

Newport, New Hampshire

Master Plan

April 10, 2012

Prepared By:
Town of Newport Planning Board

with assistance from:
Upper Valley Lake Sunapee
Regional Planning Commission

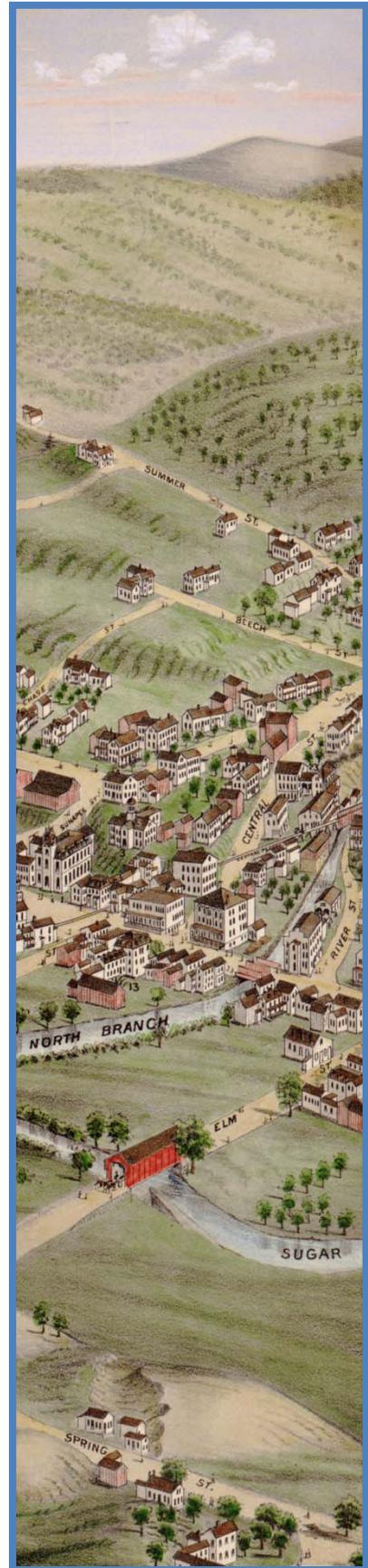


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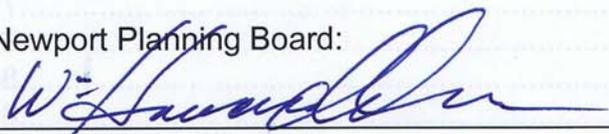
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Master Plan Adoption Statement

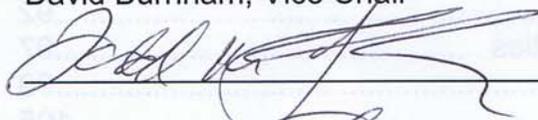
The Planning Board of the Town of Newport, New Hampshire, in accordance with the provisions and procedures of RSA Chapter 675:6, including conducting a public hearing on 4/10/12, does hereby adopt this updated Town of Newport Master Plan. The goals and recommendations contained in this plan are designed to aid the Planning Board and other town boards in the performance of their respective duties for the purpose of guiding and accomplishing the coordinated and harmonious development of the Town of Newport, New Hampshire.

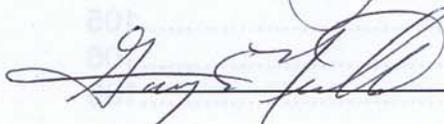
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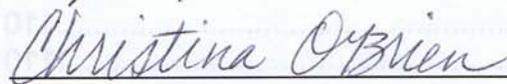
Newport Planning Board:


Howard Dunn, Chair


David Burnham, Vice Chair






Christina O'Brien

I. INTRODUCTION TO THE MASTER PLAN

Purpose of Master Plan

The Master Plan is a framework for the future growth and development of the community. The Master Plan outlines the desired future of growth and land use in the community. Periodic updates to the Master Plan are opportunities for the Planning Board to evaluate current community needs and desires pertaining to changes in land use and related topics. State law (RSA 674:3) recommends updates to the Master Plan every 5 to 10 years.

Under New Hampshire law, RSA 674:2 - 4, the preparation and adoption of the Master Plan is under the purview of the Planning Board. Town Staff and the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC) reviewed each chapter with the Planning Board during regularly scheduled public hearings. Following this review the UVLSRPC incorporated the requested revisions. The Planning Board conducted a public hearing final draft of the Master Plan Update on [*PUBLIC REVIEW HEARING DATE*] and adopted the document at the end of the public hearing.

Interlinking Chapters of the Master Plan

The extent which one element of the Master plan is interwoven with other elements of the plan becomes evident in developing the Master Plan. For example, housing is a land use which can affect the transportation system, community facilities and services, and the natural and cultural resources. Separating these components into chapters of the Master Plan simply provides an organizational structure to address the various topical areas. The more one works with these various topical areas, the more one recognizes the links between them.

Acknowledgments

The Planning Board wishes to acknowledge with gratitude the constructive assistance and input of the following, whose past and present contributions were invaluable in developing the Master Plan and the updates:

- The Board of Selectmen
- Questionnaire Respondents
- Town Officials, Volunteers, and Staff
- Community Workshop Participants
- Upper Valley Lake Sunapee Regional Planning Commission
- University of New Hampshire Cooperative Extension

II. COMMUNITY VISION

Introduction

State statute (RSA 672:4) requires a vision section in each adopted community master plan. The vision section, or Community Vision Statement in this master plan, articulates the community's values and desires for Newport's future and serves to direct the overall scope and goals of the plan. Development of the Vision Statement included a series of community input opportunities from a community attitude survey, a community vision forum, and a number of public Planning Board hearings.

Public Input Process

Community Attitude Survey

The Newport Planning Board with the assistance of Town, UVLSRPC, and UNH Cooperative Extension Staff, developed and distributed a Community Attitude Survey as part of this Master Plan Update. The goal of this survey was to provide all community members with the opportunity to provide input regarding Newport's current land use and planning goals and values. The Planning Board, in turn, utilized these survey results as guidance in developing the Community Vision and address broader topics in the Master Plan.

The Community Attitude Survey was distributed in early 2010. It included a series of questions and value statements to gauge the respondent's interests and concerns about Newport's services, existing land uses, and desires toward future land uses. Town Staff worked hard to encourage community-wide survey participation through a series of advertisements, presentations, and prominent posts on the Town's web site.

Community participation in the survey is 7% of the total households, assuming one response per household. A full summary of the survey used, a summary of the community responses, and a detailed summary of the survey are included in Appendix A.

Community Vision Workshop

The Newport Planning Board hosted an evening workshop on to review the results of the Community Attitude Survey and obtain public input on the Community Vision. The purpose of the Workshops was to give the public an opportunity for input in helping to shape the Newport's Vision Statement. UNH Cooperative Extension provided technical expertise in facilitating the workshop when the public was asked to share their hopes and concerns for New London as they planned for the future. A summary report, prepared by UNH Cooperative Extension, is included in Appendix B.

Newport's Community Vision Statement

The Town of Newport seeks to maintain and develop its cultural and economic vitality. Newport should build upon its success in, and commitment to, community events and activities to promote involvement with, and participation by, Newport and regional residents and guests. Community members, town government, and schools shall strive to make Newport a supportive place for its young and old to thrive and become engaged in Newport's future. Newport's landscape consists of important natural, cultural, and historic features and should strive to employ sustainable development practices to: preserve, improve, and promote historic structures; maintain the character of existing rural lands, open spaces, and natural areas; encourage compatible infill and mixed-use development in the downtown and village centers; promote existing businesses; and guide new commercial and industrial development as beneficial pieces of the landscape. Newport's vision seeks a positive, complimentary relationship between celebrating its past and fostering opportunities for a vibrant future in the region.

III. LAND USE

Future Land Use Plan

Newport's Future Land Use Plan serves as a synthesis of the goals, objectives and recommendations state throughout this Master Plan document. It is derived from concerns expressed by the Planning Board and an analysis of trends and existing conditions in Newport's land use, natural and cultural resources, population, infrastructure, and economy. The following goals have been adopted by the Newport Planning Board as the Town's land use policy. Map III-1, Newport's Future Land Use Map, illustrates these goals and concepts on a town-wide geographic scale.

Land Use Goal A

Encourage the best use of land and natural resources in Town to promote efficient and economical development and sustainable use of energy and other resources.

Recommendations

1. Direct growth into identified areas of Town where the land can accommodate development without adverse environmental impact
2. Promote the maintenance and renewal of downtown Newport and village centers. Seek opportunities to encourage development that promotes energy efficiency and utilizes existing infrastructure including roads, utilities, and community services.
3. Encourage aesthetically pleasing commercial development in Newport. Develop a set of design guidelines as a reference for property owners and developers.
4. Encourage the practice of mixed use development that accommodates compatible, complimentary land uses. Particular attention should be paid to co-locating residential and commercial uses to in the downtown and designated development centers.
5. Discourage unsightly strip commercial development along Newport's main entrances.
6. Encourage energy efficient building practices including site design, materials selection, and construction techniques.

Land Use Goal B

Preserve, protect and enhance Newport's existing natural resources and critical environmental areas.

Recommendations

1. Encourage agricultural operations in Newport and conserve identified prime agricultural soils.
2. Develop a natural resource inventory of critical and important natural, scenic, and open space areas. Draft a priority list of areas to protect and preserve in

- Newport based on the natural resource inventory to encourage municipal or private land acquisition and conservation practices.
3. Develop community-based initiatives through existing municipal committees, volunteer groups, and school programs directed at public education about Newport's natural resources.
 4. Encourage best management practices for construction, timber harvesting, and stormwater management to minimize the impacts of development on natural resources and prevent air and water pollution.

Land Use Goal C

Develop an appropriate balance among industrial, commercial, institutional, public, residential, agricultural, recreational and conservation land uses.

Recommendations

1. Promote the development of a wide range of residential uses that will provide housing for all age and income groups and yet will positively contribute to Newport tax base.
2. Encourage rehabilitation, renovation and adaptive reuse of Newport's historic building stock and discourage building demolition.
3. Direct commercial and industrial development to preferred development areas in Newport including Economic Recovery Zones, brownfield development sites, and appropriately zoned or otherwise designated development areas. New development, to the greatest extent possible, utilizes existing transportation routes and public utilities and services.
4. Amend Town Zoning and Ordinances to conform to this Land Use Chapter and the Future Land Use Map.
5. Preserve and conserve Newport lands that have environmental, recreational, agricultural, educational and cultural value to be enjoyed by the townspeople.
6. Incorporate state of practice stormwater management and erosion control practices and techniques (e.g.: Low Impact Development); updating Town regulations as necessary.

Land Use Goal D

Promote the preservation and improvement of desirable and positive characteristics of Newport's traditional environment and land use pattern.

Recommendations

1. Encourage the preservation and appropriate rehabilitation of architecturally and historically significant resources in Town.
2. Encourage excellence of design in new construction including site design, landscaping, energy efficiency, construction materials, road design and signage.
3. Preserve agricultural resources that serve as important cultural and open space elements in Newport's landscape.

4. Encourage innovative land use techniques for new development proposals including infill development in the downtown and clustered or similar context sensitive development in rural areas.
5. Promote the revitalization of downtown Newport, North Newport, Guild and Kelleyville through the use of existing structures.
6. Support ongoing use of, and updates to, the ECON Economic Development Strategy.

Future land use decisions and local ordinances, regulations and policies should be generally consistent with these land use objectives. The overall purpose of these recommended changes is to create more desirable, efficient and satisfying living environment consistent with Newport's community vision statement.

Future Land Use Map

The accompanying future land use map (Map III-1, below) is a guide for a desirable land use pattern in Newport for the next 10 years. This map encourages Newport to seek ways to direct development to specific areas with ready access to public utilities and infrastructure. The map shows future land use following the traditional New England rural pattern: relatively compact, well-established and well-served village centers surrounded by sparsely populated rural lands.

Historic Downtown

Newport's rich history as a regional economic and industrial hub has resulted in an attractive, historic downtown surrounded by a residential district with a range of historic and contemporary single and multi-family housing. Over the years, this density of commercial and residential uses benefits from a full range of municipal and public services. The majority of citizens participating in the Community Attitude Survey expressed a desire to maintain and revitalize the classic rural New England downtown in Newport.

Mixed-Use Commercial Core

The commercial core in the Downtown includes the Town's historic district centered along the Town Common and South Main Street. This area embodies the iconic Newport commonly found in historic and contemporary images. Particular attention should be paid to encourage ongoing restoration and revitalization of this core through careful planning and public and private investment both in the buildings and the infrastructure.

Basic changes to zoning, land use, regulations, and building codes can start with encouraging appropriate mixed uses (e.g.: lower story commercial/retail and upper story residential uses in one building), and specific allowances in the building code to encourage restoration and occupancy of historic buildings.

Village Residential

The residential area around the commercial core is unique in Newport because of its tight network residential structures served by a regular network of utilities, streets, and sidewalks. Nearly all of the properties have existing – and often historically significant – structures with a variety in type of dwelling (e.g.: single-family, duplex, or multi-family residences) and level of maintenance from parcel to parcel. Similar to the commercial core, it is important to encourage ongoing public and private investment in the restoration and ongoing maintenance of the buildings and infrastructure.

It is unlikely any new residential development could recreate the character of these residential neighborhoods with convenient access to services, schools, and recreational areas. These neighborhoods provide housing to residents with a wide variety of housing needs and incomes. Long-term planning should recognize the importance in maintaining and improving the quality and variety of housing in this core residential area.

Gateways to Downtown

The Community Attitude Survey and subsequent public input identified aesthetics an important aspect of the community's character. In particular, the points of entry, or gateways, to the downtown along the four major highways require special attention. Gateways to the downtown are not an individual point along a travel route, but more of a streetscape that informs the traveling public that they are entering the downtown – that there is a transition from a rural highway to densely populated commercial and residential areas.

The effectiveness of a gateway relies on the quality and character of the buildings and overall street appearances. The following bullets summarize fundamental concepts to developing gateways in Newport:

- The gateway can be segment of roadway, specific intersection or other geographic feature along the highway approach to downtown. The gateways identified on the Future Land Use Map are recommended as areas of opportunity and can change.
- The streetscape is important. The location, appearance, and quality of buildings, landscaping, and presence of absence of sidewalks or on-street parking are important components to the streetscape. The Town should identify a plan or model streetscape to serve as a goal for each gateway.
- Town Staff and volunteer boards should seek opportunities to make tangible improvements to gateway areas through public and private investment, and through the development review process.

Village Centers

Newport's landscape and infrastructure provides opportunity for development in specific areas. Focusing development into specific nodes, or village centers, and along the Route 11/103 corridor will address a host of issues and opportunities important to the Town:

- Providing economic development zones for existing and future commercial and industrial uses.
- Focusing commercial and industrial development in areas of Newport best suited for such uses with opportunities to utilize or reasonably expand or improve utilities and services.
- Encouraging mixed-use development practices, where appropriate, to encourage efficient and cost-effective use of land and community resources. Such a model could enable access to essential goods and services to residents in and around the village centers and reinforce traditional rural development patterns valued by residents.
- Focus development to specific areas to maintain and preserve rural lands and open spaces elsewhere in Newport.

Commercial & Industrial Development Zones

The Future Land Use Map identifies Guild and Kelleyville as future commercial and industrial development zones. Both areas are along the Route 11/103 travel corridor and already serve commercial and light industrial uses. These development zones will continue to serve as the core of future village districts that will have the capacity to utilize existing infrastructure and focus future development to the extent that future infrastructure upgrades or expansion would become an asset and engine for further focused development.

Expansion of commercial and industrial uses in the village centers should be carefully planned to serve Newport's residents and property owners. The Town will need to find a balance of uses and densities in these areas to encourage economic development without degrading the roadside scenic quality and sense of place. These village centers presently have development constraints that include availability of high-capacity power and communications, as well as access to municipal services. The Town should continue with detailed planning for future mixed-use development in these village centers.

Mixed-Use/Transportation Corridor

Further commercial expansion along Newport's highways, specifically Route 11/103, is a significant opportunity for the Town's economic development. Focusing development along the travel corridor will enable best, most efficient use of existing public infrastructure and utilities and limit the potential for expansion roads and other infrastructure. Integrating appropriate mixed-use development opportunities will further reinforce the philosophy of promoting more efficient use of land and resources than single-use parcels.

The mixed-use corridor concept will require close attention to site design and aesthetics. Town design review should acknowledge the value of appropriate, context-sensitive design practices to avoid the traditional commercial strip development this plan seeks to discourage. A collection of design guidelines would be a helpful tool for the Town to share its vision for appropriate site design with developers.

Residential Development, Rural Lands, and Open Space

As Newport continues to grow over the next two decades the housing stock will also expand. It is important to encourage a range of housing types that are affordable Newport's residents. This goal should be accomplished through a balanced program of new construction, rehabilitation of older and often substandard units in downtown and the village centers. New construction will take place outside the village centers and downtown, which requires consideration of how Newport will manage development in rural areas to preserve opportunities for agricultural use, open spaces and wildlife habitat, and the Town's scenery and rural character.

Principal Residential Development Zones

The Future Land Use Map identifies zones with the greatest potential for focused residential development: North Newport, Kelleyville, and Unity Road. Much like the village center concept, the goal is to focus clustered low to moderate-density residential development to these areas and away from low-density development throughout the landscape. These areas will be near public roads and may require design guidance during the development review process to ensure new construction does not degrade existing natural resources, or the character or scenic quality of the surrounding land.

North Newport and Kelleyville residential areas take advantage of existing, historic village areas and site conditions generally amenable to residential development. Densities in these areas would be limited to environmental constraints and opportunities for water supply and wastewater disposal using either individual or community supply and disposal systems.

The Unity Road residential focus area has relatively easy access to the municipal water supply and could support higher densities of residential development. This area has seen a significant amount of new residential development in the last 10 years. Special attention should be given to use of innovative land use models and stormwater management techniques to minimize environmental impacts of development.

Rural and Open Space Lands

The Future Land Use Map identifies much of Newport as rural and open space lands. These areas are identified as having a variety of existing uses or undeveloped lands that do not fall into the above categories. In the undeveloped outlying sections of Town forestry, agriculture, outdoor recreation, and low-density housing are appropriate land uses. Such a land-use strategy for these areas will encourage residents to live in areas where higher development densities provides an opportunity for affordable housing stock and reduced cost of municipal services. Undeveloped rural areas can offer opportunities for forestry and agricultural uses, provide opportunities for outdoor recreation, and maintain unbroken tracts of land for wildlife habitat and serve as a scenic resource.

It will be important for Newport to conduct a comprehensive assessment and inventory of important natural resources to understand how to plan for protecting and preserving

open space and rural lands. The establishment of low-density residential zoning districts that permit very low residential densities and recreational, forestry and agricultural uses is one method of managing the Town's open space reserves. Another approach involves the formulation of a conservation/recreation fund to purchase land or the development rights to important open space, agricultural, forestry, wildlife, scenic or recreational lands based on the proposed natural resource inventory.

