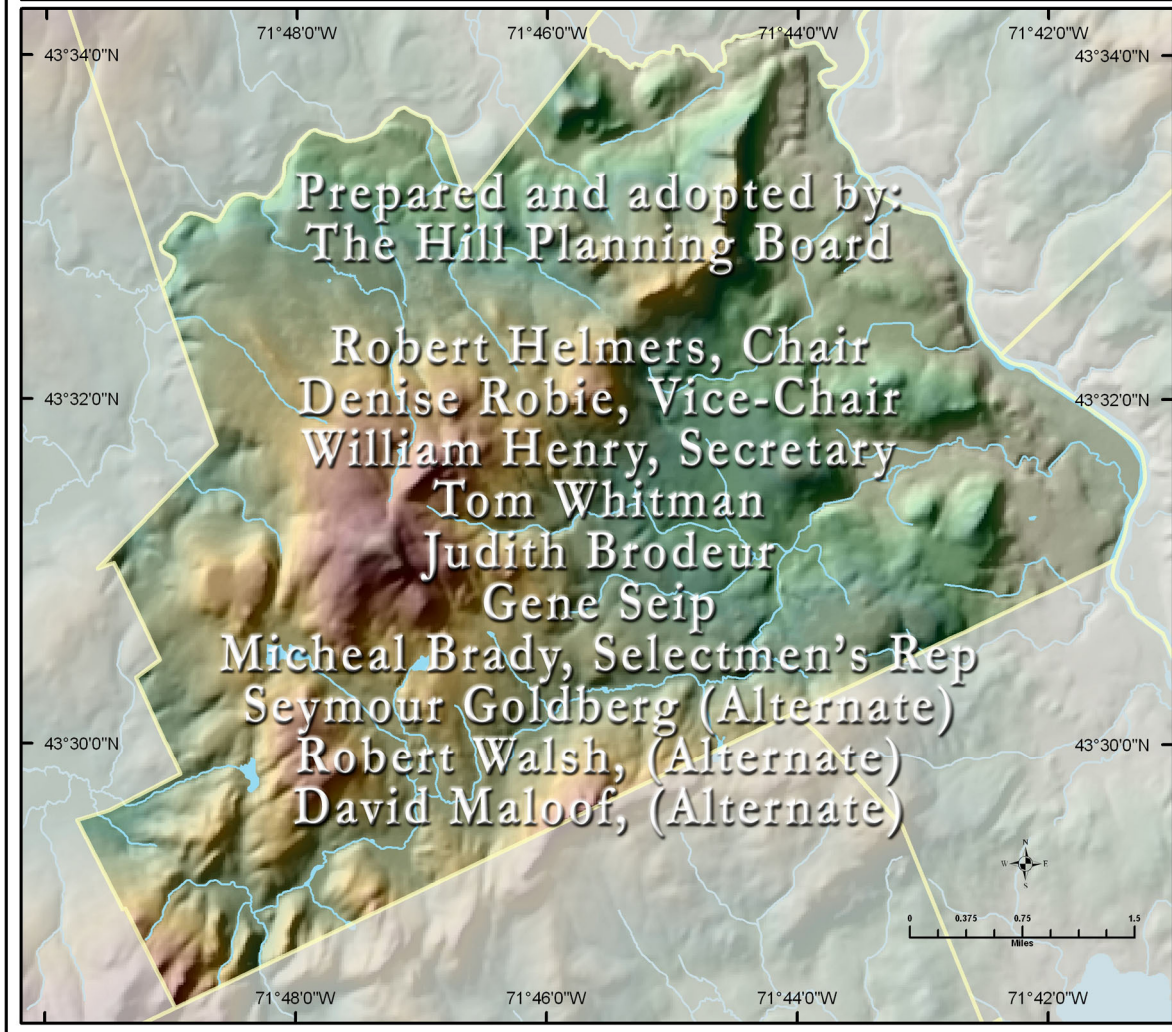


Hill Master Plan 2007

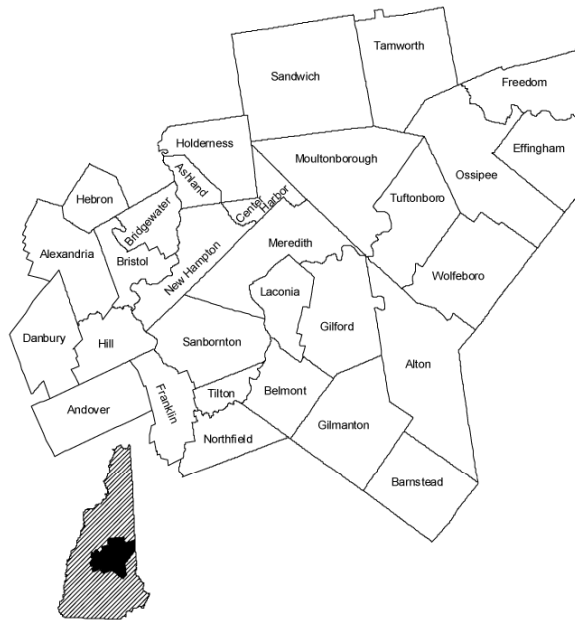


With Technical Assistance from:

Lakes Region Planning Commission
103 Main Street, Suite 3
Meredith, NH 03253
603-279-8171
www.lakesrpc.org



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Adam Kurowski
Adam Hlasny

Executive Director
Regional Planner
Assistant Planner

Michael Tardiff
Sara McRedmond
William Jones

Special Projects Planner
Secretary
Bookkeeper

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Master Plan Committee

Robert Helmers
Shaun Bresnahan, Jr.
Marie Stanley
Michael Stanley

Planning Board

Robert Helmers
Denise Robie
William Henry
Thomas Whitman
Judith Brodeur
Gene Seip
Michael Brady
Seymour Goldberg
Robert Walsh
David Maloof

Board of Selectmen

Michael Brady
Mark Dow
Steve Farris

Past Members of Master Plan Committee, Selectmen or Planning Boards

Lisa Conway
Nancy Pescinski
Mike Jeanson
Barbara Maluchnik
David Maluchnik
David Hemeon
Fran Sanderson
Richard Vincent
Gerry Weinert
John Nesteruk

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Adam Kurowski, Sophia Fisher, and Michael
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HILL MASTER PLAN – 2007

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CHAPTER 1: VISION STATEMENT



Overview

The town of Hill twenty years from now will be similar to the town of today. There will be a small village area surrounded by predominantly forested rural areas with residential development principally along the main roads. Because of its rather remote and rugged character, the town will



Crescent Street Neighborhood

continue to be a rural residential community. Hill's population has grown substantially since 1970, and will continue to rise as people seek to escape the more densely populated areas in the southern portion of the state. Hill's master plan will guide future growth and protect the rural character of the town. Wherever possible, new subdivisions will preserve some open space and blend into their surroundings, preserving the rural character of the town. New housing on minimum-sized lots will be limited to single-family dwellings.

Multi-family homes, including senior housing, may be constructed on larger lots. Several large tracts of publicly owned land (state & federal) will help ensure the future rural character of Hill. Existing roads will be maintained and improved as necessary, but expansion of the road system into remote areas is unlikely.

The town offices and school will remain at the center of the village. Town services will remain at a reasonable and affordable level. Expanded social and recreational opportunities within the town will foster a strong community identity and increased participation by residents in local government. Commercial and light industrial activity will be limited to the small commercial zone within the village. Home-based occupations will be permitted in the village and rural areas of the town, but the principal use will remain residential. Agriculture and forestry will continue in the rural areas of the town. Town wells will be protected, and the maintenance of the system and upgrading of water equipment will ensure the continued supply of drinking water to residents in the village. The rural residents of Hill obtain their water from individual wells. Septic systems will be the means of treating wastewater throughout the town. This vision is based on the results of the 2003 community survey. The results of the survey are found in Appendix 1.

Strong Community Identity

Values: The town of Hill has been molded by the events of the 1940's when the Franklin Falls Flood Control Reservoir was constructed as part of the Federal Flood Control Act of 1938. This required the abandonment of the original village. The federal government offered the residents a modest compensation for their property and homes, but the people were left with no plans for a future. A few families moved away, but most of the residents wanted to remain together as neighbors. The community pulled itself together, and with help from the former New Hampshire Planning and Development Commission, they designed the first planned community in the state. It was a "bootstrap operation" in which many residents did a lot of the construction preparation work

themselves, clearing timber on the new lots and digging cellar holes by hand with a pick and shovel. They created the Hill Village Improvement Association (HVIA) which negotiated with local banks for construction loans in addition to the meager funds received from the government buy-out, which together, provided residents with the means to build smaller, more modern houses in the new village. There were salvage operations to reuse wood and windows from houses that were torn down. A few buildings were moved to the new village by a painstaking process using log rollers and hoisted up the incline inch-by-inch by teams of horses on a windlass system. Working together to build this new community was an incredible feat by ordinary citizens which fostered a strong sense of neighborhood camaraderie. We are fortunate to have one of the most active historical societies in the state to preserve the story of how the new village was created. The Hill Historical Society has worked tirelessly to research, document, display interpretive center storyboards, and educate the community about the historical features of the area. The new town of Hill is comprised of the village area and a larger rural area. The community spirit that originated with the relocation of the village permeated into the rural areas of Hill, which has kept the town a “close-knit” community. One survey respondent commented, *“We moved to Hill because of all the charm it offers. The Village is a pretty, caring community...”*

Vision: To maintain and grow a strong sense of community identity, the citizens of Hill need to feel that they come first and are treated fairly. The natural features and landmarks that people cherish will be protected, and the historic community will be preserved. Younger generations will better understand and respect the history of Hill and how its location on the Pemigewasset River has influenced it. Facilities such as the Hill Library, Town Offices and Jenny D. Blake School, arched in a semi-circle around a common area across from the Veteran’s Memorial at the Hill pond, will be a source of pride for the people of Hill. The Friends of Hill Parks & Recreation will continue to offer and expand recreational opportunities for the people of Hill. The residents of Hill strongly identify with the rural character of Hill and would like to maintain and preserve it.

Priorities:

- Improve communication between town officials and the residents of Hill. This can be accomplished through public access to Town Offices at accommodating hours for the majority of residents who work outside of town, and use of the internet, bulletin boards, or newsletters as a means of educating people on current community events.
- Increase citizen participation on town boards and commissions. Participation is critical to the overall success of building community identity.
- Expand on social and recreational opportunities for all of Hill’s residents.

Land Use

Preservation of Rural Character

Values: The public session and survey show that residents of Hill wish to maintain the rural nature of their town. Residents want to protect stone walls, open fields, and abundant forests, and maintain the compact village nestled among wooded hillsides that characterize the typical small New England town. One respondent put it simply, *“We like it here, keep it small, keep it quiet”*.

Vision: In the coming years, the residents of Hill will continue to enjoy the scenic views, picturesque farms, and 19th century homes that are located throughout the town. The overall aesthetic experience that one enjoys when driving tree-lined country roads with large open fields, will be protected. The stone walls that adorn most rural roads will remain intact. Development will be unobtrusive and to the greatest extent possible, designed to blend with its surroundings. Land use in the rural area will be mostly forestry and agricultural with some residential development.

Priorities:

- Maintain the open nature of the land within Hill and promote the unique values of public land within its borders.
- The use of comprehensive, well thought out and fair subdivision and zoning regulations will encourage most of the growth of Hill in areas that are suited to residential development.
- Smaller conservation subdivisions, developments that are designed using open space concepts, are found within town boundaries.
- On town roads with low traffic volume, development is limited to single-family houses that blend with their surroundings.

Manage Growth & Development

Values: Both the public session and the survey indicated a strong desire to maintain the rural nature of Hill. The 2000 Census data ranked Hill as one of the fastest growing communities in Merrimack County. How we as a community balance the desire for rural character with the reality of a great number of people looking to relocate to a rural setting is increasingly more important. Unrestricted growth would erode the rural character we all desire, and would likely lead to increased taxes, inadequate roads, and other services.

Vision: Growth will continue in Hill, but at a manageable pace. The picturesque views found on Murray Hill Road and other scenic country roads will be protected. *One comment on the survey, "Growth must be kept to a minimum so more services and higher taxes are not necessary..."*, summed up most of the residents' views on growth. With sound growth management strategies, the town can maintain a realistic tax base that will be able to provide municipal services for the people of Hill.

Priorities:

- An effective way to manage growth is to develop and adopt a comprehensive master plan along with supporting land use regulations. This may include monitoring residential building permits, limiting new home construction, controlling subdivision activity, and implementing a growth management ordinance.
- The zoning ordinance and subdivision regulations will need to be updated to reflect the goals of the Growth Management Ordinance.
- Ideally, growth will be directed to selected areas of the town at a rate that best matches the resources of the town to accommodate it.
- Developing an ordinance to protect scenic roads will help to maintain Hill's rural character and atmosphere. *Participants at the public forum strongly supported adoption of ordinances to achieve these goals.*

Economic Development

Values: Hill is a residential community. The few businesses in town are service oriented. Most of Hill's residents commute out-of-town to work. Commercial development generates needed tax revenue that can be used to offset the cost of providing services to Hill's residents. *The survey indicates that most respondents support the development of greenhouse/ agriculture, antiques & collectibles, home-based offices, and family-owned businesses. There is overwhelming opposition to the development of strip malls, hotels, chain stores and fast food restaurants.*

Vision: Carefully controlled commercial development has increased with some light industry and more service-based businesses. Increased tax revenue has allowed the town to provide needed services while keeping property taxes at a reasonable level. Development blends in with the natural surroundings. Fewer residents have to leave town to work, and in turn, use more local services.

Priorities:

- Review and revise the Hill Zoning Ordinance, as appropriate, to provide opportunities for the development of desirable businesses identified in the master plan survey.
- Maintain Site Plan Review regulations so that the Planning Board is able to control the design of future commercial development to ensure that it is compatible with the community.
- Investigate how the town can encourage the development of desirable businesses.
- Evaluate current commercial district and consider expansion.

Affordable Community Facilities and Services

Values: The facilities and services that a town offers its citizens are what make a community complete. Some are invisible and almost taken for granted (town water) others are seen and used daily (such as the Town Hall and Jennie D. Blake School). A variety of community organizations work together to offer after-school programs, sports, craft classes, adult lectures, dances, historical programs, and seasonal community events. Every town wants to meet all of the diverse needs of its citizens, but town resources are limited and choices have to be made. It is important for the citizens to appreciate that everybody has to pay taxes, although taxes can become burdensome for some. There is a balance point at which people are content with the services, and everyone has the ability to pay for them. *This is clearly shown on the survey results. The people of Hill want the Police and Fire services to remain the same. They would like a community center, if existing facilities are used.*

Vision: As Hill continues to grow, the citizens will see services keep up with the demands. Benefits of living in a small rural town include a healthy environment, tranquility, and reduced crime, but a low economic base often does not provide adequate resources for all of the desired community services. Residents will balance their desire to provide adequate services with available resources and taxpayer concerns. It is unlikely that Hill will be able to provide the same level of service as more populous neighboring towns with greater resources. Growth and development will be managed to minimize the need for new town buildings and services. Basic services such as road maintenance, police and emergency services, solid waste disposal, and public water will be expanded as needed to meet demand. The Parks and Recreation Department continues to make great strides in bringing

recreational opportunities to the residents of Hill. The recent renovations to the Jennie D. Blake School created the capacity to accommodate limited growth. The Jennie D. Blake School, the Ed Amsden Auditorium, and the Library/Town Office Building with the adjacent recreational facilities are still the heart of town activities. A key to providing increased services is to identify how growth will affect the required services. For example, offsite improvements and impact fees help to ensure that growth and development pays its own way.

Priorities:

- Keep services and taxes at a level that all of the citizens can afford.
- Look at grants and other sources of money to help fund services and facilities.
- Update the zoning ordinance and subdivision regulations to ensure that Hill's growth is controlled and appropriate.
- Adopt a long-term growth management ordinance, as mentioned earlier
- Develop a Capital Improvements Program so that the Planning Board is able to assess how development impacts the services currently offered to Hill's citizens.
- Require future developments to incorporate public safety into their planning.
- The ballpark and playground in the village are an integral part of the community and should be continually maintained and upgraded for the enjoyment of all of the children.

Historic notes: The Old Hill Village, located within the Franklin Falls Flood Control Reservoir where many of the old cellar holes, sidewalks and even the old needle shop factory foundation can be seen are testimonials to the vibrant history of Hill. The Hill Center Congregational Church, the Town Meeting House at Hill Center, and many of the homes found on Murray Hill were constructed hundreds of years ago by Hill's forefathers and are listed on the National Register of Historic Places.

Natural Resources

Values: As stated throughout this Vision Statement, what draws people to Hill is the rural nature of its surroundings. Hill's residents appreciate the vast tracts of forestland, the scenic views and open fields of Murray Hill Road, the four miles of shoreline on the Pemigewasset River, nearly five miles of frontage on the Smith River, and four named ponds (Poverty, March, Huntoon and Weeks). These resources provide abundant wildlife habitat including one great blue heron rookery and an osprey nest that has been active since 1999. The residents of Hill want these resources protected from uncontrolled development and enjoyed for their natural beauty and important wildlife habitat.

One of the key natural resources in town is open space. It includes farmland, woodlands, meadows, fields, wetlands and open water, such as ponds and rivers. Hill is blessed with an abundance of these features. The public currently owns some of these resources, such as Wade State Forest, William Thomas Memorial State Forest, and the Franklin Falls Flood Control Reservoir. Future development will put pressure on these public lands as more people use them for recreation. Many residents of Hill and the surrounding communities visit the Old Hill Village to walk, view wildlife, and reminisce about the past. These treasures are in our backyard and are not found in the more urban areas of New Hampshire. *The respondents to the survey overwhelmingly (80%) support protection of environmental concerns (water supply, pollution control) and preservation of open fields, forest and stone walls.* These open spaces are a clear link to Hill's past and deserve further protection.

Vision: Residents of Hill will enjoy scenery afforded by wooded hillsides, babbling brooks, and open vistas. Large expanses of forest and other wild lands will remain in their natural states. Ample opportunity for recreational use and outdoor activity will be available to residents and visitors. The waterways, shorelines, and floodplains will be preserved in their current relatively pristine condition. The soils and waters of the town will be protected from unnecessary or poor land use practices. Development and land use in rural areas will be designed as best possible to minimize impacts on natural resources.

Hill will continue to enjoy an abundance of open space. Its residents will continue to be able to enjoy its scenic beauty and abundant recreation opportunities. Future development and subdivisions will create and protect open space for the people of Hill to enjoy.

Priorities:

- Revise the zoning ordinance to protect the Smith River shoreline.
- Explore the use of new development strategies to minimize adverse impacts on Hill's natural resources, and protect the rural character that town residents value.
- Protect the Town Well with easements to ensure quality water for the village.
- Identify important vegetative communities and wildlife habitat, and provide wildlife corridors to connect these resources.
- Identify key open space features within the town of Hill and develop a strategy to protect them through zoning and subdivision regulations.
- Encourage future subdivisions to create and protect open space for all town residents to enjoy.
- Evaluate town-owned lands and rural zoning districts so that they are used for the preservation of open spaces.
- Explore grants or other funding sources to help protect open space when possible.

Safe and Integrated Transportation System

Values: Hill's rural character is enhanced by its narrow, winding and hilly roads that are relatively free of traffic. Residents feel that the existing road system is adequate to meet current needs (*survey: 61% of residents did not want to improve existing roads*). Access to adjacent towns and greater economic resources is primarily provided by NH Route 3A, the principal north to south road in the town. Murray Hill and Cass Mill Roads provide access to towns west of Hill. Murray Hill Road is the principal east to west thoroughway. Travel eastward from Hill is not possible due to the Pemigewasset River. Most other roads that are currently maintained by the town service residential or rural areas located entirely within the town. Residents want the existing roads to be safe and adequately maintained. Class VI roads are valued for the access they provide to remote areas of the town for outdoor enthusiasts, pedestrians, and horseback riders. Some of these roads also support vehicular traffic and limited development. *Only 11% of the residents who replied to the survey wanted to upgrade Class VI roads to Class V roads.*

There is a limited network of sidewalks in the village, mostly located within a two-block area of the school. Streetlights add to the safety of village roads. Both sidewalks and streetlights help to

enhance pedestrian safety. These features, although nice, are not practical on the outlying roads. However, attention should be paid to the needs of pedestrians and bicyclists when considering road maintenance and improvements. There is no form of public transportation available to Hill residents at this time. *The survey indicated that 46% of Hill residents want to explore options to provide residents with public transportation services to local communities for health care, shopping, education and recreation.*

Vision: Automobile transportation in Hill will remain the dominant mode of travel. The town will be proactive in protecting town-maintained roads. The town will continue to support the Highway Department's program to maintain roads and a scheduled repaving program. Upgrades to roads will be prioritized based on traffic load. The first and foremost concern in the upgrades will be to improve the safety for motorists and non-motorists who use the roads in Hill. New roads required for development will be constructed with the highest regards to engineering. Smart growth will result in the construction of fewer and better roads that the town would be able to maintain when the time comes.

Priorities:

- Develop a Capital Improvement Program for the maintenance and upgrading of town roads.
- Develop a formal town road adoption process for Class VI and private roads.
- Work with the Lakes Region Planning Commission and the New Hampshire Department of Transportation to understand (a) the impact of current traffic use on Hill's roads (b) how future regional transportation needs are going to be met, and (c) how they may affect Hill.
- Investigate how Hill can make public transportation available to its citizens to better their quality of life.
- Look for grants available to fund the upgrading of sidewalks in the village.
- Evaluate the existing road system with regard to meeting future growth needs.

CHAPTER 2: POPULATION AND HOUSING



Introduction

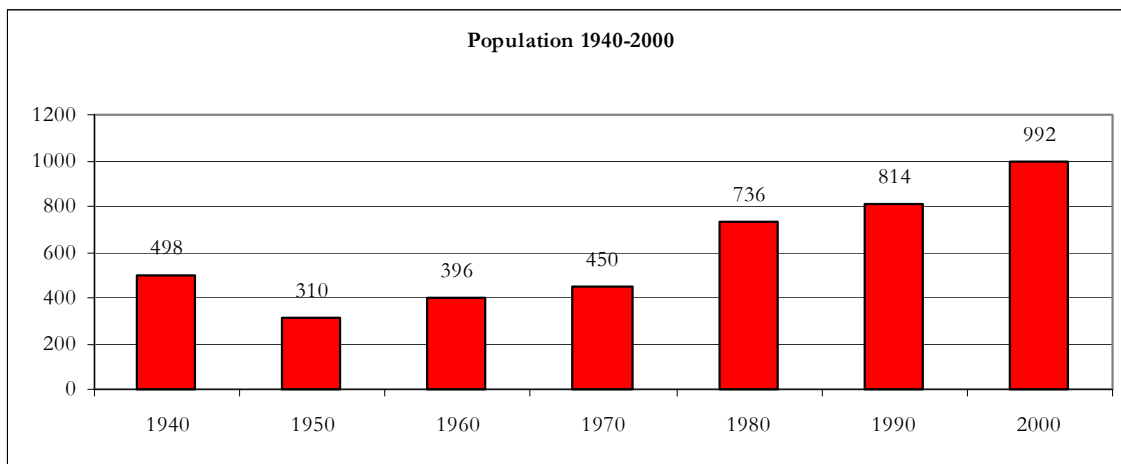
An understanding of a town's population characteristics and changing trends is one of the most fundamental aspects of a master plan effort. The demand for housing, land use and municipal services all depend on the number of persons in the town. In addition to the total number of persons, it is useful to understand some of the general characteristics of the population such as age distribution, education and income levels. A community with a younger population for example, can expect more school age children. Similarly, a town with an older population may require more specialized services for the elderly. In addition to the population trends, housing trends are a vital component of every town.

The following chapter examines important socioeconomic trends including population, age, household income, educational attainment, and housing. When possible, comparisons to surrounding municipalities, Merrimack County, the Lakes Region, and the state are provided. The surrounding communities are Danbury, Andover, Franklin, Sanbornton, New Hampton, Bristol, and Alexandria

Population

Since 1950, Hill's population has more than tripled in size (Figure 1 and Table 1). The population decline between the 1940 and 1950 Census was in part the result of the relocation of the village of Hill in 1941. This was due to the need to designate the original town site as a flood basin for the Pemigewasset River, which is in the Merrimack Watershed.

Figure 1: Hill Population: 1940-2000



Source: U.S. Census

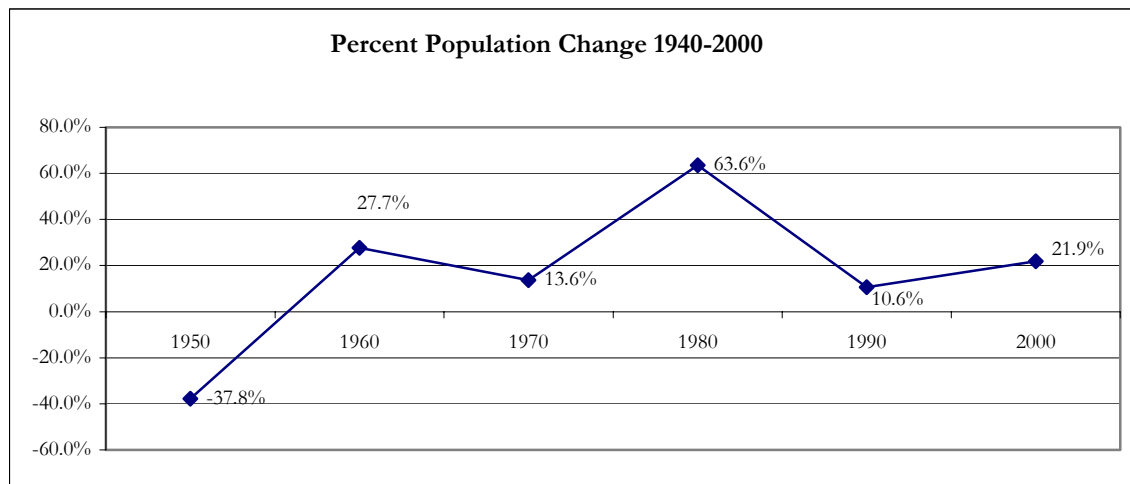
Between 1960 and 1970, Hill's population increased from 396 to 450 or a 13.6% increase (Figure 1 and Table 1). Hill experienced a period of dramatic growth between 1970 and 1980, when the population increased 63.6%. The population growth rate slowed to 10.6% between 1980 and 1990, and then increased by 21.9% between 1990 and 2000.

Table 1: Hill's Population Change 1940-2000

Year	Population	Change	% Change
1940	498		
1950	310	-188	-37.8%
1960	396	86	27.7%
1970	450	54	13.6%
1980	736	286	63.6%
1990	814	78	10.6%
2000	992	178	21.9%

Source: U.S. Census

Figure 2: Hill Percent Population Change 1940-2000



Source: U.S. Census

Compared to surrounding communities, Hill has the smallest population (Table 2). In 2000, Hill's population was 992. The largest surrounding community, Franklin, had 8,405 people. Between 1980 and 1990, the largest percent population increase occurred in Alexandria with a 68.6% increase from 706 to 1,190. During that same time period, Franklin's population increased 5.1%.

Between 1990 and 2000, Hill population increased (21.9%). This rate of increase was similar to Danbury (21.6%), New Hampton (21.4%) and Sanbornton (20.8%). In comparison, Franklin population only increased 1.2% between 1990 and 2000.

