	1			2

22. In the previous question, if you “Strongly Favor” or “Favor” constructing a new Town facility, where would you propose locating that NEW facility?
(Please check a location for EACH facility which you favor)

New Town Facility	Sanbornton Square	Gaza	Route 127 Corridor	Route 132 Corridor	Other (Please Specify)
a. New Town Highway Department Garage	24	6	12	23	4
b. Sidewalks and Pathways	34	11	11	11	3
c. New Town Office	44		4	1	
d. New Fire Station	28	2	7	7	3
e. New Police Station	32	1	9	5	
f. New Library	45	3	4		
g. Community Center	43	8	18	15	1
h. New Public School	45	4	11	9	3
i. Other (Please specify)				1	3

23. Which Town-operated outdoor recreational facilities would you favor to be constructed or (if already existing) to be improved at taxpayers’ expense?
(Please check ONE box in EACH line)

Recreational Facilities	Strongly Favor (5 points)	Favor (4 points)	Neutral Opinion (3 points)	Against (2 points)	Strongly Against (1 point)
a. Bike/Pedestrian Paths	42	53	85	39	51
b. Town beach	44	88	100	18	27
c. Playground(s)	27	63	116	29	35
d. Parks	30	71	110	29	36
e. Public boat launch for non-motorized water craft	44	71	82	38	41
f. Public boat launch for motorized water craft	29	40	82	59	60
g. Athletic fields	20	59	121	35	34
h. Ice skating rink (non-competitive use)	13	27	106	65	52
i. Ice hockey rink	6	13	88	84	66
j. Cross country ski/snow shoeing trails	40	54	83	41	51
k. Other (Please specify below)	1		1		