Map II-1: Existing Land Uses

Legend

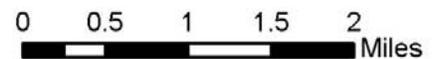
	1-2 Family Residential		Town/State Property
	Multi-Family Residential		Non-Profit Institution
	Commercial/Industrial		Electric Utility
	Undeveloped		Not Classified



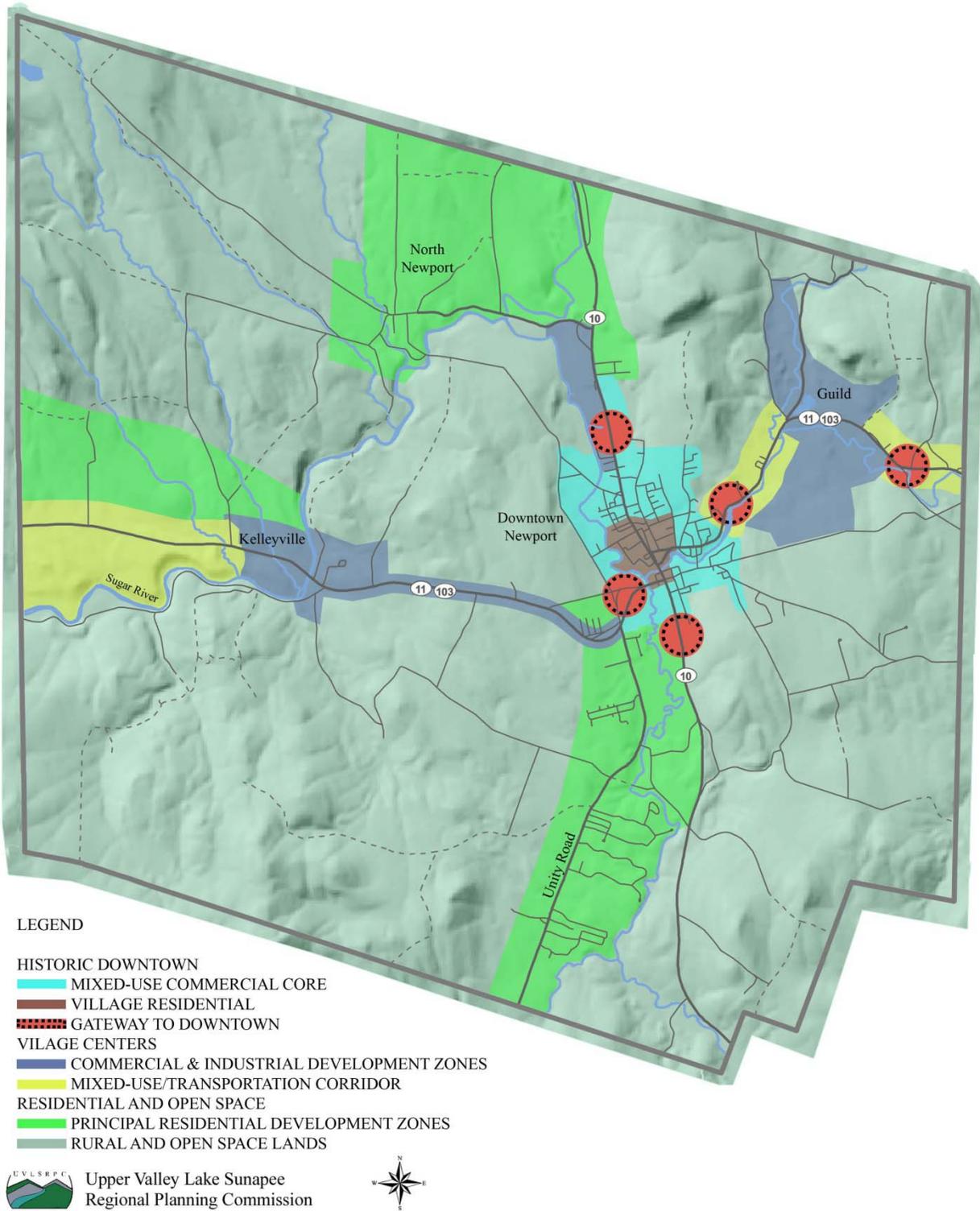
Map created by Upper Valley Lake Sunapee Regional Planning Commission, 2011.
Data Sources: Land use classification from 2010 Newport tax parcel data and assessor's data. Roads from NH Dept of Transportation, 2010. Water features and watershed boundaries from US Geological Survey, 2006.



Upper Valley Lake Sunapee
Regional Planning Commission



Map II-2: Future Land Use Map



IV. NATURAL RESOURCES

Introduction

Newport's natural environment is one of the town's major assets: hills and forests, agricultural lands, and waterways build the landscape in which Newport was founded and into which Newport continues to grow. These resources provide necessary and sometimes critical habitats for wildlife, contribute to the quality of life for its residents, and presents opportunities for local recreation and tourism.

This chapter provides an overview of Newport's environment including its agriculture, open spaces, wildlife, forests, and other natural systems. Recommendations to maintain and improve Newport's natural resources are presented for future planning efforts. Water resource topics are addressed in detail in the following Water Resources chapter of the Master Plan.

Community Survey Results

The 2010 Community Attitude Survey addressed some issues directly related to natural resources:

- 87% would like to see wildlife habitat preserved;
- 71% would like to see agricultural lands and fields preserved, and;
- 82% would like to see scenic views preserved.

Additionally, survey respondents and attendees at the Community Vision forum voiced opinions about other land use issues and related impacts to natural resources. Balancing development and economic needs fundamentally includes Newport's natural resources:

- Utilize existing infrastructure to focus development in existing, built environments;
- Promote development practices that are less land-consumptive and preserve important natural resources, and;
- Find opportunities to promote local tourism and recreational activities that utilize the forests and rivers in Newport.

Forest Resources

Forested areas provide the appealing backdrop for New England towns. Forests blanket major prominences and ridgelines such as Bald Mountain, Wilcox Hill, Pikes Hill, Thatcher Hill, Page Hill, Mt. Tug, the Pinnacle, Coit Mountain, and the Blueberry Ledge area. As illustrated in Map IV-1 (Page 17), Newport's forests consist of hardwoods and coniferous stands. Inaccessibility and low demand for land remain the principal reasons for the unbroken extent of forest lands in Town.

Forested areas have many benefits, including:

- Providing important wildlife habitat;
- Providing jobs and raw materials for construction and wood products;
- Improving air quality;
- Contributing to the scenic landscape;
- Creating a screen for sun, wind, sights and sounds;
- Serving as a recreational resource;
- Fuel wood; and
- Stabilizing soils and providing ground cover to limit soil erosion, which degrades water quality.

Poorly managed forest harvesting operations, as well as development of large areas of forested land, can result in wildlife habitat degradation, soil erosion, and other negative environmental impacts. The town should encourage landowners to seek technical forestry expertise to develop a forest management plan for any area which will be logged.

Agricultural Resources

Farming was a significant form of land use in New Hampshire until the mid 1900s. As the population migrated to the cities and other opportunities, many farms were abandoned, with fields and pastures growing up to bushes, saplings, and finally renewed forests. Today there are few farms left in Newport and many historic farmlands sit idle.

Much of the northern New England character is built upon the framework of the agricultural economy; however, open land that farming maintains does more than provide bucolic views. These lands provide habitat and travel corridors for wildlife, educational opportunities, and “breathing space” for residents and visitors, as well as a link with historic land uses. Local farms provide fresh, high-quality food directly to the community and the region, eliminating the need for energy- and cost-intensive shipment and travel. Additionally, farms contribute to the economy by providing the quality of life that visitors, residents, and employers.

Agriculture is an important contributor to Newport’s quality of life, incentives should be created or continued to ensure that farmlands will remain open and viable in the future. The values or benefits of open space and agricultural lands include the following:

- Promotes local self-sufficiency and small-scale economy when continued for agricultural purposes;
- Provides scenic views that contribute to the quality of life and to a visitor’s aesthetic experience;
- Enhances and protects wildlife habitat;
- Ensures a positive fiscal impact for the town by paying taxes and not requiring services;
- Keeps local money in the economy;

- Supports tourism;
- Enhances the small-town character;
- Ensures that agricultural land will be available to support production of local goods;
- And enhances neighboring property's value.

Agricultural lands have traits, like well drained soils and gentle topography, which are economically attractive for residential, commercial, or industrial development. Unfortunately, once the agricultural land is changed to another use, it rarely reverted back to agriculture. The community needs to maintain these lands and traditional uses of agricultural soils through the permit review process and public education about the importance of the resource and what property owners can do preserve it. Soils that are best suited for agriculture and existing conserved lands are shown on Map IV-2 (Page 18).

Open Space and Scenic Resources

The scenic landscape of a community helps define its natural, cultural and historical heritage and thus establishes its identity. A visually pleasing environment makes a significant contribution to a community's overall quality of life. As with other environmental impacts, visual degradation can happen incrementally to slowly change the character of a community.

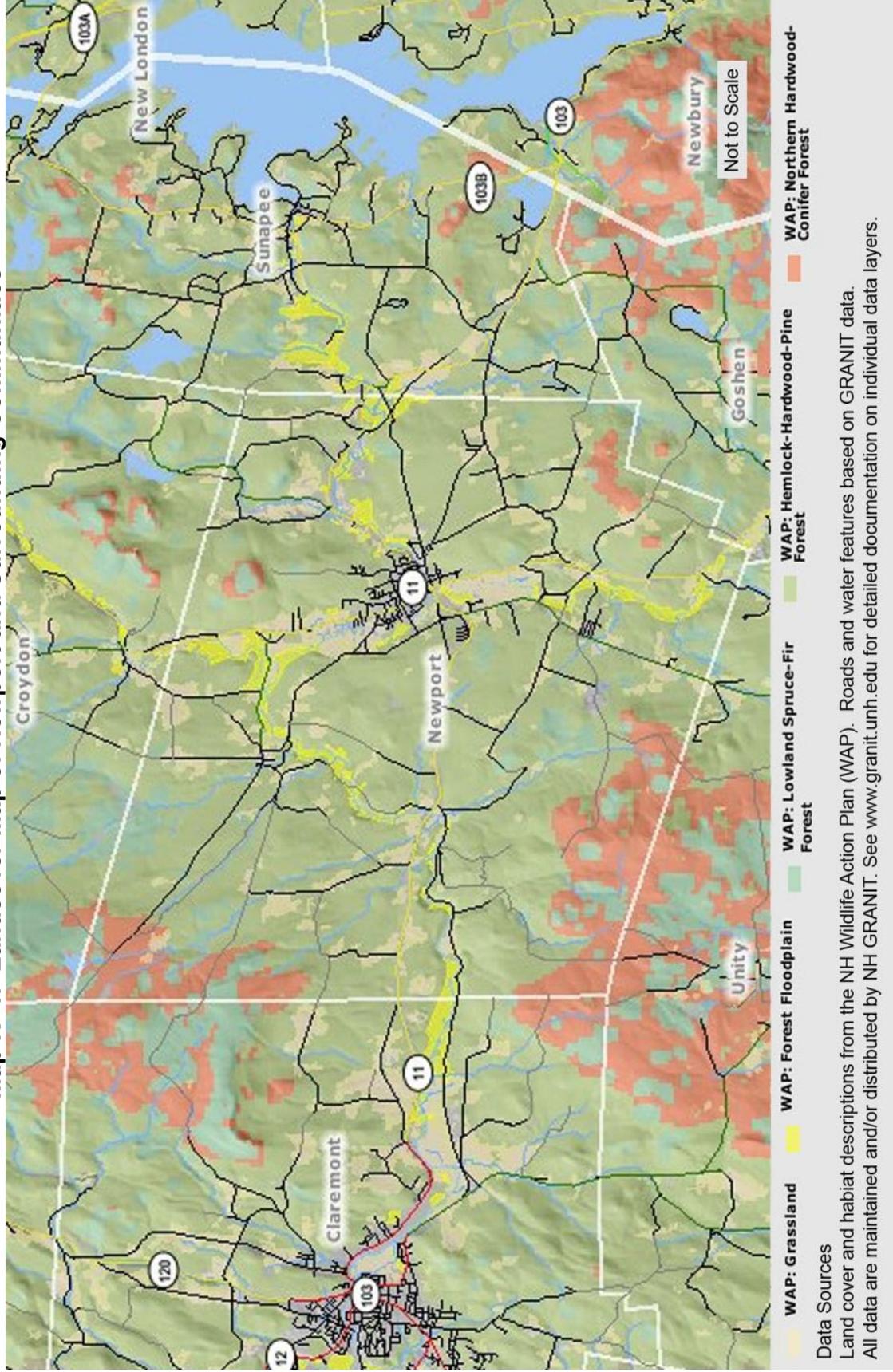
Inventorying and assessing open space and scenic resources can help the town prioritize lands for protection. Such an effort can be part of a town-wide natural resource inventory. Below are some features worth considering:

- Hilltops and ridgelines
- Meadows and agricultural lands
- Forests
- Waterbodies/wetlands
- Cultural and historic features
- "Working landscape" (farms, animals, crops)
- Natural features and open space
- Community gateways

The establishment of low-density residential zoning districts that permit very low residential densities and recreational, forestry and agricultural uses is one method of managing the Town's open space reserves. Another approach involves the formulation of a conservation/recreation fund to purchase land or the development rights to important open space, agricultural, forestry, wildlife, scenic or recreational lands based on the proposed natural resource inventory.

Map IV-3 (Page 19) provides a graphic inventory of parcels documented as permanently conserved either by ownership or easement (public and private). This map does not include properties designated Current Use, which may be an important consideration in future inventory efforts.

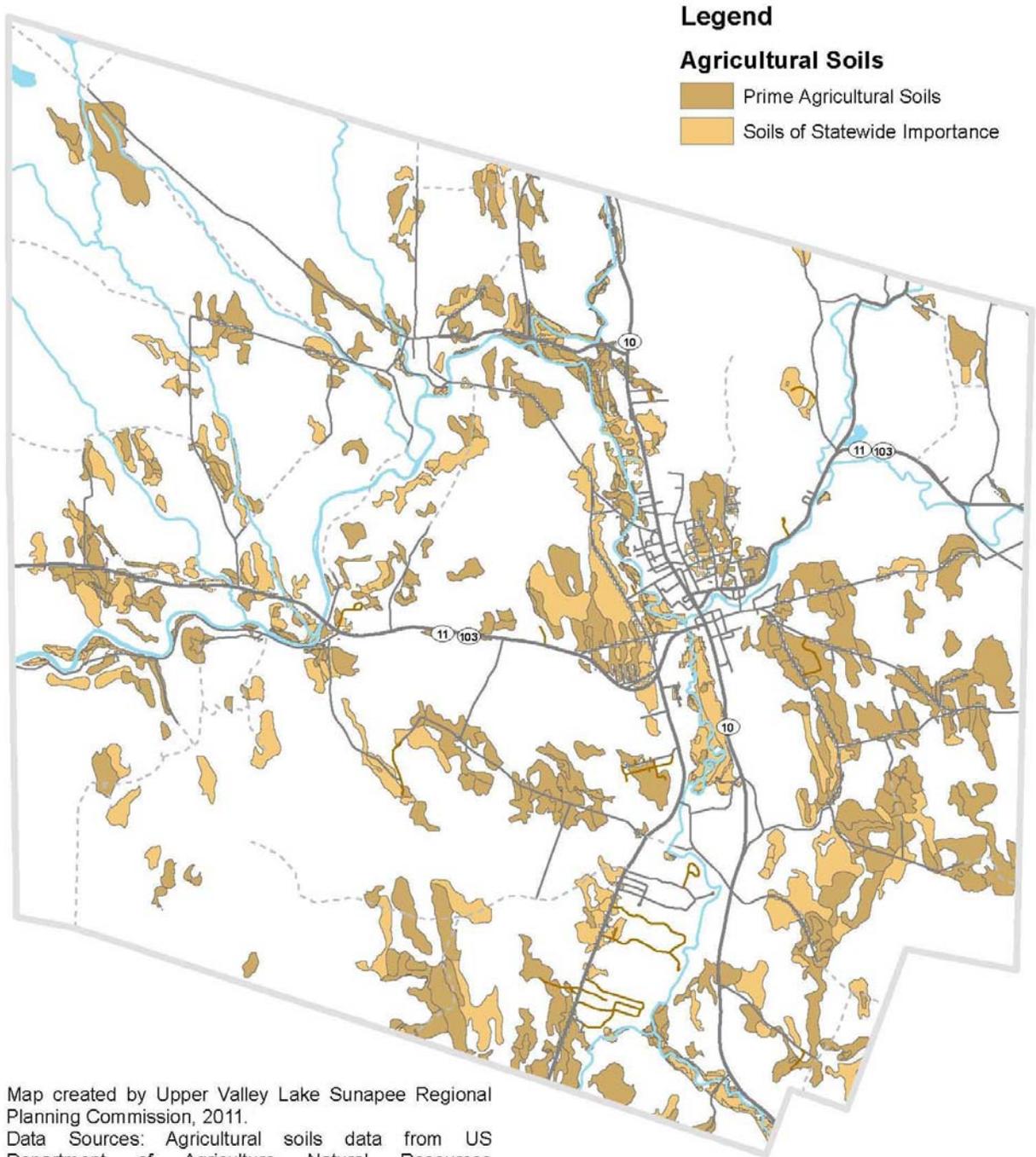
Map IV-1: Landcover Map of Newport and Surrounding Communities



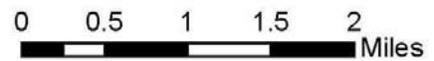
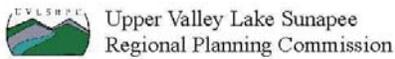
Data Sources
Land cover and habitat descriptions from the NH Wildlife Action Plan (WAP). Roads and water features based on GRANIT data.
All data are maintained and/or distributed by NH GRANIT. See www.granit.unh.edu for detailed documentation on individual data layers.

Source: NH GRANIT (<http://www.granit.unh.edu/>)

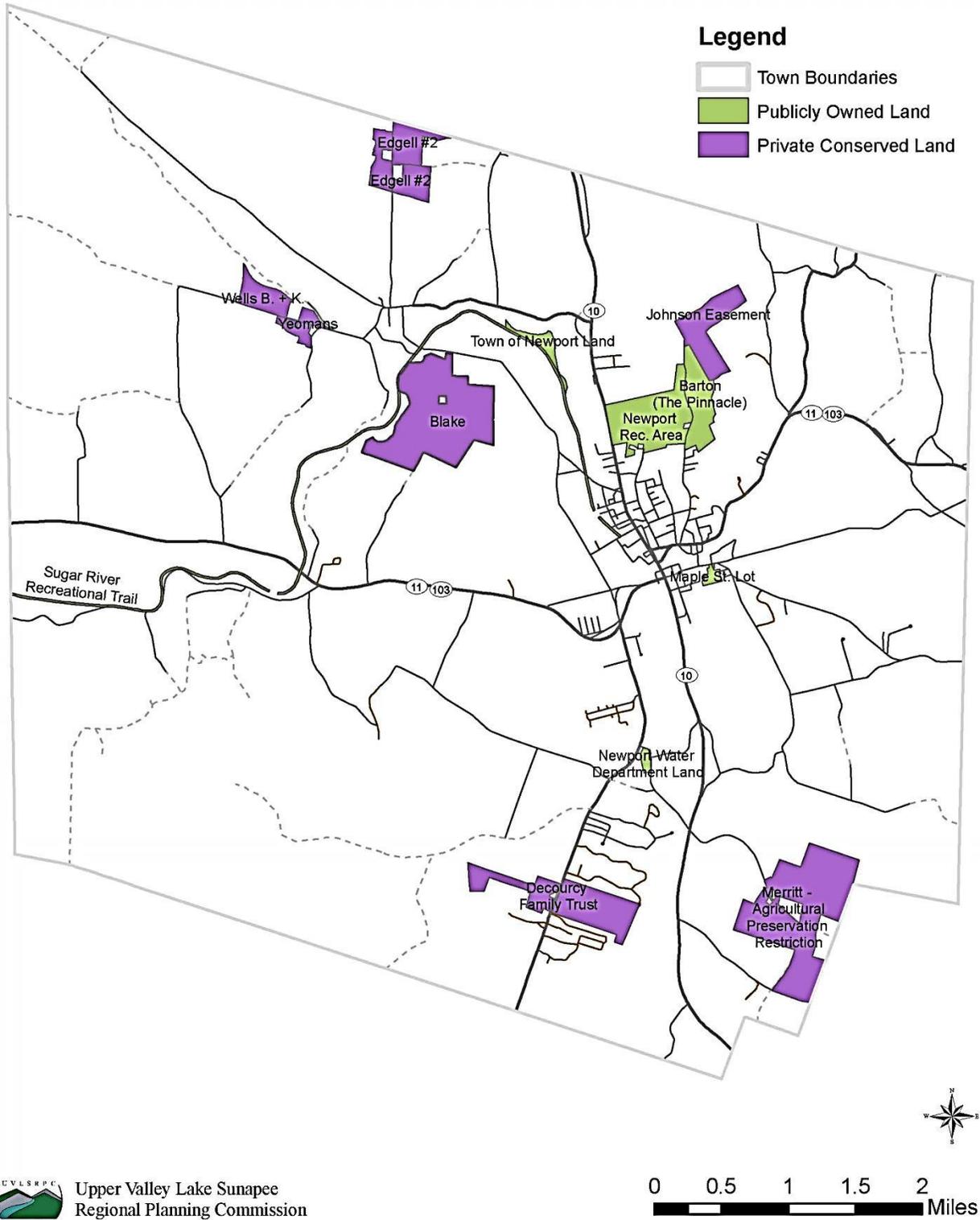
Map IV-2: Prime Agricultural Soils and Statewide Important Soils



Map created by Upper Valley Lake Sunapee Regional Planning Commission, 2011.
Data Sources: Agricultural soils data from US Department of Agriculture Natural Resources Conservation Service, 2010. Roads from NH Dept of Transportation, 2010. Water features and watershed boundaries from US Geological Survey, 2006.



Map IV-3: Publicly and Privately Owned Conservation Lands



Wildlife and Rare Plant Species

Because Newport has numerous waterbodies, large forested areas, a number of wetlands and open fields, it has excellent habitats for a diversity of wildlife. This biodiversity enriches the community by providing environmental, economic, and social benefits.

Important issues for protecting wildlife habitat and maintaining biological diversity are:

- Wildlife and its habitats enhance our quality of life and enrich our community.
- Wildlife related activities, such as fishing, hunting and wildlife watching, generate significant economic activity.
- Wildlife and its habitats cannot be supported solely through public acquisition of lands for protection, so local communities and private landowners are critical partners in wildlife conservation.