Table 2: Population: 1980-2000

Municipality	1980	1990	2000	Change 1980-1990	Change 1990- 2000	Percent Change 1980-1990	Percent Change 1990-2000
Hill	736	814	992	78	178	10.6%	21.9%
Danbury	680	881	1,071	201	190	29.6%	21.6%
Alexandria	706	1,190	1,329	484	139	68.6%	11.7%
New Hampton	1,249	1,606	1,950	357	344	28.6%	21.4%
Andover	1,587	1,883	2,109	296	226	18.7%	12.0%
Sanbornton	1,679	2,136	2,581	457	445	27.2%	20.8%
Bristol	2,198	2,537	3,033	339	496	15.4%	19.6%
Franklin	7,901	8,304	8,405	403	101	5.1%	1.2%
Lakes Region	78,126	91,900	106,429	13,774	14,529	17.6%	15.8%
Merrimack County*	13,955	16,145	17,125	2,190	980	15.7%	6.1%
New Hampshire	920,475	1,109,252	1,235,786	188,777	126,534	20.5%	11.4%

Source: U.S. Census * Area in Lakes Region only

The population in Hill and the surrounding communities will continue to grow in the future. According to *New Hampshire's Changing Landscape 2005*, a report prepared by the Society for the Protection of New Hampshire Forests, most of the state population growth will continue to be in the southeastern counties of Rockingham, Hillsborough, Merrimack and Strafford. The fastest rates of population increase are found near Interstates 89 and 93, in the Lakes Region and along the Route 16 corridor.¹

Births, Deaths, and Total Net In-Migration

The source of the greatest population increase between 1990 and 2000 was the result of net in-migration (Table 3), which means people moving into town exceeded people moving out. Between 1990 and 2000 there were 131 births and 70 deaths recorded in Hill, resulting in a natural increase (births – deaths) of 61 persons. The total population increase between 1990 and 2000 was 178 of which 66% was due to in-migration (Table 4).

¹ See www.spnhg.org/research for the complete report

Table 3: Births and Deaths

Year	Births	Deaths	Natural Change
1990	17	7	10
1991	15	4	11
1992	17	11	6
1993	11	2	9
1994	7	7	0
1995	12	4	8
1996	13	12	1
1997	6	5	1
1998	13	2	11
1999	8	2	6
2000	12	14	-2
Total	131	70	61

Source: Bureau of Health Statistics Data Management, NH DHHS

Table 4: Natural Increases and Total Net In-Migration: 1990-2000

Year	Natural Increase (births-deaths)	Population Change 1990-2000	Net In-Migration
1990-2000	61	178	117

Source: Bureau of Health Statistics Data Management, NH DHHS

Age

As of 2000, Hill had the smallest percent of population 65 years and over compared to the surrounding communities (Table 5). In 2000, 10.2% of the population in Hill was 65 years and older. This represents a decrease from 1990 when 12.3% of the population was 65 years and older. This decrease in the percent of the population in Hill 65 years and older however does not mean Hill's population is getting younger. On the contrary, the median age and the age distribution illustrate the aging of the population.

Table 5: Percent of Population 65 Years and Over: 1980-2000

Municipality	1980	1990	2000
Hill	9.9%	12.3%	10.2%
Sanbornton	10.4%	10.0%	10.9%
Alexandria	10.5%	7.4%	11.3%
New Hampton	11.5%	11.1%	12.4%
Andover	14.1%	13.6%	12.7%
Danbury	12.1%	12.6%	12.8%
Bristol	14.9%	13.1%	14.2%
Franklin	13.8%	15.4%	14.7%
Lakes Region	14.3%	14.4%	15.8%
Merrimack County*	12.4%	13.0%	12.5%
New Hampshire	11.2%	11.3%	12.0%

Source: US Census * Area in Lakes Region only

The median age in Hill in 2000 was 38.7 years old (Table 6). Similar to the state and Merrimack County, the median age is increasing. In 1980, the median age in Hill was 29.7 and in 1990, the median age was 34.6.

Table 6: Median Age: 1980-2000

Municipality	1980	1990	2000
Franklin	30.3	33.3	37.3
New Hampton	31.3	34	38.3
Bristol	33	33.1	38.5
Hill	29.7	34.6	38.7
Andover	32.3	35.7	40.1
Sanbornton	31.6	34.9	40.1
Alexandria	31.3	31.6	40.3
Danbury	33	34.2	41.1
Merrimack County	30.6	33.5	37.7
New Hampshire	30.1	32.8	37.1

Source: US Census

The age distribution in Hill in 1980, 1990, and 2000 is illustrated in Table 7. Consistent with the median age data, the number of persons less than 5 years old decreased between 1980 and 2000 and the number of persons 75 years old and older has increased.

The 35-54 years of age category has been increasing since 1980. In 1980, 19.8% of the population in Hill was between 35-54 years old. In 2000, 36.1% of the population in Hill was between 35-54 years old.

Table 7: Comparison of Age Distribution: 1980-2000

Age	1980	1990	2000	% 1980	% 1990	% 2000
<5	76	58	46	10.3%	7.1%	4.6%
5-19	183	177	243	24.9%	21.7%	24.5%
20-34	192	179	154	26.1%	22.0%	15.5%
35-54	146	221	358	19.8%	27.1%	36.1%
55-64	66	79	90	9.0%	9.7%	9.1%
65-74	50	62	57	6.8%	7.6%	5.7%
75+	23	38	44	3.1%	4.7%	4.4%
Total	736	814	992	100.0%	100.0%	100.0%

Source: US Census

Population Density

The population density in Hill is increasing though it is relatively low compared to neighboring communities and the region. In 1980, there were 27.6 persons per square mile (Table 8). In 2000, there were 37.2 persons per square mile. Compared to the surrounding communities, Hill has the third lowest density, after Alexandria and Danbury. Of the surrounding communities, Franklin and Bristol have the highest population densities.

Table 8: Population Density: 1980-2000

Municipality	Square Miles Land Area	Persons Per Square Mile 1980	Persons Per Square Mile 1990	Persons Per Square Mile 2000
Danbury	37.4	18.2	23.6	28.6
Alexandria	43	16.4	27.7	30.9
Hill	26.7	27.6	30.5	37.2
Andover	40.5	39.2	46.5	52.1
New Hampton	36.7	34	43.8	53.1
Sanbornton	47.5	35.3	45	54.3
Bristol	17.3	127.1	146.6	175.3
Franklin	27.6	286.3	300.9	304.5
Lakes Region	1,146.0	68.1	80.2	92.8
Merrimack County	161.0	86.7	100.3	106.4
New Hampshire	8,969.0	102.6	123.7	137.8

Source: US Census

Population Projections

Population increases have direct impacts on the infrastructure, housing, and land use of a community. According to NH OEP population projections, the population of Hill will increase 36% between 2000 and 2025 (Table 9 and Figure 3). By 2025, the projected population for Hill is

1,350. The NH OEP *Municipal Population Projections 2005 to 2025* are dependent on a community's historical share of its' respective county totals.²

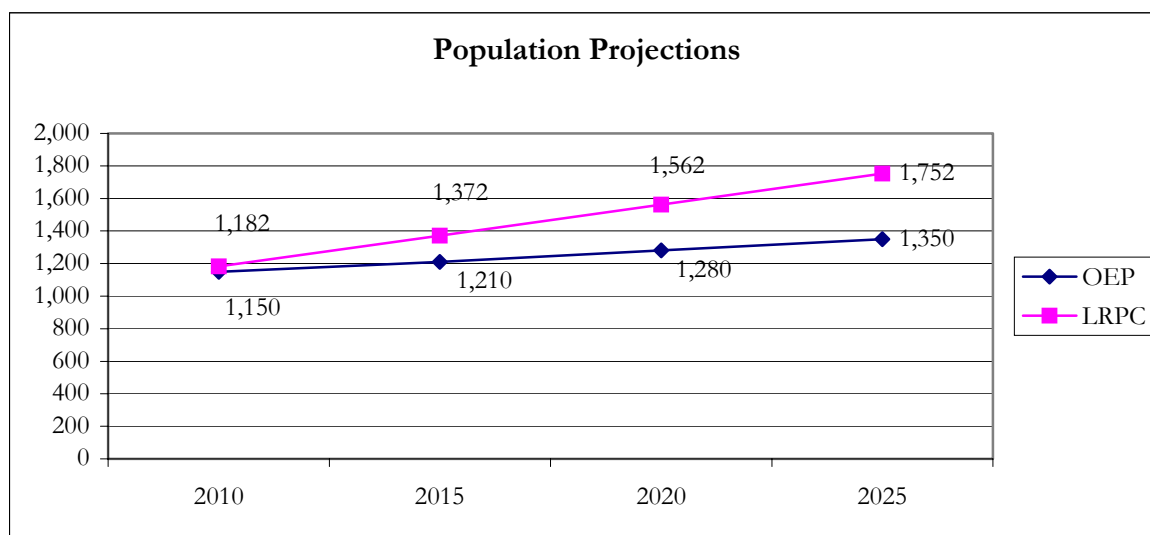
LRPC also calculated population projections using a linear regression model. Based on this calculation, LRPC projects the population of Hill in 2025 will be 1,752 or an increase of 76% since the 2000 Census.

Table 9: OEP and LRPC Population Projections

Year	OEP	LRPC
1990 Actual	814	814
2000 Actual	992	992
2003 Estimated	1,060	1,060
2005 Projected	1,080	1,080
2010	1,150	1,182
2015	1,210	1,372
2020	1,280	1,562
2025	1,350	1,752

Source: NH Office of Energy & Planning and LRPC

Figure 3: OEP and LRPC Population Projections



Source: NH Office of Energy & Planning and LRPC

Educational Attainment

As illustrated in Table 10, the percentage of persons in Hill in 2000 with a high school education was 43.8%. Persons with a bachelor's degree or more represented 12.5% of the population.

² See [www.nh.gov/oep/programs/DataCenter/Population/Population Projections.htm](http://www.nh.gov/oep/programs/DataCenter/Population/Population%20Projections.htm) for the complete report.

Table 10: Educational Attainment: 2000

Municipality	Less Than High School	High School Graduate	Some College or Associate Degree	College Graduate	Graduate or Professional Degree
Hill	14.3%	43.8%	29.4%	9.7%	2.8%
Danbury	17.1%	40.8%	24.3%	12.9%	4.9%
Andover	14.2%	33.8%	27.0%	15.1%	9.9%
Franklin	19.8%	36.7%	29.8%	10.3%	3.4%
Sanbornton	12.5%	31.7%	33.3%	14.0%	8.5%
New Hampton	14.2%	29.2%	28.3%	16.6%	11.7%
Bristol	15.7%	33.3%	28.5%	16.3%	6.2%
Alexandria	15.8%	35.6%	30.2%	12.6%	5.8%
Lakes Region	14.2%	32.9%	29.5%	15.5%	7.9%
Merrimack County*	18.2%	37.0%	29.1%	11.3%	4.4%
New Hampshire	12.6%	30.1%	28.6%	18.7%	10.0%

Source: US Census * Area in Lakes Region only

Median Household Income

The median household income in Hill in 1989 was \$31,591 and \$48,333 in 1999 (Table 11). The increase between 1989 and 1999 was \$16,742 or a 53% increase. The 1999 median income is second highest compared to the surrounding communities. Sanbornton was the highest (\$48,458).

Table 11: Median Household Income: 1989 and 1999

Municipality	1989	1999	Change 1989-1999	Percent Change 1989-1999
Franklin	\$27,011	\$34,613	\$7,602	28.1%
Bristol	\$24,745	\$38,032	\$13,287	53.7%
Danbury	\$27,768	\$38,312	\$10,544	38.0%
Alexandria	\$30,461	\$42,667	\$12,206	40.1%
Andover	\$35,000	\$47,093	\$12,093	34.6%
New Hampton	\$33,487	\$47,583	\$14,096	42.1%
Hill	\$31,591	\$48,333	\$16,742	53.0%
Sanbornton	\$33,581	\$48,458	\$14,877	44.3%
Lakes Region	\$30,351	\$43,643	\$3,292	43.8%
Merrimack County	\$35,801	\$48,522	\$2,721	35.5%
New Hampshire	\$36,329	\$49,467	\$3,138	36.2%

Source: US Census

Poverty³

In 1999, Hill had the lowest percent (4.2%) of population in poverty compared to the surrounding communities (Table 12). The percent was also lower than the county (5.9%) and New Hampshire (6.5%). While some of the surrounding communities experienced an increase in the number of people in poverty between 1989 and 1999, the percent of the Hill population in poverty decreased from 74 to 41 or -44.6%. The number of people living in poverty in Merrimack County increased by 20.7% between 1989 and 1999, while statewide the number of people living in poverty increased 13.6% over the same period.

Table 12: Poverty: 1989 and 1999

Municipality	Number of Persons 1989	Percent of Population 1989	Number of Persons 1999	Percent of Population 1999	Change 1989- 1999	Percent Change 1989-1999
Hill	74	9.0%	41	4.2%	-33	-44.6%
Alexandria	101	8.5%	82	6.3%	-19	-18.8%
New Hampton	63	4.0%	89	4.7%	26	41.3%
Danbury	94	10.7%	118	11.1%	24	25.5%
Andover	110	5.9%	119	5.7%	9	8.2%
Sanbornton	98	4.6%	130	5.1%	32	32.7%
Bristol	253	10.2%	209	6.9%	-44	-17.4%
Franklin	870	10.7%	1,058	12.9%	188	21.6%
Merrimack County	6,399	5.5%	7,721	5.9%	1,322	20.7%
New Hampshire	69,104	6.4%	78,530	6.5%	9,426	13.6%

Source: US Census

Housing

Housing is a vital component of every town; it is an integral part of the local tax structure and can have an impact on school enrollments and essential town services. However, a recent report prepared by Applied Economic Research for the New Hampshire Housing Finance Authority entitled *Housing and School Enrollment in New Hampshire: An Expanded View* (May 2005), reports that statewide, occupied housing units generated an average of 0.45 students in the year 2000, well below the two children per housing unit assumed by “conventional wisdom.”

The number of housing units in Hill increased 21.1% between 1990 and 2000 (Table 13). Compared to the surrounding communities, the increase in the number of housing units is the second highest. Only Andover had a higher percent increase (21.4%).

³ Following the US Office of Management and Budget’s Statistical Policy Directive 14, the Census uses a set of money income thresholds that vary by family size and composition to determine who is poor. If a family’s total income is less than that family’s threshold, then that family and every individual in it, is considered poor.

Table 13: Housing Units: 1980-2000

Municipality	1980	1990	2000	Change 1980- 1990	Change 1990- 2000	Percent Change 1980- 1990	Percent Change 1990- 2000	Percent Change 1980- 2000
Hill	320	360	436	40	76	12.5%	21.1%	36.3%
Danbury	439	541	596	102	55	23.2%	10.2%	35.8%
Alexandria	427	721	783	294	62	68.9%	8.6%	83.4%
New Hampton	622	855	944	233	89	37.5%	10.4%	51.8%
Andover	771	855	1,038	84	183	10.9%	21.4%	34.6%
Sanbornton	997	1,131	1,359	134	228	13.4%	20.2%	36.3%
Bristol	1,747	2,250	2,073	503	-177	28.8%	-7.9%	18.7%
Franklin	3,255	3,744	3,676	489	-68	15.0%	-1.8%	12.9%
Lakes Region	47,048	60,864	64,520	13,816	3,656	29.4%	6.0%	37.1%
Merrimack County*	5,920	7,171	7,528	1,251	357	21.1%	5.0%	27.2%
New Hampshire	386,381	503,904	547,024	117,523	43,120	30.4%	8.6%	41.6%

Source: US Census

*Area in Lakes Region only

The majority (389 or 89.2%) of housing units are year-round (Table 14). The seasonal units, representing 10.8% of the total housing units, decreased from 58 in 1980 to 48 in 1990 and 47 in 2000. The number of year-round housing units increased from 262 in 1980 to 389 in 2000, an increase of 48.5%.

The trend to convert seasonal to year-round units between 1990 and 2000 did not seem to follow the same pattern in Hill as did many of the other Lakes Region's communities (Table 15). Overall, the percentage of seasonal units decreased in the Lakes Region -8.5% between 1990 and 2000. The notable exception was Andover where the percent of seasonal housing units increased 43.1%

Table 14: Types of Housing Units: 1980-2000

	1980	1990	2000	Change 1980- 1990	Change 1990- 2000	Percent Change 1980- 1990	Percent Change 1990-2000
Year-Round Units	262	312	389	50	77	19.1%	24.7%
Seasonal Units	58	48	47	-10	-1	-17.2%	-2.1%
Total Housing Units	320	360	436	40	76	12.5%	21.1%

Source: US Census

Table 15: Seasonal Units: 1990-2000

Municipality	1990	2000	Percent Change 1990-2000
Hill	48	47	-2.1%
Danbury	166	121	-27.1%
Andover	123	176	43.1%
New Hampton	182	180	-1.1%
Franklin	191	215	12.6%
Alexandria	245	260	6.1%
Sanbornton	311	343	10.3%
Bristol	1,086	772	-28.9%
Lakes Region	20,976	19,195	-8.5%
Merrimack County*	593	600	1.2%
New Hampshire	57,135	56,413	-1.3%

Source: US Census

*Area in Lakes Region only

The majority (76.1%) of housing units in Hill are owner occupied (Table 16). As of 2000, 332 housing units were owner occupied, 50 were renter occupied and 54 were vacant.

Compared to the surrounding communities, Hill had the highest percent owner occupied housing units in 2000. The percent owner occupied in the adjacent towns ranged from 39.9% in Bristol to 66.0% in New Hampton.

Table 16: Number and Tenure of Housing Units: 2000

Municipality	Owner Occupied	Renter Occupied	Vacant**	Total	Percent Owner Occupied	Percent Renter Occupied
Hill	332	50	54	436	76.1%	11.5%
Danbury	375	60	161	596	62.9%	10.1%
Alexandria	433	71	279	783	55.3%	9.1%
New Hampton	623	100	221	944	66.0%	10.6%
Andover	682	141	215	1,038	65.7%	13.6%
Sanbornton	851	118	390	1,359	62.6%	8.7%
Bristol	827	394	852	2,073	39.9%	19.0%
Franklin	1,911	1,408	357	3,676	52.0%	38.3%
Lakes Region	31,919	10,993	21,328	64,240	49.7%	17.1%
Merrimack County*	4,458	2,207	863	7,528	59.2%	29.3%
New Hampshire	330,783	143,823	72,418	547,024	60.5%	26.3%

Source: US Census * Area in Lakes Region only ** Includes seasonal housing

The median value of owner occupied housing units in Hill in 2000 was among the lowest in the area (Table 17). The highest median value of owner occupied homes was in Sanbornton (\$122,200) and the lowest was in Franklin (\$82,900). The median value in Hill was \$88,500.

Table 17: Median Value of Owner Occupied Housing Units: 1990-2000

Municipality	1990	2000	Change 1990-2000	Percent Change 1990-2000
Franklin	\$89,400	\$82,900	-\$6,500	-7.3%
Danbury	\$78,400	\$85,300	\$6,900	8.8%
Alexandria	\$88,400	\$86,600	-\$1,800	-2.0%
Hill	\$90,800	\$88,500	-\$2,300	-2.5%
Bristol	\$102,400	\$93,000	-\$9,400	-9.2%
Andover	\$101,200	\$105,500	\$4,300	4.2%
New Hampton	\$103,900	\$107,800	\$3,900	3.8%
Sanbornton	\$123,100	\$122,200	-\$900	-0.7%
Merrimack County	\$117,800	\$117,900	\$100	0.1%
New Hampshire	\$129,400	\$133,300	\$3,900	3.0%

Source: US Census

Conclusion

Since 1970, Hill's population has steadily grown. Since 1950, Hill's population has more than tripled. The primary source of the increase population is due to people moving into Hill or in-migration.

The projected population by NH OEP indicates that Hill's population may increase to 1,350 or 36% between 2000 and 2025. LRPC's linear projection estimates that Hills population may increase to 1,752 or 76% between 2000 and 2025.

The median age in Hill in 2000 was 38.7, an increase from 34.6 in 1990. The percent of the population, however, 65 years and older has decreased from 12.3% in 1990 to 10.1% in 2000. The biggest increases have occurred in the 35-54 year old category. In 2000, 36.1% of the population in Hill was between 35-54 years old compared to 27.1% in 1990, and 19.8% in 1980.

The median household income in Hill experienced a large increase between 1989 and 1999. At the same time, the percent of the population living in poverty significantly decreased.

The number of housing units has increased 36.3% between 1980 and 2000 with the largest increase (21.1%) occurring between 1990 and 2000.

The majority of Hill's housing units are year-round and owner occupied.

Compared to the 2000 median value of houses in surrounding communities, Hill's median value was among the lowest.

The growth observed in Hill has implications for future land use, housing needs, municipal facilities and services, and the preservation of Hill's natural resources. Balancing growth and need to protect

open space will be among the most significant issues for Hill. In addition, a review of Hill's zoning and land use regulations may also be important for adequately managing current and future residential development.

CHAPTER 3: TRANSPORTATION



Introduction

Understanding the components of Hill's transportation system is a necessary part of determining what steps need to be taken in order to provide a sustainable system into the future. Transportation and land use are very closely linked. Transportation facilities help shape what kind of development



Murray Hill Road

takes place, and land use affects the quality of the transportation system. When considering new developments, it is vital to consider the condition of both the road where the new development will be located as well as the roads that will be most directly impacted by the development. This is especially important in Hill, where many of the local roads are not capable of handling high traffic volumes.

The primary means of transportation in Hill is the automobile. NH Route 3A, the only numbered route in town, runs north-south from Bristol to Franklin. The state of New Hampshire also maintains just over 1.5 miles of

the eastern end of Murray Hill Road where it intersects with NH Route 3A, as well as Smith River Road and Old Town Road. The remainder of Hill's road network consists of town-maintained (Class V), not maintained (Class VI), and private roads. In 1993, Murray Hill Road, which had previously been classified as a minor collector, was reclassified as a local road and is under the town's jurisdiction except for the portion maintained by the state. The road runs from NH Route 3A northwest to connect with NH Route 104 in Danbury, and is currently used by local residents and truck traffic.

Vision

Maintain a network of safe, well-maintained roads that serve the needs of the town's residents; protect scenic roads; and provide safe opportunities for pedestrians and other alternative modes of transportation.

Previous Transportation Goals

Although the 1982 Master Plan did not have a chapter dedicated to transportation, several goals related to transportation were identified. They included the following:

- To evaluate the road system and to develop a comprehensive plan for classification, maintenance, and improvements to include an implementation schedule and financing plan.
- To standardize naming of consecutive segments of town roads and to research and establish a legal basis for all town road rights of way.
- To explore options for public and semi-public providers of public transportation to Hill Village.

Over the past 24 years, some goals were met. There was a schedule for road improvements and maintenance, but it lapsed at the end of the 1990's due to lack of funding. Road names were

updated and standardized during the process of upgrading to the E-911 system, which was finished in 2005. There have been sporadic attempts to bring some kind of public transportation to Hill, but there is currently no regularly scheduled provider for the town.

Existing Transportation System

Classes in General

When considering transportation, it is important to understand the different road classifications. There are two primary classifications: legal and functional. The legal classification describes the roads based on their expected traffic volume and also who pays to maintain them. Under this system, the New Hampshire Department of Transportation (NH DOT) assumes responsibility for maintaining Class I, II, and III roads, and the municipality is responsible for maintaining Class IV and V roads. Class VI roads are not maintained by either the state or the municipality. Functional classification refers to the different ways various roadways are used. For example, some roads serve only local traffic while others primarily serve traffic passing through the community.

The legal classification is important because it defines who pays to maintain the roads. The functional classification gives a far clearer description of the traffic volume that one might expect to see on a particular road. The definitions included in this chapter are drawn from NH RSA 229.5 (legal classification) and the New Hampshire Department of Transportation (functional classification).

Legal Classification

In accordance with NH RSA 229.5 all public roads and highways in New Hampshire are divided into seven classes. These classes are as follows:

Class I Trunk Line Highways consist of all existing or proposed highways on the primary state highways system, excepting all portions of such highways (other than interstate and defense highways), within the compact sections of cities and towns listed in NH RSA 229:5,V, provided that the portions of the turnpikes and the national system of interstate and defense highways within the compact sections of these cities and towns shall be class I highways. NH DOT assumes full control and pays all cost of construction, reconstruction and maintenance of its sections; the cities and towns control the portions in compact areas.

Class II State Aid Highways consist of all existing and proposed highways on the secondary state highway system, excepting portions of such highways within the compact sections of cities and towns listed in NH RSA 229:5, V. All sections improved to the satisfaction of the Commissioner of the Department of Transportation are maintained by the State.

Class III Recreational Roads are highways consisting of all recreation roads leading to, and within, state reservations designated by the Legislature. The NH DOT assumes full control of such roads.

Class III-a Boating Access Highways consist of new boating access highways from any existing highway to any public water in the state. The Executive Director of the Fish and Game Department shall have the same authority for Class III-a highways that is delegated to the Commissioner of the Department of Transportation for limited access highways. A Class III-a highway shall not be maintained during winter months.

Class IV Rural Highways consist of all highways (except interstate highways) within the compact sections of cities and towns listed in NH RSA 229:5,V. Sections of Class I and II highways through these areas that have been reclassified by the Commissioner of the Department of Transportation as Class IV highways are included in this classification.

Class V Maintained Highways consist of all other traveled highways, which the town has the duty to maintain regularly and shall be known as town roads.

Class VI Unmaintained Highways consist of all other existing public ways, including highways discontinued as open highways and made subject to gates and bars, except as Class III-a, and all highways which have not been maintained and repaired by the town in suitable condition for travel thereon for five successive years or more. Under the provisions of NH RSA 674:41, building permits must not be issued for new dwellings on Class VI highways unless:

- The selectmen, after review and comment by the Planning Board, have voted to authorize the issuance of building permits; and
- Prior to the issuance of a building permit, the applicant shall produce evidence that notice of the limits of municipal responsibility and liability has been recorded in the County Registry of Deeds; and
- The town neither assumes responsibility for maintenance of the Class VI highway nor liability for any damages resulting from its use.

Functional Classification

Principal Arterial - Principal Arterial Roads form the basic backbone of the state's road network. Their primary function is to serve as the major routes for interstate travel and commerce. They also help to link economic regions and urban centers. Ideally, all principal arterials should have full control of access, that is, no direct access to abutting properties.

Minor arterial - Minor Arterials are also major long distance traffic corridors and primarily serve as links between major population centers within or between distinct geographic and economic regions. They may also serve as regional links between two or more principal arterials.

Major Collector - Major Collector Roads differ from arterials by the size of their primary service areas. Major collectors serve traffic traveling within a region. Average trip lengths on major collectors are shorter than for arterials. Major collectors gather trips from local roads and distribute them into the larger highway network. Major collectors also link the major communities within a region and may also serve as local collectors between arterial and village and urban centers not served by an arterial road.

Minor Collector - Minor Collector Roads provide access to smaller communities within a geographic or economic region. They link locally important areas of traffic with surrounding rural areas.

All other roads are classified by the NH DOT as local roads. This category includes all locally maintained Class V roads.

Hill's Road System

Almost half the roads in Hill are town-maintained Class V (54.15% of total roads), followed by unmaintained Class VI (almost 24% of total roads) and private roads (approximately 6.24% of total roads). The state of New Hampshire is responsible for maintaining a total of 8.1 miles (just under 16%) of Hill's roads, including NH Route 3A, Old Town Road, Smith River Road (old NH Route 104), and part of Murray Hill road (Table 1).

The state and town-maintained roads make up the backbone of the transportation system in Hill. They are arranged more as branches than as a grid: the roads branch off each other and rarely intersect. The private roads provide access to private residences, while the Class VI roads are used emergency access, forestry, and recreation. In many places, the Class VI roads are passable only with a four-wheel drive vehicle or on foot, horseback, cross-country ski, or snowmobile.