Critical habitat types include deer wintering areas (“deeryards”), wetlands and riparian areas (undisturbed vegetative buffers surrounding water courses). Wetlands and riparian areas are covered under the Water Resources chapter. Deeryards are wooded areas consisting mainly of coniferous trees (softwoods such as hemlock and pine) that provide shelter from heavy snowfall and cold winter temperatures. Without such areas, many deer would not survive the long winter months.

NH Natural Heritage Bureau – part of the Division of Forests & Lands – finds, tracks, and facilitates the protection of New Hampshire's rare plants and exemplary natural communities partly through maintenance of the NH Natural Heritage Inventory (NHI). The NHI has a number of occurrences in Newport listed in Table IV-1 (Page a state program within the Division of Forests and Lands, has documented the Common Loon and a significant Upper Perennial Riparian System in Lempster.

Table IV-1: NHI List of Rare Plants and Animals in Newport

Species Name	Federal Listing	State Listing	# Reported in last 20 yrs	Importance
Tubular Thoroughwort (<i>Eutrochium fistulosum</i>)	--	Endangered	> 20 yrs ago	--
Common Nighthawk (<i>Chordeiles minor</i>)	--	Endangered	> 20 yrs ago	--
Wood Turtle (<i>Glyptemys insculpta</i>)	--	Special Concern	2	Very High
Brook Floater (<i>Alasmidonta varicosa</i>)	--	Endangered	1	Highest

Source: NH Natural Heritage Bureau, “Rare Plants, Rare Animals, and Exemplary Natural Communities in New Hampshire Towns,” July 2011

Note: “Importance” of a reported plant, animal, or community has been developed to aid local planning and conservation efforts and have four levels: Highest, Extremely High, Very High, and High.

There are five basic impacts on wildlife that result from development:

- Unique or significant habitats are not recognized and subsequently developed;
- Development of an area may leave an inadequate habitats to support wildlife;
- Development may limit wildlife diversity by impacting more sensitive species;
- Domestic pets, especially cats, prey on native wildlife;
- Developed areas may disrupt travel corridors between important wildlife habitats.

The future well-being of wildlife in Newport depends upon large areas that are natural and undeveloped, as well as natural corridors along rivers, streams, and wetlands. A major challenge for biological diversity is sprawling development patterns that cover the rural landscape and that can cause habitat fragmentation. The NH Wildlife Action Plan, adopted in 2006 and updated in 2010, include a wildlife habitat mapping analysis. The analysis integrated the biological, landscape and human impact factors most affecting wildlife habitats and set a statewide scale to identify areas of highest statewide importance, regional importance, and areas the adjacent habitats. Map IV-4 (Page 22) illustrates that a significant portion of Newport, particularly the northeast quadrant of Town, has been ranked as being important wildlife habitats. Future conservation planning and new development permitting efforts should consider potential impacts to these important habitats.

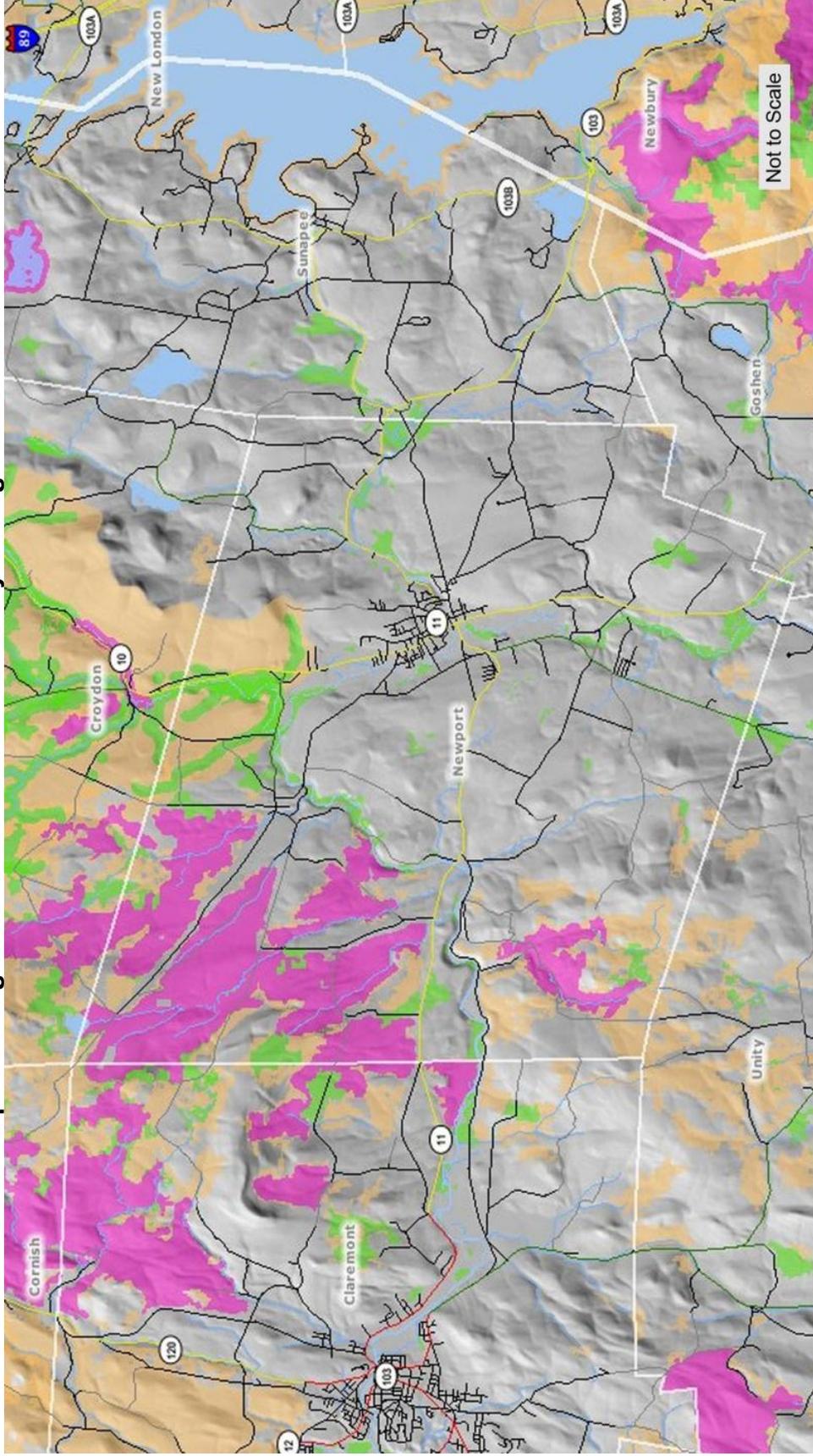
Earth Mineral Resources

Newport's earth mineral resources include deposits of sand and gravel which are mined commercially. Sand and gravel operations are important to our economy. These earth resources provide locally available construction aggregate for roads and other development activities. At the same time, earth excavations can be a disruptive land use, creating dust, noise, fumes, and heavy truck traffic. Excavation activities may cause erosion and sedimentation, fuel spills, and exposure of the water table, which may in turn contaminate groundwater. Thus, it is important that excavation operations be performed with care.

Lempster excavation regulations and state law RSA 155-E regulates earth excavations. These provisions provide a local review process by the Planning Board to ensure adequate standards and safeguards exist to minimize environmental impacts. Additional controls, namely directing the location of sand and gravel excavations, can be obtained through zoning. One provision in state statute RSA 155-E allows a town with identified US Geological Survey aquifers to protect those resources by prohibiting any excavation that may substantially damage a known aquifer.

Construction material resources are valuable for their use in local construction and for export to other communities. Responsible excavation operations can provide Newport with a stable economic resource that also meets other goals of preserving rural character, aesthetics and the environment.

Map IV-3: Highest Ranked Wildlife Habitat by Ecological Condition



Data Sources

Land cover and habitat descriptions from the NH Wildlife Action Plan (WAP). Roads and water features based on GRANIT data. All data are maintained and/or distributed by NH GRANIT. See www.granit.unh.edu for detailed documentation on individual data layers.

Source: NH GRANIT (<http://www.granit.unh.edu/>)

Recommendations

1. Provide educational materials on best management practices to forestland and farmland owners.
2. Support and work with local, state, and federal land protection organizations to preserve forestry resources and agricultural lands through the use of conservation easements or Current Use designation.
3. Consider zoning regulations to concentrate development away from prime agricultural lands.
4. Assist agriculture-related businesses through participation in state, regional, and local programs.
5. Consider creating a Steep Slopes District in order to prohibit development on slopes over 25 percent, and carefully plan and manage development on slopes between 15 and 25 percent.
6. Promote innovative site design and land use models that protect important resources when subdividing or developing land, particularly within those areas identified as unfragmented or important wildlife habitat.
7. Educate landowners about the importance of protecting and enhancing wildlife habitat by providing workshops and/or displaying wildlife maps and publications in the town offices and library.
8. Develop a Natural Resources Inventory to identify, analyze, and make recommendations for wildlife habitat and travel corridor protection.
9. Identify and prioritize parcels of land that residents feel should be protected because of important scenic, cultural, ecological, historical or recreational value.
10. Develop an inventory and analysis of Lempster scenic views and vistas, particularly those at high risk of being lost.
11. Continue to review each excavation application to ensure compliance with the provisions of RSA 155-E and local standards. In reviewing an earth excavation application, the Planning Board should call upon any outside engineering or environmental consultants, including the Natural Resource Conservation Service, at the applicant's expense, for advice on potential adverse impacts of the proposed operation, how to mitigate those impacts, and review of the proposed reclamation plan.

V. WATER RESOURCES

Introduction

Newport's water resources are important and highly valued features of the Town's landscape. The Sugar River, including the North and South Branches, and other waterbodies throughout town contribute to the town's scenic environment, encourage tourism, provide important habitat, and present a variety of recreational opportunities. Newport's downtown and some commercial districts rely on public water and sewer systems. The above attributes indicate clean water is becoming an important economic resource for the town.

The future of every New Hampshire community depends on an adequate supply of water. All water in the environment is part of one hydrologic cycle and alterations to one feature of the system may lead to changes in another. Similarly, activities that take place in one community can affect water resource in another, which makes this topic as much a regional as a local issue. In order to assure a continued supply of potable water, wildlife habitat, and groundwater recharge and the cleansing functions of the water cycle, the enhancement of existing programs and policies are critical.

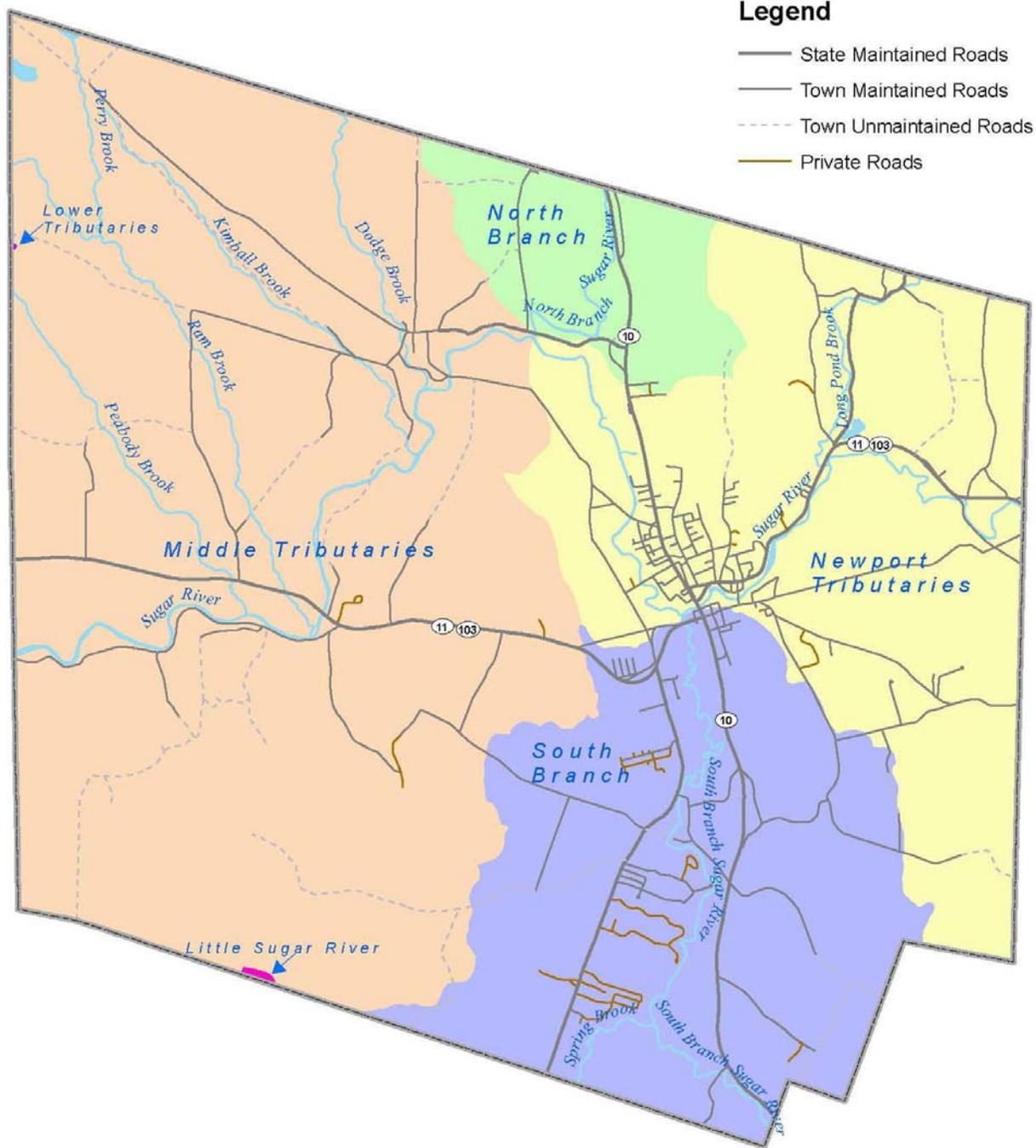
This chapter first inventories the Town's water resources and then evaluates the town's reliance and impact on them. The topics in this chapter are presented in subsections for organizational purposes, but it is important to remember the interconnectedness of all water resources. The specific resources mentioned in this section are examples and are meant to complement other chapters in the Master Plan. There is clear overlap with discussions about natural resources, recreation, and utilities.

Community Survey Results

Newport's Vision Statement emphasizes the community's interest in balancing economic development and the value of its existing natural and cultural resources. The community's water resources have a significant impact on Newport's vitality – its capacity for growth and economic development, and the quality of life for its residents and visitors. Specifically, the Vision is to, *“maintain the character of existing rural lands, open spaces, and natural areas...promote existing businesses; and guide new commercial and industrial development as beneficial pieces of the landscape.”*

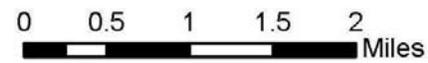
Respondents to the 2010 Community Attitude Survey indicated general satisfaction in the existing community water supply system, interest in promoting businesses related to outdoor recreation, as well as farms, businesses, and industries that tend to have a lower potential environmental impact. Further, survey respondents supported preservation of the Sugar River corridor (80%), brooks and streams (94%), groundwater resources (88%), lakes and ponds (93%), and wetlands (70%).

Map V-1: Sub-Watersheds and Rivers, and Tributaries in Newport



- Legend**
- State Maintained Roads
 - Town Maintained Roads
 - - - Town Unmaintained Roads
 - Private Roads

Map created by Upper Valley Lake Sunapee Regional Planning Commission, 2011.
Data Sources: Roads from NH Dept of Transportation, 2010.
Water features and watershed boundaries from US Geological Survey, 2006.



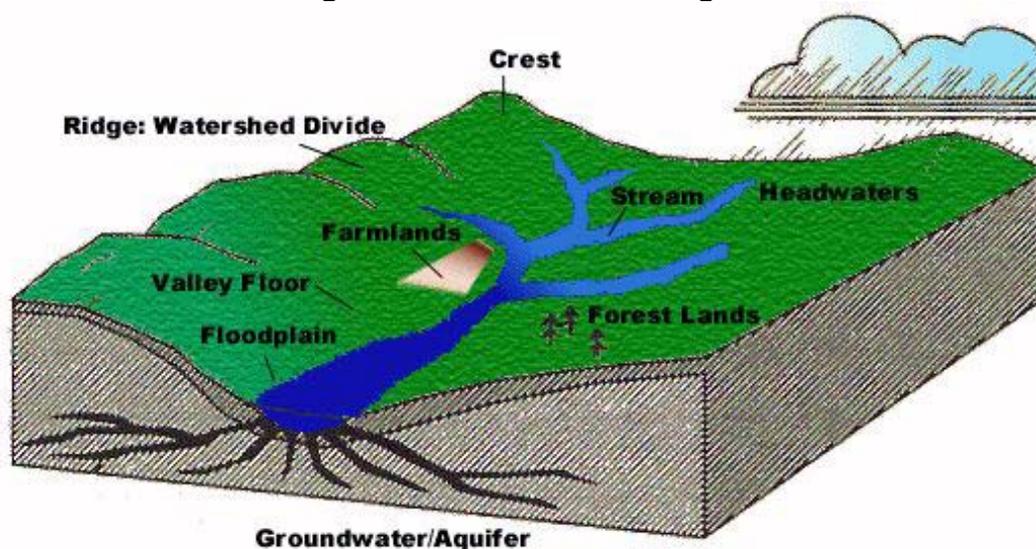
Watersheds

The line that connects all of the highest elevations around the water body defines the boundary of a watershed. As rain and snowmelt travel within this “catch basin” and flow by gravity into the water bodies and ground they carry various amounts of nutrients and pollutants with them. In addition, the land uses located within a watershed directly impact the water quality.

A watershed includes two components: a surface water drainage basin and a groundwater drainage basin. The surface drainage basin is the land area from which all surface water drains toward a surface water body. The groundwater drainage basin is the underground area through which groundwater drains to a surface water body at a lower elevation. The surface drainage basin may be larger or smaller than the groundwater drainage basin depending on factors such as soils, slope, and land cover. These concepts are illustrated in Figures V-1 and V-2 (Pages 26 and 27).

Surface water and groundwater are inextricably linked. For example, groundwater and surface water interact where groundwater discharges to lakes, rivers and in areas where ground conditions impede the drainage of water, such as in wetlands. This means that management of contamination and pollution sources throughout a watershed will benefit both groundwater and surface water resources.

Figure V-1: Watershed Diagram

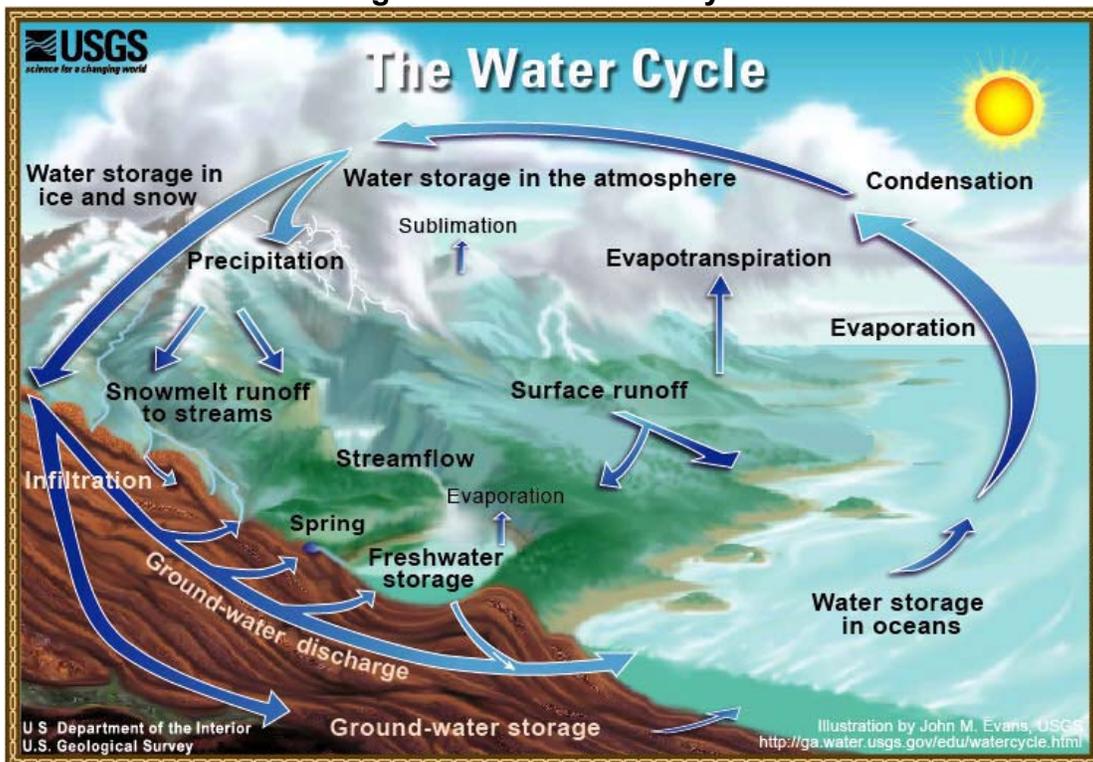


Source: <http://faculty.wwwc.edu/petitto/Buckhannon%20Watershed/technical.htm>

A watershed may occupy hundreds of square miles and extend over multiple communities. A watershed is usually associated with the particular river or stream it feeds. For example, the Connecticut River Watershed serves the Connecticut River and covers land in Canada, New Hampshire, Vermont, Massachusetts and Connecticut. Each tributary to the Connecticut River has its own watershed area. The Sugar River Watershed, for example, is a sub watershed of the Connecticut River watershed.

Water resources management in a community may have a substantial impact on the water resources of a neighboring community downstream in the same watershed. A watershed approach to water resources planning is important, as watersheds are the main units of surface water and groundwater recharge. The size, topography, and type of land cover (e.g.: forest, grasslands, or developed land) has a large influence on the amount and quality of water in the watershed's surface water and groundwater.

Figure V-2: The Water Cycle



Analysis of Watersheds in Newport

There are five principal watersheds wholly or partially in the Town of Newport. All, except for about 10 acres along the southern municipal boundary, are part of the Sugar River Watershed. The Sugar River Watershed is itself a sub-watershed of the Connecticut River Watershed. Map V-1 (Page 25) illustrates the watersheds in Newport

Newport is situated at the confluence of the three sub-watersheds of the Sugar River watershed, the main branch, the north branch and the south branch. All of the sub-watersheds feed into the main stem of the Sugar River. The Sugar River watershed drains an area which extends as far north as Enfield and Springfield, south to Goshen, east to Lake Sunapee and West to the Connecticut River covering nearly 115,000 acres.

Table V-1: Watershed and Sub-Watershed Detail Information

Connecticut River Basin Watersheds in Newport		
Watershed Name	Total Acres	Acres in Newport
Little Sugar River	19,327	10
Sugar River	114,929	27,921
Sub-Watersheds within Sugar River Watershed		
Subwatershed Name	Total Acres	Acres in Newport
Lower Tributaries	14,846	2
Middle Tributaries	29,055	14,216
<i>Includes Dodge, Kimball, Perry, Ram and Peabody Brooks; Sugar River downstream of confluence with North Branch Sugar River</i>		
Newport Tributaries	19,702	6,572
<i>Includes Long Pond Brook and Sugar River to confluence with North Branch Sugar River</i>		
North Branch	21,672	1,447
<i>Includes North Branch Sugar River</i>		
South Branch	29,654	5,684
<i>Includes Spring Brook and South Branch Sugar River</i>		

Data Source: New Hampshire Hydrography Dataset, 2006, developed by NH DES

Surface Waters

Water collected in watersheds collects in surface waters such as streams, rivers, ponds, lakes, seas, and oceans. It is much easier to observe and understand how surface waters travel through the landscape and are affected by the hydrologic cycle than groundwater. Surface waters may recharge groundwater during times of excess precipitation and groundwater may discharge into surface water bodies during times of drought.

Public Waterbodies

There are few large waterbodies within the town although there are numerous ponds of less than 0.5 acres. Governor's, Chapin, and Lower Dodge ponds all straddle the town boundary. The four large Dorr Woolen Mills waste treatment lagoons in Guild cover a surface area of approximately 40 acres and two municipal sewage treatment lagoons covering approximately 5.3 acres. Consequently there are approximately 100 acres of waterbodies within the town. Table V-3 summarizes the three public waterbodies according to the NH Department of Environmental Services (NHDES).

Table V-3: Public Waterbodies in Newport

Waterbody Name	Acres	Town(s)	Watershed
Chapin Pond	12.1	Claremont, Newport	Middle Tributaries
Lily Pond	10.6	Newport	Newport Tributaries
Governor's Pond	23.5	Croydon, Newport	Middle Tributaries

Source: NHDES list of public waters.

Dams and Impoundments

Most dams impound water from natural swales or tributaries of major streams, brooks or rivers for various reasons. The NHDES Dam Bureau regulates the repair, reconstruction, maintenance, and operation of existing dams, reviews design plans and issues decisions for the construction, operation, and maintenance of new dams. A small number of dams in Newport are listed as active. Many of the dams in Newport, particularly those whose status is unknown, are on farm and wildlife ponds or fire ponds of less than 1 acre.

Wetlands

Wetlands are lands transitional between terrestrial and aquatic systems and include such areas as swamps, bogs, fens, floodplains and shorelands. The value of wetlands for groundwater and stream recharge, flood attenuation, pollution abatement, and wildlife habitat is still little understood and vastly under-appreciated. Wetlands and their valuable functions are essentially doing the work of engineers free of charge, saving municipality's money and effort in pollutant and flood mitigation. Wetlands must have the following three attributes:

1. The land supports predominantly hydrophytes (wetland plants);
2. The soil substrate is predominantly undrained hydric soil; and
3. The substrate is saturated with water or covered by shallow water for at least fourteen days during the growing season each year.

Wetlands are delicate ecosystems susceptible to disruption due to changes in the surrounding environment. Wetlands possess the potential to absorb nutrients from sewage, wastewater effluent, and runoff carrying trace metals and agricultural chemicals. Pollutants such as oil, grease or road salt from highways can be trapped by wetlands before polluting surface waters and groundwater. However, partial loss of wetland area can reduce the capacity of a wetland to perform its important functions. The small, incremental filling and degradation of wetlands over the years continue to add up to a significant loss of wetland acreage and function due to human activity.

Without a detailed field survey of wetlands in Newport the best resource available for identifying wetland areas in Newport is by using a combination of soils maps and the US Fish and Wildlife Service National Wetlands Inventory. Map V-2 (Page 31) provides an

overview of wetland areas in Newport. Table V-3 (Page 30) presents the acreage of likely wetlands in Newport, broken-down by the component pieces: poorly or very poorly drained soils and areas identified by the National Wetland Inventory. Muck, peat, marsh areas and vernal pools are not designated on the map. Many more wetland areas are picked up by including the very poorly drained soils category.

The Conservation Commission has several major responsibilities towards the protection of wetlands, including the opportunity to review and comment on any proposed local wetland project to the NH Wetlands Bureau and/or the U.S. Army Corps of Engineers. The Conservation Commission is also responsible for inventorying and mapping wetlands. Development of a detailed wetlands inventory by a qualified wetlands scientist would help refine this map and inform the Town of the most critical and important wetland areas warranting special attention or protections.

TABLE V-3: Summary of Wetland Areas in Newport

Type	Acreage	Source
Very poorly drained soils	303	Sullivan County Soil Survey
Poorly drained soils	2,067	Sullivan County Soil Survey
Wetlands	728	National Wetlands Inventory

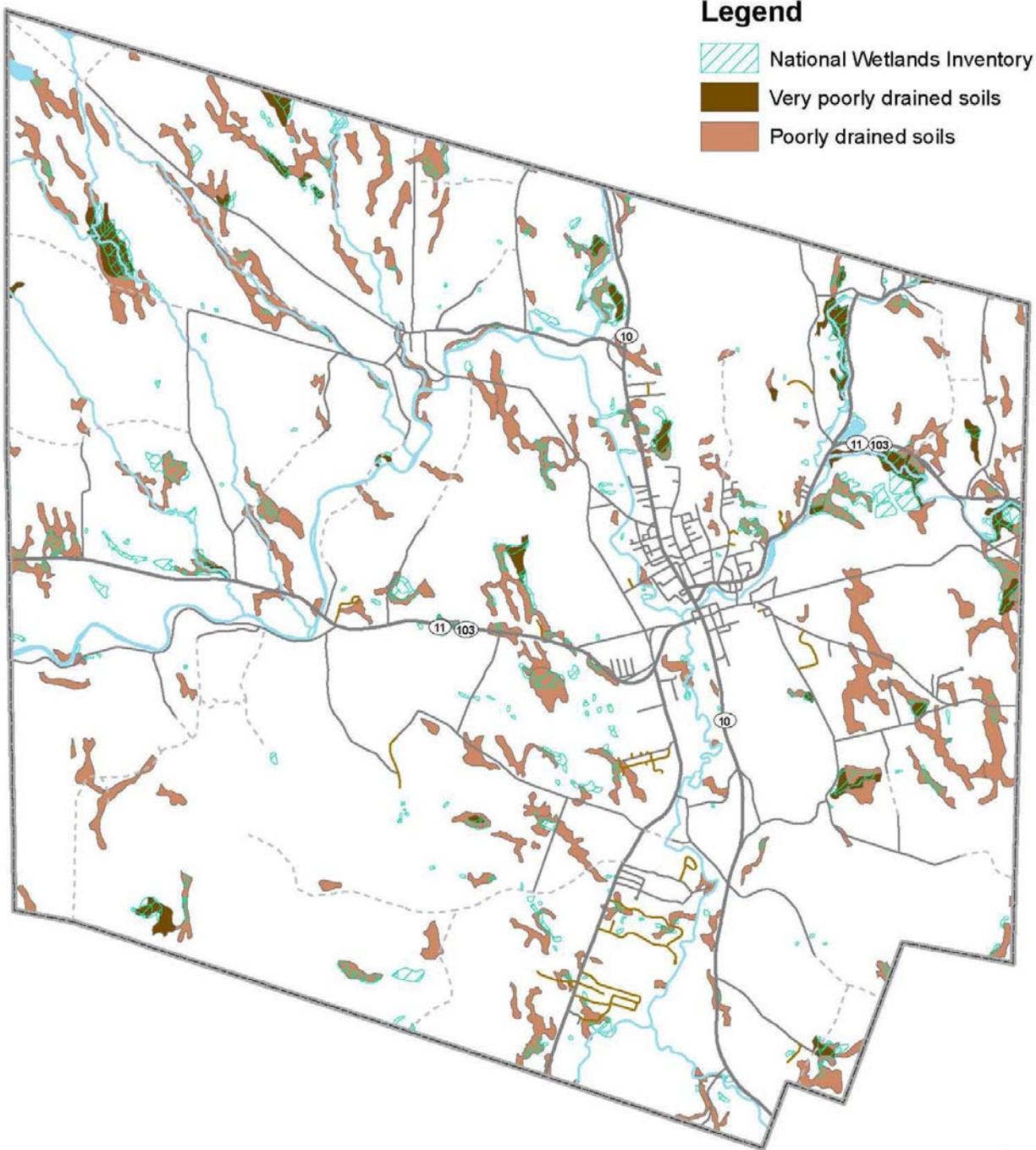
Floodplains and Flood Storage

Floodplains, wetlands, and ponding soils serve as storage areas for water during times of flooding and provide travel corridors for wildlife. Due to their important ecological characteristics, development in floodplains presents some special problems, including: 1) a high probability of property damage during flooding; 2) the restriction of periodic water storage resulting in potentially greater flooding; and 3) the increased likelihood of erosion and sedimentation. The latter factor can cause increased turbidity of water in rivers and streams.

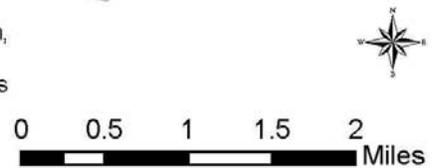
In Newport, floodplains primarily occur in the lowlands associated with the Sugar River and its tributaries. The largest areas of floodplain are located along the main branch of the Sugar River which runs east to west through the center of the Town and accounts for almost 50% of the total floodplains. Areas alongside of the South Branch account for a further 28%. To calculate the acreage in each watershed of flood hazard area the Federal Emergency Management Agency's (FEMA) Flood Hazard Boundary Map for the Town of Newport was used. These maps are available at the Town Offices.

Map V-3 (Page 32) illustrates the extent of all lands that contribute to flood storage in Newport. The map includes floodplains and wetlands from the National Wetland Inventory. Rather than focusing on the FEMA Flood Hazard Boundary Map, this map acknowledges the benefits wetlands have in mitigating potential flood situations.

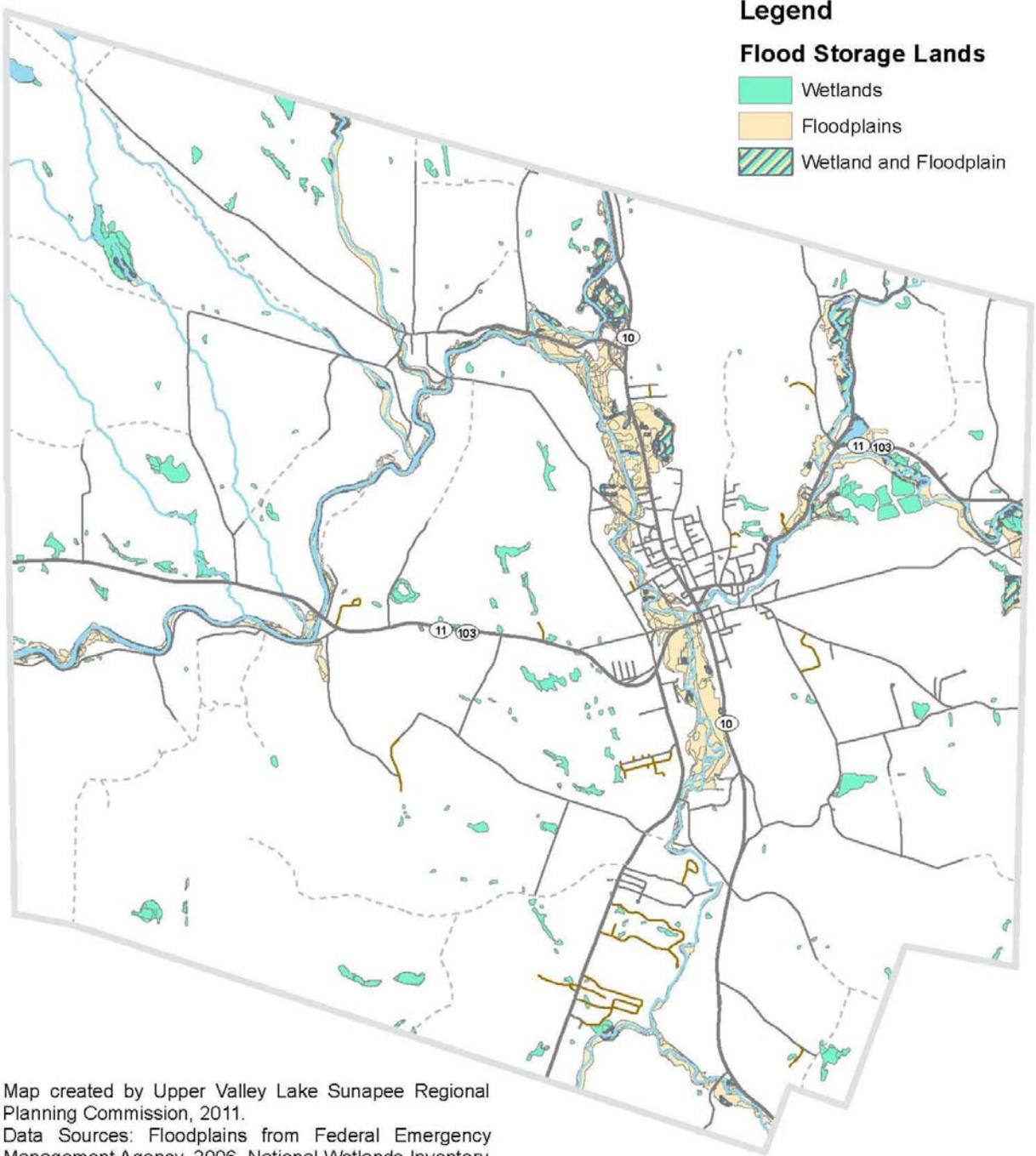
Map V-2: Wetland Areas in Newport



Map created by Upper Valley Lake Sunapee Regional Planning Commission, 2011.
Data Sources: Soils from Sullivan County Soil Survey, 2001. National Wetlands Inventory from US Fish & Wildlife Service, 1992. Roads from NH Dept of Transportation, 2010. Water features from US Geological Survey, 2006.



Map V-3: Flood Storage Lands in Newport



Legend

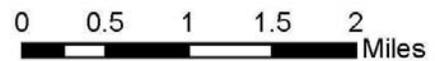
Flood Storage Lands

- Wetlands
- Floodplains
- Wetland and Floodplain

Map created by Upper Valley Lake Sunapee Regional Planning Commission, 2011.
Data Sources: Floodplains from Federal Emergency Management Agency, 2006. National Wetlands Inventory from US Fish and Wildlife Service, 2002. Roads from NH Dept of Transportation, 2010. Water features and watershed boundaries from US Geological Survey, 2006.



Upper Valley Lake Sunapee
Regional Planning Commission



Potential Surface Water Supplies

Newport is currently using Gilman Pond in Unity together with a back-up well in Pollards Mills for the municipal water supply. The Town of Newport owns the pond, dam and attached structures together with 330 acres of land surrounding the pond. The area around the pond is forested and current maintenance work includes thinning of the forest and the creation of a fifty foot buffer zone around the pond for protection of the water source.

Gilman Pond in Unity has served as the town's water supply for more than 100 years, but a recent assessment of the water supply network concluded it only meets current water supply demand with no capacity for reserve supply. There are no surface waters within the town of Newport which are considered to have potential for future water supply.

Groundwater Resources

Groundwater is water below the land surface, found in gravel pockets or in fissures in bedrock. As stated earlier, all water resources are interconnected through the water cycle. Human activity and natural conditions can impact groundwater as much as surface water resources. Groundwater resources are critically important to New Hampshire communities, particularly larger communities, as the water source for the public water supply.

Overview of Aquifers

The term “aquifer” describes water saturated earth materials from which a water supply can be obtained. Being interconnected, groundwater is able to flow from one aquifer type to another, though the rate of groundwater flow between aquifer types is limited. Therefore, each aquifer type is often treated as an individual supply source.

There are three types of groundwater aquifers: stratified drift; till; and bedrock. The basic difference is that stratified drift and till aquifers are composed of unconsolidated glacial deposits (loose earth materials), while bedrock aquifers are solid rock. In stratified drift aquifers, the materials are sorted sand and gravel. In till aquifers, the materials are a gravel, sand, silt and clay mixture. In bedrock aquifers, the rock is fractured.

The volume of water stored in an aquifer and the rate of flow a well might draw from the aquifer depends on a range of factors like the aquifer materials and depth of saturation. An aquifer's capability to supply water determines its viability as a groundwater source for an individual house, a business or industrial use, or a community.

Potential Groundwater Supplies

According to “Geohydrology and Water Quality of Stratified-Drift Aquifers in the Lower Connecticut River Basin, Southwestern NH,” by the U.S. Geological Survey (Water

Resources Investigations Report 92-4013) Newport has a significant concentration of potential aquifer deposits for municipal water supplies. Maps V-4 and V-5 (Pages 34 and 36) provide illustrations of town-wide opportunities for aquifers as potential a municipal water supply.

Infrastructure and Water Resources

Both the municipal water supply and wastewater treatment systems operate under the department of public works. While these two operations provide critical services to Newport, maintenance of the systems is challenging, particularly with regard to maintaining community water quality. Both systems are regulated and must meet or exceed water quality standards established by the Environmental Protection Agency (EPA). Regular changes to these standards sometimes require Town investment in upgrades to the systems that either treat water for public consumption or discharge treated wastewater into Newport's surface waters. Additionally the Town monitors potential and known contamination sources throughout town, which will be addressed later in this chapter.