Table 1: Highway Mileage in Hill

State Highway Class Number	Class Title	Length (miles)	Percent
V	Town-maintained road	27.67	54.15%
VI	Unmaintained public road	12.13	23.74%
Private		3.19	6.24%
Local Total		43.00	84.15%
I	Primary State System	4.80	9.39%
II	Secondary State System	3.30	6.46%
Total		51.10	100.00%

Source: 2004 LRPC Road Inventory and NH DOT

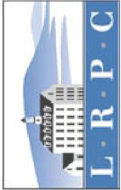
Safety

Community members have identified several roads that pose safety concerns. Of primary concern is Borough Road, a Class V road that was designated part of a school bus route in 2005. The road is unpaved, and there is a section of approximately one half mile that is only one lane wide. Other roads that were identified by community members as either posing some safety concern or in need of maintenance are Bunker Hill Road, Cass Mill Road, Murray Hill Road, and Commerce Street.

Another concern is the number of people who speed, especially on the less-maintained roads. Speeding is never advisable, but in Hill it can be particularly hazardous in areas that are steep, unpaved, or have many sharp curves. There are also several intersections that were identified as being of concern, which have been identified on the transportation map (Map 1). The intersection cited as being the site of the most accidents is the four-way intersection of Murray Hill Road and Old Town Road with NH Route 3A. The other two intersections of concern are where Cass Mill Road and Currier Roads intersect with Murray Hill Road. The primary issue there is poor visibility, which contributes to accidents.

Map 1: Transportation
Hill, NH

- County Boundary
- Town Boundary
- NH Route
- State Maintained Road
- Class V (Town Maintained)
- Class VI (Not Maintained)
- Private Road
- Reconstruction Priorities
- High Risk Intersections
- Stream
- Water Body



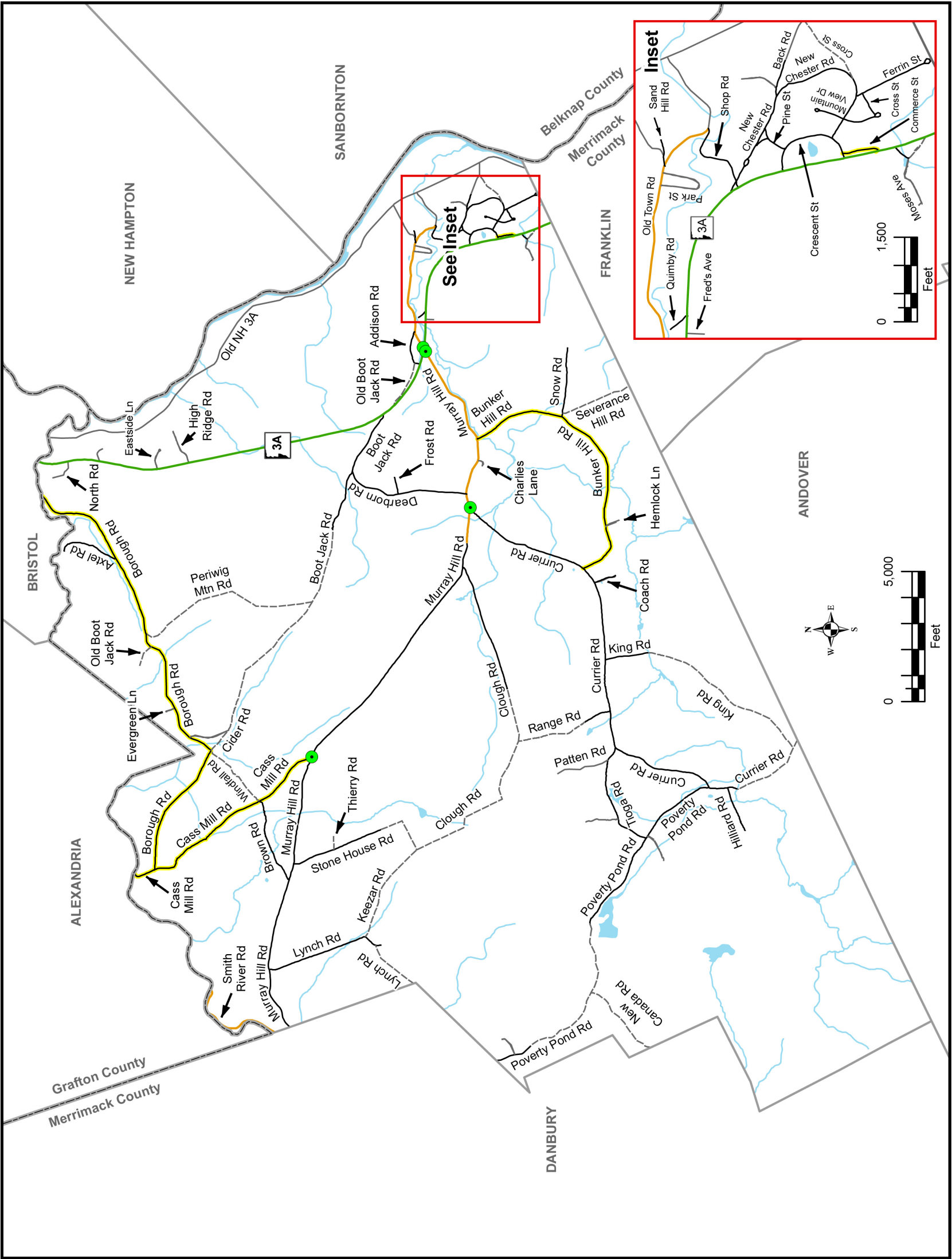
Lakes Region Planning Commission
103 Main St. Ste. #3
Meredith, NH 03253

Digital data in NH GRANIT represent the efforts of the contributing agencies to record information from the cited source materials. Complex Systems Research Center (CSRC), under the contract to the Office of Energy and Planning (OEP), and in consultation with cooperating agencies, maintains a continuing program to identify and correct errors in these data. Neither OEP nor CSRC make any claim to the validity or reliability or to any implied uses of these data.

Road data from NH DOT, 2004 and 2005.

For planning purposes only.

Location: GIS_data\Master_Plan_Maps\Hill\Transportation_Hill.mxd

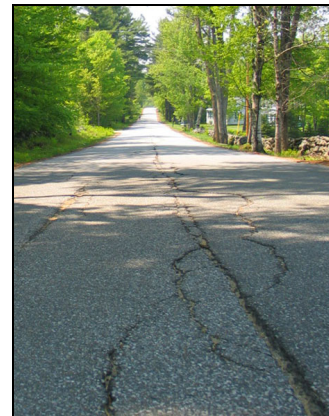


Transportation priorities identified by the community survey in 2003 include regulating through traffic trucking on Murray Hill and Cass Mill Roads; painting centerlines and shoulder stripes on all paved roads; increased enforcement of speed limits; and increased coverage by the New Hampshire State Police. Roads are important links both within the town and to surrounding communities. It is vital that they are well maintained and that safety concerns are addressed.

Murray Hill Road

The main problems with Murray Hill Road include dangerous curves and limited sight safety distance. In addition, there has been an increase in large truck traffic over the past few years. Since the eastern portion of the road is in the wellhead protection area, the New Hampshire Department of Environmental Services recommended that it be a low salt area to reduce the chance of it becoming a hazard to the underlying aquifer. Because it is necessary to keep the snow and ice free during the winter, the town should explore de-icing alternatives for environmentally sensitive areas. Murray Hill Road is also a school bus route.

The town of Hill has several options when it comes to the future of Murray Hill Road. The road is under state jurisdiction for approximately 1.5 miles starting at the intersection with NH Route 3A, then under town jurisdiction to the town's border with Danbury. The town is able to post "no through trucking" signs on the portion of the road that is under its jurisdiction, but is legally prohibited from putting restrictions on the portion of the road that is state maintained. The town has the option to petition the state for jurisdiction over the rest of the road. In that case, the town would be able to place trucking restrictions on the entire road from NH Route 3A to the Danbury town line. If the town assumes jurisdiction over the road from the state, it would also be responsible for funding the maintenance and reconstruction of the road. Whichever course the town decides to follow, it should work with the NH DOT to ensure that each step is carried out in accordance with state law.



Road condition along Murray Hill Road

Maintenance and Improvements

Road maintenance is carried out by the Hill Highway Department and funded primarily with town money. The town also receives money from the NH DOT through the Highway Block Grant Program. Starting in 2006, Hill's grant of \$49,233 will be used strictly for road reconstruction projects. The amount of funding a town receives through the program is based on a formula using population and highway mileage. Funds for other Highway Department operations come from the municipal budget. Operations that are carried out on a regular basis include clearing out ditches and culverts, grading gravel roads, snow removal, and paving. The Road Agent and the Board of Selectmen make road maintenance decisions on an ongoing basis.

In order to address the safety concerns discussed earlier, and to remove uncertainty from the road improvement process, the town should create a structured system for identifying and prioritizing road maintenance and improvement needs. The first step in this process can be to conduct a Road Surface Management System (RSMS) survey, which explores existing conditions and helps to

identify the roads in greatest need of repair. The second step would be to take the RSMS data and create a Transportation Improvement Program (TIP), which schedules the work that needs to be done to improve the roads. The TIP is funded through a Capital Improvements Program, which schedules all needed capital improvements over a period of at least six years. The town should also appropriate funds on a yearly basis to supplement the money from the Highway Block Grant so that the roads can be more consistently maintained.

Traffic Volume

NH DOT, often in cooperation with the regional planning commissions, collects traffic volume data using both fixed traffic counters as well as temporary units that are placed at certain intersections for a period of one week. The data collected from the traffic counters are then modeled by NH DOT to determine the Annual Average Daily Traffic (AADT) count. According to traffic counts available from the NH DOT, Hill does not have a very high traffic volume, especially when compared to neighboring Bristol and Franklin. The road with the most traffic is NH Route 3A, where the AADT ranged from 2,800 to 3,000. The next-busiest road was Murray Hill Road, where the count ranged from 250 to 770. The road with the lowest AADT was Shop Road over Needle Shop Brook, with a range of 80 to 300 (Table 2).

Table 2: Hill Traffic Counts

Location	1997	1998	1999	2000	2001	2002	2003	2004
NH Route 3A at Franklin Town Line	2,800	*	2,900	*	3,000	*	2,800	*
Murray Hill Road north of Clough Road	*	300	*	*	390	*	*	770
Murray Hill Road at Dickinson Creek	*	250	*	370	*	*	300	*
Bunker Hill Road over Needle Shop Brook	140	*	*	120	*	*	100	*
Shop Road Over Needle Shop Brook	120	*	*	80	*	*	300	*

Source: New Hampshire Department of Transportation

Village Subsystem

The village road subsystem differs from the rest of the road system in that it is far more compact and connected than the other roads in town. The primary focus of the system is the appropriately named Crescent Street, which forms an arc that touches NH Route 3A on each end, providing two of the primary access points for the village. Another unique characteristic of the village transportation network is the presence of sidewalks in the center near the school, and streetlights on the roads.

Alternative Modes of Transportation

Trips accomplished by walking and bicycling in Hill tend to be more for pleasure and recreation than to accomplish daily tasks, especially outside of Hill Village. While there are a few sidewalks in the village, they do not form a complete network throughout the village, and many of the existing sidewalks are in poor condition.

In keeping with a regional vision for an interconnected bicycle system, the town should explore ways to fund the maintenance of its portion of the Heritage Trail (Old NH Route 3A). In addition to being an excellent recreation resource for town residents, the segment has also been identified as a branch of the Lakes Region Connector, a bicycle and pedestrian trail concept that would connect the Lakes Region east-west, from Danbury to Wolfeboro.



Village Neighborhood

In the winter, there are many trails in town that are used by snowmobiles and cross-country skiers. A good network of marked trails within the town will enhance the quality of life by giving residents safe opportunities for many different forms of recreation. There are numerous opportunities in the state forests and federal flood control area to develop a trail system. In addition to the enhanced quality of life offered to community members, a good trail system can bring economic benefits to the town by attracting hikers, fishers, hunters, snowmobilers, and bikers from around the region and from out of state.

In order to create a more pedestrian friendly environment, the town should work to upgrade and expand the existing sidewalk network and to provide more pedestrian and bicycle trails. This can be accomplished through such programs as the state Transportation Enhancement Program as well as private fundraising and grants. Another way to enhance the recreational opportunities in town is to require that new subdivisions have open space and incorporate room for trails that can be connected to the town's existing trail network. Open space, sidewalks, and connections to the trail system can also be conditions for site plan approval. This will provide residents with more chances to take advantage of the town's recreational opportunities without placing a great financial burden on the town.

Public/Semi-public Transportation

Although implementing some kind of public transportation program was considered in Hill after the recommendations in the 1982 Master Plan, the idea was later abandoned because there was not a perceived need within the community. With the town's population now growing older, and with energy costs rising, it may be time for the town to start looking at the issue again. There are already at least two organizations that offer transportation for the elderly and the disabled, Granite State Independent Living and the Caring Community Network of the Twin Rivers. In addition, the Trip

Center in Franklin provides Meals on Wheels to Hill residents, and is exploring the possibility of providing service to Hill one day a week to help transport people to shopping and appointments.

Further Considerations

Transportation and Land Use

There is little doubt that the transportation system influences how land is developed within a municipality. Development is drawn to the areas with good road access. This development pattern can easily be seen in Hill, where the majority of residential development has taken place close to the roads that are in the best condition, particularly NH Route 3A and Murray Hill Road. Because of the strong impact transportation can have on land use, future decisions regarding the expansion of the town-maintained road network should be carefully considered.

Corridor Preservation

NH Route 3A provides the main points of access for Hill from the north and south. For many people, the view from NH Route 3A is their only view of the town. Because of this, it is important to manage future growth and development so that it maintains the look and feel of the corridor as it is today. One way to accomplish this is to permanently protect the land along the corridor. This has already been done in the form of the William Thomas State Forest, which runs along both sides of much of NH Route 3A north of Hill Village. In parts of the corridor that have not been preserved, land use should be consistent with the rural character that residents wish to preserve.

Access Management

According to NH DOT “Access management is a community working together with State and local agencies to balance the needs of motorists traveling a roadway with the needs of property owners accessing the roadway.”⁴ One of the key components of access management is reducing the amount of traffic entering the road from driveways and side streets. Shared driveways and access roads for subdivisions and commercial development help to reduce the number of people trying to turn into traffic, which in turn improves the overall safety of the road and helps to preserve road capacity. Access management is an important consideration for Hill as it develops and implements its local road improvement plan.

Goals and Recommendations

The following goals and recommendations were developed using the transportation vision, data presented within the chapter, and input from the community survey and Master Plan Committee members. The goals and recommendations are not ranked in any particular order.

⁴ NH DOT Citizen’s Guide to Transportation Series: Access Management
<http://www.nh.gov/dot/transportationplanning/pdf/CitizensGuide-AccessManagement.pdf> accessed January 23, 2006

Goal: Improve road safety

➤ Recommendations:

- Improve communication between town officials and law enforcement agencies to reduce accident response time.
- Develop a system to track accident frequency and location, and to understand the causes of the accidents and how they might be avoided in the future.
- Paint and maintain centerlines and shoulder stripes on paved roads that meet current state standards, where appropriate.
- Support enforcement of speed limits.
- Explore options for placing restrictions on through trucking on Murray Hill Road.
- Make sure that all roads that are designated school bus routes meet safety standards.

Goal: Improve road maintenance practices

➤ Recommendations:

- Develop and implement a Road Surface Management System (RSMS) program.
- Ensure that new subdivision roads are built to town standards.
- Develop a formal town road adoption process for Class VI and private roads.
- Encourage shared driveways.
- Explore alternative funding sources, such as bonds and grants, for road reconstruction and improvement projects.
- Prepare and implement a Capital Improvements Program for Hill.
- Get authority from the selectmen to have the Road Agent review subdivision proposals.
- Explore alternatives to using salt on roads in environmentally sensitive areas.

Goal: Explore alternative means of transportation

➤ Recommendations:

- Work with state and federal agencies to identify trail opportunities in the Wade State Forest, Thomas State Forest, and Franklin Flood Controls area.
- Identify potential recreational trails on other lands.
- Create a volunteer group for trail maintenance.
- Work with state and federal officials to obtain grants for trail creation and maintenance.

- Find a local sponsor for the New Hampshire Heritage Trail.
- Identify bicycle and pedestrian friendly routes.
- Explore ways to connect with regional bicycle and pedestrian networks.
- Consider ways to provide transit services to those who would benefit from them.
- Develop a town-wide pedestrian plan.
- Develop and maintain a system of sidewalks to facilitate safe pedestrian movement within the village.

CHAPTER 4: NATURAL RESOURCES



Introduction

The town of Hill is a predominantly rural community with an abundance of natural resources. These resources include many scenic views, open fields, four miles of shoreline along the Pemigewasset River, five miles of frontage on the Smith River, and four named ponds (Poverty, March, Huntoon, and Weeks). Together, these resources provide an abundance of wildlife



Profile Falls

habitat, including one great blue heron rookery and an osprey nest that has been active since 1999.

Hill residents place a high value on their natural resources and are very concerned about the loss of open space due to development pressure. RSA 674:2 provides for the inclusion of a natural resources section of a Master Plan. According to the RSA, the purpose of this section is to provide "... a factual basis for any land development regulations that may be enacted to protect natural areas."

Hill can achieve many of its natural resources goals through education, research, conservation, outreach, and the implementation of ordinances where appropriate. Town residents should also be aware of the programs and preservation efforts of its neighbors because important natural resources frequently cross town boundaries.

The Hill Natural Resource map (Map 2) shows significant natural resources, including but not limited to surface water, aquifer, wetlands, steep slopes, prime farmland soils, and conservation lands.

Vision

Protect Hill's natural resources and preserve the community's character, providing ample opportunity for recreation, wildlife habitat, and farming.

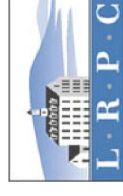
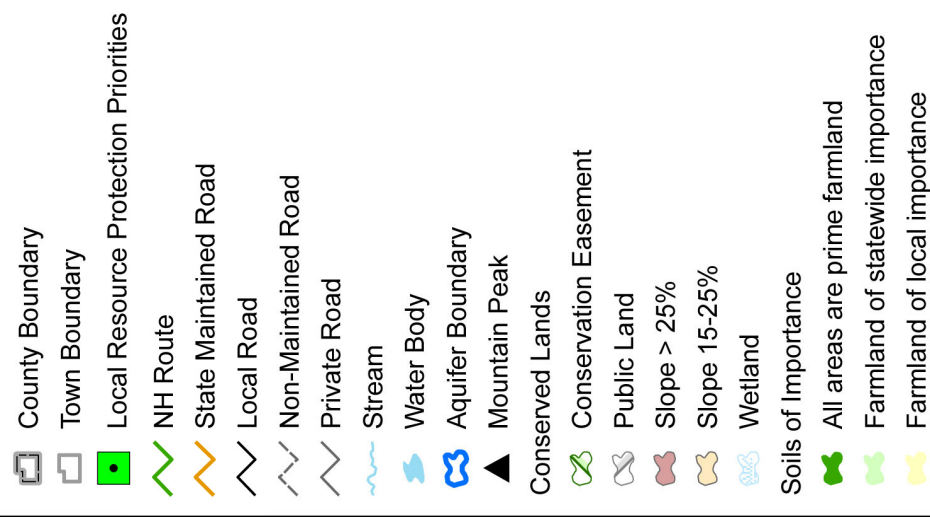
Habitats and Natural Resources

Habitat is defined as the "Place where an animal or plant normally lives, often characterized by a dominant plant form or physical characteristic."⁵ Wildlife habitats are classified by broad land cover types such as forests, wetlands, and grasslands. These general categories can be broken down into more specific classifications.⁶ Habitat will be discussed both in terms of significant habitats, as well as specific habitats that are either known or suspected to be present in Hill.

⁵ National Oceanographic and Atmospheric Administration. <http://www.darp.noaa.gov/glossary> accessed January 9, 2006

⁶ Kanter, John, Rebecca Suomala, and Ellen Snyder. Identifying and Protecting New Hampshire's Significant Wildlife Habitat: A guide for Towns and Conservation Groups. New Hampshire Fish and Game Department, 2001.

Map 2: Natural Resources Hill, NH



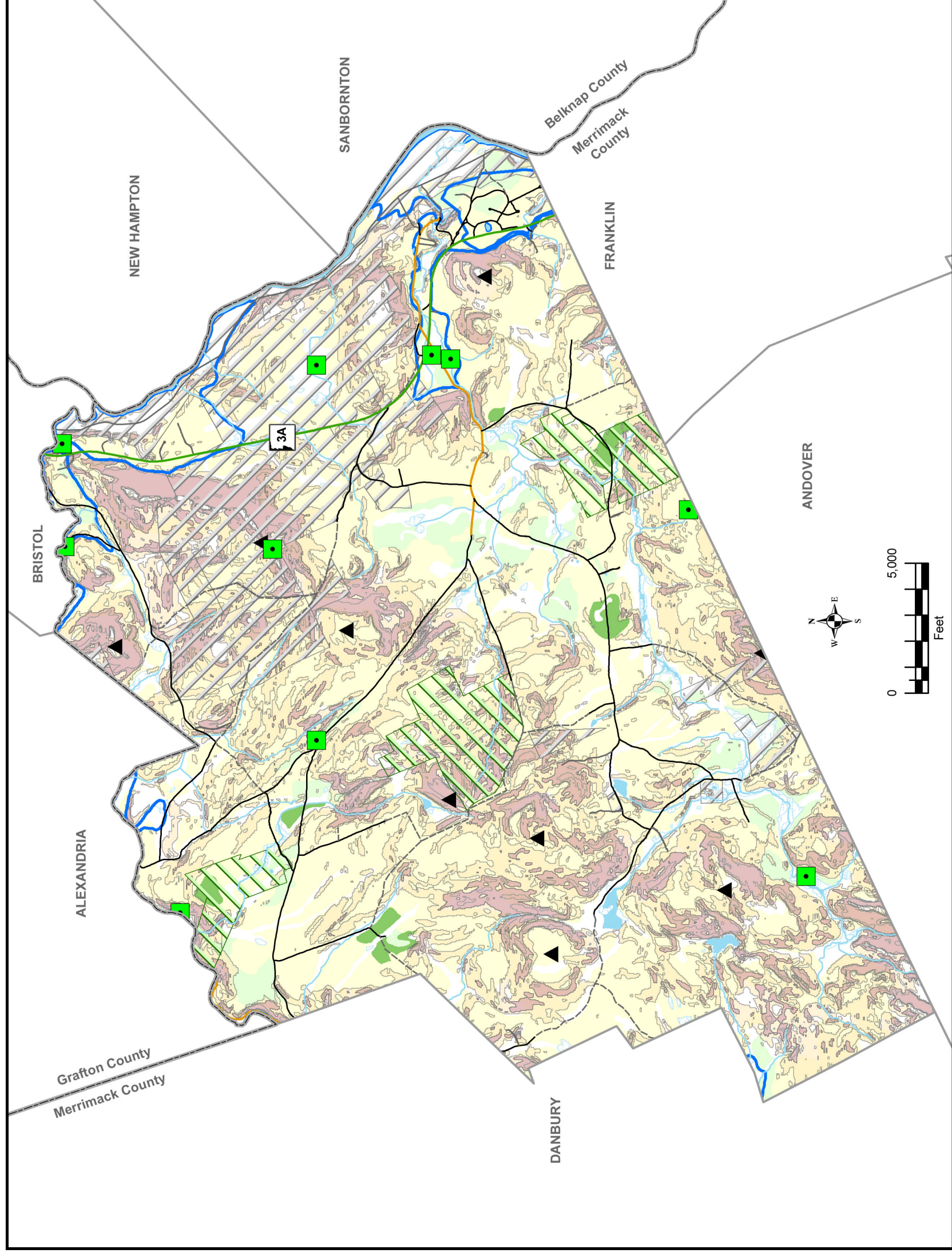
Lakes Region Planning Commission
103 Main St, Ste. #3
Meredith, NH 03253

Conservation and Public Lands and Wetland from GRANIT. Slope data from SPHRC. Aquifer from NH DES. Soil Importance and Hydraulic Soil from NRCS. Local Resource Protection Priorities from NH DES. Mountain Peaks from ESRI. Digital data in NH GRANIT represent the efforts of the contributing agencies to record information from the cited source materials. Complex Systems Research Center (CSRC), under the contract to the Office of Energy and Planning (OEP), and in consultation with cooperating agencies, maintains a continuing program to identify and correct errors in these data. Neither OEP nor CSRC make any claim to the validity or reliability of or to any implied uses of these data.

Road data from NH DOT, 2004 and 2005.

For planning purposes only.

Location: GIS_data\Master_Plan_Maps\HillNatural_Resources_Hill.mxd



There are several types of significant habitats that should be considered during the natural resource inventory process. Habitat exists almost everywhere, but some habitats are more significant than others. Habitat is more significant when it supports a rare species; represents a smaller percentage of the landscape; provides an abundance of food or other resources; provides a buffer for wildlife against the effects of development; or supports several different natural communities.⁶ Types of significant habitats include:

Habitat of rare wildlife species: This includes habitat used by threatened and endangered wildlife, as well as habitat used by other kinds of rare wildlife or species of special concern.

Unfragmented Lands: Large tracts of contiguous habitat that include a mix of forests, wetlands, riparian areas, or other habitat, which support wide-ranging mammals and forest interior birds. Unfragmented land has few or no roads, houses, businesses, or other human habitation.

Most of the development in Hill has occurred along established roads, leaving vast stretches of land unfragmented. A primary characteristic of unfragmented land is the absence of roads. Roads present an obstacle to the movement of many types of wildlife. The level of impact that roads have on wildlife varies with their type and intensity of use. For example, an unmaintained dirt road does not present the same obstacle to wildlife as a paved highway. Many of the impacts of development on wildlife stem from the fragmentation of habitat into small, unconnected parcels. Large undeveloped blocks of land, like those that exist in Hill, provide areas for wildlife that are free from the consequences of development, such as increased vulnerability to predators and road mortality.⁶

There are a few smaller tracts of unfragmented land that are completely contained within Hill's borders, such as portions of Murray Hill along with Wade State Forest and the western portion of Thomas State Forest. On the eastern side of Route 3A, there is another block of protected unfragmented land that includes the eastern portion of Thomas State Forest and the Franklin Falls Flood Control Area. There is also a very large area in the southwestern corner of the town that crosses into Danbury, Andover, and Franklin, much of which is not currently protected. Keeping these areas unfragmented is important not only to help maintain Hill's rural character, but also to preserve significant wildlife habitats, surface water resources, and wetlands.

Riparian areas and large wetlands: Riparian areas along water courses, especially those areas that maintain connections between river corridors, wetlands, and unfragmented lands. Large wetlands, or wetland complexes, support a variety of reptiles, amphibians, and other wetland-dependant wildlife.

Agricultural and other open land: Large fields and shrublands that support species dependent on this disappearing open land type. There are few remaining farms in Hill. Agricultural uses are found off Lynch Road on the west slope of Dickerson Hill and near the Village adjacent to NH Route 3A. Additional grassland and open areas are found along Bunker Hill and Murray Hill Roads. Open lands along Bunker Hill Road are part of the Quimby conservation easement. Most of the open land along Murray Hill Road is along the historic portion of the road and the status of these lands in terms of protective covenants is not currently known. Open lands along Currier Hill Road have recently experienced significant residential development. Open lands also are

maintained in the flood control area and along the major electric utility right of way through the town.

Although there are only a few remaining farms in Hill, the master plan survey showed that agriculture is one sector that residents would like to expand. Over 5,500 acres of land in Hill fall into one of four important agricultural categories. They include prime farmland (261 acres), farmland of local importance (4456 acres), and farmland of statewide importance (709 acres).



Farm on Murray Hill Road

There are also 112 acres of land that have high quality soils, but are too wet to be farmed. Prime Farmland is

land that has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods.⁷ Farmland of local importance typically includes those soils that are not prime or statewide importance and are used for the production of high value food, fiber, or horticultural crops.⁸ Farmland of Statewide Importance is land other than Prime Farmland that has a good combination of physical and chemical characteristics for the production of crops.⁹

Wildlife Travel Corridors: Undeveloped lands that serve as connections between large, undeveloped tracts of land.