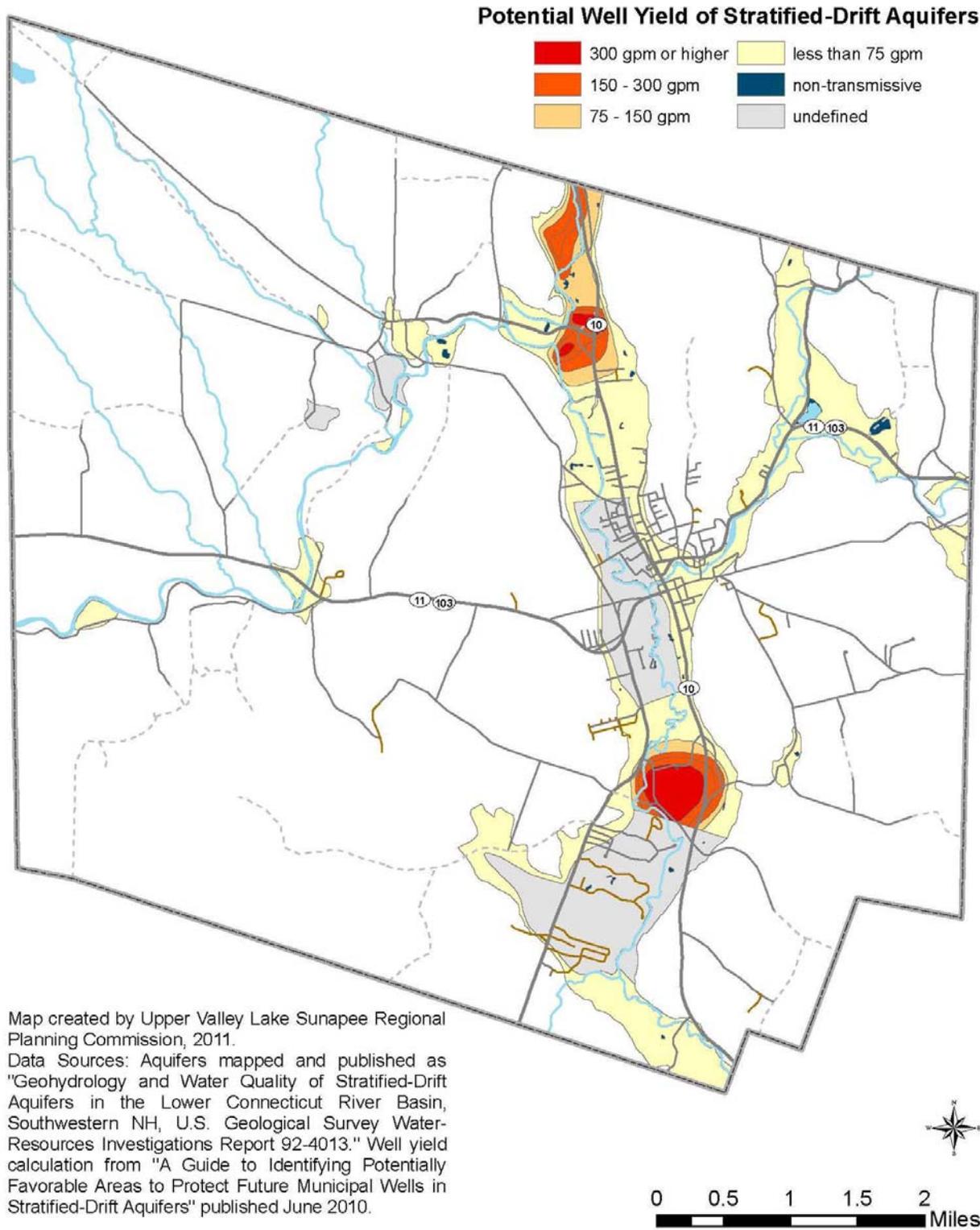
Municipal Water Supply

The Town of Newport maintains a municipal water supply that serves more than 5,000 individuals through residential, commercial, and residential service connections. Water sources for the municipal system include Gilman Pond in Unity and the Pollards Mills Well in Newport. The Town commissioned an in-depth study of the existing water supply system. Underwood Engineers completed, "Comprehensive Water System Study," February 2009 for the Newport Department of Public Works.

According to this study, the existing water supply system meets current demand, but it does not have the capacity to meet demand if the primary source, Gilman Pond, is closed. One of the principal recommendations is to develop a new water source in Newport. The location and estimated capacity of aquifers in Newport indicates an opportunity for a new municipal groundwater source.

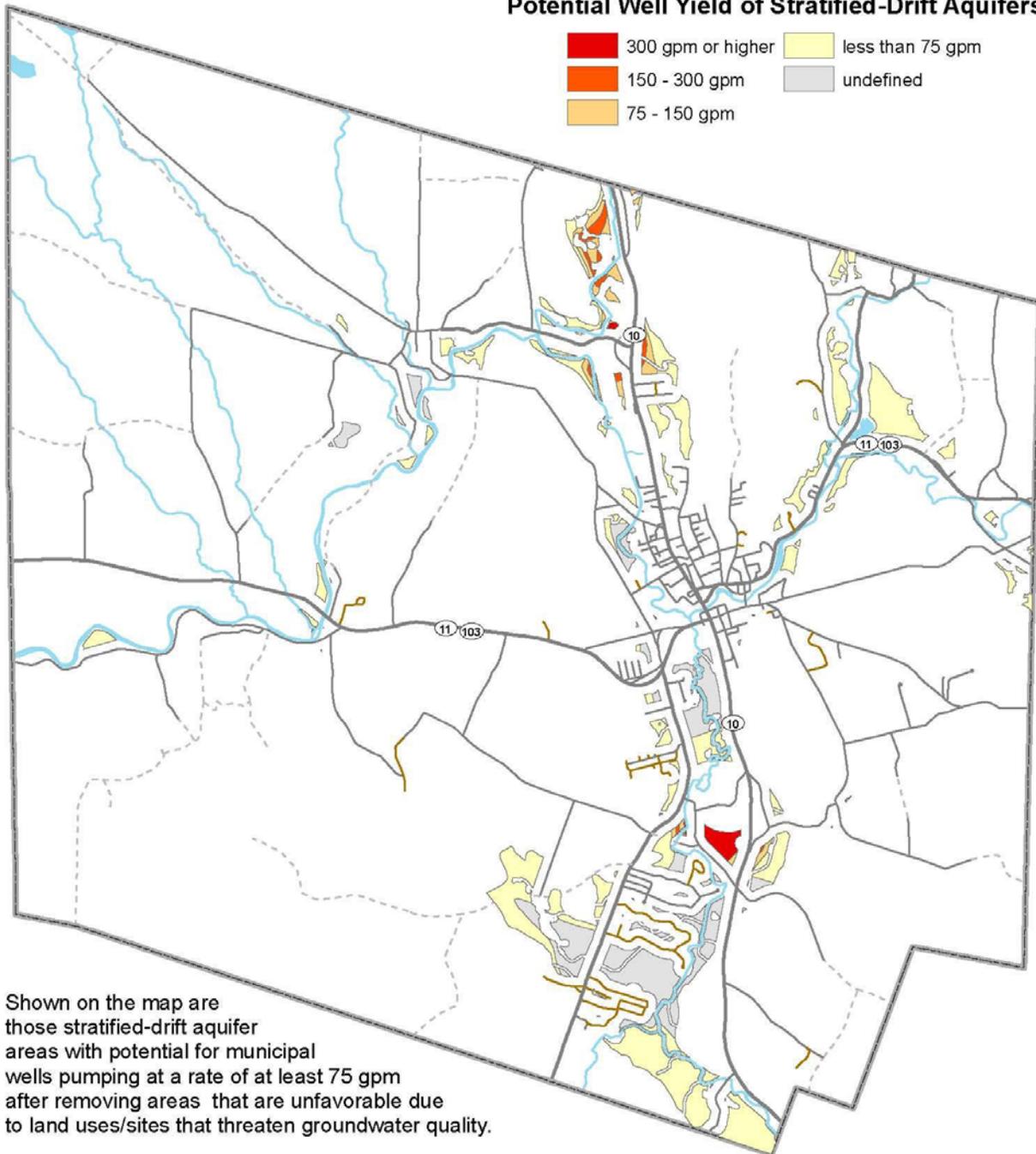
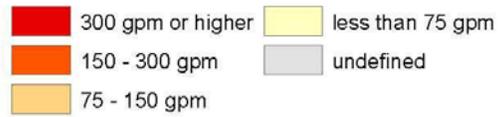
The Comprehensive Water System Study report details the process of planning, and permitting necessary to upgrade the municipal water supply to include a new groundwater source. Developing a new public water supply takes years of study, permitting, testing, and construction before it can begin operation. According to the findings of the Comprehensive Water System Study, Newport needs to proceed immediately with identifying a feasible well site and commissioning design and permitting assistance to bring the system online. A safe, reliable water supply system will be a crucial component of Newport's capability to serve its residents and businesses and attracting new residents and businesses as outlined in the Vision Statement.

Map V-4: Inventory of Existing Aquifers in Newport



Map V-5: Analysis of Aquifer Yields and Feasible Sites

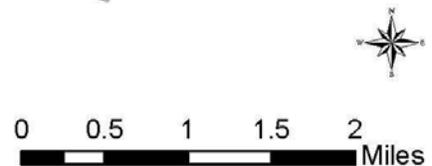
Potential Well Yield of Stratified-Drift Aquifers



Shown on the map are those stratified-drift aquifer areas with potential for municipal wells pumping at a rate of at least 75 gpm after removing areas that are unfavorable due to land uses/sites that threaten groundwater quality.

Map created by Upper Valley Lake Sunapee Regional Planning Commission, 2011.

Data Sources: Favorable gravel well analysis for high-yield wells (FGWA 300) published by NHDES, 2010. Refer to "A Guide to Identifying Potentially Favorable Areas to Protect Future Municipal Wells in Stratified-Drift Aquifers."



Municipal Wastewater Treatment

Newport manages the principal wastewater treatment plant that serves municipal sewer customers, which is limited to downtown Newport and the Guild area along Route 11/103, as well as the now inactive Dorr Mill treatment lagoons. The Town is planning to permanently close the latter lagoons as part of a long-term economic development program for the Guild Area and maintains the lagoons until those plans are implemented.

The Town is working with EPA and NHDES to attain compliance with current requirements to reduce the amount of phosphorous in the treatment plant discharge. The necessary improvements to the treatment plant will be costly and require substantial increases to the sewer use rates over the coming years. As new treatment standards arise the Town will be required to meet the new standards, which will likely be the focus of future municipal investments. Wherever possible, these plant upgrades should incorporate opportunities for increased treatment capacity to accommodate the Town's desire to promote economic development through new businesses that may require connections to the sewer system and build-out of the downtown.

Managing Water Resources

Threats to Water Quality

Activities in watersheds have direct impacts on water quality in both surface waters and groundwater. The following sections review known threats to Newport's water quality for surface water and groundwater resources. Generally, pollution can be identified as point source and nonpoint source pollution. Point source pollution emits from specific land uses through pipes or other means of discharge. Nonpoint source pollution can range from contaminants carried in stormwater runoff to erosion along stream banks.

The State Water Management Bureau keeps records on surface water discharges typically associated with municipal or industrial uses. All discharges of non-domestic wastewater must be registered with, and in some cases permitted by, the NHDES. Based on the Bureau's records there are a number of records in Newport including the municipal wastewater treatment plant, industrial uses, as well as commercial sites injecting wastewater into the ground. These sites are regulated and monitored regularly to protect the existing groundwater and surface water resources.

The NH Department of Environmental Services (NHDES) tracks and maps properties that are either active or have since closed to help track potential future releases of harmful contaminants to the surface waters and groundwater. This is available from NHDES upon request.

According to the U.S. Environmental Protection Agency the leading cause of water quality degradation in the United States is nonpoint source pollution. While point sources of pollution have been closely monitored and regulated since the 1970s, the

management of nonpoint source pollution has only become a priority in the last 20 years. Examples of potential pollution sources are listed in Table V-2 (Page 38).

Table V-2: Nonpoint Pollution Sources

Primary Groundwater Impacts	Primary Surface Water Impacts
Surface impoundments	Erosion
Manure storage facilities	Snow dumps
Industrial chemicals	Stormwater runoff
Municipal chemicals	Agricultural runoff
Septage disposal lagoons	Pesticide use
Subsurface disposal concentration	
Junkyards	
Landfills and dumps	
Hazardous waste	
Salt piles	
Salted roads	

A major source on nonpoint pollution comes from stormwater runoff. As more rural land is developed, sometimes with substantial increases in impervious area coverage, stormwater runoff can carry with it higher concentrations of pollutants and nutrients, which can affect the health of the receiving surface waters.

Existing land uses activities that threaten to water quality include:

- dense concentrations of homes in aquifer areas; effluent loading could be too great and the filtering capability of the soil not adequate;
- stormwater runoff from land development activities including removal of the tree canopy and construction of roads and buildings;
- stormwater runoff from fertilized lawns and golf courses;
- stormwater runoff from older commercial developments that do not conform with current Best Management Practices for stormwater management;
- leaking underground storage tanks associated with residences or businesses because of their age and/or construction;
- failure of old septic systems;
- unsound farming and horticultural practices may contaminate water by runoff from pesticides, fertilizers, and herbicides and by not using the Best Management Practices;
- unsound forestry practices may lead to contamination of water by not installing and managing the proper Best Management Practices for forestry, and;
- accidental spillage at shops and garages which perform machine and auto repair services can pollute water resources.

Managing Water Quality

Local Protections

Newport has a number of ordinances associated with the permitting and operations of its water and wastewater systems, as well as sections of the Site Plan Review, Zoning

Ordinance, and Subdivision Regulations that address water quality protections and erosion and sedimentation controls.

The Zoning Ordinance contains sections addressing land use development and water quality protections:

- Section 212: Floodplain Development Ordinance
- Section 216: Waste Disposal Ordinance
- Section 217: Source Water Protection Ordinance
- Section 218: Shoreland Protection Ordinance

The Site Plan Review and Subdivision Regulations reference stormwater drainage requirements including erosion controls and stormwater management practices. For example, the Site Plan Review Regulations require systems be designed with sufficient capacity for a 25-year storm with peer review from the Director of the Department of Public Works. There are no design requirements that reference utilizing innovative stormwater management practices that may improve the quality of runoff leaving a development site compared with traditional stormwater management techniques.

State Protections

The State of New Hampshire regulates a number of activities that may impact its high quality water resources. Most regulatory measures are managed through the NHDES Water Division. The most commonly used regulatory programs to protect water quality in Newport include:

- *Shoreland Water Quality Protection Act:* RSA 483-B, the Shoreland Water Quality Protection Act (SWQPA), enables the state to regulate development activities, including construction or renovation existing structures, earthmoving, and removal of vegetation, within 250 feet of certain surface water bodies. A detailed summary of waterbodies subject to state protection under SWQPA is included in Table V-X (Page 40).
- *Wetland Impact Permits:* The Wetlands Bureau regulates impacts to wetlands due to land development projects or dredging of wetland plants and materials. These permits range in complexity depending on the size and level of impact proposed by a given project.
- *Alteration of Terrain Permit:* New Hampshire Alteration of Terrain permits protect surface waters, drinking water supplies, and groundwater by controlling soil erosion and managing stormwater runoff from developed areas. A permit is required whenever a project proposes to disturb more than 100,000 square feet of contiguous terrain (50,000 square feet, if any portion of the project is within the protected shoreland under SWQPA), or disturbs an area having a grade of 25 percent or greater within 50 feet of any surface water.
- *Drinking Water and Groundwater Bureau:* The Drinking Water and Groundwater Bureau conducts a range of tasks including administering the federal Safe Drinking Water Act and state statutes, permitting and regulating large groundwater withdrawals and discharges, and working with municipalities and water systems to implement local groundwater protection programs.

Table V-X: Waterbodies Subject to SWQPA Jurisdiction in Newport

Rivers and Streams		
Name	Segment of River or Stream under SWQPA Jurisdiction	
Sugar River	Outflow of Lake Sunapee to Newport/Claremont town line.	
North Branch Sugar R.	Croydon/Newport town line to confluence with South Branch in Newport	
South Branch Sugar R.	Goshen/Newport town line to confluence with North Branch	
Lakes and Ponds		
Name	Size (ac)	Surface Elevation (ft)
Chapin Pond	12.1	1,590.0
Lily Pond	10.6	866.1
Country Pond	23.5	1,622

Source: NHDES Consolidated List of Waterbodies Subject to the SWQPA (October 2011)

Federal Protections

The U.S. Environmental Protection Agency (EPA) has administered the National Pollutant Discharge Elimination System (NPDES), authorized by the Clean Water Act, in 1972. The permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Many of these functions are directly managed or administered by the State under agreement with EPA. EPA directly manages the Construction General Permit program in New Hampshire to ensure proper management and controls are in place for stormwater discharges from construction sites.

Opportunities for Future Water Quality Protections

In many cases, the water quality impacts associated with development and other activities can be minimized if proper care is taken in how the activity is planned and carried out. Best Management Practices (BMPs) are strategies to prevent or reduce pollution for many activities, including:

- maintaining proper functioning septic systems;
- control erosion and sedimentation from road construction and maintenance;
- road and parking lot sand and salt applications and snow dumping;
- site development;
- excavations;
- logging;
- agriculture;
- stormwater management; and
- use, storage, and disposal of hazardous materials.

If applied, BMPs can help protect surface waters and groundwater. Information on BMPs is available from a variety of agencies and organizations. The following text addresses some of the above topics in detail:

Stormwater Management Practices

Low Impact Development (LID) techniques are one of the more effective approaches in managing stormwater runoff by dispersing and infiltrating runoff. LID promotes dispersed, on-site practices that slow down and cleanse runoff on its way to ground and surface waters. This approach promotes low-tech methods such as rain gardens, open drainage swales, and depression storage to disperse and treat stormwater runoff on a site.

Road Salt Applications

Another source of nonpoint pollution comes from the application of sand and salt on local roads during the winter months. Some roads are immediately adjacent to surface water sources or pass over important aquifer areas. The Town should look at the possibility of finding segments of road near important water resources where it would be possible to reduce sand and salt applications without compromising public safety. This practice could reduce the release of sand and salt into the adjacent water resources and save the Town money by conserving sand and salt supplies.

Snow Dumping

Snow clearing and dumping practices need to be carefully managed since there is a danger that this snow may contain accumulations of salt or petroleum products. Care should be taken that there is a buffer between snow dumping areas and the edge of the water resource to allow for filtering of these pollutants.

Public Outreach and Education

A lot of contamination events occur because the responsible person is not aware of the potential impact their actions have on water resources. An education and outreach program, potentially targeted to specific businesses or property owners, could spur individual actions to benefit town-wide water resources. Some examples may include:

- As farming and forestry are permitted in most of the Town, care should be taken to inform property owners of best management practices to reduce the possibility of release of pesticides, fertilizers, manure, and other contaminants into surface and groundwater.
- Residential property owners can benefit from understanding how household activities affect water quality. This may include educational efforts related to private wastewater treatment systems, handling and disposing of common household chemicals, and disposal of prescription medicines.
- Town Staff may contact commercial property owners and encourage them to maintain stormwater management features on their properties. Often, commercial developments neglect these important water quality control features on a property, which then stop operating properly.

Household Hazardous Waste

The Town participates in periodic, regional household hazardous waste collection days. The proper handling, collection and disposal of household hazardous waste are very important in protecting the quality of groundwater and surface water resources. The cost participating in these regional household hazardous waste collections is not nearly as costly as trying to clean up contaminated water resources.

Land Conservation for Water Quality

Land conservation can serve many functions. Many municipalities nationwide, including Newport, own land to protect and preserve the quality of its water source. Land conservation can aid in long-term water quality protections, particularly if the municipality takes action. While encouraging private landowners to conserve land will likely achieve the same goal, direct municipal acquisition of land will ensure future use of the land does not have a detrimental impact on the water resource to be protected.

Municipal Development Review

Members of the Newport Planning and Zoning Boards are aware of how development pressures may have a negative impact on them. Unfortunately, much of this knowledge comes from experience when a development proposal fails to materialize, or is improperly constructed. It is important these development review boards keep water resources in mind when reviewing any development proposal and seek educational opportunities to keep abreast with current water quality issues and best management practices.

The Town may wish to specify performance standards that each new business would have to meet to ensure continued water quality. It may be that the Town would want these standards to apply only in aquifer areas and aquifer recharge areas. Additionally, it is important for Town Staff to monitor site construction to ensure the development proposals are constructed in accordance with the approved plans.

Recommendations

1. Conduct a local wetlands inventory to identify and evaluate wetlands and assess protection needs.
2. Support efforts to educate landowners regarding issues such as the importance of vegetated buffers, the proper use of fertilizers, and stormwater best management practices.
3. Cooperate with landowners and land protection organizations to permanently protect riparian lands, wetlands, and other areas through conservation easements or other means to protect Newport's water resources.
4. Update the town's regulations to adequately address the issues of stormwater management, erosion and sediment control to improve the quality of the town's

- water resources. Particular attention should be paid to Low Impact Development techniques and other innovative best management practices.
5. When evaluating development proposals, consider adjacent upland habitats, buffers to surface waters, stormwater effects, and related impacts.
 6. The Town should continue to support effective enforcement of existing environmental ordinances and regulations to ensure that BMPs are followed when required. New permitting fees may be necessary to pay for this service.
 7. Participate in regional household hazardous waste collections.
 8. Consider the “watershed approach” to managing water quality and investigate how Newport can cooperate with neighboring communities to maintain and improve regional water quality.
 9. The Town should continue to call on the Upper Valley Lake Sunapee Regional Planning Commission to provide the Planning Board and Selectmen with sample ordinances, bylaws and regulations used to protect water resources in other towns. The Regional Planning Commission should be asked to help prepare regulations and amendments to existing regulations to protect those resources.
 10. The Town should work to identify low salt areas on Town and State roads and inform motorists of these areas by posting signs. If segments of State roads are identified, the Town should work with the NH Department of Transportation.
 11. The Town should work closely with NHDES on any application for a large groundwater withdrawal to ensure the withdrawal will not have a long-term negative impact on groundwater resources.
 12. The Town should expedite efforts to identify, permit, and construct a new municipal water source to supplement existing water sources, provide for an emergency water supply, and increase capacity for future development.
 13. A septic system maintenance and inspection program should be instituted. The Town should encourage the replacement of old septic systems before they fail and pollute water resources and ensure proper location for new and replacement septic systems. The town should promote efforts to educate the public about these important issues. The Town could develop a financing program for cases of economic hardship which enables residents to repair or replace failing septic systems.