Other Unique or Critical Habitats

The following list includes all habitats that can be considered unique or critical. Although some will be found within town boundaries, many will not. The habitats that are most likely to be found in Hill are first on the list.

- Habitat critical to certain species during a particular phase of a life their life cycle or a particular time of year, such as vernal pools, feeding and resting habitat for migrating shorebirds, deer wintering areas, waterfowl concentration areas.
- Habitat that is rare in a particular geographic area, such as mountains in southern New Hampshire or large wetlands in a mostly mountainous landscape.
- Uncommon land features that provide unique conditions for certain species, such as abandoned mines with hibernating bats, and denning sites in rock piles.

⁷ Title 7 – Agriculture, Subtitle B – Regulations of the Department of Agriculture, Chapter VI—Natural Resources Conservation Service, Department of Agriculture:

http://policy.nrcs.usda.gov/scripts/lpsiis.dll/M/M_440_523_F_Title7.htm, accessed January 9, 2006

⁸ United States Department of Agriculture Natural Resources Conservation Service.

<http://www.nj.nrcs.usda.gov/technical/soils/localfarm.html>, accessed January 9, 2006.

⁹ Title 7 – Agriculture, Subtitle B – Regulations of the Department of Agriculture, Chapter VI—Natural Resources Conservation Service, Department of Agriculture:

http://policy.nrcs.usda.gov/scripts/lpsiis.dll/M/M_440_523_F_Title7.htm, accessed January 9, 2006

- Habitat that is rare statewide, such as pine barrens, salt marsh, alpine tundra, peatlands, etc.

Water Resources

Water is one of the most important resources for the town. The town lies mainly within the Pemigewasset Watershed, with a small segment of the Contoocook Watershed to the south. The Smith River borders the town to the north, and the Pemigewasset River forms the town's



Smith River

eastern border. The United States Army Corps of Engineers controls much of the area surrounding the Pemigewasset River as part of the Franklin Falls Flood Control project. Because of this, the banks of the Pemigewasset in Hill are protected from development, which in turn helps to protect the river from pollution. With the exception of Poverty Pond, the three remaining ponds are remote and difficult to access. Poverty Pond is located adjacent to Poverty Pond Road, where some residential development has occurred. Counting both the rivers and the ponds, there are approximately 246 acres of surface water in the town. These resources

provide critical wildlife and fish habitats, and the Pemigewasset and Smith Rivers provide numerous recreation opportunities for town residents and visitors. In addition, numerous small streams drain the hills and mountains of the town. These small streams range from permanent water bodies to ephemeral streams that contain water only during the spring and following torrential rains.

Ground water quality is very important for the town. Hill has a stratified drift aquifer that covers approximately 1,150 acres, most of which are close to the Pemigewasset River. Stratified drift aquifers are composed of deposits of sand and gravel on top of bedrock, and have the ability to store large amounts of water in the empty spaces between the particles. They are also vulnerable to contamination from such sources as leaking underground storage tanks, poorly maintained septic systems, improper disposal of hazardous chemicals, and vehicle accidents. Studies have shown that aquifers with a high percentage of forest cover tend to have better water quality. The higher the water quality is, the lower treatment costs will be.¹⁰ Because most of the town's residents rely on ground water for their drinking water, it is vital to continue to protect not only the area directly over the aquifer, but also the water sources that supply the aquifer.

Wetlands play many critical roles: they slow and store floodwaters, promote infiltration, remove excess nutrients and sediments from water, and provide habitat for a variety of plant and animal life. They have been defined by the United States Environmental Protection Agency and New Hampshire Department of Environmental Services as "those areas that are inundated or

¹⁰ Lakes Region Planning Commission. *Lakes Region's Natural Resources Report*. January 2005.

saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” They include swamps, marshes, bogs, and similar areas. Wetlands vary widely due to differences in soils, topography, climate, hydrology, water chemistry, vegetation, and other factors, including human disturbance.¹¹ According to the National Wetlands Inventory, there are approximately 450 acres of wetlands in Hill. The wetlands are generally found in low-lying areas close to ponds, streams, and rivers. Wetlands are important and need to be protected from future development.

Topography

Hill’s land area is characterized by a large number of hills and small mountains. Over 55% of the town’s area has a slope of 15% or greater. Included in that is 15% of the town’s total land area that has a slope of 25% or greater. Slope is measured by dividing the vertical height by the horizontal length, or rise over run.

Development on steep slopes can lead to erosion, increased sedimentation, and fragmentation of wildlife habitats. Other potential problems with steep slope development include septic systems that fail more easily, steep driveways that are difficult and expensive to maintain, and can adversely impact views of hillsides and mountains. Additionally, wildlife that has been forced out of its preferred habitat by development will frequently take refuge in steep areas because they tend to be developed later than flatter, more easily accessible areas.

One way to protect hillsides and steeply sloped areas is to make steep slope protection part of the zoning ordinance. Ordinances in many communities define steep slopes as having a grade of 15% or greater.¹² In Hill, protecting sloped areas is important because much of the town’s unprotected unfragmented land is steeply sloped.

Forest Resources

Approximately 75%, or about 12,880 acres, of the town is forested according to 2003 aerial photography and 2005 land use map updates.¹³ Municipal, state, or federal entities control approximately 3,935 acres, or about 31% of the total forested area (Table 1). This includes the Franklin Falls Flood Control Area controlled by the United States Army Corps of Engineers, the William Thomas State Forest, the Wade State Forest, and several town parcels. Forests provide important wildlife habitats and recreational opportunities. Much of that land is also available for timber harvesting which can provide landowners with supplemental income and a boost to the town’s economy. However, all logging in Hill should be carefully monitored to ensure that best management practices are followed in order to avoid the potential negative effects of logging, such as erosion and greater sediment loads transported to surface water bodies. Hill should be proactive in educating landowners about the importance of good forest management and make materials available to residents on how they can improve the quality of forest resources.

¹¹ Lakes Region Planning Commission. *Lakes Region’s Natural Resources Report*. January 2005.

¹² Lakes Region Planning Commission. *Regulating Development on Steep Slopes, Hillsides, and Ridgelines*. December 2005.

¹³ Lakes Region Planning Commission analysis

Table 1: Conservation and Public Lands in Hill

Name	Ownership	Acres
Chandler	Conservation Easement	43
Quimby	Conservation Easement	309
Thompson	Conservation Easement	146
Lakes Region Conservation Trust	Conservation Easement	386
Franklin Falls Reservoir	Public Land	615
Town of Hill Land	Public Land	283
Wade State Forest	Public Land	453
William H. Thomas State Forest	Public Land	1,700
Total Protected Land		3,935

Note: This chart does not include data on the Newman and Victor's Woods parcels because the area of each parcel in Hill totals less than one acre.

Goals and Recommendations

The following goals and recommendations were developed using the natural resources vision and input from the community survey and Master Plan Committee members, and are not ranked in any particular order.

Goal: Protect and preserve natural resources

➤ Recommendations:

- Encourage multiple uses on forest lands to include soil and water conservation, wildlife habitat preservation, and recreation.
- Promote responsible management of forests and logging on private and public lands.
- Determine how forest lands are currently being utilized by residents and anticipate future needs.
- Prevent erosion, especially on steep slopes.
- Develop land use regulations that minimize impacts of development on natural communities.
- Complete an inventory of natural resources, including native vegetative communities, threatened and endangered species, soils, mineral resources, and watersheds.
- Identify potential harmful effects to the natural resources of the town from development, roads, commercial transport and hazardous materials.
- Identify wildlife habitats and protect critical habitats as identified on the Natural Resources Map.
- Identify recreation areas and opportunities for residents.
- Use available soil data to identify soils susceptible to erosion.

Goal: Protect agricultural resources

➤ Recommendations:

- Support the town's existing farms.
- Work to conserve areas that have soils of statewide importance.
- Work to preserve open fields and open space with the potential for agriculture.

Goal: Identify and preserve key open spaces

➤ Recommendations:

- Work with landowners to obtain conservation easements.
- Implement innovative land use tools such as Conservation Subdivision to direct growth to the areas that have been identified as most appropriate.
- Work to find grants and other outside funding sources to obtain conservation easements for or purchase key properties and place them in permanent conservation
- Preserve important scenic vistas.
- Conserve and protect unfragmented areas.

Goal: Protect and enhance wildlife resources

➤ Recommendations:

- Identify and protect rare and endangered species.
- Preserve adequate habitat for native plants and animals through good forestry practices, agriculture, field studies, and development standards.
- Educate landowners about the importance of wildlife habitat.
- Identify special wildlife habitats.
- Restrict new road construction in significant habitat areas.
- Work to conserve and protect unfragmented areas.

Goal: Manage and protect water resources and wetlands to provide a clean and safe water supply throughout the town, provide valuable recreational resources, and maintain fisheries and wildlife habitat.

➤ Recommendations:

- Maintain a high level of water quality in both surface and ground waters throughout the town.
- Identify potential threats to water resources in the town and implement remedies.

- Ensure an adequate and clean water supply.
- Evaluate whether state and federal regulations related to water resources assure adequate protection of the town's water resources.
- Expand the boundaries of the Wellhead Protection District and reconsider allowable land uses to further protect the water supply for the Village District.
- Protect the Smith River shoreline and riparian zone.

Implementation Actions

In order to maintain Hill's current rural character and to protect its abundant natural resources, the town should consider taking the following actions, which are not listed in order of priority:

- Develop a long-term Growth Management Ordinance to monitor residential building permits, limit new home construction, and curb subdivision activity.
- Amend the zoning ordinance to include a provision for the protection of steep slopes.
- Amend the zoning ordinance to allow conservation subdivisions to preserve open space.
- Create and distribute educational materials to town residents on the importance of properly managing and protecting natural resources.
- Designate prime wetlands.
- Conduct a complete natural resource inventory.
- Work with neighboring towns to preserve shared resources.
- Work with the town Planning Board and Conservation Commission to identify key lands to be protected; work with the local land trust and the state of New Hampshire to find funding sources for protecting the lands.

CHAPTER 5: LAND USE



Introduction

Land use encompasses all human activities that take place on the surface of the land, including residential, commercial, agricultural, and industrial activities. In the 1982 Hill Master Plan, the main land use goals were to maintain the rural character of the land, preserve historic and scenic sites, protect sensitive environmental resources, and guide development to appropriate locations.



William Thomas State Forest

According to the 1982 Hill Master Plan, there have been three major land use trends in Hill. During the first phase, which lasted until the mid-1800's, the primary land use was agricultural with perhaps 80-90% of the land cleared for farms and pastures and lined with stonewalls. After the town was transferred to Merrimack County in 1868, agricultural uses declined and industry began to shape land use in the community. The relocation of the village in the early 1940's was one of the factors that brought an end to

industrial activity in Hill. The third phase has been driven by the population explosion of the past 50 years. New Hampshire's population grew by 6% between 2000 and 2005, making it the fastest growing state in New England.¹⁴ During the same time period, the population of the United States has grown by 5.3%. In contrast, the five fastest-growing states in the country, Nevada, Arizona, Florida, Georgia, and Utah have growth rates ranging between 10.6 and 20.8%. Merrimack County had the third-fastest rate of population growth in New Hampshire between 1990 and 2000, according to the US Census.

The current land use patterns have been driven by the steady influx of residents over the past fifty years. The town's population more than tripled between 1950 and 2000. According to projections by the New Hampshire Office of Energy and Planning and the Lakes Region Planning Commission, population will increase another 36-76% over the 2000 level by 2025. Hill's rate of population increase was highest among its neighboring communities between 1990 and 2000 (See Population Chapter).

The community's vision for future land use in Hill was based on careful consideration of the existing land use, transportation, and the abundance of natural resources. Future land use combines all the elements of the master plan and describes how they translate onto the land.

Vision

Encourage land use that preserves rural character in woodland areas, preserves unique natural and historic features, supports civic and cultural activities in the village and promotes expanded economic opportunities consistent with the needs and values of the residents.

¹⁴ United States Census Bureau; Cumulative Estimates of Population Change for the United States and States, and for Puerto Rico and State Rankings: April 1, 2000 to July 1, 2005 <http://www.census.gov/popest/states/NST-pop-chg.html> accessed February 28, 2006

Existing Land Use

Historic Context

As part of the federal Flood Control Act of 1936, the land along both sides of the Pemigewasset River from Franklin to Bristol became part of the Franklin Falls Reservoir. Since the village was located within the boundaries of the reservoir, residents had to consider either relocating or dissolving the village. The residents chose to relocate, and through an enormous amount of community involvement and hard work, a new village was built on the hill adjacent to the flood control reservoir. Most of the construction of the new village was completed between 1940 and 1943.



Historic Meeting House

The layout of the village was strongly influenced by the greenbelt communities in Maryland, Ohio, and Wisconsin, where roads followed the topography of the land and the communities were separated from their surroundings by a “greenbelt” or a buffer zone of undeveloped land. Greenbelt communities promote the location of civic buildings around a common open space, diverting the major traffic-bearing routes away from the community center, separating pedestrian and vehicular traffic, and providing common recreation areas. Along with traditional New England architectural elements, the new village was designed with greenbelt community principles and remains the heart of civic life in Hill today.

Current Land Use Patterns and Trends

Hill has extensive forestlands and other open land. Approximately 92% of the town’s total land area, including forests, transitional areas, wetlands, barren land, and agricultural land, is either undeveloped or under cultivation (Table 1). Forest and transitional brush lands account for 14,965 acres (87.4% of town land). This includes 3,935 acres of public and private conservation land (about 24% of all forested and transitional lands), see Land Use Chapter, Table 1. Residential use of land has been expanding into forested areas, especially along town-maintained roads.

Residential use currently covers 3.7% of the land area and an additional 1.7% has been subdivided, but not yet developed. Hill Village, located in the southeast corner of the town between NH Route 3A and the Pemigewasset River has the greatest residential density. Town offices, the Jennie D. Blake School, Ed Amsden Auditorium, the Maurice P. Wheeler Memorial Park, the Dylan Vince Libby Memorial Bike Park, and the Hill Public Library are located centrally in the village around the town common. Most of the available land in the Village has already been developed. North of the village area, low-density residential development extends along NH Route 3A and along the town maintained roads. In recent years, the greatest residential development has occurred along Dearborn, Currier, Bunker Hill and Murray Hill Roads. Recent trends have been to create lots with minimum road frontage along the existing town roads and not build new roads. As a result, the amount of undeveloped land and road frontage for buildable lots along the town maintained roads is

being diminished. The close proximity of housing along rural town roads may lead to a degradation of rural character in some areas.

Commercial land use in Hill is limited to a few locations along NH Route 3A. The town zoning ordinance defines a small commercial district along Commerce Street and NH Route 3A adjacent the village, but most available lots are currently in commercial, municipal or residential use. Under the current zoning ordinance, there are two non-conforming commercial uses on Route 3A because they are situated outside of the commercial district. There is no industry in the town. The zoning ordinance allows home-based occupations in all areas of the town.



Open Space Along Murray Hill Road

The existing land use map prepared for this plan shows the current land use patterns in Hill as of 2005 (Map 3). The map was created through visual interpretation of 2003 aerial photography along with community input. While the aerial photography is not of sufficient detail to show individual houses and businesses, it does provide a general understanding of the development patterns in the community.

The town of Hill is approximately 26.7 square miles, or just over 17,000 acres. The land use calculations can produce multiple land uses and/or land covers for individual lots. For example, a single-family house on a six-acre lot may only have one acre in residential use, while the remaining five acres would appear as forested land. Land identified as agricultural on the land use map is land that is either currently or recently in use as some type of farming or other agricultural activity; it is not necessarily linked to the agricultural soils that appear on the natural resources map.

Table 1: Land Use in Hill, by Acreage

Land Use Type	Total Acres	Percent
Residential	639	3.7%
Approved for Residential Subdivision	292	1.7%
Commercial, Services, and Institutional	18	0.1%
Transportation, Communications, & Utilities	232	1.4%
Outdoor, Other Urban and Built Up Land	14	0.1%
Agricultural Land	448	2.6%
Brush or Transitional between Open and Forested	2,335	13.6%
Forest	12,630	73.8%
Water	136	0.8%
Wetlands	322	1.9%
Barren Land	43	0.2%
Total Land	17,109	100.0%

Source: 2003 aerial photography interpretation and local knowledge.

Future Land Use Concepts

The preparation of the future land use map (Map 4) began by overlaying the natural resources map on the existing land use map. This allowed the members of the planning board and conservation commission to see where the most sensitive lands were in relation to existing development and the transportation system. The next step was to identify areas for future development. The main categories included environmentally sensitive land that will not be developed; land identified for rural residential development; land that will be reserved for conservation subdivisions and open space development; land to expand the existing village center; and land where a new village node may be developed.



Development of Future Land Use Map

Hill's vision for future land use calls for the preservation of the most environmentally sensitive lands in town as well as conservation of open space in future subdivisions.


Sensitive lands include the historic and scenic view sections of Murray Hill Road, the upper reaches of the Smith River Valley, the inaccessible and higher altitude areas in the western half of the town, and agricultural lands. The wellhead protection overlay district should be extended to cover a greater portion of the Needle Shop Brook watershed. Uses that could degrade public water should be controlled within the watershed. Preservation of rural character will be enhanced by conservation subdivision in many areas. It is not currently anticipated that the network of town-maintained roads will expand past the roads that are currently maintained by the town. The main exception is the area identified for possible village expansion across NH Route 3A into the area just behind Huses Mountain, which would likely lead to the construction of at least one town-maintained road. There is also an opportunity for a new node of denser housing near the old church at Hill Center on the corner of Murray Hill Road and Dearborn Road.


The vision also supports an increase in home-based businesses and commercial activities which blend unobtrusively with their surroundings, enhance the rural character of the area, increase the tax base, and offer the convenience of local services with minimum noise and traffic. Respondents to the survey indicated a tolerance for light industry, but preferred agriculturally related ventures, such as a florist, greenhouse, tree and shrub nursery, or a campground. Other compatible suggestions included: a bed and breakfast, antique and gift shop, professional offices, motel, bank, or healthcare facilities which may be permitted if they meet the appropriate criteria.


Conservation Subdivisions


Conservation Subdivisions have been identified throughout this Master Plan as a tool for creating the type of managed growth with a strong open space component that would help achieve Hill's vision for future land use. A conservation subdivision is a type of subdivision design that allows for the preservation of community-identified local resources. Conservation subdivisions have four major characteristics: permanently preserved open space; preserved viewsapes; variable lot sizes; and flexibility in design. In its purest form, the term conservation subdivision applies to residential developments where half or more of the buildable land area is left as undivided, permanent open


Map 3: Land Use
Hill, NH


- 


County Boundary
- 

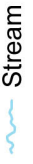
Town Boundary
- 


NH Route
- 


State Maintained Road
- 

Class V (Town Maintained)
- 

Class VI (Not Maintained)
- 

Private Road
- 

Stream
- 

Water Body
- 

x — x PowerLines

Land Use



Residential



Approved for Residential Subdivision



Commercial, Services, and Institutional



Transportation, Communication, and Utilities



Outdoor, Other Urban and Built Up Land



Agricultural



Brush or Transitional to Forest



Forest



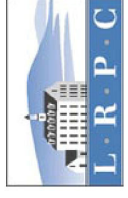
Water



Wetlands



Barren Land



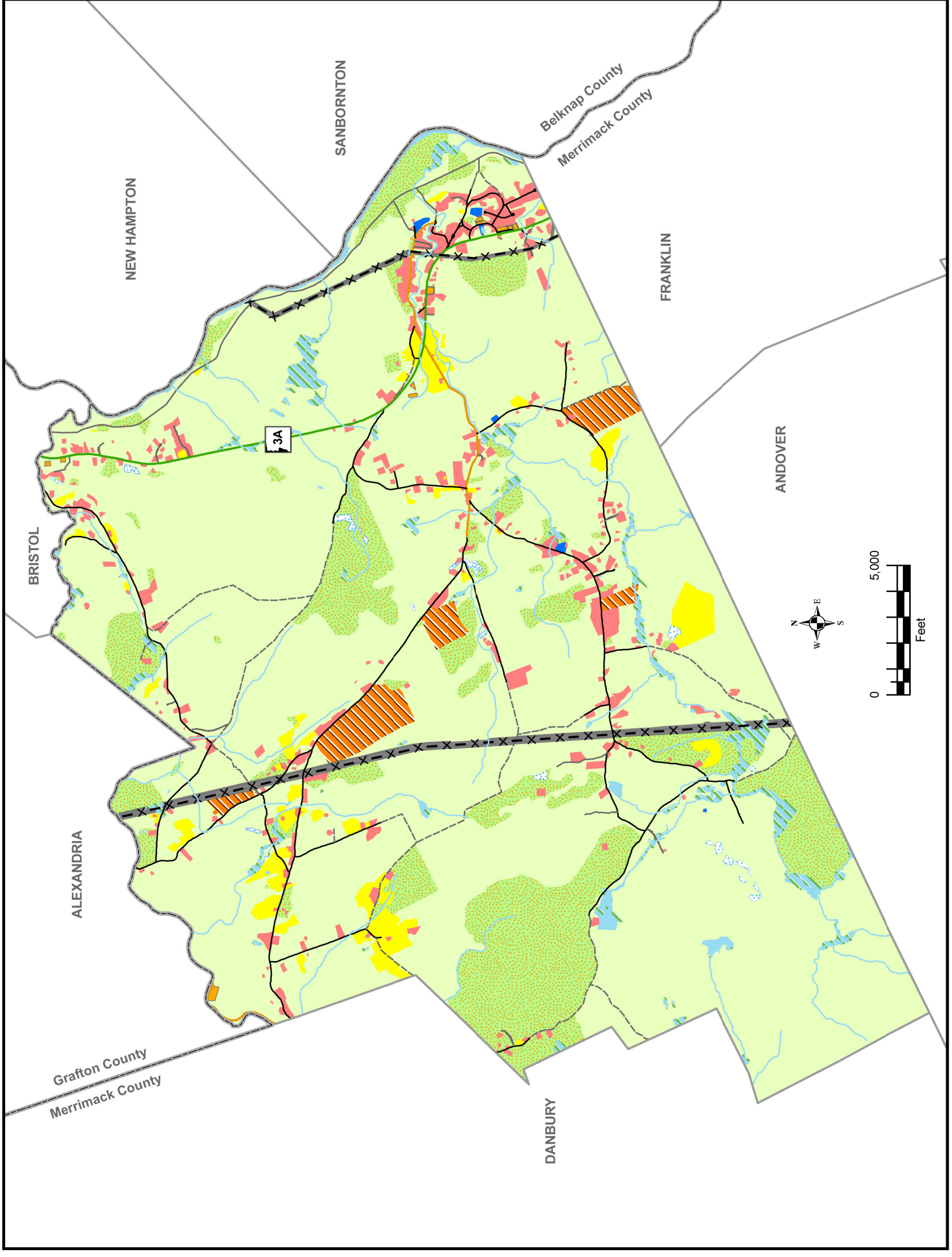
Lakes Region Planning Commission
103 Main St. Ste. #3
Meredith, NH 03253

Digital data in NH GRANIT represent the efforts of the contributing agencies to record information from the cited source materials. Complex Systems Research Center (CSRC), under the contract to the Office of Energy and Planning (OEP), and in consultation with cooperating agencies, maintains a continuing program to identify and correct errors in these data. Neither OEP nor CSRC make any claim to the validity or reliability or to any implied uses of these data.

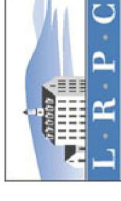
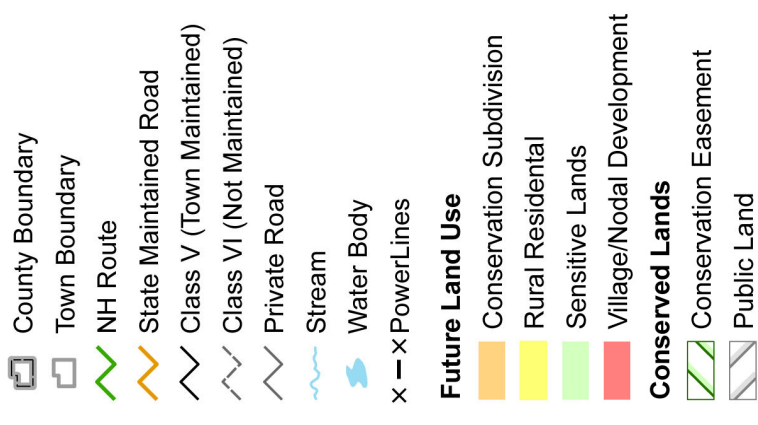
Land Use interpretation based on 2003 Digital Orthophotos and input from the town of Hill, 2005.
Land Use identified based on codes in Anderson, et al., 1976.
Road data from NH DOT, 2004 and 2005.

For planning purposes only.

Location: GIS_data\Master_Plan_Maps\Hill\LandUse_Hill.mxd



Map 4: Future Land Use Hill, NH

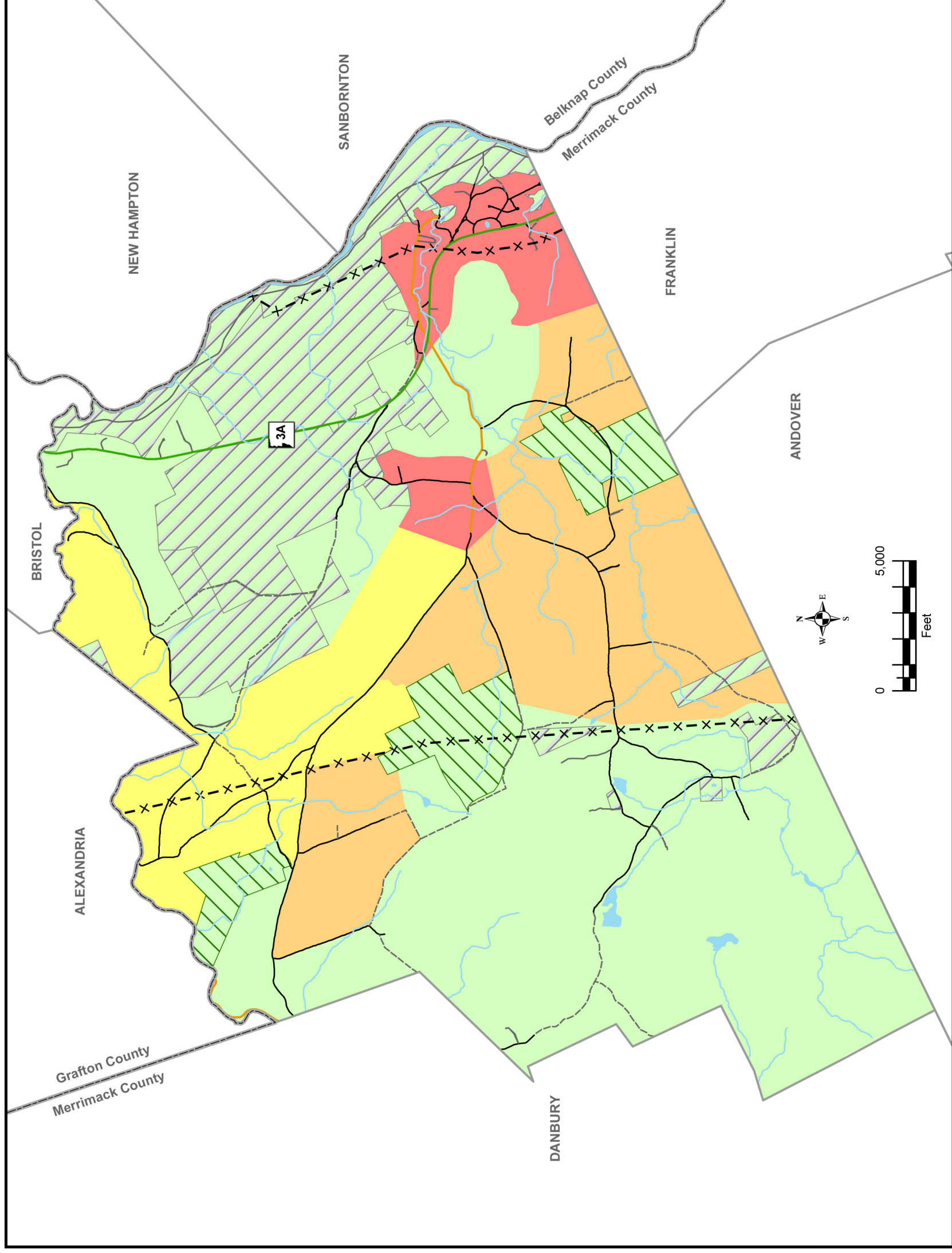


Digital data in NH GRANIT represent the efforts of the contributing agencies to record information from the cited source materials. Complex Systems Research Center (CSRC), under the contract to the Office of Energy and Planning (OEP), and in consultation with cooperating agencies, maintains a continuing program to identify and correct errors in these data. Neither OEP nor CSRC make any claim to the validity or reliability of or any implied uses of these data.