VI. POPULATION

Introduction

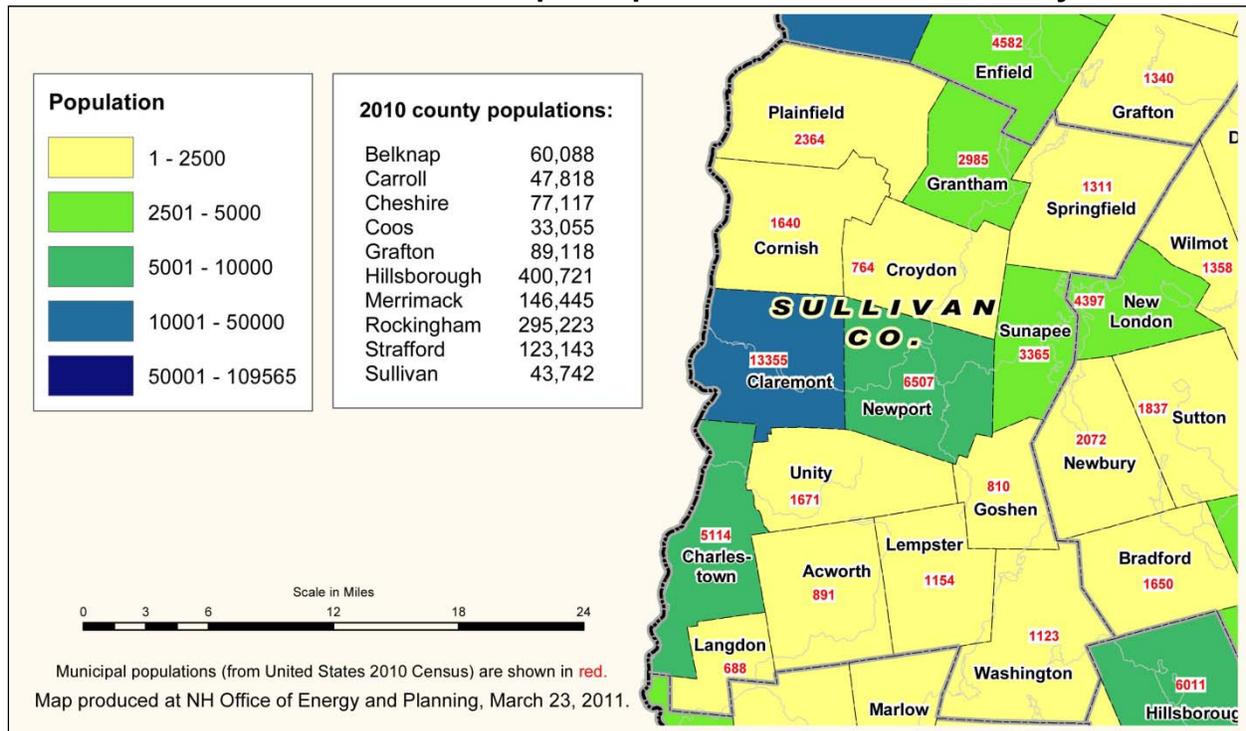
An analysis of changing trends in a town's population is one of the most fundamental aspects of a master planning effort. Any significant changes in the population of a town will consequently affect land use patterns, the town's economic base, and local demand for housing, transportation, human services and community facilities. Shifts in the composition of the population are important for anticipating and preparing for future community needs.

This chapter examines various facets of population change in Newport:

1. Historical population trends.
2. Migration patterns affecting Newport population growth
3. Examination of selected population characteristics.
4. Population projections through the year 2030.

Information in this chapter was obtained from a variety of sources. Information regarding historical population trends was derived from the United States Bureau of the Census and projections published by the NH Office of Energy and Planning. Supplemental analyses were conducted by the Upper Valley Lake Sunapee Regional Planning Commission (UVLSRPC).

**FIGURE VI-1
2010 US Census Municipal Populations for Sullivan County**



Census Data and Analysis

This chapter reports the best available data at the time of publication. The timing of this update to the Newport Master Plan provides an opportunity to use information the 2010 Census. Due to changes in survey methodologies, the 2010 Census data focuses on limited demographic information regarding population, age, race, gender and general household information.

The US Census Bureau substantially changed its methods of collecting detailed demographic information. Prior Census counts included a concurrent, decennial sample of the population with a detailed “long form” survey collecting information about employment, income, and education. The Census Bureau adopted the American Community Survey (ACS) to replace the long form. The ACS is an ongoing regional survey sample that is collected and compiled on a one, three, or five-year cycle. The Town should continue monitoring available Census data to supplement the Master Plan.

Historical Context

Newport was one of sixteen individual towns, eight on either side of the Connecticut River, to receive its charter from the Royal Governor of New Hampshire, Benning Wentworth in 1761. A trapper from Killingworth, Connecticut named Eastman, thought to have been the first white man to visit Newport, settled with six others on the western side of the south branch of the Sugar River. Soon others arrived and established themselves across the valley where the present Town center is now located. From a base population of 15 families in 1769, the population of Newport steadily increased. The creation of Sullivan County in 1827 and resulting establishment of Newport as a shire town had a significant impact on the community's development.

The Town's growth during the first half of the 19th century was stimulated by the availability of water power, which provided an important energy resource for numerous mills. Private mills, including Newport Mills erected in 1813 for the manufacture of yarn, quickly established Newport as a center of textile activity. Manufacturing received renewed energy with the opening of the Concord and Claremont Railroad in 1871, which ushered in a new period of intense growth and prosperity in Newport. Important historic civic and private buildings in Newport date to this latter period.

The days of intense prosperity for the New Hampshire and New England industries were doomed, however, in the face of economic competition from other regions nationally and internationally. Newport has maintained slow, steady population growth into the 21st century. Table VI-1 documents over two centuries of population growth for Newport, Sullivan County, New Hampshire, and the United States.

The population growth in Newport and the Region has had a significant impact on the landscape. Population density (usually measured by number of persons per square mile), though not a direct indicator of land use trends, provides metric to measure relative development trends among communities in the region based on land area.

Newport's population density in 2010 was about 149 persons per square mile, less than half of the densities in Claremont and Lebanon. Table VI-2 indicates Newport has population densities comparable to New London and Sunapee. Newport's density and population trends reflect a consistent, modest, apparently stable rate of population growth that may be assumed to continue into the future.

TABLE VI-1
Historic Population Trends
Newport, Sullivan County, New Hampshire, U.S.A., 1767-2010

Year	US Census Population Figures			
	Newport	Sullivan County	State of NH	United States
1767	29	816		
1773	156	2,184		
1775	157	2,610		
1783	442	2,595		
1786	554	6,259		
1790	780	9,107	141,885	3,929,214
1800	1,226	14,537	183,858	5,308,483
1810	1,427	16,514	214,460	7,239,881
1820	1,679	18,533	244,161	9,638,453
1830	1,913	19,669	269,328	12,866,029
1840	1,958	20,340	284,574	17,069,453
1850	2,020	19,375	317,976	23,191,876
1860	2,077	19,041	326,073	31,443,321
1870	2,163	18,058	318,300	39,818,449
1880	2,612	18,161	346,991	50,155,783
1890	2,623	17,304	376,530	62,947,714
1900	3,126	18,009	411,588	75,994,575
1910	3,765	19,337	430,572	92,228,496
1920	4,109	20,922	443,083	106,021,537
1930	4,659	24,286	465,293	123,202,624
1940	5,304	25,442	491,524	132,164,569
1950	5,131	26,441	533,242	151,325,798
1960	5,458	28,067	606,921	179,323,175
1970	5,899	30,949	737,578	201,211,926
1980	6,229	36,063	920,475	226,504,825
1990	6,110	38,592	1,109,252	248,709,873
2000	6,269	40,458	1,235,786	281,421,906
2010	6,507	43,742	1,316,470	308,745,538

Sources: UVLSRPC; U.S. Bureau of the Census

TABLE VI-2: Population Density in Selected Upper Valley Lake Sunapee Region Communities, 1990 to 2010

Town	Area (sq. mi.)	Number of Persons per Square Mile		
		1990	2000	2010
Lebanon	37.0	329.3	339.7	355.4
Claremont	42.7	325.6	308.0	312.8
New London	22.1	144.6	186.2	199.0
Sunapee	21.9	116.9	139.5	153.7
<i>Newport</i>	43.6	140.4	143.8	149.2
Unity	36.7	36.5	41.7	45.5
Cornish	42.1	39.4	39.5	39.0
Goshen	21.8	34.0	34.0	37.2
Croydon	37.1	16.9	17.8	20.6

Sources: UVLSRPC; U.S. Bureau of the Census

Natural Increase and Migration

The two major determinants of population change are natural increase and migration. The excess of births over the number of deaths, in any one period, is called natural increase. Migration refers to the number of people who have moved into and out of the community in any one period.

TABLE VI-3: Births, Deaths & Natural Increase/Decrease, Newport: 2000-2010

Year	Births	Deaths	Natural Increase/Decrease
2000	74	93	-19
2001	104	81	23
2002	76	86	-10
2003	80	70	10
2004	87	68	19
2005	77	62	15
2006	76	67	9
2007	87	75	12
2008	88	73	15
2009*	76	86	-10
2010*	-	68	-

Source: NH Dept. of Health and Human Services

* Reported deaths do not include those that occurred outside NH (information not available).

Table VI-3 provides summary information of the births and deaths of Newport residents between 2000 and 2010, which is recorded at the NH Department of Health and Human Services. Between 2000 and 2010, the overall population increased by 238. The natural increase over this period was 64. Therefore, the principal driver for population

growth for the last decade was immigration and it will likely continue to be the principal driver of population growth for the foreseeable future.

Household Size & Age Distribution

Tracking trends in average household size and age distribution may help inform the Town in how to respond to housing demands and related impacts to community services. Table VI-4 illustrates a clear trend in decreasing household size on the local and statewide levels of detail. The average household size is limited to occupied housing units and excludes institutional facilities like group care or dormitories. The decreasing housing size appears to be consistent with the long-term trend of the aging population as illustrated in Figure VI-2.

TABLE VI-4
Average Persons Per Occupied Housing Unit
Newport, Sullivan County and New Hampshire – 1990 to 2010

Town	1990	2000	2010
Newport	2.57	2.48	2.43
Sullivan County	2.56	2.41	2.37
New Hampshire	2.62	2.53	2.46

Source: U.S. Bureau of the Census

Table VI-5 and Figure VI-2 detail the population distribution across age categories for 1990 to 2010. The population/age distribution indicates the predominant age categories, or the “peak” of the curve, continues to shift to older age groups each successive Census sampling. The following observations are based on the above data:

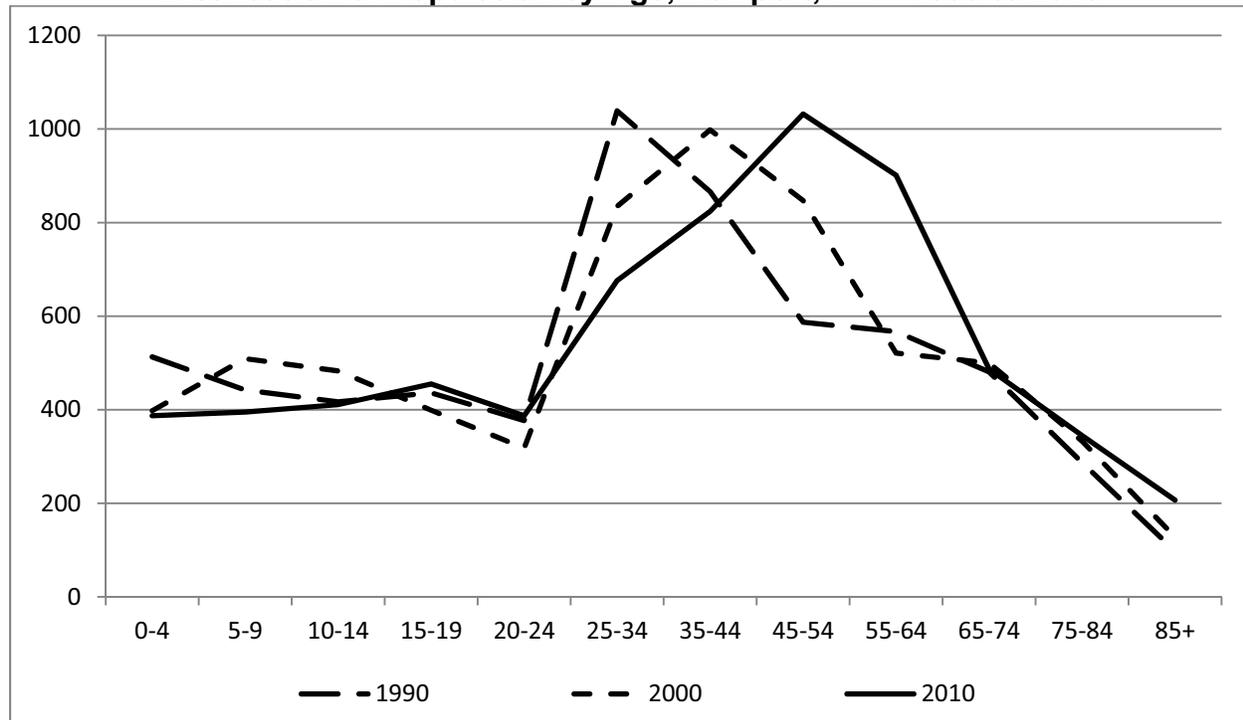
1. From 1990 to 2010, the young child population (0-14) is steadily decreasing. The drop in this age cohort may be the result of lifestyle choices by resident couples, which may include the choice to have fewer children or to postpone childbearing. This trend will translate into a drop in school enrollment without the introduction of new families with young children.
2. The workforce cohort (people between the ages of 20 and 64) account for just over half of the Town's population. Regardless, Figure VI-2 illustrates how the workforce overall is aging and there may be a significant drop in the workforce cohort within 20 years without substantial influx of a workforce population either relocating or commuting into Newport from surrounding communities.

TABLE VI-5
Overall Age Distribution, Newport – 1990 to 2010

Age Group	1990	2000	2010
0-4	513	398	387
5-9	442	509	395
10-14	417	483	411
15-19	436	399	455
20-24	377	318	387
25-34	1,039	835	676
35-44	866	998	824
45-54	587	847	1032
55-64	567	521	901
65-74	481	500	487
75-84	287	333	345
85+	98	128	207
Total	6,110	6,269	6,507

Source: U.S. Bureau of the Census

FIGURE VI-2
Distribution of Population by Age, Newport, NH – 1990 to 2010



Source: U.S. Bureau of the Census

As discussed above the age composition of a community has great importance in planning for future needs. In comparison to countywide and statewide trends, as reported in Table VI-6, Newport appears to be keeping pace with the statewide median

age. The median age continues to increase for the local, county, and statewide geographies during each successive Census.

**TABLE VI-6: Median Age
Newport, Sullivan County, and New Hampshire – 1990, 2000, 2009 ACS**

	1990	2000	2010
Newport	33.5	37.1	41.7
Sullivan County	35.7	40.0	43.9
New Hampshire	32.8	37.1	41.1

Source: U.S. Bureau of the Census

Income

Per capita and household income levels in Newport are lower than both the State and County averages. Newport's resident income data also indicate much slower rates of growth than apparent countywide and statewide trends. The 2009 ACS estimates indicate likely decreases in income levels with Newport suffering the most substantial rates of income loss. Tables II-X and II-Y report per capita income in 2009-equivalent dollars.

**TABLE VI-7: Per Capita Income Levels – Adjusted to 2009 Values
Newport, Sullivan County and New Hampshire – 1979, 1989, 1999, 2009 ACS**

Town	1989	1999	2009 Est. (Error)
Newport	\$20,052	\$21,485	\$20,333 (+/- \$1,675)
Sullivan County	\$22,379	\$27,453	\$25,592 (+/- \$719)
New Hampshire	\$27,611	\$30,705	\$30,640 (+/- \$238)

Source: U.S. Bureau of the Census – 1990, 2000, 2009 ACS

**TABLE VI-8: Median Family Income – Adjusted to 2009 Values
Newport, Sullivan County and New Hampshire - 1979, 1989, 1999, 2009 ACS**

Town	1989	1999	2009 Est. (Error)
Newport	\$48,506	\$48,215	\$45,565 (+/- \$6,153)
Sullivan County	\$50,265	\$52,717	\$50,016 (+/- \$1,893)
New Hampshire	\$62,854	\$63,700	\$63,033 (+/- \$443)

Source: U.S. Bureau of the Census – 1990, 2000, 2009 ACS

The percent of persons below the poverty level in 2009 was greater in Newport than in Sullivan County and the State.

**TABLE VI-9: Number and Percent of Persons Below Poverty Level
Newport, Sullivan County, and New Hampshire – 2009 ACS**

	Newport	Sullivan County	New Hampshire
Number	819	4,299	98,780
Percent	13.1%	10.2%	7.7%

Source: U.S. Bureau of the Census – 2009 ACS – Estimates Only

Population Projections

Population projections are intended as a planning tool to help a community anticipate growth and future demands on services. After analyzing past trends, Newport has, since 1990 grown at an average rate of about 0.3% per year. This moderate rate of growth is based on the assumption that population growth will be constant without consideration of sudden changes due to a new, large employer or similar significant developments. At the time of publication of this Master Plan, the NH Office of Energy and Planning (NH OEP) had not published revised population projections since 2007. At present, these projections are the most accurate available and provide detailed municipal projections. Table VI-10 summarizes three different population projections for Newport through 2030:

- **NH OEP Base Projection:** Published in 2005 and adjusted in 2007, this population projection is largely based on 2000 Census statistics.
- **Adjusted NH OEP Projection:** Using the 2010 Census data compared with the 2010 projected population, UVLSRPC Staff developed a simple, proportional adjustment to the projected population numbers for 2015 through 2030.
- **Fixed Population Forecast:** This projection uses the 20-year average annual growth rate from 1990 to 2010 (0.3%) to forecast Newport's population.

These three projections provide a range of population estimates that should be revised as new information becomes available.

TABLE VI-10: Population Projections for Newport

Method	2010 (Projected)	2010 (Census)	2015	2020	2030
NH OEP Base Projection (rev 2007)	6,670	-	6,860	7,040	7,430
NH OEP Adjusted Projection	-	6,507	6,692	6,868	7,248
Projection Based on 0.3% Avg. Annual Growth Rate	-	6,507	6,610	6,715	6,930

Sources: NH OEP; UVLSRPC

VII. HOUSING

Introduction

This chapter of the Newport Master Plan examines the housing conditions, trends and needs in Newport and the Region. This chapter relies heavily on data from the recently completed Regional Housing Needs Assessment prepared by the Upper Valley Lake Sunapee Regional Housing Commission (UVLSRPC). The chapter addresses key housing issues for Newport and the Region and provides recommendations pertinent to Newport's interests in short and long-term planning horizons. It will be important for Newport to maintain fair and reasonable housing opportunities for all of its residents regardless of age or income.

Community Survey Results

The community survey conducted by the Planning Board in 2010 measured a range of community attitudes and interests including a number of questions and value statements regarding housing. The following bullets summarize the survey responses:

- 64% of survey respondents supported development of single family homes throughout town, while 8% supported their development in the downtown, 9% in rural areas and 12% said nowhere.
- Only 48% of respondents supported multi-family homes, with 19% preferring them throughout town, 21% in the downtown, and 8% preferring them in rural areas.
- 65% of respondents were in favor of residential and commercial mixed use buildings – 38% preferred to see mixed use in the downtown, while 27% would like to see mixed use throughout town.
- 64% of respondents supported affordable housing throughout town. Only 12% were not in favor of more affordable housing.
- 60% agreed or strongly agreed that the town should focus on expanding housing options for seniors in the downtown.
- Nearly half the respondents did not support more manufactured home parks, though 44% said they would support manufactured homes on single lots in rural areas.
- 71% of respondents supported expansion of cluster housing (30% said throughout town, 4% in downtown, 37% rural areas).

Existing Housing Stock

Newport's population increased nearly 4% from 2000 to 2010. During the same period the total number of housing units increased by 11.6%. Table VII-1 illustrates the overall growth in housing units for the Region between 2000 and 2010. The rate of growth in total housing units in Newport for this time period kept pace with the regional growth (12.8%). The median increase in housing units for the municipalities in the region was 15.3%.