Future Land Use represents the ideas of the Hill Master Plan Committee, 2006.
Road data from NH DOT, 2004 and 2005.

For planning purposes only.

Location: GIS_data\Master_Plan_Maps\HillLandUse_Hill.mxd



space. Ideally, the open space created as part of the subdivision is consistent with plans for an open space network in the town.

There is a four-step process for creating a conservation subdivision.¹⁵ The first step is to identify potential conservation areas. This includes areas of natural, historic, or cultural significance. The next step is to identify house sites in areas that will least impact the conservation areas. After that, access to each residence is identified with a street system. The final step is to draw the lot lines. Conservation subdivisions differ from cluster subdivisions in that there is more of an emphasis on preserving open space and developing residential areas that blend with their surroundings. More information on conservation subdivisions, including self-diagnostic questions for the community, has been included in (Appendix 3). In Hill, conservation subdivisions present an opportunity to achieve the vision for future land use.

Existing Zoning

Because the zoning ordinance is the main tool for regulating development, it has a significant impact on future land use. The Hill zoning ordinance was first adopted in 1973, and has been periodically amended since then. The ordinance has three districts: Rural Residential, Village, and Commercial. The characteristics of each district, as defined in the current zoning ordinance, are outlined below.

Rural Residential: The general purpose of the rural residential district is to allow for low-density housing, farming, and forestry. Other low-impact uses, such as home occupations and recreation areas, are also permitted. The Rural Residential District covers about 98% of Hill's total land area. This includes the 3,550 acres of public and private conservation land.

Unique historic and natural features are located throughout the rural residential district. Topography and accessibility vary greatly within the district. The current zoning ordinance attempts to apply a single standard to all rural portions of the town. The one-size fits all approach to zoning may not be appropriate for unique and sensitive areas located in the rural residential district. The district could be split into smaller districts that better meet local needs.

Village: The general purpose of the village district is to allow for residences and community buildings. It is located between NH Route 3A and the Pemigewasset River in the southeast corner of the town and covers 221 acres, or about 1.3% of the total land area. The village district also allows for some smaller businesses provided that they have an adequate water supply and sewage system. There are few remaining lots available for residential development in the village district.

Commercial: Hill's commercial district is very small, covering just under 14 acres or less than 0.1% of the town's land area, and is centered on Commerce Street and NH Route 3A. The general purpose of the district is to allow for selected commercial activities as detailed earlier under "*Future Land Use Concepts*." Other commercial and light industry may be permitted by special exception. However, given the size of the district and the existing commercial uses, few possibilities currently exist for commercial development.

In order to achieve the vision for future land use, it is recommended that the town review its current zoning ordinance to determine whether any changes are necessary.

¹⁵ Arendt, Randall. 1996. *Conservation Subdivision by Design*. Chicago: Planners Press.

Goals and Recommendations

The following goals and recommendations were developed using the land use vision and input from the community survey and Master Plan Committee members, and are not ranked in any particular order.

Goal: Preserve the rural character of the town

➤ Recommendations:

- Update zoning ordinance and subdivision regulations to allow for open space development/conservation subdivisions.
- Direct future growth toward roads that are currently maintained by the town.
- Develop an ordinance to designate and protect scenic roads.
- Maintain Site Plan Review regulations so that the Planning Board is able to control the design of future development to ensure that it is compatible with the community's Vision Statement and Master Plan.
- Maintain the open nature of the land within Hill and promote the unique values of public land within its borders.
- Explore other means of preserving rural character.

Goal: Adopt a growth management ordinance

➤ Recommendations:

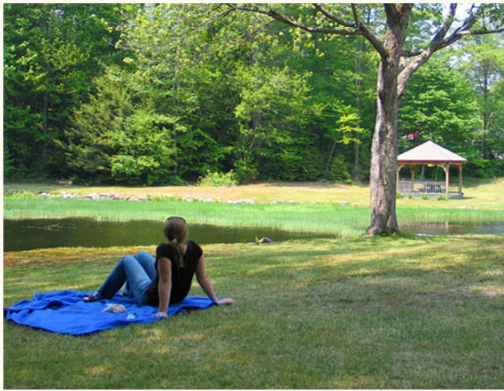
- Monitor residential building permits.
- Limit new home construction.
- Control subdivision activity to conform with the Master Plan and Hill Zoning Ordinance.

Goal: Provide increased opportunities for commercial activities

➤ Recommendations:

- Review and revise the Hill Zoning Ordinance, as appropriate, to provide opportunities for the development of desirable businesses identified in the master plan survey.
- Investigate how the town can create an environment that is conducive to the development of desirable businesses.
- Evaluate current commercial district and consider expansion.

CHAPTER 6: COMMUNITY FACILITIES AND SERVICES



Introduction

This chapter highlights the municipal facilities and services that are located within the community. Exploring the capacity of existing facilities is important to determine where provisions need to be made to meet the future needs of Hill. Changes in population, the age of residents, and the mix of commercial versus residential development all have an impact on the demand for and types of community services provided. As the community grows, the demand for services also increases.

Much of the information for this chapter was provided by department heads and administrators through survey questions and personal interviews. The description of each community facility also reflects the need for additional space in the future, as recommended by the department heads. Results of the Hill Master Plan Community Survey specific to community facilities and services are also included in the chapter. A map of Community Facilities and Utilities illustrates the location of the facilities in this chapter (Map 5).

Existing Conditions and Future Needs: Community Facilities

Fire and Rescue

The Hill Fire Station is located on Commerce Street in Hill Village. The station sits on less than an acre of land and was built in 1961 with an addition constructed in 1983. The station includes a 1,500 square foot truck deck, a 513 square foot rear addition, one office, one meeting room, and five parking spaces. The Hill Fire Department is comprised of nine volunteer firefighters and owns the following equipment: two engines, one tanker truck, one rescue truck that contains EMS equipment and an infrared camera, one utility truck, one decontamination trailer, and ten portable digital radios. The department has received an increased number of emergency calls over the last several years. Fire incident and medical assistance calls have increased in number since 2000, as shown in Table 1. While calls for assistance have increased, the operating budget has remained the same. The department's operating budget normally averages around \$34,000 annually (Table 1). In 2002 and 2003, the budget was much larger due to the purchase of new equipment, however the budget returned to former levels after the purchases. Ambulance service is contracted with the Bristol Fire Department, as none is available in Hill.

Limitations to the Fire Department include the size of the facility which cannot house all five pieces of equipment, and the age and capabilities of the tanker truck.

Department Head Recommendations: Implement necessary upgrades to the Fire Station; schedule regular equipment upgrades; maintain full-time staff during daytime work hours; and increase the annual operating budget to maintain or replace equipment to meet national standards.

Table 1. Hill Fire Department, Operating Budget and Total Calls

	2000	2001	2002	2003	2004	2005
Total Calls	66	71	73	83	76	83
Fire Incidents	19	19	28	13	23	28
Medical Assistance	26	32	25	39	30	38
Motor Vehicle Accidents	5	6	11	6	10	7
Mutual Aid	9	10	5	12	4	N/A
Other	6	5	4	2	7	10
Operating Budget	\$36,349	\$35,000	\$41,148	\$39,785	\$33,399	\$33,399

Source: Department Head Survey

Police Department

The Hill Police Department is located in the basement of the town Municipal Building on Crescent Street. The department currently employs a chief, two patrol officers, and an administrative assistant, all of whom are part-time. The department owns a variety of equipment, most notably a 2000 GMC Yukon cruiser, two desktop computers, one laptop computer, three handguns, one rifle, one shotgun, portable radios, a digital camera, and two cellular phones. The department is currently involved in the Child Advocacy Center implementation team as well as the Child Abuse/Substance Abuse Response team and has instituted an Identify-Kit program and plans to continue to offer the program on an ongoing basis.

The department has seen a significant increase in the number of calls and total motor vehicles stops over the past several years (Table 2). With the increased number of calls and local population growth, the department sees a need for some improvements. In 2004 and 2005, the department was level funded at \$62,500 (Table 2).

Department Head Recommendations: Employ a full-time chief/officer; and relocate the Police Station to improve accessibility, security, and visibility to the public.

Table 2. Police Department, Operating Budget, Total Calls, and Motor Vehicle Stops

	2000	2001	2002	2003	2004	2005
Total Calls	223	162	374	526	735	1,100
Violent Crimes	14	6	22	22	16	11
Non-violent Crimes	11	11	29	20	43	42
Mutual Aid	22	28	27	21	39	66
Motor Vehicle Stops	108	72	166	299	400	700
Other	68	45	130	164	237	281
Operating Budget	\$30,161	\$30,738	\$32,663	\$46,000	\$62,500	\$62,500

Source: Department Head Survey

Highway Department

Located on NH Route 3A, the Highway Department has three full-time employees: a road agent, an assistant road agent, and an equipment operator. There are approximately 54 miles of road in the town; 28 miles are considered town maintained (Class V), 10 miles are not maintained (Class VI), and the remainder are state owned. Additional department responsibilities include dumpster compaction at the Transfer Station and emergency digging and repair projects related to the water system. The Highway Garage was constructed in 1985 and its 2,112 square feet of space includes one office. The Highway Department makes use of the following major pieces of equipment: a one ton truck, two dump trucks, a backhoe, a grader, a brush chipper, a hydraulic side sweeper, two snow plows and three sanders. The department's annual budget has increased steadily since 2000 from \$164,278 to \$199,246 in 2005. Also, the annual use of salt has more than doubled since 2000 from approximately 204 tons to 542 tons in 2005.

Department Head Recommendation: Construct a covered salt and sand storage facility to protect materials from the elements.

Transfer Station

The Transfer Station is located on a 46.5 acre parcel along NH Route 3A and is open two days each week for the disposal of solid waste and recycling by residents. Compacted trash is transferred to the Concord Regional Solid Waste Resource Recovery Facility in Penacook, NH by Waste Management at a cost to Hill. An array of recyclable products are accepted at the Transfer Station and include appliances, construction waste, glass, metals, paper, plastic, oil, and tires. Since 2007, two part-time attendants have been employed to run the Transfer Station. The operating budget in 2000 was \$46,840 and has grown to \$50,400 in 2005. Hill is also a member of the Concord Regional Solid Waste/Resource Recovery Cooperative.

Department Head Recommendation: Construct new sunken dumpster bays for easier loading; improve drainage beside the compactor; and implement improvements to the existing building.

Jennie D. Blake Elementary School

Hill public school pupils are served by the Jennie D. Blake Elementary School in Hill, the Franklin Regional Middle School (FRMS), and the Franklin Regional High School (FRHS) in Franklin, all of which are part of the School Administration Unit #18 (SAU #18). The Jennie D. Blake Elementary School is located on Crescent Street and is attached to the old Town Hall. A renovation in 2001 increased the size of the school to 17,248 square feet. With the addition of an elevator, the building is now completely accessible, and also houses the multi-purpose Edward Amsden Memorial Auditorium/gymnasium on the upper level, and a cafeteria on the lower level. The school also contains eight offices and six classrooms.



Jennie D. Blake Elementary School

Changes in the entrance/exit points, parking, and general traffic pattern around the buildings were

also made to increase the safety of the school children during outside recess. Eight full-time personnel, including a principal, a secretary, six teachers, and twelve part-time personnel, including a nurse, a guidance teacher, physical education teacher, art teacher, and music teacher are employed at the school. SAU #18 is currently receiving Title II grant funding which provides sign-on bonuses to staff, professional development, and mentoring money for new teachers.¹⁶

Enrollment at the elementary school has not varied greatly since 2000 (Table 3). Upon graduation from the elementary school, children attend private schools or enroll in FRMS. Enrollments at FRMS and FRHS have also remained consistent over the past six years. Tuition costs per student at the FRMS and FRHS have varied (Table 3).

Table 3. School Enrollment and Tuition Costs

	2000	2001	2002	2003	2004	2005
Jennie D. Blake School						
Enrollment	93	103	97	89	93	86
Franklin Regional MS						
Hill student enrollment	37	28	26	34	35	23
Tuition cost per student	\$3,727	\$4,280	\$4,839	\$6,831	\$5,601	\$6,211
Franklin Regional HS						
Hill student enrollment	42	44	51	47	51	48
Tuition cost per student	\$4,323	\$5,666	\$5,662	\$6,308	\$6,655	\$6,110

Source: SAU #18

Department Head Recommendations: Construct an additional classroom as all Jennie D. Blake School classrooms are being used full-time; and the creation of a computer lab would enhance the technology curriculum.

Memorial Library

The Hill Memorial Library is located in the town's Municipal Building on Crescent Street. The library has 1,364 square feet of space, which accommodates the library collection, computer equipment, one meeting room, and hosts many municipal meetings, and all elections. The Hill Memorial Library is currently operated by one part-time librarian. The equipment owned by the library includes four desktop computers purchased with a Gates Foundation Grant in 2002, laser jet and ink jet printers, and a multi-function copier/printer/fax machine. The library is open Tuesday, Thursday, and Friday for a total of 26 hours per week. It currently owns over 10,000 volumes, circulated over 5,000 items in 2005, and has seen an annual increase in the number of patrons since 2002, reaching an estimated 585 in 2005. The annual operating budget has more than doubled from \$7,144 in 2000 to \$18,080 in 2005. Grant funding and donations have varied greatly since 2000, and totaled \$12,085 in 2005.

¹⁶ http://www.franklin.k12.nh.us/fsd_budget.cfm

Department Head Recommendations: Update computer hardware and software; add a Library Assistant; increase the number of days and hours of operation to better accommodate school, library, and general public usage.

Municipal Building

The Municipal Building is located on Crescent Street. Together with the Jennie D. Blake School and the Hill Village Bible Church the three buildings form a semi-circle facing the Veterans Memorial and town pond. The distinctive small town “Americana” setting is further enhanced by the Eddie

“Skip” Wallace gazebo and a skaters’ shed beside the pond. (See cover photo of the Hill Master Plan binder.) It is interesting to note that, originally, the municipal building was located in the middle, flanked by the school on the right and the church on the left. A major renovation project in 2002 switched the municipal offices and the school, and made access upgrades to comply with ADA



Municipal Building

regulations. Although the annual Town Meeting is still held in the auditorium, the town offices and Hill Public Library moved to the former school building on the right. The 40,000

square foot building was renovated in 2002 and is comprised of four offices and three meeting rooms. The building is accessible as it has a wheel chair ramp at the main entrance. The Municipal Building is shared by many groups, including but not limited to the following:

- Board of Selectmen
- Library
- Planning Board
- Police Department
- Town Clerk / Tax Collector
- Water Works
- Zoning Board of Adjustment

The selectmen’s office accommodates three selectmen and an administrative assistant, all of whom are part-time and whose duties include governance, assessing, maintenance, bookkeeping, human resources, and customer service. The selectmen’s annual operating budget has increased from \$46,128 in 2000 to \$72,137 in 2005.

The Town Clerk/Tax Collector office is open one evening and three days during the week. The office handles all functions prescribed by statute as well as the billing, accounts receivable, and lien of properties for the water department. The office also performs voluntary functions such as notary services, OHRV registrations, boat registrations, and hunting and fishing licenses.

Department Head Recommendation: Construct an archival storage facility in the lower level of the building to accommodate statutory requirements of safe, secure, and adequate storage of vital

documents, historical records, and all other records required by law to be retained by the municipality.

U.S. Post Office

The Hill Post Office is located on Commerce Street. The small clapboard structure housing the post office was an original building of the Old Village and was relocated to its present site in the early 1940s.

UTILITIES

Water System

Hill Village is supplied by the town water system whereas most of the Rural Residential District derives its water from individual wells on private property. Water is supplied by two wells off Murray Hill Road, a forty-foot gravel-packed well and pump house, installed in 1949, and a similar gravel-packed well, installed in 2005. The pump house off Murray Hill Road was recently expanded and renovated in 2005. The Hill Water Works has three commissioners, a secretary, and a treasurer, all of whom are part-time. They manage the wells and pumping stations, water mains, and storage tank on Huse Mountain. The capital budget increased from \$59,625 in 2004 to \$132,673 in 2005 due to the implementation of recommended upgrades from a Dufresne-Henry engineering study. The operating budget in 2005 was \$35,266. Pump #1, well #1, the water tank, and the water mains are 65 years old and are in need of upgrades. A pressure reducing vault was installed in 1999 at the junction of Shop Road and New Chester Road. The Dufresne-Henry study conducted in 2002-2003 lead to the installation of pump #2 and the renovation of the pump house in 2005. In 2006, the water system supplied 135 customers with approximately 93,238 gallons of water per day (gpd). The gpd has increased significantly from an estimated 25,000 gpd in 1982,¹⁷ to 64,366 gpd in 2003 to its present amount of 93,238 gpd.¹⁸

The storage tank holds about 200,000 gallons of water and could provide approximately a two day supply of water in an emergency. The Hill Fire Department also has the ability to use water from the storage tank to combat fires; this draw-down has not had any negative impacts on the system in the past. See Map 5, for a map of the water system layout.

Department Head Recommendations: Repair and replace the water mains; repaint and recoat, or replace the water tank, which shows signs of rust; reduce the amount of lead in the water before it reaches the end user; and install meters to allow for equitable customer billing.

Cable Television and Related Services

Recently, Comcast and Time Warner Cable acquired the assets of Adelphia Communications. Although the Adelphia name still remains, the assets and customer data are owned and managed by either Comcast or Time Warner Cable. An Adelphia representative explained that Comcast should be contacted regarding information pertaining to the town of Hill. Comcast had no historical records, such as number of customers, prior to the acquisition in 2005. Comcast estimated that it served 200 customers in the community in 2005. Services available in Hill could only be obtained through the Adelphia website (<http://www.adelphia.com>) and included cable television and high-speed internet. No Comcast field office exists in the community.

¹⁷ 1982, Hill Master Plan, Community Facilities Chapter

¹⁸ 2003 Dufresne – Henry engineering study on the Hill Water System

Since not all areas of the Rural Residential District are served by cable television, satellite television is also available from Direct TV and the Dish Network. Neither company was contacted for the purpose of this chapter, but it is known that no field offices exist in the town.

Electricity Providers

Public Service of New Hampshire (PSNH) provides electricity to a small area of the community. PSNH's service area covers Poverty Pond Road and Smith River Road. New Hampshire Electric Cooperative (NHEC) also provides electricity to Hill and their service covers 30 roads including Crescent Street, New Chester Road, Murray Hill Road, Cass Mill Road, NH Route 3A, and Borough Road (see inset on Map 5).

RECREATION FACILITIES

The Planning Board has identified several recreational facilities in Hill that are enjoyed by residents. The Maurice P. Wheeler Memorial Park and Dylan Vince Libby Memorial Bike Park are located behind the Jennie D. Blake Elementary School and are frequently used. The town pond is located just west of Crescent Street opposite the Municipal Building and is surrounded by the Veteran's Memorial, the Eddie "Skip" Wallace gazebo, and a scenic green space. The pond is mostly used in the winter for ice skating. The Pemigewasset River is a potential source of recreation, however the river corridor is currently owned by the Army Corps of Engineers.



Veteran's Memorial, Eddie "Skip" Wallacegazebo, and pond

Planning Board Recommendations: Gain a public access point to the Pemigewasset River; and perform year-round maintenance of the pond.

Community Facilities and Services Survey Results

The Hill Master Plan Community Survey contained a Community Facilities / Municipal Services section where respondents were asked about services they would be willing to support over the next 20 years. Services included town employee hours of work, number of department staff, building new facilities, and improvements to utility systems. Results of this section of the survey include keeping the Police Department employees part-time (39%) and the Fire Department employees volunteer (71%). The largest percentage of respondents said that Hill should continue to send students to the Franklin Regional Middle School and Franklin Regional High School. There was some notable support for a voucher system to attend private schools and a new regional school district. Fifty-four percent (54%) of the respondents supported establishing a heavy equipment bond to help reimburse the town for road repairs. The idea of building a new community center was supported by 7% of the respondents, whereas 41% expressed interest in using existing municipal facilities for this purpose. Nearly three-fourths of the answers received were from residents not using the water system, but over 30% of the responses supported replacing the pipe

system using a planned program. When asked if the respondent would support a redesign of the transfer station for more efficient use, only one-fourth replied affirmatively.

Goals, Objectives, and Recommendations

Based on the information provided above, guidance from the Planning Board, as well as the valuable input provided by the public throughout this master planning process, the town has adopted the following goal; recommendations are not ranked in any particular order.

Goal: To provide fair, realistic, and affordable community facilities and services to the residents of the town of Hill

To fulfill this goal, objectives and recommendations have been developed to guide future planning policy and initiatives:

Objective A: Continue to evaluate the adequacy of existing community facilities, utilities, and services in terms of efficiency and available capacity.

➤ Recommendations:

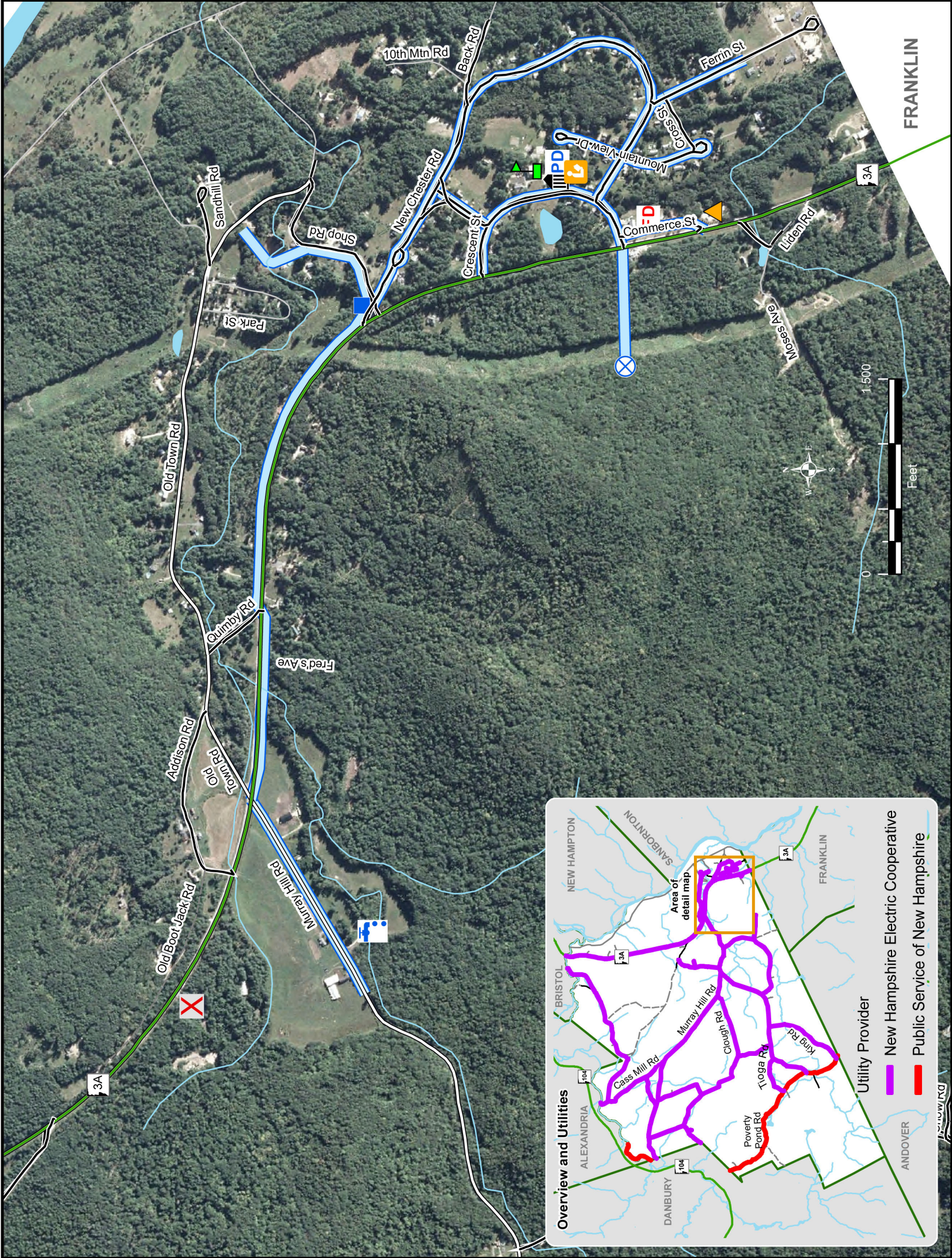
- Assess future facility, equipment, and staffing needs for the police and fire departments.
- Establish an adequate funding source within the town for capital improvements, including road repairs and maintenance, and equipment purchases.
- Assess the options of creating a shelter for the highway department's road treatment materials.
- Continue to assess methods of repairing and improving the water system to ensure its ability to provide to its users.
- Improve the general safety in and around the transfer station, specifically near the trash compactor.
- Evaluate the potential for constructing an archival storage facility to store and protect vital documents.

Objective B: Develop a structure for the Capital Improvements Program (CIP) that improves the Planning Board's ability to implement the Master Plan through the CIP process.

➤ Recommendations:

- Annually update the CIP and monitor facility, service, and equipment needs in the community.
- Develop a CIP Committee comprised of a mix of individuals including planning board and budget committee members.
- Encourage all departments to annually participate in the CIP process.
- Ensure that the Master Plan serves as the guiding document for the development of the CIP.

Map 5: Community Facilities and Utilities
Hill, NH



Community Facilities and Utilities created by LRPC, 2007.
Utilities may not represent all utilities available.
Digital data in NH GRANIT represent the efforts of the contributing agencies to record information from the cited source materials. Complex Systems Research Center (CSRC), under the contract to the Office of Energy and Planning (OEP), and in consultation with cooperating agencies, maintains a continuing program to identify and correct errors in these data. Neither OEP nor CSRC make any claim to the validity or reliability or to any implied uses of these data.

Road data from NH DOT, 2004 and 2005.

For planning purposes only.

Location: GIS_data\Master_Plan_Maps\Hill\LandUse_Hill.mxd

CHAPTER 7: HISTORICAL



Introduction

The town of Hill has been fortunate to have an active Historical Society. The society has documented much of the town's history, preserved numerous documents, and has been active in promoting awareness of the history and historical resources of the town. People of all ages have enjoyed the services provided by the Historical Society, such as presentations at public gatherings and the publication of books and informational literature.

Hill has the distinction of being a town that has endured hardship when forced to move to higher ground to allow for the construction of a federal flood control dam. The dam was built mostly for the benefit of cities downstream from Hill in southern New Hampshire and parts of Massachusetts. It is remarkable that the residents banded together to create the first planned community in the state without direct governmental assistance. It was a monumental task to work out all the details, negotiate with the government for buy-outs, move buildings, salvage windows, doors, and beams for re-use, and arrange group financing with local banks for new construction. All this was done by ordinary citizens. It was a close knit community that worked together to build a new village. The relocation of the village is a big part of the town's history. The story of this historic event brings to life the remnants of roads and foundations that can still be seen in the old town.

Historic buildings, mostly from the 1800s, are scattered throughout the town, but many are located on Murray Hill Road and the Hill Center area. The Hill Historical Society was instrumental in preserving the affluent "Murray Hill Summer Home District" by registering it on the National Register of Historic Sites. These stately structures, some considered mansions with breathtaking views, greatly enhance the rural character of the town.

Preservation of rural character was one of the most strongly supported goals from the Master Plan survey of residents. This chapter provides a detailed account of the town's history and many of its historical structures. The intent is for residents to gain a better understanding of Hill's rich history and historic structures among which we live. Hopefully, residents will gain a greater appreciation for these unique structures, consider what role the local government should play, and the extent of involvement needed for the preservation of historic structures and their surroundings.

Information in the Historical Chapter was derived from the Hill Historical Society's Interpretative Center Display Panels, *A historical Guide to Old Hill Village*, 2001 Revision, and from reference books published by the Lakes Region Planning Commission for inclusion as a separate historical chapter in the Hill Master Plan.

History

The Indian tribe named Pemigewassets settled this valley realizing that it was a vital travel route through the foothills south of the White Mountains. For sixty years, Indian war parties from Canada used this route to conduct raids into southern New Hampshire, and were met by several military retaliations. In March 1753, a group led by Major John Tolford, left Concord to survey this route for the purpose of establishing a fort to intercept these forays, and provide protection for the

early settlers. A year later, Tolford acquired a major stake in a Masonian grant of 30,000 acres, to be called New Chester, along a tributary of the mighty Merrimack River.

The first permanent settler, Cutting Favor, arrived in 1765 after the French and Indian Wars subsided. Traveling by river he found the floodplain of New Chester to be fertile and hospitable; few trees had to be removed to accommodate planting and grazing. Also, a stream nearby could power a mill to saw lumber and grain.¹⁹ Other settlers arrived at the time of the Revolution, notably Carr Huse, who located on the flood plain to the south by another brook.

The seacoast area of New Hampshire earned wealth through whaling and international trade, but in rural farming areas, residents earned their living by raising sheep. The industrial revolution spurred the growth of wool mills. Sheep could graze in the rocky terrain, wool could be gathered without killing the sheep, and lambs multiplied the herds. Another great source of revenue was maple sugar. It could be bartered for products like metal tools, ammunition, and anything that was not homemade. The early settlers' way of life is preserved in the songs of the era about farming, maple-sugaring, sheep-shearing, logging, mills and millers, and courtship. They sang of changes driven by the Industrial Revolution and the "progress" it represented. They sang at work and play, in homes, schoolhouses, Grange halls, taverns and meeting houses, and also raised their voices in worship.²⁰

In 1781, the post rider was allowed two weeks to carry mail from Portsmouth through Concord, up the Pemigewasset River to Plymouth, over to Charlestown and Keene, and back to Portsmouth. Thirteen years later as cart roads became more prevalent in the area, a ferry began operation to connect with Sanbornton on the east side of the river.

New Chester covered an area currently known as Hill, Bristol and Bridgewater, and grew rapidly reaching a peak population in excess of 1,300 people. Farmers moved onto the flood plain and into the interior highlands where sheep could be raised. The "center" for New Chester, where town meetings and church services were held, however, was not on the flood plain, but rather on higher ground to the west where various cart roads happened to meet. The town was still a farming community with large families, a few sawmills and grist mills, and tradesmen, such as farriers and boot and harness makers. Other services were provided by traveling salesmen and circuit riders.

A bridge was constructed, in 1808, across the Pemigewasset River to Sanbornton, initiating a close bond between communities. By 1816, George W. Sumner had moved to the flood plain in New Chester, built a dam on Flanders Brook and opened a carding mill to process wool. In 1818, Sumner's dam broke in a storm and nearly put him out of business. The neighbors raised \$100 in order to restore the carding shop. Log drives were conducted on the Pemigewasset River during high water each spring to move heavy logs to more lucrative markets in southern New Hampshire.

¹⁹ A map of the Cutting Favor Farm was recently discovered in the Hill Historical Society's archives. The original map was removed from the leather backing and restored by the Northeast Document Conservation Center. A digital copy will be on display at the Hill Meeting House beginning in June, 2007.

²⁰ A song introduction by "The Good Old Plow" singing group comprised of Tom Curren of Danbury, Fred Ogmundsen of Wilmot, and Don Towle of Alexandria. The trio specializes in presenting songs of the New Hampshire hill country including dance tunes, hymns and ballads reminiscent of daily life on the frontier.

In 1837, the Legislature changed the name of New Chester to Hill, in honor of Governor Isaac Hill, the sitting governor. Isaac Hill had been the town tax collector in 1814.

The railroad was constructed through Hill in 1848 and signaled a change that would transform the community from its subsistence farming roots. Hill exported various goods and had an expanding number of factories using the latest technology. Cordwood, previously used only for home needs, was sledged out during the winter months and was sold to the railroad to fire the steam engines or for shipment to the growing cities in southern New England. Hill's proximity to the bridge to Sanbornton and the junction of important roads became the ideal location for loading trains. By 1860, several thousand cords a year were being shipped from Hill Depot. Saw mills on Flanders (later called Needle Shop) Brook provided wagon felloes which were shipped as far away as San Francisco.

Other products shipped from Hill included ice, cut from the river and millponds, apples and cider, potatoes, butter and cheese. As the nation's farming and railroad system expanded westward, Hill began to import grain to grind in its grist mills.



Needle Shop Factory Workers

The railroad employed people to maintain the tracks, load and unload trains, and operate the depot. Likewise, the industries which developed near the available water power also employed many men and women. Consequently, out of the need for houses, stores, schools and services for these employees, a village emerged.

As the village grew, it attracted industries not based on local produce, but those based on available water power. Laborers became more readily available as farming declined. A match

factory, carriage shop, cabinet shop, chair factory and crutch factory operated at various times. But above all, Frank R. Woodward towered as an entrepreneur, inventor and leader in business and the village community. In 1872, he moved a latch needle factory from Manchester to Hill, sitting it on the brook thereafter called Needle Shop Brook. A year later, he sold the latch needle business in order to pursue more innovative enterprises, the most successful of which was his invention of a glass cutter. His company, New England Novelty Works, evolved into Red Devil, Inc.

Frank Woodward had other visions as well. He consolidated several existing springs by using aqueducts and operated a privately owned municipal water works. He also generated electricity for street lighting, provided a public cemetery at Pleasant Hill and an auditorium for social gatherings, and built sidewalks along the main street. Recognizing the uncertainties of water power meeting industrial needs, he investigated steam boilers and gasoline driven motors for alternative power sources.

Hill had one other notable business. From 1859 until 1870, Dr. William T. Vail operated a "hospital" in the village, advertised widely as "Dr. Vail's Water Cure." Among his many "patients" was Mary Baker Eddy.

In 1873, Rev. John Murdock, a clergyman in Cambridge, Massachusetts, bought the Favor-Thompson House, an abandoned farmhouse, and renovated it into the first summer residence in the area. Thus began the transformation of the declining farms on Murray Hill into a summer home district. The Murdock family, their relatives, and friends became the nucleus of the Murray Hill Summer Home District which is included in the National Register of Historic Places.

Hill Village was typical of rural New Hampshire. Whereas there had been an exodus from the farms, the village continued to grow up along the various travel routes (water, rail, and highway). In 1909, the Town Hall and a central elementary school were opened in the village. Many of the homes were large colonial houses fronting on the street with a series of ells and sheds connecting to barns, gardens and pastures. Several small industries and stores prospered in the village. The community was largely self-contained, as most people had jobs and found medical attention in Hill. Almost any item not available in town could be bought from a mail order catalog. Throughout the year, many social activities, such as dinners, games, dances and plays were conducted. Parades were held complete with marching bands on major holidays. Two men's baseball teams played in a local league. The high school, hospital, Opera House and movie theater were located close by in Franklin. Electric power and water were distributed within the village and a sewer system plan was proposed. The village provided travel services for tourists on their way north towards the mountains and Franconia Notch. It also provided services to a large community of summer residents and guests living elsewhere in the town. For a short time Hill Village was a destination resort.



1939 Town Meeting

Hill Village escaped the full fury of the devastating Flood of 1936, but not its consequences, which would have a profound impact on the future of the town. Within three months, the U.S. Congress, with surprising speed, authorized an immense flood control dam at Franklin Falls. This action would require the complete obliteration of the existing Hill Village with floodwaters, but, in return, it would protect the great cities downstream of the dam along the Merrimack River from flooding. Not surprisingly, the villagers simply could not believe that their village might vanish.

Three years passed before officials of the town, state and federal government met for the first time regarding the Franklin Falls project. Construction of the dam started just six months later in November, 1939. The town of Hill had to make plans to evacuate the village that they and many others cherished. Forty percent of the town tax base was put on the auction block. Each of the 100 homes and business owners had to negotiate individually with the federal government appraisers, as the selectmen were forced to concentrate on the public facilities. At the time, federal law restricted payment of housing replacement to the fair market value, after depreciation, not the replacement cost. Plans to rebuild the village elsewhere seemed to be “pie in the sky”.

Buildings and homes were purchased and resold to salvage companies, which in turn stripped them of resalable items. They were then demolished and others were burned. Fourteen houses were resold intact and were moved out of the floodplain up to higher ground to the site of the new Hill Village. This was accomplished by constructing a complicated rail and log system powered by teams of horses using a circular windlass to roll the buildings inch-by-inch up the incline. Businesses, stores, churches, the library, and the school were closed. Only the tree-lined, paved streets and sidewalks, building foundations, and the steel bridge to Sanbornton remained after 1943.

It was neither obvious nor certain what was to become of Hill Village once it was clear that the present village was doomed. Speculation ranged from abandoning the village, leaving the rest of the town to sort out its own future, to rebuilding the village elsewhere. Uncertainty drove some citizens to leave for neighboring communities. Building a new village would be a daunting task at best. In



House being relocated from the original Hill

those days, federal, state, nor town government had any statutory authority over this subject matter. The solution would have to come from the villagers themselves.

History often creates its own leaders. In January 1940, the Hill Village Improvement Association emerged out of collaboration between the selectmen and citizens anxious to pursue a new village. The association provided leadership in the development of the new village, and encouragement was



Dismantling of Christian Church in the original Hill Village

received from the NH Planning and Development Commission (NH PDC). The idea of planning a new village was a novel idea; there were no past examples to follow. Lawyers, bankers and bureaucrats had to be consulted and persuaded to participate. Since, resolution lay outside the authority of Town Meeting, an alternate forum, the Citizen Caucus, was adopted.

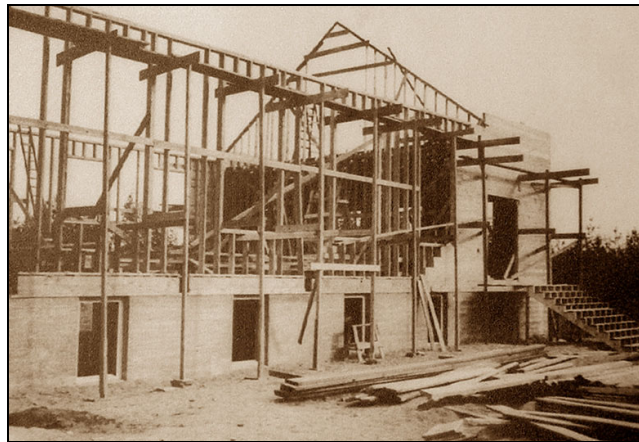
Frequent meetings were held over the next two years. It was apparent that a suitable site be purchased, so shares were sold to raise money. Fortunately, “willing sellers” were found by the selectmen acting as individuals, for the ideal site for the new village.

With a real commitment to a new village plan, the exodus of skeptical citizens slowed down. The selectmen and soon-to-be-evicted homeowners could now move ahead together. Money would become the principal concern. The selectmen expected replacement town facilities to cost about \$90,000.00 and the land about \$8,500. The U.S. Government was offering about \$55,000.00. Town borrowing power was limited by statute to \$18,500.00. The Hill Village Improvement Association had raised \$1,000. The numbers were not adding up and assistance was needed.

The NH Legislature provided \$9,000 a year for three (later extended to five) years for “land taxes lost.” The Governor and Executive Council increased borrowing power to \$50,000. By April 1940, the Works Progress Administration (WPA) had 150 men clearing the ground. The WPA had offered to rebuild all of the town buildings and public works, but wisely the selectmen declined the offer when they realized the work could not be guaranteed. The courageous efforts of the villagers and their officials impressed the Boston banks, and the money was loaned to Hill to support the rebuilding.

With a commitment to soften the huge impact of the federal flood control project on the communities of the Merrimack River watershed, and in particular on Hill, the NH PDC and its director, Frederick P. Clark, stepped to the forefront. Clark, a visionary schooled in new planning concepts gave an outline for the new village to the townspeople, in November 1939. Through a large show of hands in favor of the plan, the town began to move forward.

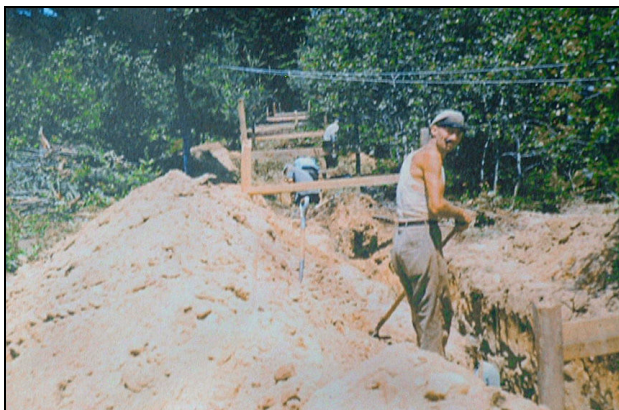
As America was experiencing growing pains of new travel concepts dictated by automobiles and old communities were being choked by commuters, pressures to develop planned communities with open space away from thoroughfares grew. Clark’s plan was different and experimental; Hill was his laboratory. The new Hill Village that would emerge would be stunning.



Construction of New Town Hall

The basic concepts of the plan called for a community with limited access to the highway, a clearly established commercial/industrial area apart from residences, a town center with town hall, school and churches centrally located and a shopping and service area within walking distance from the homes. A half-circle design would replace the linear character of the old village. Lot size would be smaller, as would be the compact residences thereon. Barns, ells, and sheds would be replaced by attached garages and concrete basements, and farming would no longer be practical in the village itself. This compact design showed how Yankee individuality could yield to Yankee frugality, as it had the salutary effect of also being the most economical for the town public works as well as for individual homeowners. Remarkably, such a logical concept would not be replicated widely for many years.

The Federal Government had made bids for the tasks of placing water mains, streets, lighting, sidewalks, public buildings and public parks. The selectmen considered the bids too low, so the task of placing the infrastructure became their responsibility. Even with enhanced borrowing power and grants for “land taxes lost,” the town still needed the money being offered by the Federal Government. One by one, the selectmen relented and accepted the offers for the school, town hall, streets and sidewalks. The water system could not be resolved; that would not be settled until after World War II. Hill hired Herbert C. Person from the NH PDC as planning engineer to develop a layout for the new village balancing the terrain acquired by the Hill Village Improvement Association with the needs and pocketbooks of the townspeople.



Digging the Water System

Fortunately, the contractor hired to place the relocated state highway welcomed the selectmen's proposal to work for the town on streets and sidewalks which were paved by the fall of 1940. The school and town hall were completed by Town Meeting in March, 1941, just a year after the selectmen had been empowered to borrow funds, hire the planning engineer, buy town properties, and proceed to construct the facilities. This remarkable accomplishment was memorialized by convening Town Meeting 1941 in the old town hall, recessing and reconvening in the new town hall to conduct business.

Building homes was an individual responsibility, but was accomplished with a great deal of community cooperation. All lot owners were governed by a set of deed restrictions which sought to insure harmonious development. Lots were generally one-half acre and corner lots were one acre. They sold for about \$150.00. The original 50 lots were platted, but when they sold out, 20 more lots were added. Townspeople actually drew their own lots for their homes. The first lot was sold in June, 1940 and 30 homes were built in the first year.

Each family was responsible for borrowing money, designing, and building their own home, as the money paid by the Federal Government was insufficient to cover even a modest replacement. Some were able to get their cellars dug on weekends by machines owned by the highway contractor. Others dug by hand. In many cases neighbors would pitch in. Wives and children were often seen along with the men in the cellar holes! The industriousness of Hill home builders so impressed local bankers that completion of the cellar hole became the prerequisite to obtaining a bank loan for the house. Only one such bank loan defaulted.



Town Hall Burning

Moving to a new village was just part of the relocation process. Opening a new school, church, post office, fire department, stores, and gas stations in the new village took time, and required the villagers to commute between both villages for a while. Today, the new Hill Village is much the same as its planned design in 1940. The village evolved as a 'bedroom' community, and consequently, was never subjected to the blight of abandonment and subsequent deterioration of its factories, shops and farmsteads so evident in other communities after World War II.



Bi-centennial quilt

In December 1969, the new town hall burned and the library lost some 8,000 books. Neighboring towns donated books for the library. Fortunately the historic records of

the town were secured in the basement vault. Replacement of the cupola could not be afforded.

Old Home Day was observed almost annually, and three were especially noteworthy. The national bicentennial in 1976 included a bicentennial quilt, and Mildred Morrill and others published *Hill - The Old and The New, 1754 - 1976*. In 1978, the town celebrated the bi-centennial of its charter, and in 1991, the fiftieth anniversary of the move to the new village. For the latter, the Hill Historical Society published *Hill Village on the Pemigewasset*,²¹ a photographic model of the old village.

Over time, changes occurred in the commercial structure of the village. Noteworthy were the closing of Severance's gas station and lunch counter in the mid 1950's, Amsden's crutch factory in 1966, and the National Needle Company in the late 1960's. Hill Design, makers of fine pottery selling internationally, opened in the early 1970's and operated for approximately 20 years. A small foundry opened around 1980, but is no longer in business. The Hill Irving Service Station on Route 3A and the Hill Village General Store are focal points of the current commercial district.



Aerial photograph showing Crescent Street, Commerce Street and the new village.

To their credit, the townspeople of Hill decided to stay together, and on their own initiative, relocated to higher ground and built the first planned community in the state. At that time, only 400 people remained, but today over 800²² people live in Hill. The Franklin Falls Flood Control dam offers a measure of security from devastating floods to the residents of Hill and many cities located downstream. To date, the Corps of Engineers reported two record flood events at 375.7 feet in March, 1953, and 375.4 feet in

April, 1987, utilizing 74% of the storage capacity (spillway elevation is 389.0 feet). The old village site provides a recreation area for hiking, fishing, cross country skiing, snowmobiling, and habitat for wildlife. Vehicle access to the old village is now restricted to one Open House event per year sponsored by the NH Division of Forests & Lands, Hill Historical Society and the US Army Corps of Engineers.

²¹ Copies of *Hill Village on the Pemigewasset* are still available for sale through the Hill Historical Society, as well as a similar book on the new village titled, *OUR CHOSEN PLACE, The New Village of Hill, New Hampshire* including photos before and after renovations.

²² In 1940, the population in Hill was recorded as 498, but in the 1950 Census it had declined to 310. The population decline between the 1940 and 1950 Census was in part the result of the relocation of the village of Hill in 1941 due to the need to designate the original town site as a flood basin for the Pemigewasset River, which is in the Merrimack Watershed. By 1990, the population had grown to 814. According to the most recent census available, the 2000 Census showed the current population in Hill as 992. For additional data, see: the Hill Master Plan Population Chapter

CHAPTER 8: IMPLEMENTATION



Purpose

The success of a master plan in shaping the future growth and community land use policies and regulations is dependent upon the degree to which master plan recommendations are carried out by those responsible for implementation.

According to RSA 674:2, III (m), the master plan may include the following sections:

...An implementation section, which is a long range action program of specific actions, time frames, allocation of responsibility for actions, description of land development regulations to be adopted, and procedures which the municipality may use to monitor and measure the effectiveness of each section of the plan.

This chapter will aid the Hill Planning Board and Board of Selectmen in the implementation of recommended actions found in the master plan. All recommended actions have been consolidated in an Implementation Schedule which outlines priorities, responsible parties, potential assisting parties, estimated cost ranges, and chapter references. The schedule also provides a means for the Planning Board to track the status of each recommendation, so progress can be readily assessed. This schedule is dynamic and should be reviewed and revised as described in the Monitoring and Updating section of this chapter.

Prioritized Recommendations

Before prioritizing recommendations, the Planning Board consolidated similar recommendations which can help coordinate tasks between responsible parties. For each action, the board reached consensus on estimated cost, responsible parties, and potential assisting parties. Recommended actions were then ranked as High, Medium, or Low priority. The following abbreviations were used to simplify the Implementation Schedule:

Table 1: Implementation Schedule Key

<i>Schedule Field</i>	<i>Key</i>
Status	P = Planning Stage, IP = In Progress
Priority	H (High) = To be completed by March 2010 or sooner, M (Medium) = To be completed by March 2013 or sooner, L (Low) = To be completed by March 2016
Estimated Cost (in dollars)	\$ = 0 - 5,000, \$\$ = 5,001 - 25,000, \$\$\$ = greater than 25,000
Responsible Parties	CC = Conservation Commission, Clerk = Town Clerk, Hwy = Highway Department, LCHIP = Land and Community Heritage Investment Program, LRPC = Lakes Region Planning Commission, NH DOT = NH Department of Transportation, NH Ag = NH Department of Agriculture, PB = Planning Board, PSU = Plymouth State University, P&R = Parks and Recreation, Select = Selectmen, SB = School Board, UNH Coop Ext = UNH Cooperative Extension, Water = Water Commission
MP Chapter	CF = Community Facilities, LU = Land Use, NR = Natural Resources, T = Transportation

Table 2: Implementation Schedule

<i>Status</i>	<i>Priority</i>	<i>Recommended Action</i>	<i>Estimated Cost</i>	<i>Responsible Parties</i>	<i>Potential Assisting Parties</i>	<i>MP Chapter</i>
P	H	Improve the general safety in and around the transfer station, specifically near the trash compactor	\$	Select		CF
IP	H	Continue to assess methods of repairing and improving the water system to ensure its ability to provide to its users	\$\$\$	Water		CF
P	H	Establish an adequate funding source within the town for capital improvements, including road repairs and maintenance, and equipment purchases	\$\$\$	Select, PB		CF
P	H	Evaluate the potential for constructing an archival storage facility to store and protect vital documents	\$\$\$	Clerk, Select		CF
	H	Prepare, establish, and annually update a Capital Improvements Program	\$\$	PB	citizens, LRPC	CF/T
IP	H	Direct future growth toward roads that are currently maintained by the town	\$	PB, Select		LU
	H	Update Site Plan Review regulations so that the Planning Board is able to control the design of future development to ensure that it is compatible with the community's Vision Statement and Master Plan	\$	PB		LU
	H	Maintain and preserve the rural character of Hill	\$	PB	LRPC	LU
	H	Identify and mitigate potential harmful effects to natural resources from development, road runoff and construction, commercial transport, and hazardous materials	\$	CC, PB	Select	NR
	H	Manage and protect water resources by identifying potential threats, implementing remedies, and improving regulations	\$	Water, PB, CC		NR

Table 2: Implementation Schedule, continued

<i>Status</i>	<i>Priority</i>	<i>Recommended Action</i>	<i>Estimated Cost</i>	<i>Responsible Parties</i>	<i>Potential Assisting Parties</i>	<i>MP Chapter</i>
	H	Complete a Natural Resources Inventory	\$	CC	LRPC, PSU, UNH Coop. Ext.	NR
Complete	H	Prevent erosion, especially on steep slopes	\$	PB		NR
IP	H	Ensure that new subdivision roads are built to town standards	\$	PB, Select, Hwy		T
P	H	Explore alternative funding sources, such as bonds and grants, for road reconstruction and improvement projects	\$\$	Hwy, Select, PB		T
	H	Develop a formal town road adoption process for Class VI and private roads	\$	PB, Hwy, Select		T
	H	Explore options for placing restrictions on through trucking on Murray Hill Road	\$	Select, PB	NH DOT	T
	H	Make sure that all roads that are designated school bus routes meet safety standards	\$\$\$	Select, PB		T
	H	Explore alternatives to using salt on roads in environmentally sensitive areas	\$	CC, PB, Select		T
P	M	Assess future facility and equipment needs for the police and fire departments	\$\$	Police, Fire, Select		CF
	M	Develop a growth management ordinance to monitor residential building permits, limit new home construction, and curb subdivision activity	\$	PB, Select		LU
	M	Update zoning ordinance and subdivision regulations to allow for open space development/conservation subdivisions	\$	PB		LU
	M	Evaluate current commercial district and consider expansion	\$	PB, Select		LU

Table 2: Implementation Schedule, continued

<i>Status</i>	<i>Priority</i>	<i>Recommended Action</i>	<i>Estimated Cost</i>	<i>Responsible Parties</i>	<i>Potential Assisting Parties</i>	<i>MP Chapter</i>
	M	Minimize impacts of development on natural communities; conserve and protect unfragmented areas, and open fields and open space with agricultural potential; and preserve rural character	\$	CC, PB	LRPC, LCHIP, other state agencies	LU/NR
	M	Develop an ordinance to designate and protect scenic roads; preserve important scenic vistas	\$	PB, CC, Select		LU/NR
	M	Preserve adequate habitat for native plants and animals through good forestry practices, agriculture, field studies, and development standards	\$	CC, PB		NR
	M	Support the town's existing farms	\$	PB		NR
	M	Work to find, obtain, and purchase grants for conservation easements	\$\$\$	Select, PB, CC		NR
IP	M	Evaluate whether state and federal regulations related to water resources assure adequate protection of the town's water resources	\$	Water, PB		NR
	M	Protect the Smith River shoreline and riparian zone	\$	PB, CC	LRPC	NR
	M	Encourage multiple uses on forest lands to include soil and water conservation, wildlife habitat preservation, and recreation	\$	CC, PB,	LRPC, NH Fish&Game	NR
	M	Implement innovative land use tools such as Conservation Subdivision to direct growth to the areas that have been identified as most appropriate	\$	PB, Select		NR
P	M	Develop and implement a Road Surface Management System (RSMS) program	\$	Hwy, PB, Select		T

Table 2: Implementation Schedule, continued

<i>Status</i>	<i>Priority</i>	<i>Recommended Action</i>	<i>Estimated Cost</i>	<i>Responsible Parties</i>	<i>Potential Assisting Parties</i>	<i>MP Chapter</i>
P	M	Paint and maintain centerlines and shoulder stripes on paved roads that meet current state standards, where appropriate	\$\$	Hwy, Select		T
IP	M	Improve communication between town officials and law enforcement agencies to reduce accident response time	\$	Police, Hwy, Select		T
IP	M	Support enforcement of speed limits	\$	Police		T
	M	Encourage shared driveways	\$	PB		T
	M	Amend subdivision regulations to have the Road Agent review subdivision proposals	\$	PB, Hwy, Select		T
IP	L	Assess future staffing needs for the police and fire departments	\$\$	Police, Fire, Select		CF
P	L	Assess the option of creating a shelter for the highway department's road treatment materials	\$\$	Hwy, Select		CF
	L	Explore options for adding an additional classroom at the Jennie D. Blake School	\$\$\$	SB		CF
	L	Provide increased opportunities for commercial activities	\$	PB, Select		LU
	L	Work to conserve areas that have soils of statewide importance	\$	CC, PB	LRPC	NR
	L	Determine current residential use of forest lands and promote responsible forestry practices	\$	Select, CC, PB	NH Board of Foresters	NR
	L	Use available soil data to identify soils susceptible to erosion	\$	PB, CC	NH Ag, LRPC	NR
	L	Identify recreation areas and opportunities for residents	\$	PB, Select, P&R		NR
	L	Consider ways to provide transit services to those who would benefit from them	\$	Select, PB		T

Table 2: Implementation Schedule, continued

<i>Status</i>	<i>Priority</i>	<i>Recommended Action</i>	<i>Estimated Cost</i>	<i>Responsible Parties</i>	<i>Potential Assisting Parties</i>	<i>MP Chapter</i>
	L	Improve alternative means of transportation by identifying bicycle and pedestrian routes, developing a pedestrian plan, and maintaining sidewalks in village	\$\$\$	Hwy, PB, P&R		T
	L	Develop a system to track accident frequency and location, and to understand the causes of the accidents and how they might be avoided in the future	\$	Police, Select		T
	L	Improve recreation facilities and opportunities by working with state and federal agencies to identify trail opportunities in the Wade State Forest, Thomas State Forest, and Franklin Flood Controls area; working with state and federal officials to obtain grants for trail creation and maintenance; identifying trails of other lands; finding a local sponsor for the New Hampshire Heritage Trail; creating a volunteer group for trail maintenance	\$	CC, PB, P&R, Select	Boy Scouts	T
	L	Explore ways to connect with regional bicycle and pedestrian networks	\$	CC, PB, Select		T

Strategies for Implementation

It is important to ensure that town regulations are consistent with the goals of the master plan. Several of the 49 master plan recommendations depend on the creation or update of plans or regulations. This section includes information to help guide the update process. Southern New Hampshire Planning Commission, with grant funding provided by the Office of Energy and Planning (OEP), developed an interactive CD-ROM entitled, *Preparing a Master Plan for Your Community*.²³ This in-depth look at master planning was a collaborative effort and included other Regional Planning Commissions, OEP, and local planners. The majority of the zoning, subdivision regulation, and capital improvement program information below were taken from their work.