Table VII-1: Regional Housing and Population, 2000, 2010

	Population				Housing Units			
	2000	2010	Total Change	Percent Change	2000	2010	Total Change	Percent Change
Claremont	13,151	13,355	204	1.6	6,074	6,293	219	3.6
Lebanon	12,568	13,151	583	4.6	5,707	6,649	942	16.5
Hanover	10,850	11,260	410	3.8	2,989	3,445	456	15.3
Newport	6,269	6,507	238	3.8	2,633	2,938	305	11.6
Charlestown	4,749	5,114	365	7.7	2,067	2,263	196	9.5
Enfield	4,618	4,582	-36	-0.8	2,372	2,508	136	5.7
New London	4,116	4,397	281	6.8	2,085	2,303	218	10.5
Canaan	3,319	3,909	590	17.8	1,588	1,930	342	21.5
Sunapee	3,055	3,365	310	10.1	2,143	2,431	288	13.4
Grantham	2,167	2,985	818	37.7	1,513	1,773	260	17.2
Plainfield	2,241	2,364	123	5.5	877	984	107	12.2
Newbury	1,702	2,072	370	21.7	1,311	1,559	248	18.9
Lyme	1,679	1,716	37	2.2	752	810	58	7.7
Unity	1,530	1,671	141	9.2	594	736	142	23.9
Cornish	1,661	1,640	-21	-1.3	697	747	50	7.2
Wilmot	1,144	1,358	214	18.7	530	659	129	24.3
Grafton	1,138	1,340	202	17.8	698	839	141	20.2
Springfield	945	1,311	366	38.7	534	702	168	31.5
Orford	1,091	1,237	146	13.4	561	656	95	16.9
Lempster	971	1,154	183	18.8	577	679	102	17.7
Washington	895	1,123	228	25.5	925	1,093	168	18.2
Acworth	836	891	55	6.6	512	556	44	8.6
Goshen	741	810	69	9.3	389	444	55	14.1
Piermont	709	790	81	11.4	394	474	80	20.3
Croydon	661	764	103	15.6	354	396	42	11.9
Dorchester	353	355	2	0.6	236	240	4	1.7
Orange	299	331	32	10.7	134	167	33	24.6
Region	83,458	89,552	6094	7.3	39,246	44,274	5,028	12.8

Source: US Census, UVLSRPC

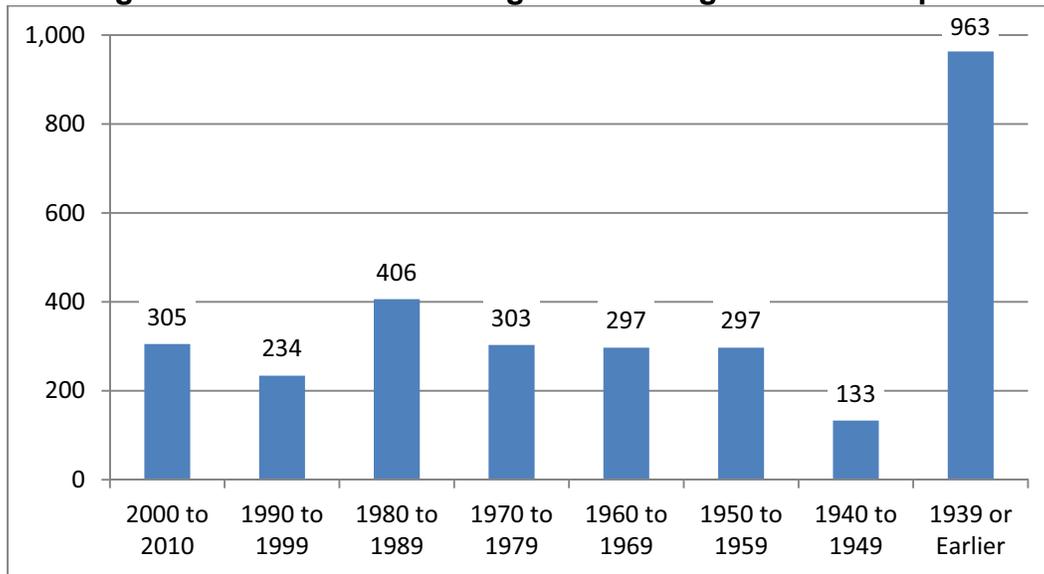
Characteristics of Newport's Housing Stock

Newport has a diverse housing stock that reflects its history as a manufacturing community and a regional economic center. The Downtown has a collection of older and historic structures that, due to their size, have been converted from single-family to multi-family structures. Also, there have been recent residential subdivisions in town, which add to the diversity in the age and condition of the housing stock.

The 2006-2010 ACS sample indicates there are more than 1660 single-family housing units (both attached and detached), or 56% of the total housing stock. ACS estimates multi-family units comprise approximately 892 units, or about one-third of (30%) of the total. There were 361 mobile homes in 2010. The historic trends from the 2010 ACS and the 2000 Census indicate mobile home and multi-family homes are a growing portion of the housing mix from 38% to 43% of the overall housing stock.

The age of the individual residential structures had been tracked through Census surveys until the discontinuation of the decennial Census Long Form after the 2000 Census. Figure VII-1 provides a snapshot of the age of housing units at the time of the 2000 Census, supplemented by the total housing numbers from the 2010 Census to account for the most recent decade. It is important to note nearly half (47%) of the existing housing stock is 50+ years old.

Figure VII-1: Number and Age of Housing Units in Newport



Source: US Census

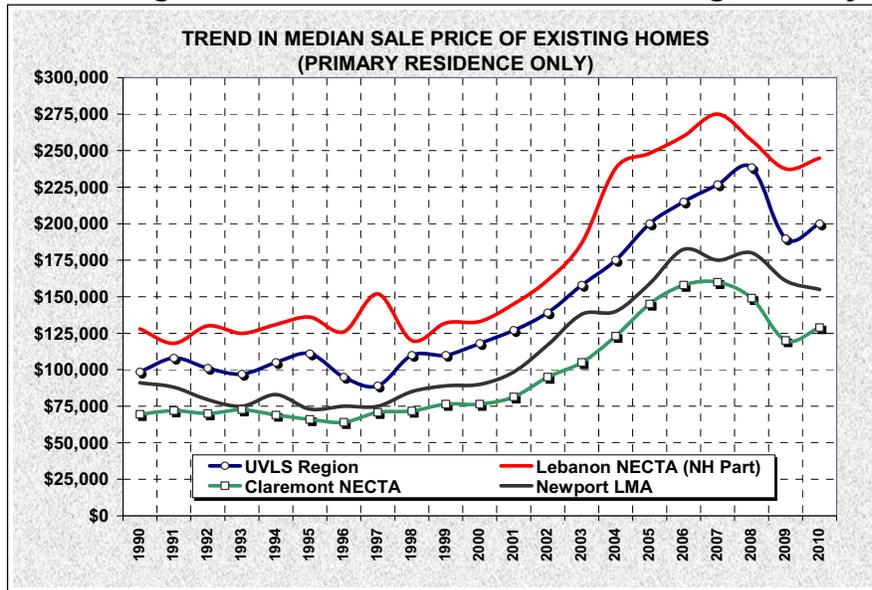
Due to the changes in Census survey methodology, detailed analyses of the housing stock for future planning efforts are best completed using the Tax Assessor’s database. This can be an important tracking exercise after the Town completes the mandatory town-wide property revaluation.

Median Home Price

Median home prices have increased significantly since 1990. Figure VII-2 illustrates the trends in median home prices for the overall region and the individual Census Labor Market Areas (LMAs), including the Newport LMA¹. The increase in median price, particularly since 2000, was realized throughout the region. The data also show the considerable differences in price between sub regions. For example, the median price in 2010 for existing homes was \$200,000 in the Region. It was nearly \$250,000 in the NH portion of the NECTA centering on Lebanon, but only \$150,000 in the Newport LMA. The recession and declining housing market resulted in a net reduction in median home sale prices of about \$25,000 since 2008.

¹ Labor Market Areas are geographies that represent an economically integrated region within which workers can readily change jobs without changing their place of residence. The Newport LMA includes Newport, Croydon, Sunapee, Lempster, and Goshen.

Figure VII-2: Regional Median Sale Prices for Existing, Primary Homes

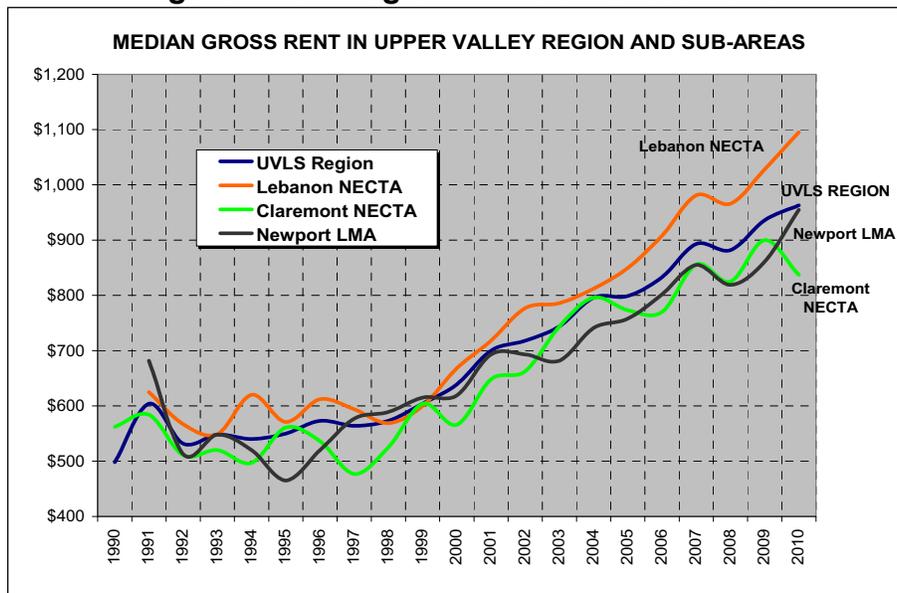


Source: New Hampshire Housing Finance Authority, UVLSRPC

Median Gross Rent

Differences in median rental costs between geographic segments of the Region are not significant those for median home price. The data shown Figure VII-3 represent market rent data based on advertised or rents offered by rental management exclusive of subsidized housing units.

Figure VII-3: Regional Median Gross Rent



Source: New Hampshire Housing Finance Authority, UVLSRPC

On a regional scale housing sale and rental prices in Newport are consistent with the regional average and substantially lower than those in the Lebanon area. While

Newport seeks to establish itself as an economic hub in the region, Newport and surrounding communities are attractive locations for affordable regional workforce housing.

Assisted Housing

As of 2010, the Upper Valley Lake Sunapee Region has 1,539 assisted rental units in some form of fully or partially subsidized housing development (Table VII-2). This total does not include other households who receive rent subsidy assistance directly as a voucher rather than through a particular development.

Assisted rental housing has been a particularly important resource for seniors in the region. The 926 assisted senior rental units represent 43% of all rental housing occupied by households age 65 or older in the Region. The 577 general occupancy units in the inventory represent less than 7% of all renters in the region under the age of 65.

**Table VII-2: Dedicated Assisted Housing Units,
Upper Valley Lake Sunapee Region**

	Total	Restricted to Seniors	General Occ. Housing
Canaan	24	24	0
Charlestown	100	44	56
Claremont	552	382	156
Enfield	51	24	21
Hanover	85	24	61
Lebanon	455	252	203
New London	32	32	0
Newport	240	144	80
UVLS Region	1,539	926	577

Source: New Hampshire Housing Finance Authority

Within the UVLS Region, about 60% of the assisted rental inventory is restricted to elderly and disabled residents, 37% are general occupancy units open to any age group, and about 2% are special needs housing. There are relatively few developments in which there is an income mix that includes market-rate apartments. About 90% of this inventory is subject to income limits that restrict occupancy to lower income households.

Concentrations of assisted rental housing in the UVLS Region are found in Lebanon, Claremont and Newport. Only eight of the UVLS Region's municipalities have any assisted housing developments. Six of these assisted rental developments are for general occupancy.

Workforce Housing Statute

While housing demand is generated across the region by job growth and the demographic factors, the capacity of the region to support an adequate housing supply reasonably close to jobs and services is governed by municipal land development regulations. New Hampshire's Workforce Housing Statute (RSA 674:58) requires communities to provide reasonable opportunity for workforce housing alternatives, including multifamily housing with five or more units per structure.

Not every community will have the utility infrastructure to support housing at higher densities, nor does the market necessarily support all forms of affordable housing in all locations. At the same time, the statute prohibits the outright exclusion of workforce housing. Reasonable opportunity must be available locally to allow the regional market to function and to comply with RSA 674:58.

Compliance with Workforce Housing Statute

Each community will have a different capacity to respond to the workforce statutory requirements. One response is basic compliance with the statute (essentially, a policy of "non-exclusion"). The other level of response is to provide incentives and actively participate in workforce housing development.

For minimum compliance, each community should consider:

- RSA 674:58 requires reasonable and realistic opportunities for development of workforce housing which includes multifamily housing structures with five or more dwelling units.
- The statute requires that lot size and overall density requirements for workforce housing shall be reasonable, and that the collective impact of zoning and regulatory provisions will be considered in a determination of reasonableness.
- Workforce housing opportunities (but not necessarily multifamily housing) must be allowed in a majority of the land area zoned to permit residential uses. The capacity of local regulations to accommodate multifamily housing of five or more units per structure cannot be limited to housing for the elderly.
- There should be some opportunity within each community for development of workforce housing under regulations that do not exceed necessary standards for environmental protection, water supply, sanitary disposal, and fire and life safety protection.
- Under RSA 674:58, the requirement of enabling reasonable opportunities for workforce development may be satisfied through appropriate inclusionary or

incentive zoning provisions, sometimes administered as overlay district provisions or as conditional use permits.

Municipalities may also take a more active role in promoting workforce housing opportunities depending on their location and capacity, or enlist the help of another organization to develop it. Possible actions are discussed in the next section.

Housing Issues

Housing Affordability and the Workforce

The cost of housing is an ongoing issue regardless of the recently enacted Workforce Housing Statute. While the statute seeks to ensure the opportunity for housing that is affordable to a specific income segment, it is not intended to address prevailing market conditions, which may make housing difficult for lower wage earning residents. Housing affordability problems occur more frequently among those who are in lower wage sectors or in entry-level positions. Average entry-level wages in some of the largest occupational sectors in the region range from about \$9 to \$20 per hour.

As the number of jobs in Newport and the region continues to grow, it will place more demand on the housing market to produce affordable units the support labor force expansion to meet industry demands. At the same time, the demographics show that population is shifting toward an older demographic, and that the long term trend indicates a decline in the labor force under 65. This may make it increasingly difficult to attract new, younger workers into the area unless there is a pool of affordable housing, particularly rental units.

Maintaining Existing Housing Stock

Half of Newport's housing stock is at least 50 years old; nearly a third is more than 70 years old. The existing housing stock contributes to valued facets of Newport's landscape and historic downtown. Maintaining the existing housing stock can best be met by combined measures of new construction, housing rehabilitation and regulatory reform. Examples include allowing mixed-use structures in the downtown historic district so upper story vacant commercial space can become residential units. Town policies and programs should encourage and support private investment in restoration and rehabilitation of existing residential structures.

Encouraging Innovative Land Use Planning

Additions to the housing supply should keep pace with the projected and expected gradual increase in the population. The Town should seek to find a balance between housing supply and its other planning initiatives outlined in the Land Use Chapter. New housing development, regardless of where, should be based on innovative, sustainable development practices including conservation of environmentally sensitive areas, energy efficient site and building construction practices, and best use of existing municipal and public services. Given the town's desire to encourage commercial and

industrial development, policies should also encourage opportunities for new mixed-use development, where appropriate, to offer housing opportunities for present and future residents.

The cost of housing had become virtually prohibitive, and is a critical factor in considering alternatives for increased housing supply. Minimizing land costs can be achieved through multi-family housing, such as condominiums and housing cooperatives. Land and housing costs can also be minimized using various zoning techniques, such as cluster developments, planned unit (residential) developments, and zero lot line developments.

Diversity of Housing Stock

Newport needs to strive to attain a balance of housing types and values. While affordable housing is both an important social and economic issue for the region the community should also encourage moderate and higher valued homes to serve middle and upper income families. Attracting development of higher valued housing is one approach to improving the Town's tax base and softening the property tax burden on property owners.

Recommendations

1. The Planning Board should modify land use regulations to encourage appropriate residential development in existing buildings. Particular attention should be paid to encouraging mixed uses in multi-story commercial buildings and vacant industrial buildings in the core downtown area.
2. Conduct a regulatory review to ensure the Town's land use regulations and municipal ordinances are in compliance with State Statutes.
3. Encourage private investment in the renovation and restoration of older housing units. The older housing units, particularly in the downtown and nearby neighborhoods, contribute to Newport's character – an important quality for the recent survey respondents.
4. Encourage innovative land use techniques for new housing development through development of guidelines or amending local regulations. These techniques should address site design, impacts on aesthetics, conservation of sensitive environmental areas, and introducing mixed-uses on a single property or in a single structure where appropriate.

VIII. ECONOMIC BASE

Introduction

The term “economic base” refers to many different aspects of the local economy, including factors relating to employment, commuting patterns, financial status and taxes. The local economy is dynamic and interlinked and, in the municipal context, new investments can broaden the local tax base, permitting improvements in the quality of municipal services to all residents and property owners.

These economic indicators are compiled by various sources that indicate one or more things about the trends and interrelationships of the local and regional economy. In this chapter on Newport’s economic base, the Master Plan looks at available information on employment, commuting patterns, financial status and taxes.

Economic development is particularly important for Newport as it seeks to establish its place as a regional economic hub. This chapter examines recent economic trends and characteristics and identifies economic development goals and objectives. The last portion of this chapter presents a series of recommendations to address and promote the economic welfare of Newport and its citizens.

Data used in this chapter comes from several state and federal sources including the NH Employment Security Economic and Labor Information Bureau, New Hampshire Department Revenue Administration, U.S. Census, and the New Hampshire Office of Energy and Planning.

Community Attitude Survey Results

The Community Attitude Survey conducted in early 2010 is a first step in this Master Plan update process. A number of the survey questions focused on Town attitudes toward different aspects of the economic base. The results pertaining to economic base are summarized below. The full survey is included as an appendix.

Overall, respondents favored expansion of the following commercial & industrial enterprises:

- High tech industry (80%), light manufacturing (78%), small farms (72%), cottage industries (64%), arts & crafts (63%).
- Overall, respondents did not favor race tracks (60% opposed), gas stations (64% opposed), or resource extraction (50% opposed).
- Respondents were somewhat divided about heavy manufacturing, warehouses, shopping centers, large farms and personal services; 64% of respondents agreed or strongly agreed that they would like to see industrial expansion in the Kelleyville area, while 60% wanted to see it occur along Route 11/103, East of Downtown and North of Maple St.

- Only 22% of respondents agreed that the town should limit further commercial development, while 27% agreed that the town should limit industrial development.

Commercial Growth:

- 80% agreed that they would like to see more restaurants in the community, 57% would like to see more lodging and 82% would like to see more retail shops.
- 87% of respondents said that they would like to see the town focus on developing more employment opportunities.
- 72% said that they would not like to see adult-oriented business in town.
- 68% of respondents want to see more commercial development in Kelleyville, 56% want more in the downtown and 52% want to see more along Route 11/103, East of Downtown and North of Maple St.
- 71% agreed that the town should attract more outdoor recreation-related businesses.

Economic Characteristics and Trends

The following analysis uses a variety of measures to understand recent trends in the local and regional economy. The local and national economy has been in a recession in recent years. While the immediate economic issues are critical, the intent of this chapter is to capture long-term trends to inform long-term planning for Newport's future. The following data for each measure focuses on relatively long-term (5+ year trends) measurement and enables comparison among neighboring municipalities, the Region, County, and State. These tables and figures will help inform the relative strengths and weaknesses of the local economy.

The measures used in this section examine household and individual income, employment, local jobs, and the Town's property tax base. It is important to look to regional and/or state averages to understand the relative soundness of the local economy.

Resident Employment and Income

Employment

According to the 2010 ACS, Newport has a resident workforce of approximately 3,576. Table VIII-X details the distribution of occupations for those employed in Newport from 1990 to 2010 based on detailed Census information (the 2010 numbers rely on ACS estimates). As the economic climate has changed in recent decades, there has been a steady decline in manufacturing occupations for Newport residents, which is consistent with the regional trends. In 1979, a very high concentration, nearly 45%, of Newport's residents, had manufacturing jobs. By comparison, an estimated 20% are employed with a manufacturing occupation in 2010. Trends in Table VIII-X indicate a general loss of manufacturing jobs and an increase in the trades, construction, retail, and service sectors for both Newport and Sullivan County residents in the last twenty years.