²³ <http://www.nh.gov/oep/resourcelibrary/referencelibrary/m/masterplan/preparingamasterplan/index.htm>, February, 2007.

Zoning Regulations

If a zoning ordinance is inconsistent in any way with your master plan's recommendations, the zoning ordinance will prevail due to its legal status as an ordinance of law. Accordingly, when communities revise their master plans, they should also carefully review their zoning ordinances to ensure that the zoning provisions are consistent with the master plan's recommendations. The Planning Board is tasked with the revision and update of the zoning ordinance.

Zoning has grown in both scope and complexity as communities have become more active in planning their futures. Innovations include agricultural zoning, open space and conservation zoning, historic district zoning, mixed use zoning, performance zoning, and density bonus zoning.

Subdivision Regulations

Subdivision regulations are an important plan implementation tool because they establish standards and requirements for land development and outline procedures for the submittal, review, and approval of subdivision plats. Subdivision approval should depend on the land development plan's ability to meet subdivision regulations, which, if consistent with the master plan, should promote the desired growth of the town and its citizens.

The subdivision review process generally has two stages: (1) the submittal of a preliminary plat, showing the layout of lots, roads, open space areas, utility and drainage facilities, and approximate dimensions, including preliminary plans and profiles; and (2) the submittal of a final plat, presenting the subdivision layout and other elements contained in the preliminary plat in greater detail and incorporating any changes that are required by the planning board and/or staff at the time of preliminary plat approval.

In recent years, many communities have expanded their subdivision regulations to address such matters as erosion and sediment control, the preservation of open space, regional stormwater management, and the placement of utilities.

Site Plan Review Regulations

The Hill Site Plan Review Regulations pertain to all commercial property. These regulations apply to Planning Board review and approval or disapproval of all subdivisions as defined by RSA 672:14 and minor lot line adjustments or boundary agreements. They do not apply to voluntary mergers as defined by RSA 674:39-a.

These regulations may be amended by a majority vote of the Planning Board after at least one public hearing following the notification procedure. *The Planning Board in New Hampshire - A Handbook for Local Officials* is a source for more detailed information.²⁴

²⁴ New Hampshire Office of Energy and Planning, *The Planning Board in New Hampshire - A Handbook for Local Officials*, rev. 2007, <http://www.nh.gov/oep/resourcelibrary/HandbooksAndOtherPublications.htm>, accessed: May, 2007

Develop and Revise the Capital Improvements Program (CIP)

In several instances, the master plan recommendations relate to capital improvements such as upgrades to public facilities, capital equipment, schools, parks and recreational facilities, streets, sidewalks, and the water system. The CIP is a management and fiscal planning tool that identifies and prioritizes needed public improvements and facilities. Properly designed, a CIP will enable a community to identify its capital needs, rank them by priority, coordinate their scheduling, and determine the best way to pay for them within the community's fiscal capacity. Other than its management tool capabilities, the CIP is not involved in the zoning and subdivision regulations of a municipality. RSA 674:5 authorize the planning board to prepare and amend capital improvement programs.

Organizationally, the CIP is a fairly straightforward document. Most CIPs feature three sections: (1) an overview of how the CIP process works; (2) a review of the community's fiscal condition; and (3) a descriptive listing of those capital projects recommended for funding during the CIP period. In addition to describing each project, this section typically includes a justification for each project's inclusion in the CIP and information on how and when it will be financed. The CIP has a minimum of a six-year timeline and is updated annually. The CIP is prepared most often by the planning board and adopted by the governing body, although the statutes provide that a capital improvement program committee can be established. Recommended program committee members include individuals from the Planning Board, Budget Committee, Selectmen, a financial officer, anyone familiar with prior capital spending in the community, and citizens.

RSAs 674:5 through 674:8 describe the preparation and effect of the CIP, but contain no specific guidelines for the adoption of a capital improvement program or capital budget. It is recommended that the program be adopted by the planning board under the same process it would use for the master plan.²

In addition, the adoption of a CIP is a prerequisite for enacting a Growth Management Ordinance.

Monitoring and updating the Master Plan

A master plan, like a community, is dynamic and evolving. Monitoring and updating the master plan should occur on a regular basis. The state of New Hampshire does not require an annual review of the master plan, but it is recommended that at least the Implementation chapter be reviewed to check its progress. A review of the Implementation Schedule, provided in this chapter, at a public meeting could be sufficient to realize necessary changes, improvements, and neglected or upcoming tasks. Amendments to the master plan must follow RSA 675:6.

RSA 674:3, II recommends that revisions to the master plan occur every 5 to 10 years. Procedures for doing so are not described, but revising and updating the plan could be done one chapter at a time. This would allow for review of the entire document over time. The planning board can amend revised sections immediately or wait until a comprehensive update is made; with the latter, a record of all needed changes should be maintained.

Using the Progress Checklist

The Status column of the Implementation Schedule should be updated as Recommended Actions are addressed. In the schedule key, Planning Stage relates to when a project's implementation is discussed or brainstormed at a public meeting or within a department in an official manner. In Progress relates to actions necessary to induce regulatory changes, such as writing or rewriting of regulations; or non-regulatory changes, such as research, contacting assisting parties, purchasing items, and earthmoving. Information in other columns can be updated as needed but should be consistent with the Implementation Schedule Key. It may be beneficial to post the Implementation Schedule in a public location to keep the public and town departments informed and to announce the completion of a recommendation.

APPENDICIES

APPENDIX 1:

Community Master Plan Survey, Executive Summary, 2003

Land Use

- The residents of Hill do not want unplanned development. They do want to prohibit strip malls and want to restrict commercial/industrial development to designated areas. Chain stores and fast food restaurants are not seen as consistent with the vision residents have for Hill. Residents would probably be receptive to changes in and enforcement of zoning ordinances that would limit development in these areas. In addition, the regulation of lighted advertising signs is supported.
- There is a strong interest among residents of Hill to protect and preserve the environment including the water supply, open fields and forests. The residents support the idea of purchasing conservation easements, especially with grant programs.
- Consistent with the resident's interest in the environment, the interest in economic development centers on passive businesses in Hill. The majority of residents responding to the survey supported agricultural-type businesses, like greenhouses, home-based offices and family owned businesses.

On other town issues

Murray Hill and Cass Mill Road

- Residents felt that regulating trucking on Murray Hill and Cass Mill Road would provide safer roads in Hill.

Town Clerk/Tax Collector

- Approximately one-third wanted to keep the current hours of the Town Clerk/Tax Collector and one-third wanted the hours increased. There was also an interest in added internet access to the Town Offices.

Police and Fire Department

- Residents do not want the Police nor the Fire Department to change.

Franklin Middle and High School

- Residents want to continue to send students to Franklin Middle and High School, however some additional comments indicate some displeasure with the current arrangement.

Heavy Equipment Bond and Paved Roads

- Residents approve of the idea to establish a heavy equipment bond and improve existing paved roads.

Municipal Facilities

- The idea of using existing municipal facilities is more important than building a new community center, but residents are relatively supportive of exploring options to provide residents with transportation services to local communities for health care, shopping, education and recreation.

Water Department

- Most of the responding residents did not use municipal water and did not have strong opinions about the Water Department.

Swap Shop and Household Hazardous Waste Collection

- A majority favored the idea of a Swap Shop at the Transfer Station and strongly supported the continued participation in the household hazardous waste collection.

Demographics

- The majority of respondents were permanent, year-round residents.
- The majority of respondents owned a single-family house on a town maintained road.

Community Survey, 2003

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I. Background

In August, 2003 Hill's Planning Board sent out approximately 657 Master Plan Surveys to all Hill property owners and tax payers. The purpose of the survey was to collect preferences concerning growth and land use, preservation or natural resources and environment, economic development, safety issues, and community facilities and municipal services. By the end of September, 201 completed surveys were returned or a 31% rate of return.

The following summarizes the findings from the survey.

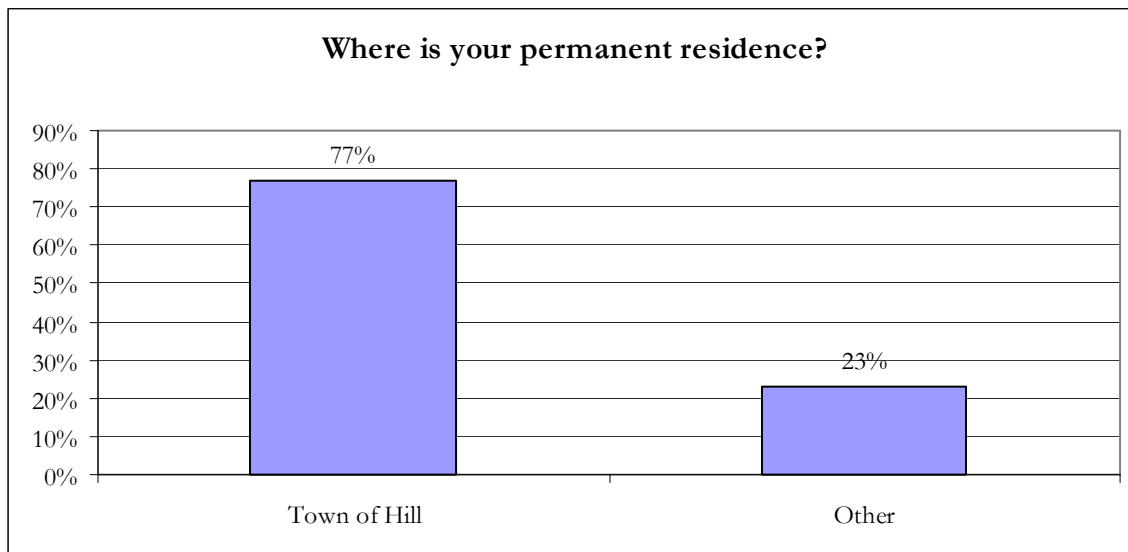
II. Demographics

The following summarizes information about the respondents to the Town of Hill's Community Master Plan Survey.

- **The majority of respondents are permanent residents of the Town of Hill.**

1. Where is your permanent residence?

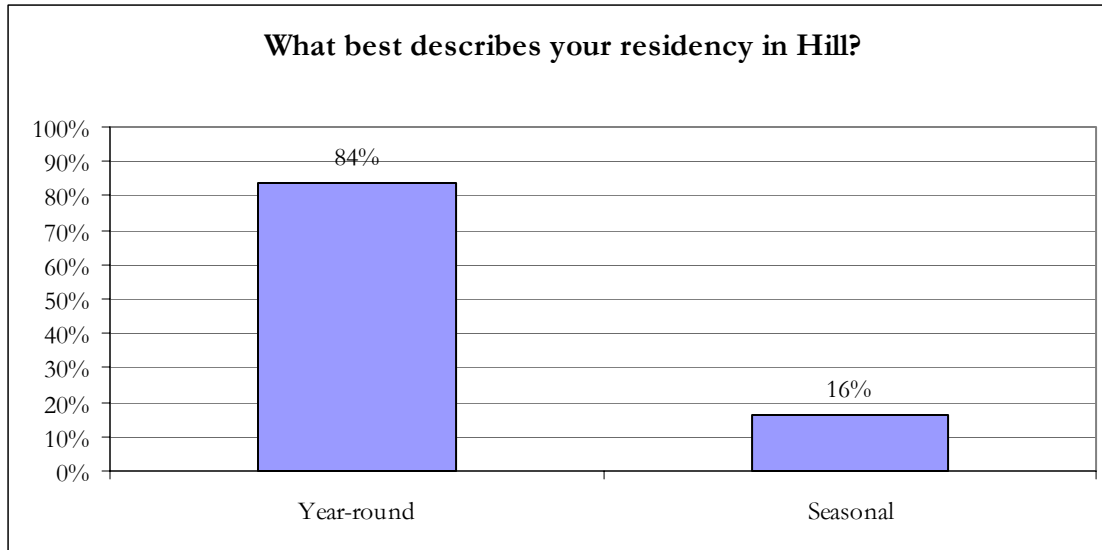
	Responses	Percent
Town of Hill	151	75%
Other	46	23%
<u>Missing</u>	<u>4</u>	<u>2%</u>
Total	201	100%



- **The majority of respondents are year-round residence.**

2. What best describes your residency in Hill?

	Responses	Percent	Percent
Year-round	153	76%	84%
Seasonal	30	15%	16%
<u>Missing</u>	18	9%	-
Total	201	100%	100%



- **The majority of respondents own a single-family house.**

3. Presently do you:

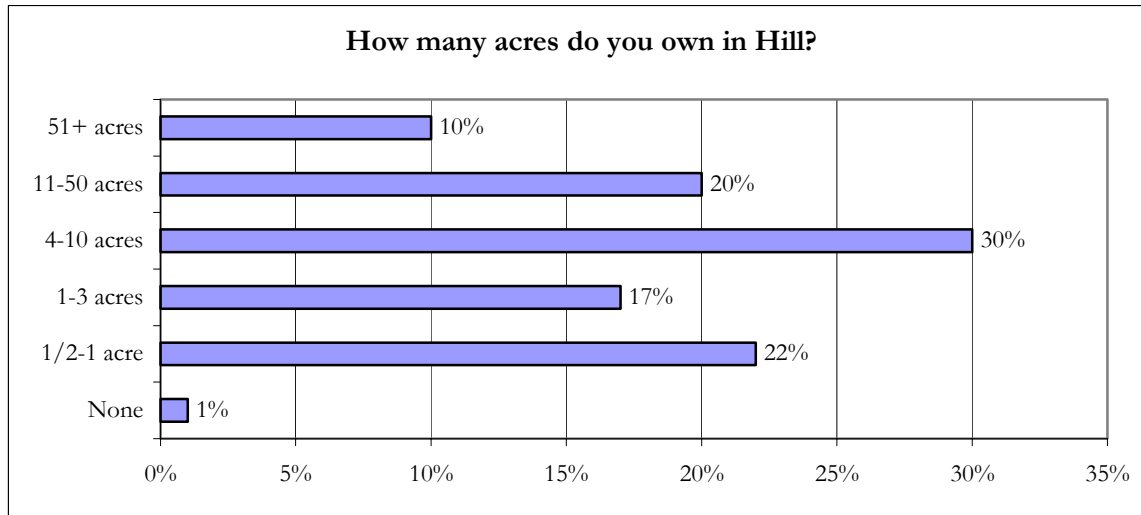
	Responses	Percent	Percent
Own a single-family house	156	78%	80%
Own a multi-family house	10	5%	5%
Own a mobile home	12	6%	6%
Own a seasonal dwelling	3	2%	2%
Rent an apartment	1	<1%	<1%
Rent a house	2	1%	1%
Rent a mobile home	0	0%	0%
Live with relatives	1	<1%	<1%
Other	10	5%	5%
<u>Missing</u>	6	3%	-
Total	201	100%	100%

- **The majority of respondents own property in Hill.**

4. How many acres do you own in Hill?

	Responses	Percent	Percent
None	2	1%	1%
½ to 1 acre	41	20%	22%
1-3 acres	32	16%	17%
4-10 acres	56	28%	30%

11-50 acres	38	19%	20%
51+ acres	19	9%	10%
<i>Missing</i>	<i>13</i>	<i>7%</i>	<i>-</i>
Total	201	100%	100%



5. Number of persons in your household in each of the following age groups:

Age Group	Responses	Average Number of Persons
0-12	31	1.7
13-18	27	1.8
19-29	35	1.4
30-39	35	1.5
40-49	71	1.5
50-59	72	1.4
60-69	34	1.3
70+	39	1.4

- The majority of respondents own property on a town maintained road.

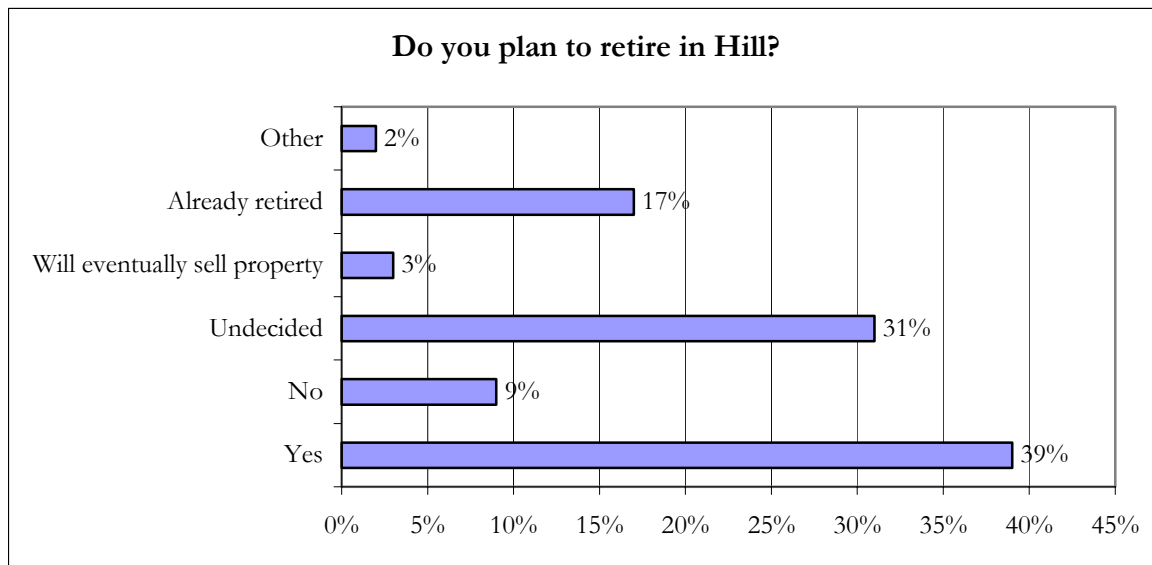
6. Is your property in Hill located on a:

	Responses	Percent	Percent
Town maintained road	154	76%	81%
State maintained road	16	8%	8%
Private road	9	4%	5%
Class VI road (not town maintained)	12	6%	6%
<i>Missing</i>	<i>12</i>	<i>6%</i>	<i>-</i>
Total	201	100%	100%

7. Do you plan to retire in Hill on a full-time basis?

	Responses	Percent	Percent
Yes	73	36%	39%

No	16	8%	9%
Undecided	59	29%	31%
Will eventually sell property	5	3%	3%
Already a retired Hill resident	33	16%	17%
Other	3	2%	2%
<i>Missing</i>	<i>12</i>	<i>6%</i>	<i>-</i>
Total	201	100%	100%



III. Land Use & Appearance

Respondents were given a series of statements regarding the growth management of the Town. The following presents the results in order of the most important to the least important.

A majority of respondents want to prohibit strip malls within town boundaries, restrict commercial/industrial development to designated areas, support the use of camouflage in cellular communication tower designs, and the establishment of impact fees to offset increased costs for new subdivisions.

Less than 30% of the respondents supported no change to existing zoning ordinances, increase setback requirements for new lots, adoption of cluster zoning in designated areas, and zoning a section of town for mobile homes.

	Percent
Prohibit strip malls within town boundaries	68%
Restrict commercial/industrial development to designated areas	60%
Support the use of camouflage in cellular communication tower designs	55%
Establish impact fees to offset increased costs for new subdivisions	50%
Strictly enforce zoning and code regulations	46%
Support regulation of population growth	46%
Limit the maximum number of lots per subdivision	45%
Increase minimum lot size in rural areas from 3 to 5 acres	44%
Limit height and location of cellular communication towers	39%
Increase the setback distance along scenic roads	38%
Regulate mobile homes on individual lots	38%
Restrict the number of building permits issued annually for new homes	36%
Increase minimum frontage for new subdivision lots	32%
Zone a section of town for mobile homes	29%
Adopt cluster zoning in designated areas	29%
Increase setback requirements for new lots	27%
No change to existing zoning ordinances	19%

IV. Preservation of Natural Resources & Environment

Respondents were presented with a series of statements regarding natural resources and the environment and asked which items they support. The items are in order of the most to the least important.

Respondents indicated that the protection and preservation of the environment, open fields, forest and stone walls are important issues. In addition, a majority of respondents thought decisions concerning chain stores and/or fast food restaurants should be made at the annual Town Meeting that the Town should be encouraged to participate in any grant programs for the purchase of conservation easements, and advertising signs should be regulated.

	Percent
Protect environmental concerns (water supply, pollution control)	83%
Preserve open fields, forests & stone walls	78%
Building permits for chain stores and/or fast food restaurants need the approval of a 2/3 vote at Annual Town Meeting	69%
Encourage the Town to participate in any grant programs for the purchase of conservation easements	62%
Regulate the use of lighted advertising signs	60%
Support non-residential uses (conservation areas and easements)	46%

Upgrade municipal water systems	40%
Town raises money to buy open spaces to preserve conservation areas	33%

V. Economic Development

Respondents were asked what types of additional stores, businesses or industry would they like to see in Hill. The results, in order, are below.

The types of additional stores, businesses or industry respondents would like to see in Hill included agricultural, home-based offices, and family-owned businesses (not franchised chains).

Hotels and motels and chain stores and fast food restaurants were not businesses that the respondents would like to see in Hill.

	Percent
Greenhouse/agricultural	54%
Home-based offices/businesses	52%
Family-owned business	51%
Light manufacturing	36%
Antiques and collectibles store	36%
Health care facility	35%
Artists gallery, supplies/retail store	30%
Taxi, bus or van transportation services	29%
Private	24%
Town operated	5%
Ice cream parlor	26%
Hotel/motel	12%
Chain stores & fast food restaurants	9%

VI. Safety Issues

Respondents were asked to select suggestions that they agree may provide safer roads in Hill. The results are below.

Respondents felt that regulating trucking on Murray Hill and Cass Mill Road would provide safer roads in Hill.

	Percent
Regulate “Thru Traffic” trucking on Murray Hill and Cass Mill Road	56%
Paint centerlines & shoulder stripes on all paved roads	41%

Increased enforcement of speed limits	38%
Request increased coverage by State Police	33%

VII. Community Facilities/Municipal Services

A. Town Clerk/Tax Collector Office

A majority of respondents did not support any of the options for the Town Clerk/Tax Collector Office. Approximately one-third thought the current hours should continue and one-third thought the hours should be expanded.

In addition, one-third indicated that the Town Offices should add internet access.

Supported Services	Percent
Continue current hours of Town Clerk/Tax Collector	37%
Increase hours of Town Clerk and/or Deputy Clerk	37%
Expand hours to include:	
Weekend hours (at least once a month)	29%
Morning, afternoon & evening hours	23%
Walk-in access	9%
Scheduled evening/weekend appointments	6%
Add internet access to the Town Offices	35%

B. Police Department

A majority of respondents did not support any of the options for the Police Department. The largest percentage of respondents wanted the Police Department to remain part-time.

Increase Hill Police force:	Percent
To full-time Department (Chief & Officers)	9%
Elected Police Chief (full-time) with:	18%
All full-time officers	4%
All part-time officers	8%
Combination of full-time and part-time as needed	28%
Remain part-time Department (Chief & Officers)	39%
Hire additional part-time officers as needed	23%

C. Fire Department

A majority of respondents said the Fire Department should be maintained as a volunteer department and almost one-third felt that requiring a fire pond, hydrant or cistern in rural areas in new subdivisions was an item they could support.

Supported Services	Percent
Expand Fire Station and Services	12%
Full-time Fire/Rescue personnel	7%

In-town emergency transportation available for shared use by contract to provide services to neighboring communities	12%
Increase fire support in rural areas	11%
Require a fire pond, hydrant or cistern	31%
Maintain Volunteer Fire Department	71%
Hire part-time personnel for season peak hours	18%

D. School Department

The largest percentage of respondents said that Hill should continue to send students to Franklin Middle and High School. There was some notable support for a voucher system for private schools and a new regional school district.

Supported Services	Percent
Support voucher system for private schools	28%
Continue to send students to Franklin Middle and High School	41%
Support a new regional school district in Hill or surrounding communities	21%

E. Highway Department & Roads

A majority of respondents supported establishing a heavy equipment bond to provide reimbursement to the Town for road damage incurred during logging and construction projects.

There was also support for improving existing paved roads and maintaining painted centerlines and shoulder stripes.

Long term plans to:	Percent
Pave existing gravel roads	23%
Improve existing paved roads	39%
Upgrade Class VI roads to Class V	11%
Hire additional full or part-time Highway Department personnel	34%
Establish a heavy equipment bond	54%
Maintain painted centerlines and shoulder stripes	39%

F. Community Center

Most respondents wanted the use of existing municipal facilities used as a community center. There was also support for exploring options to provide residents with transportation services to local communities for health care, shopping, education and recreation.

Supported Services	Percent
Establish a Senior Health Care/ Community Recreation Center	21%
Use existing municipal facilities	41%

Build new community center building	7%
Designate Town property for future development as a community Center or other municipal project	26%
Encourage private health care facility to locate in Hill	26%
Explore options to provide residents with transportation services to local communities for health care, shopping, education & recreation	46%

G. Water Department

A majority of respondents did not support any of the Water Department service items. Approximately one-third did support the installation of water meters and replacing pipe system using a planned program.

Supported Services	Percent
Establish an additional well site at another location	21%
Replace well holding tank at current site	13%
Hire an employee for maintenance of water system	18%
Replace pipe system using a planned program by section	30%
Install new valves to relieve pressure as needed	16%
Install water meters to monitor usage and locate leaks	32%

A majority of respondents were not municipal water system users.

Are you a water user on the municipal system?			
	Responses	Percent	Percent
Yes	52	26%	28%
No	136	68%	72%
Missing	13	6%	-
Total	201	100%	100%

H. Sewer Disposal

The majority of respondents support the continuation of individual septic tank systems.

Which do you support?	Percent
Construct a municipal sewage disposal system in the Village District	15%
Continue individual septic tank systems	70%

I. Transfer Station

Respondents support the establishment of a Swap Shop at the Transfer Station.

Supported Services	Percent
Re-design transfer station for more efficient use	25%

Establish a Swap Shop	58%
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Finally, there is strong support to continue participation in the household hazardous waste collection.

Do you support continued participation in the household hazardous waste collection?			
	Responses	Percent	Percent
Yes	172	86%	97%
No	5	2%	3%
Missing	24	12%	-
Total	201	100%	100%

Community Survey Comments, 2003

I. Land Use & Appearance

- Allow senior housing project with no children
- Make it unlawful for any landowner to refuse electric service lines access through their property
- Restrict any type of housing that depreciates over time
- Do not allow dumping of brush, etc. where there is no house on the lot and the neighbors are the ones who have to look at it and live with it (Shop Rd)
- Discourage rural development
- Support residential and commercial/industrial growth!
- Have cell towers mitigate by putting telephone and utility poles underground e.g., 1 cell tower = 20 telephone poles removed.
- Restrict types of commercial/industrial development – re: use of anything toxic or hazardous, especially to air quality, do not allow it
- Ban use of toxic chemical and materials within town boundaries
- Limit current use applications
- Make existing zoning requirements more lenient!
- Use common sense

II. Preservation of Natural Resource & Environment

- Finish town water supply to all homes on Old Town Road
- Make it unlawful for any landowner to dump waste in areas other than the dump
- Town meeting on Saturday.
- Make no changes to existing laws and policies
- Encourage greater density in any development thus removing pressure on remaining land

- Set aside “safe zone” (no hunting) refuge for all wildlife (no ATV or MV). Poverty Pond is perfect it is so virgin
- Get a volunteer group to clean up the Needleshop Brook
- No fast food restaurants!
- Additional protection for frontage along Smith River, restrictions of pesticides/haz mats
- People come before natural resources and environment

III. Economic Development

- Allow for more than one convenience store
- Restaurant
- Dunkin Donuts
- I support all businesses in Hill
- Bed and breakfast

IV. Safety Issues

- Stop sign installed coming from store, P.O. onto Crescent St. Enforcement of stop signs.
- More signs showing turns ahead
- 20 MPH limit in village
- Post all roads with speed limits
- Get kids off back roads. Driving recklessly
- Don’t do anything, especially with Murray Hill Rd. It is a needed thruway for trucks.
- Strict regs on motorcycle noise. Fines for tire marking on roads.
- Cut foliage back for better visibility on corners and approaches on all roads.
- Better speed and noise control on 3A.
- Enforcement of speed limit in Village

- Would like my road paved first, Borough Road
- Review parking regulations on Class V and VI roads

V. Community Facilities/Municipal Services

A. Town Clerk/Tax Collector Office

- Weekend hours monthly (limited)
- Internet is key to increase access without increasing hours much
- Adopt a contract of hours for tax collector and Clerk
- Get a Town Administrator 40 hours a week
- If Clerk OKs, more evenings would be nice.
- Mornings and afternoons 8-4:30 daily
- More evening hours for people who work!
- Should be at least tow evening hours to 7 pm

B. Police Department

- Full Time Chief with part time officers. Hire Chief based on qualifications not election bases.
- Full time Officer and EMT combined
- Full time Chief (not elected) with part time officers as needed
- Keep one-two PT officers is fine
- Require stiff penalties for littering in Hill
- Should have a written job description
- Don't think we can afford a full-time Department

C. Fire Department

- Full Time Fire Chief/Building Inspector
- One paid 6 hr day person weekdays to drive truck if needed

- Increase volunteers by giving tax break to all volunteers that are active and respond to calls
- Develop access to existing ponds for fire emergency use
- We are very adequately equipped for such a small town
- Closely monitor burn permits
- Fire Dept. sub station on town property; Murray Hill and Clough Rd.

D. School Department

- Send students to Newfound if desired. Particularly those near Bristol
- Send kids to Newfound if we so choose
- Hill Middle School
- Send our kids to Newfound School District
- I would like High School children to have the option of going to Newfound High School or something other than Franklin High School
- Please do nothing to increase tax rate
- Convert Hill School to K-8 High School students remain in Franklin
- Give option of Newfound for residents on Danbury end. My son rides the bus for 1.5 hours each way.
- Need to go to Bristol School is better
- Join the Newfound District as a fully participating community
- Would be nice to switch to Winnisquam Schools
- Access to alternative school districts, Newfound District preferably; representation by vote in district we contract with
- Consider utilizing Bristol School system

E. Highway Department and Roads

- Do not pave existing gravel roads
- Maintain gravel roads that we already have. Better than they do now! (Borough Rd)
- Open up Poverty Pond Road from Route 104, Danbury all the way to the Andover town line. Maintain and keep open year round for fire and police emergency needs
- Contract snow plowing
- Fix Dearborn Road from flooding my house, please.
- More supervision of Highway Department by Selectmen as it exists. Have concerns of nepotism in department
- Use material for paving that is non-toxic; it affects our water supply
- Should be an elected position, should get better plowed in Village, especially school and town office area
- Open Class VI roads with limited building permits
- Consider paving only if there are economic advantages

F. Community Center

- No comments received

G. Water Department

- Get on with renovation off water system
- Hydrant flushing and snow clearing give to the Fire Dept.
- Regulate/limit lawn watering
- Residents charged per number of persons using water per resident
- Have water tested periodically for contaminants
- Let the users decide, let the users pay

- Charge for water usage would help with cost of running system
- Fire Department used to and should continue to maintain hydrants
- Capital costs to be mostly shared by users

H. Sewer Disposal

- Educate owners – do not let chlorine go into septic system, it destroys good bacteria that keep septic working properly

I. Transfer Station

- Dump sticker – strict supervision of possible non-resident uses
- Expand recycling if possible
- Nothing wrong with Hill Dump. Make it as efficient as possible
- I favor regular waste and recycle pick-ups
- Full-time (40 Hours) employee for Transfer Station
- Have two trash dumpster/compactors
- Transfer stations should be open more days
- No restrictions by Selectmen on dump picking. One's junk another's treasure. It is also recycling.
- Work to accept all types of refuse; to discourage roadside and back road dumping!
- Perhaps extension of Wednesday hours.
- More recycling – perhaps cooperatively with other towns
- Dumpster for building debris should be lowered to ground, level like metal. Lawsuit waiting to happen
- Look into the cost of rubbish pick-up
- Create more opportunities for recycling

VI. Additional Comments

- Senior citizens use very little or few town services yet contribute to town. Large increase in younger housing results in all kinds of additional services and schools yet property is appraised on same basis. Houses with town water should be appraised on a different basis than those that don't have it.
- I have concerns that people move to Hill to get out of "the rat race" but then want all the conveniences of living in bigger metropolitan areas. I would like to see our town stay a town and not turn into a city.
- Thank you for taking the time to do this work!
- Pay Water Commissioners minimum of \$500 each per annum. They donate time and effort which few appreciate. Unless there is a water shutoff for whatever reason. Note: I am not a water commissioner, nor am I related to one.
- Hill does not need all the city services that people from the flatlands come here to avoid paying for in Massachusetts or wherever!
- Enforce current zoning rules and regulations. These are ignored by some, and no one in authority takes any action for rule compliance.
- Lets get the Village Pond maintained. Whatever is necessary to dredge, clean out and maintain a respectable water level. It is now an atrocious unhealthy eyesore!
- I think the Selectmen must work closer and more often with the Road Agent
- Need to make it more attractive for people to get involved in the different Boards. We need more involvement! How do we get it?
- School/Town Library to be open 5 1/2 days/week. School/Town Library to be directed by a state certified librarian.
- Don't let anyone take away your quality of life. Thanks
- I am concerned that property owners that reside on Class VI roads treat the road as their own property. This includes posting signs, installing gates and actually destroying the road beyond their home.
- Stop complaining/Stop regulating
- Start a line item in the town operating budget for bridge maintenance.
- Start a Capital Reserve Fund for replacing and/or major upgrades of town bridges.

- Hill has 5 major entrances into Town: 1. Rte 3A @ Hill/Franklin. 2. Rte 3A @ Hill/Bristol (Profile Falls). 3. River Rd, Bristol to Borough Rd. 4. Alexandria to Cass Mill Rd. 5. Rte 104, Danbury to Murray Hill Rd. 1. Land entrance, state maintained – little worry. 2. Bridge entrance, state maintained – little worry. 3. and 4. Town to Town bridges that the GREATER majority of need is for Hill Town residents. 5. Presently a state maintained bridge. Little concern for town of Danbury. Very little concern for State of NH. GREATER majority of need is for Hill Town residents. 3. (River Rd, Bristol to Borough Rd. Hill) should be considered replaced with taking back and widening North Rd.
- Also, remember: Bridge at Murray Hill Rd and Bunker Hill Rd is town of Hill responsibility ONLY. Note: Bridges at Quimby Rd. and Thunder bridge replace with footbridges ONLY.
- We like it here, keep it small, keep it quiet.
- Restore the pond between 3A and Town Common to have same appearance as original construction/concept. Dog Officer needed. People who restrain their dogs would appreciate everyone doing the same.
- The Town of Hill is one of only 55 communities in NH with the bragging rights of having 1000 people or less. I believe we as taxpayers should preserve the right to brag. However, I would like to see small businesses in the town to help ease the burden of taxes. We should try to cater to the tourists more. Surrounding towns are doing it and it helps!
- We, as a family, would like to see no more trailers along scenic roads and none in village please. Also, there should be a limit to used cars in yard. Thanks!
- New Hampshire needs to have a bottle law like many states. The amount of beer and soda cans plus beer bottles along the roads in Hill is a disgrace along with other towns. Also many of the house trailers on back roads in Hill are fire hazards and illegal. We need a strict code and a code to make these owners clean up their yards that now harbor old cars, water filters, trash and the kitchen sink. Make the Town get after these people or pay a fine.
- Keeping small is not bad. Must take care of youth and seniors. I support any fee or tax for this purpose.
- I do not support increased taxes to support services (i.e., city well or sewer) from which I will not directly benefit. Those who use those services should pay for those services.
- Police should patrol back roads. Teenagers driving erratically all the time. Currier, Murray Hill and Rt. 3. They will eventually end up killing an innocent person or persons.
- Hill needs to encourage business to locate in Hill. This will bring more jobs to Hill, more money for town residents and a better quality of life for all.
- Large lot zoning creates pressure on rural land – research “smart growth” to see where the modern trend is heading.

- Change zoning to 1/2 acre lots where town water available, 1 acre lots within 3 miles of village, 3 acre rural.
- Hill is a small town represented by many with big town ideas. The tax rate is increasing at too fast a pace that many have a hard time paying and others leaving, causing more rental properties. Town services are at a good point only more supervision of town employees should be considered. More information of decisions made by town officials should be made public throughout the year so that interest residents could be better informed. A good way is to have a printed report of meetings made available for public reading. Only when decisions made of officials are in the best interest of most and not for the good of a few will Hill again be the town it was in the past.
- This is a very good survey, but please try to focus on actual Master Plan issues not management and personnel issues. Many of these issues are already regulated by State Laws.
- To get a better idea of people's wishes the survey should have yes or no responses for each question.
- If my taxes go up much more I will be forced to sell and leave town.
- Very pleasantly surprised to see this type of survey. Quite sophisticated. Hill is a beautiful little town and should strive to remain so without unduly impinging on the property rights of it townsmen. Balance!
- Hill Public Library. In future we would like to see and will support it open 5 ½ days a week and with a state certified librarian.
- At all costs, keep Hill as a rural, underdeveloped look. Control appearance of development along RT. 3 and leave center as is. Keep development to some degree under control. Keep and strive for lowest tax rate possible.
- Thank you to all the volunteers and hired people who work so hard for us all.
- We moved into Hill on the day before Christmas and we love it here!!
- We moved to Hill because of all the charms it offers; The Village is pretty, caring community, the limited number of businesses in town, rural but not far from Tilton/Northfield, open access to conservation lands (we use all season!); the limited number of mobile homes in this community! This town will see many changes as the state of NH grows. Please take into consideration the direction you want to see it go in. Many people move to towns like Hill because it doesn't offer many businesses, restaurants, etc. I don't think Hill should be another Franklin or even Bristol. Thank you for asking the input of the residents!

- Lift all restrictions on subdivision of large parcel of land. This is an unjust restriction and singles out residents who own large parcel's of land and limits how land can be used in the future. Land development can be controlled by other methods such as zoning, lot size restrictions, controlling condo constructions, etc. Also would like to have this issue brought up at a town meeting for all taxpayers to review preferable on Saturday. So all interested parties are able to be present, with a notice mailed to all tax payers announcing when meeting will be held.
- Would be nice if Selectmen and Planning Board work together to maintain and treat all equal regarding zoning, ordinances and building permits
- Department spending in the Town of Hill is way out of line. Planning Board members do not know what they are doing. I realize they are volunteers, but if they are going to make decision that cost people lots of money, they should learn. Existing zoning regulations are too strict. I pay property tax on my property, plus when I log, I have to pay a timber tax. This is double taxation. Giving department more money to solve problems is not the answer. The more money they get, the more they will spend. Throw this survey away because this is not what you want to hear.
- A Town Rec/Community Center would be very nice and beneficial
- Think about how you would like the town to look like 50 years from now
- Growth must be kept at a minimum so more services and higher taxes are not necessary. However town's needs like water and sewer are important. In town needs are different than country. We use to live in NH and want to come back. We are in a good position to objectively see the changes over time.
- No more apartment buildings. No low-income housing. No subsidized housing.
- No matter how nice some of these ideas are, we should not follow California's example of spend what we don't have. Let's set aside a percentage of the towns income for emergencies and financial strength. Only make improvements that are necessary when we can afford it.
- I would feel more comfortable at my home, which I am using more than seasonably, if there were more police, fire and EMT protection to suit my needs. Thank you!
- Since the Library is under-utilized, perhaps more hours to be open and some programs (i.e. book clubs or story time) should be offered to increase attendance and usage.
- Pave basketball court
- Hire part-time Planning/Zoning Secretary
- The Town road crew has illegally diverted water into my property, destroying its value by creating a wetland. I have written multiple letters and met with the Selectmen on two

occasions. They assured me that this would be corrected. DES has cited the Town of Hill and has also been ignored. This has gone on for two years with no response. It appears that it will take a lawsuit to get the Town to finally take action. I believe responsible and responsive government is a first step in any planning process. I dislike being forced into an adversary role with the Town of Hill just to have use of my property. I must emphasize the Town of Hill has not responded to a single one of my four politely written letters.

- Need police protection!!!

APPENDIX 2:

Habitat Descriptions and Preliminary Plant and Wildlife Inventory

All habitat descriptions are summarized from the New Hampshire Wildlife Action Plan, Appendix B. The full report is available online.²⁵ These habitats were mapped using a predictive GIS models, and the maps were produced in one of the following four ways:

1. Correlate New Hampshire Fish and Game habitats with Natural Heritage Bureau (NHB) systems or natural community classification and develop a model based on landscape features outlined in NHB descriptions.
2. Identify common landscape features among known habitat locations and use those features to develop a model for the remainder of the state.
3. Identify habitat components required by a specific species and generate a model based on those requirements.
4. Grouping mapped lakes and watersheds based on similar habitat characteristics.²⁶

Because the habitat maps are based on predictive models, the habitats listed here have not necessarily been found in Hill. The list of species included with this appendix is based on species that are typically found in the habitats listed here. It is by no means a comprehensive list of species in Hill, and may include some species that are not present within town boundaries.

Known

- Floodplain Forest: Floodplains occur in river valleys adjacent to river channels and are prone to periodic flooding. Floodplains are often comprised of forests, oxbows, meadows, and thickets. The habitats, vegetation, and hydrologic regime of floodplains are strongly influenced by watershed size, gradient, and channel morphometry. Most open or partially wooded floodplain communities occur on low floodplains. (Page 60)
- Grasslands: Extensive grasslands are defined as areas greater than 24.7 acres that are dominated by grasses, forbs, and sedges with little shrub or tree cover (generally less than 10%). Grasslands include hayfields and pastures, fallow fields, cropland (cornfields and other row crops), airports, military installations, landfills, forb, and sedge-dominated meadows, heathlands, and similar non-alpine areas. (Page 69)
- Hemlock Hardwood Pine Forest: Hemlock hardwood pine forests are a transitional forest regions or “tension zones” in New Hampshire. In latitude and elevation, they occur between hardwood conifer forests to the north (mostly above 1,400 ft) and oak pine (Appalachian or central hardwood) forests to the south (mostly below 900 ft). This transitional forest lacks most boreal species and central hardwood species that characterize these other forests, but has many Alleghenian species such as white pine (*Pinus strobus*) and hemlock (*Tsuga canadensis*). (Page 77)

²⁵ New Hampshire Wildlife Action Plan, October 2005. http://www.wildlife.state.nh.us/Wildlife/wildlife_plan.htm. Accessed January 9, 2006

²⁶ New Hampshire Wildlife Action Plan, October 2005, page 3-1.

- Marsh and Shrub Wetlands: Emergent marsh and shrub swamp systems have a broad flood regime gradient that is often affected by the presence or abandonment of beaver (*Castor canadensis*) activity. Generally, the trophic regime of these systems is moderately to strongly minerotrophic, with soils consisting of poorly drained decomposed muck and mineral with a pH between 5 and 6. (Page 123)
- Vernal Pools: Vernal pools are depressional wetlands characterized by generally small size, physical isolation, and alternating periods of flooding and drying. Precipitation and groundwater levels determine hydroperiod, though some are fed by spillover from nearby water bodies or intermittent streams. Vernal pools with a hydroperiod shorter than two months (in spring or summer) may be more properly characterized as ephemeral, as they are not inundated long enough for vernal pool species to complete their life. Pools inundated less than four months following spring ice-out might not support a full array of vernal-pool dependent amphibians.
- Lowland Spruce-Fir Forest: This system is a mosaic of lowland spruce - fir forest and red spruce swamp communities that occur on mineral soils. In northern New Hampshire, these range from well or moderately well drained upland forests to poorly or very poorly drained swamps. Somewhat poorly drained soils are intermediate and very common. The average condition for red spruce swamps is acidic and poorly drained, with shallow, well decomposed organic soils (10 – 40 cm) over sandy to silty mineral soil. When soils are very poorly drained, these systems tend toward black spruce peat swamps. In steeper areas at moderate elevation, such as the White Mountains, swampland may be dominated by red spruce. These areas may border areas of narrow spruce fir, hardwood forest, or high elevation spruce fir. Lowland spruce fir is more minerotrophic than black spruce peat swamps, but less so than northern white cedar or near-boreal hardwood-conifer minerotrophic swamp systems. (Page 209)
- Northern Hardwood-Conifer Forest: New Hampshire's northern hardwood forests are characterized by American beech (*Fagus grandifolia*), sugar maple (*Acer saccharum*), and yellow birch (*Betula alleghaniensis*). In latitude and elevation, these northern hardwood forests are positioned between the high-elevation spruce-fir forest and hemlock-hardwood-pine forest systems. Northern hardwood forests are generally found between 1,400 and 2,500 ft. in elevation in northern New Hampshire and along the western highlands (Sunapee Uplands subsection), although the tolerance of individual species varies. Some occurrences can be found down to about 1,000 ft. elevation. (Page 214)

Potential

- Pine Barrens: Pine barrens are early-successional habitats occurring on northeastern coastal sand plains or on sandy, glacial outwash deposits of major river valleys. Soils are acidic, droughty, nutrient-poor, and excessively well-drained. In New Hampshire, pine barrens are dominated by pitch pine (*Pinus rigida*) and scrub oak (*Quercus ilicifolia*) and form a matrix of dense scrub oak thickets and heath barrens interspersed with pockets of pitch pine forest and grassy openings. (Page 106)
- Peatlands: Peatlands are defined by limited inputs of groundwater and surface runoff that result in low nutrient content and acidic water. A lack of nutrients causes slower decomposition of organic materials, resulting in the accumulation of peat. Some plant species are specifically adapted to low nutrient, acidic conditions found in peatlands. (Page 158)

Preliminary Inventory of Wildlife and Plants

This inventory was put together using the draft New Hampshire Wildlife Action Plan,²⁷ published in October 2005, and local knowledge. According to the plan, there are seven known habitats in Hill and two potential habitats. The seven habitats known to be present in Hill are: Floodplain Forest, Grasslands, Hemlock-Hardwood-Pine Forest, Marsh and Shrub Wetlands, Vernal Pools, Lowland Spruce-Fir Forest, and Northern Hardwood-Conifer Forest. The two habitats that are suspected to be in Hill but have not been confirmed are Pine Barrens and Peatlands. The species included are typical of the nine habitats, and may include some species that are not present in the town.

²⁷ Available online at http://www.wildlife.state.nh.us/Wildlife/wildlife_plan.htm; the information included here comes from Appendix B.

Invertebrates

- Barrens Xylotype
- Broad-Lined Catophryra
- Cora Moth
- Frosted Elfin Butterfly
- Karner Blue Butterfly
- Persius Duskywing
- Phyllira Tiger Moth
- Pine Barrens Itame
- Pine Barrens Zanclognatha Moth
- Pine Pinion Moth
- Ringed Boghaunter
- Sleepy Duskywing
- Wild Indigo Duskywing

Plants

- White Pine
- Spruce
- Balsam Fir
- Hemlock
- Hard Pine
- Red Oak
- White Oak
- White Maple
- Red Maple
- Ash
- Gray Birch
- White Birch
- Beech
- Poplar
- Black Birch
- Yellow Birch
- Dogwood
- Elm
- Basswood
- Locust
- Hornbeam
- Shagbark Hickory

Plants (continued)

- Willow
- Cherry
- Butternut
- Tamarack
- Winterberry
- Highbush Blueberry
- Buttonbush
- Green Adder's-Mouth (Rare)
- Three-Leaved Black Snakeroot (Rare)

Mammals

- American Marten
- Beaver
- Black Bear
- Bobcat
- Canadian Lynx
- Coyote
- Deer
- Eastern Pipistrelle
- Eastern Red Bat
- Fox
- Gray Wolf
- Hoary Bat
- Moose
- New England Cottontail
- Northern Bog Lemming
- Northern Long-Eared Bat
- Northern Myotis
- Silver Haired Bat

Birds

- American Bittern
- American Black Duck
- American Woodcock
- Bay-Breasted Warbler
- Canada Warbler
- Cerulean Warbler

Birds (continued)

- Common Moorhen
- Common Nighthawk
- Eastern Meadowlark
- Eastern Towhee
- Grasshopper Sparrow
- Great Blue Heron
- Horned Lark
- Least Bittern
- Northern Goshawk
- Northern Harrier
- Osprey (Rare)
- Palm Warbler
- Pied-Billed Grebe
- Purple Finch
- Purple Marten
- Red Shouldered Hawk
- Rusty Blackbird
- Sedge Wren
- Spruce Grouse
- Three-Toed Woodpecker
- Upland Sandpiper
- Veery
- Vesper Sparrow
- Whip-Poor-Will
- Wood Thrush

Amphibians

- Blue-Spotted Salamander
- Fowler's Toad
- Jefferson Salamander
- Marbled Salamander
- Mink Frog
- Northern Leopard Frog

Reptiles

- Black Racer
- Eastern Hognose Snake

Reptiles (continued)

- Ribbon Snake
- Smooth Green Snake
- Timber Rattlesnake
- Blanding's Turtle
- Eastern Box Turtle
- Spotted Turtle
- Wood Turtle

APPENDIX 3: Conservation Subdivision At-A-Glance

CONSERVATION SUBDIVISIONS

AT - A - GLANCE

September 2005

An Option for Conservation

Municipalities that are interested in conserving the natural, historic, and cultural aspects of their communities have often relied on voluntary acts of preservation by private and public land owners. Other options exist, such as conservation subdivisions, to help conserve special features in a community while still allowing development to occur on the land.

In its purest form, the term conservation subdivision design refers to residential developments where half or more of the buildable land area is designated as undivided, permanent open space (Arendt, 1996). There are four essential, and sequential steps needed to design a conservation subdivision:

- (a) identify potential conservation areas
- (b) locate house lots
- (c) identify access to every residence with a street system
- (d) draw the lot lines

Definition

A conservation subdivision is a type of subdivision design that allows the preservation of community-identified local resources.

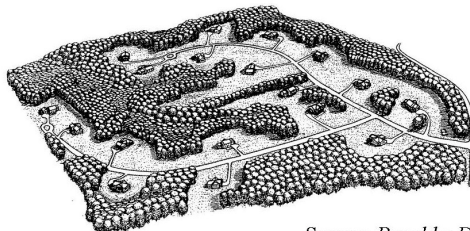
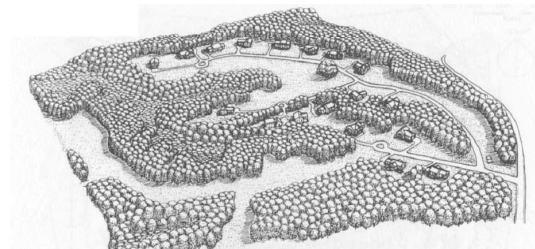
Characteristics

- *Permanently preserved open space*
- *Preserved views*
- *Variable lot sizes*
- *Flexibility in design*



Lakes Region Planning Commission
103 Main St. Suite #3
Meredith NH 03253-9287
Tel. 603.279.8171
Fax 603.279.0200
www.lakesrpc.org

Conservation
Subdivision



Conventional
Subdivision

Source: *Rural by Design*, 1994. Arendt.

Development Type	Conventional	Cluster	Conservation
Pros	<ul style="list-style-type: none"> • Developers are familiar with local regulations concerning conventional development. • Sets a minimum lot size. 	<ul style="list-style-type: none"> • Developments are more dense, and more efficient, than conventional designs. • Can provide a variety of housing types to serve diverse needs. 	<ul style="list-style-type: none"> • Land preservation is required. • A cultural and natural resources inventory is recommended, leading to the preservation of identified areas or sites.
Cons	<ul style="list-style-type: none"> • Does not always take into consideration environmental or social concerns. • Landscapes are often severely altered, and may occur over a large area. 	<ul style="list-style-type: none"> • Preservation is not always required. • Does not necessarily provide common open space. 	<ul style="list-style-type: none"> • Process may be more complex and difficult to implement

Eight Self-Diagnostic Questions

1. HAS THE COMMUNITY ADEQUATELY INVENTORIED ITS RESOURCES, AND DOES THE PUBLIC HAVE A SUFFICIENT UNDERSTANDING AN APPRECIATION OF THEM?
2. IS THE COMMUNITY MONITORING AND ASSESSING ITS LIKELY FUTURE UNDER ITS CURRENT GROWTH MANAGEMENT PRACTICES, AND IS IT TAKING STEPS TO CHANGE WHAT IS DOES NOT LIKE?
3. HAS THE COMMUNITY ESTABLISHED APPROPRIATE AND REALISTIC POLICIES FOR LAND CONSERVATION AND DEVELOPMENT, AND DO THESE POLICIES PRODUCE A CLEAR VISION OF LANDS TO BE CONSERVED?
4. DO THE COMMUNITY'S ZONING AND SUBDIVISION REGULATIONS REFLECT AND ENCOURAGE ITS POLICIES FOR LAND CONSERVATION AND DEVELOPMENT?
5. DOES THE COMMUNITY KNOW HOW TO WORK COOPERATIVELY AND EFFECTIVELY WITH SUBDIVISION APPLICANTS?
6. DOES THE COMMUNITY HAVE A GOOD UNDERSTANDING OF WORK RELATIONSHIP WITH ITS MAJOR LANDOWNERS?
7. DOES THE COMMUNITY HAVE IN PLACE THE ARRANGEMENTS REQUIRED FOR SUCCESSFULLY OWNING, MANAGING, AND USING LANDS SET ASIDE FOR CONSERVATION PURPOSES?
8. HOW ARE LOCAL OFFICIALS AND THE GENERAL PUBLIC MAINTAINING THEIR KNOWLEDGE FOR THE STATE-OF-THE-ART IN MANAGING GROWTH TO CONSERVE LAND?

Source: *Conservation Design for Subdivisions*, 1996. Arendt.

For books, videos, or more information, please contact LRPC at 279-8171.