Table VIII-X: Resident Occupation Trends, Newport and Sullivan County

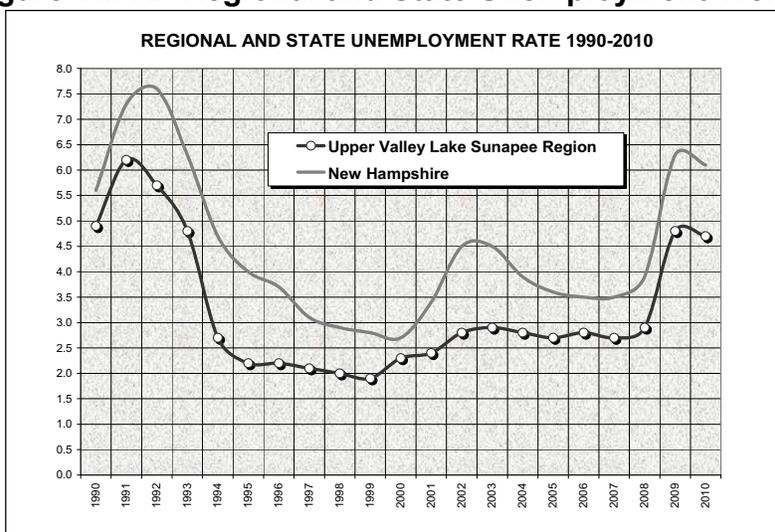
	Newport						Sullivan County					
	1990	2000	Change ('90-'00)	2010 ACS	Change ('00-'10)	Change ('90-'10)	1990	2000	Change ('90-'00)	2010 ACS	Change ('00-'10)	Change ('90-'10)
Management, Business, Science, Arts	530	660	24.5%	885	34.1%	67.0%	4,575	5,711	24.8%	7,562	32.4%	65.3%
<i>Managerial & Professional Specialty</i>	172	272	-	-	-	-	1,911	2,139	-	-	-	-
<i>Technical, Education, Arts</i>	358	388	-	-	-	-	2,664	3,572	-	-	-	-
Service Occupations	434	400	-7.8%	610	52.5%	40.6%	2,342	2,747	17.3%	3,696	34.5%	57.8%
Sales, Office Occupations	697	634	-9.0%	901	42.1%	29.3%	4,511	4,908	8.8%	5,542	12.9%	22.9%
Natural Res., Construction, Maintenance	184	269	46.2%	406	50.9%	120.7%	1,182	2,350	98.8%	2,233	-5.0%	88.9%
<i>Farm, Forestry, Fishing</i>	35	0	-	-	-	-	465	173	-	-	-	-
<i>Construction, Extraction, Maintenance</i>	149	269	-	-	-	-	717	2,177	-	-	-	-
Production, Transport, Material Moving	1,011	913	-9.7%	656	-28.1%	-35.1%	5,945	4,767	-19.8%	4,008	-15.9%	-32.6%
<i>Manufacturing</i>	923	748	-	-	-	-	5,176	3,522	-	-	-	-
<i>Transportation, Material Moving</i>	88	165	-	-	-	-	769	1,245	-	-	-	-
Total	2,856	2,876	0.7%	3,458	20.2%	21.1%	18,555	20,483	10.4%	23,041	12.5%	24.2%

Source: US Census

Unemployment

Newport’s average annual unemployment rate for 2010, according to the NH Employment Security, was 7.6%. Sullivan County and statewide average unemployment rates were 6.1% and 5.7%, respectively. Newport’s unemployment rate is remarkably higher than county and state rates, which indicates Newport’s residents have a relatively higher level of vulnerability to the current recession and potential future economic recessions.

Figure VIII-X: Regional and State Unemployment Trends



Source: NH Employment Security

Income

According to the 1990 U.S. Census, Newport’s 1989 median household income level was \$48,506 (adjusted to 2009 dollars). The Table VIII-X indicates that income levels at the local, county, and state levels have remained more or less static for the last 20 years. As illustrated in the following tables, Newport’s income levels (both household and per capita) are significantly less than those reported for the county and state.

**TABLE VIII-2: Median Family Income – Adjusted to 2009 Values
Newport, Sullivan County and New Hampshire – 1989, 1999, 2009 ACS**

Town	1989	1999	2009 Est. (Error)
Newport	\$48,506	\$48,215	\$45,565 (+/- \$6,153)
Sullivan County	\$50,265	\$52,717	\$50,016 (+/- \$1,893)
New Hampshire	\$62,854	\$63,700	\$63,033 (+/- \$443)

Source: U.S. Bureau of the Census – 1990, 2000, 2005-2009 ACS

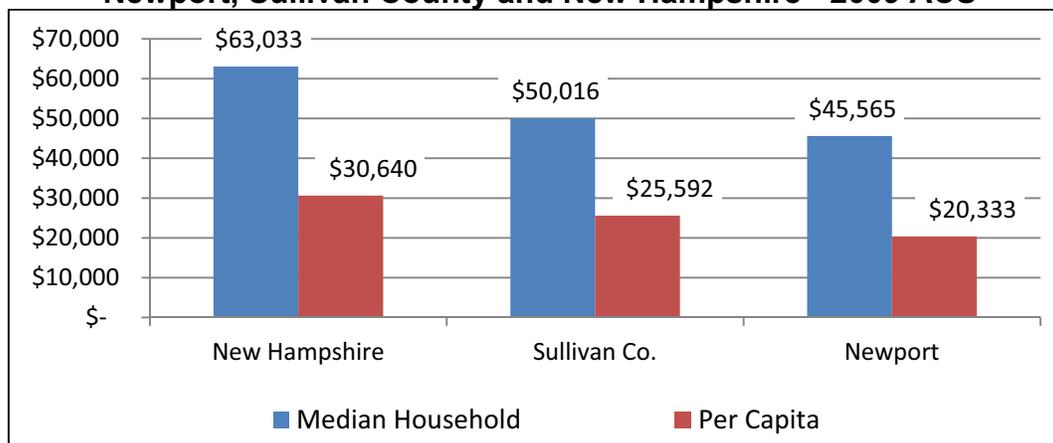
**TABLE VIII-1: Per Capita Income Levels – Adjusted to 2009 Values
Newport, Sullivan County and New Hampshire – 1989, 1999, 2009 ACS**

Town	1989	1999	2009 Est. (Error)
Newport	\$20,052	\$21,485	\$20,333 (+/- \$1,675)
Sullivan County	\$22,379	\$27,453	\$25,592 (+/- \$719)
New Hampshire	\$27,611	\$30,705	\$30,640 (+/- \$238)

Source: U.S. Bureau of the Census –1990, 2000, 2005-2009 ACS

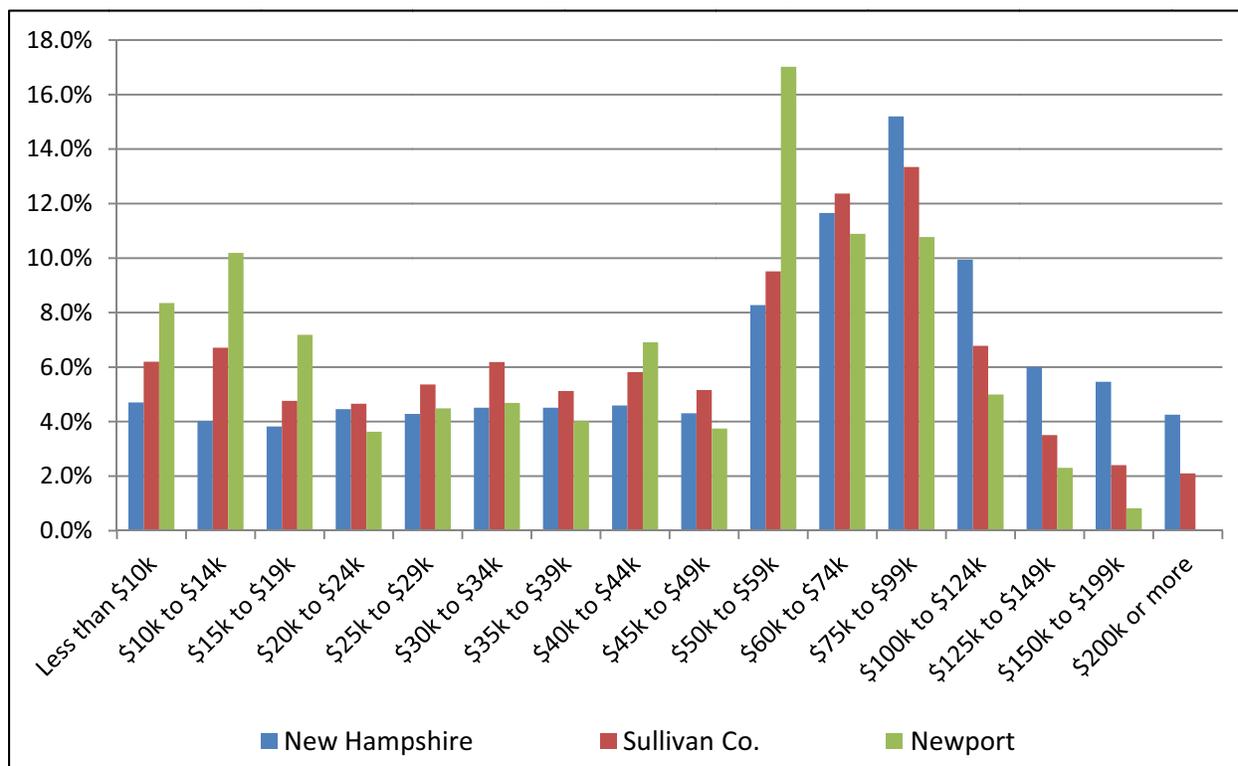
Figure VIII-X provides a detailed illustration of income ranges for households for the three geographies. Newport’s income distribution indicates larger portions of the population have median household incomes less than \$20,000 and in the \$50,000 to \$60,000 range. These clusters of income groups, as well as relatively fewer higher-income households, lower the town household and per capita incomes.

**Figure VIII-X: Median Household and Per Capita Income
Newport, Sullivan County and New Hampshire - 2009 ACS**



Source: U.S. Bureau of the Census – 2005-2009 ACS

**Figure VIII-X: Distribution of Median Household Incomes
Newport, Sullivan County and New Hampshire - 2009 ACS**



Source: U.S. Bureau of the Census – 2005-2009 ACS

Poverty Level

The U.S. Census definition of poverty level developed by the Social Security Administration in 1964 and has been modified by federal interagency committees. Poverty level is revised annually to allow for changes in the cost of living. This level is applied nationally without regional adjustment for cost of living. Poverty level in 2009 varied based on household size and family composition (number and age of children). For example, poverty levels ranged from a low of \$10,289 for an individual 65 years or older to \$47,514 for a large family with 7 or more children 18 years or older.

Table VIII-X provides an overview of the number of persons estimated to be below the poverty level in 2009 (based on the ACS sample) for Newport, Sullivan County, and New Hampshire. The percentage of persons in Newport below the poverty level was 13.1 percent, which was higher than the county or statewide estimates. This trend in Newport’s poverty levels exceeding county and state levels has been consistent since at least 1979, as documented in the 1995 Master Plan.

**TABLE VIII-3: Number and Percent of Persons Below Poverty Level
Newport, Sullivan County, and New Hampshire – 2009 ACS**

	Newport	Sullivan County	New Hampshire
Number	819	4,299	98,780
Percent	13.1%	10.2%	7.7%

Source: U.S. Bureau of the Census – 2005-2009 ACS

Newport Employer Jobs and Wages

The following information focuses on the jobs and wages provided by employers in Newport. The primary sources of information for this section are the US Census and NH Employment Security Economic and Labor Information Bureau.

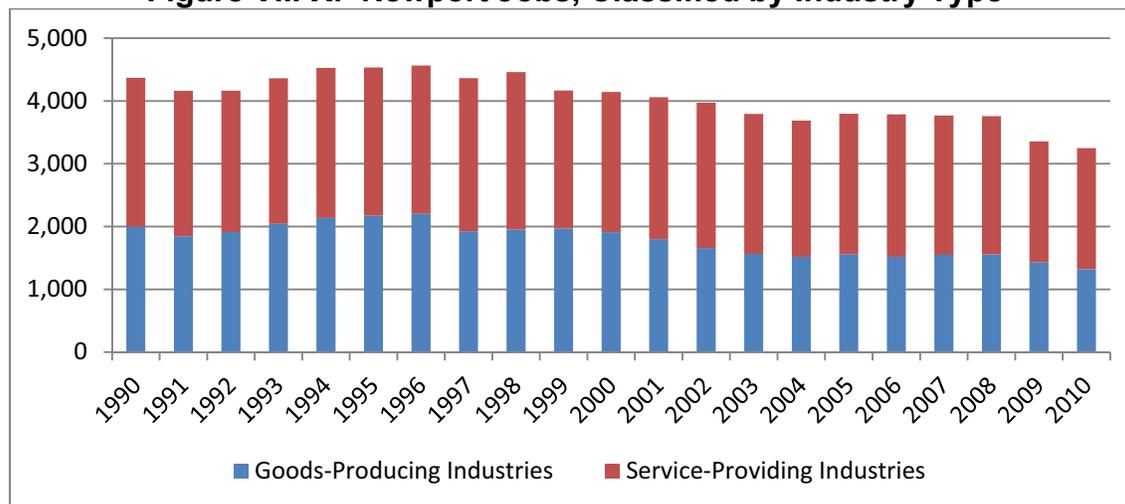
Jobs

There has been an apparent shift in principal industries in the region toward providing services, rather than manufacturing goods. From 2005 to 2010 NH Employment Security has tracked regional goods versus services employment to be approximately 18% goods-producing jobs and 82% service-providing jobs.

Newport continues to have a strong manufacturing-based economy, but some notable changes have taken place in the composition of the local manufacturing base. The textile, garment and shoe manufacturers have given way to more modern durable goods industries. Sturm, Ruger, & Co, the Town’s largest employer, provides a major stabilizing influence on the local economy.

As illustrated in in Figure VIII-X, there is a steady decline in overall jobs in Newport from 4,368 jobs in 1990 to 3,250 jobs in 2010. The ratios of goods-producing to service-providing jobs shifted from 46%(goods) and 54%(services) in 1990 to 41%(goods) and 59%(services).

Figure VIII-X: Newport Jobs, Classified by Industry Type



Source: NH Employment Security

Historical job growth in the region and its labor markets is illustrated in Tables VIII-X and VIII-X for the period 1990-2010. Job growth in the Upper Valley was over 20% from 1990 to 2000, but only 3% from 2000 to 2010. Its long term (20 year) average annual job growth was about 1.2% per year.

The principal labor market in the region, centered in Lebanon, realized a nearly 25% increase in jobs from 1990 to 2000 and 7% from 2000 to 2010. The smaller labor markets have shown net growth in some centers (the New London and Charlestown markets) but net losses in others (the Newport LMA and the Claremont NECTA). The Newport LMA experienced an overall loss of 835 jobs, or 16.8% in the 20-year analysis period.

Projected net growth in employment, based on existing trends, is expected to center within the largest two existing job sectors of the UVLS region: health care & social assistance and educational services. Together, these sectors are expected to be the source of about 68% of net job growth in the region. Historical data and the existing concentration of these employment sectors suggest Lebanon and Hanover will continue to be centers of job growth.

Table VIII-X: Regional Employment Trends

EMPLOYMENT (JOBS) WITHIN PRINCIPAL LABOR MARKETS OF THE REGION							
GEOGRAPHIC AREA	1990	2000	2010	Change 1990-2000		Change 2000-2010	
				Number	Percent	Number	Percent
Upper Valley Lake Sunapee Region	37,480	45,280	46,634	7,800	20.8%	1,354	3.0%
Lebanon, NH-VT NECTA	32,263	40,211	42,948	7,948	24.6%	2,737	6.8%
<i>New Hampshire Portion</i>	22,738	29,093	31,214	6,355	27.9%	2,121	7.3%
<i>Vermont Portion</i>	9,525	11,118	11,734	1,593	16.7%	616	5.5%
New London LMA	3,083	4,411	4,675	1,328	43.1%	264	6.0%
Newport LMA	5,050	4,975	4,140	-75	-1.5%	-835	-16.8%
Claremont NECTA	6,532	6,213	5,815	-319	-4.9%	-398	-6.4%
Charlestown LMA	1,190	2,056	2,074	866	72.8%	18	0.9%
* Employment data includes covered private employment (subject to compensation insurance) and government employment derived from NH and VT Labor Market Information Bureaus							

Source: NH Employment Security, UVLSRPC

Table VIII-X: Employment Growth Trends, 1990 to 2010

Employment Growth Rates - Jobs in Businesses and Government*				
Geographic Area	1990-2000 (10-Yr)	2000-2010 (10-Yr)	1990-2010 (20-Yr)	20-Yr Annual Avg
Upper Valley Lake Sunapee Region	20.8%	3.0%	24.4%	1.2%
Lebanon NH-VT MicroNECTA	24.6%	6.8%	33.1%	1.7%
New Hampshire Portion	27.9%	7.3%	37.3%	1.9%
Vermont Portion	16.7%	5.5%	23.2%	1.2%
New London LMA	43.1%	6.0%	51.6%	2.6%
Newport LMA	-1.5%	-16.8%	-18.0%	-0.9%
Claremont NECTA	-4.9%	-6.4%	-11.0%	-0.5%
Charlestown LMA	72.8%	0.9%	74.3%	3.7%

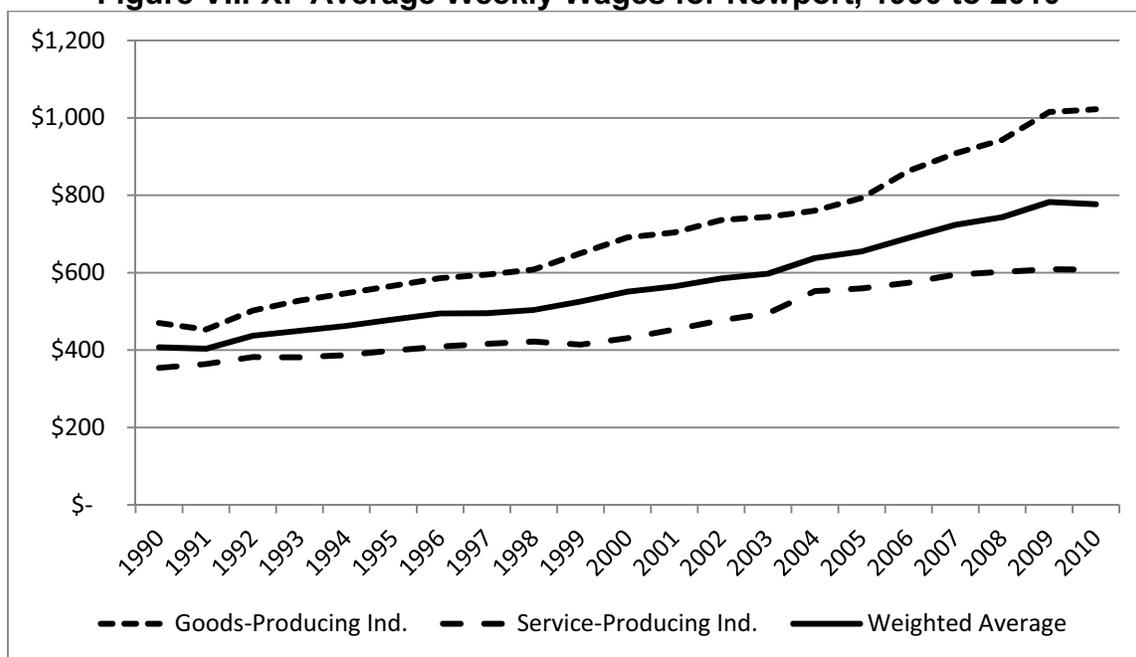
** Change in private covered and government employment (jobs) in area*

Source: NH Employment Security, UVLSRPC

Wages

Newport’s jobs provided an average weekly wage of \$776 in 2010. The statewide average weekly wage was \$884 and \$714 for Sullivan County. The Upper Valley Lake Sunapee Region had a higher average weekly wage of \$960. In Newport, the average wages paid for goods-producing jobs was approximately 40% higher than the service-providing jobs. The downward trend in the number of goods-producing jobs will continue to drive overall wages closer to the levels of the service-providing jobs, unless there is a shift in future employment geared toward higher wage professional or production jobs.

Figure VIII-X: Average Weekly Wages for Newport, 1990 to 2010



Source: NH Employment Security

Table VIII-X: Regional Comparison of Wages, 2010

	2010 Jobs	2010 Wages (\$M)	2010 Avg Weekly Wage
Canaan	617	\$22.09	\$689
Enfield	650	\$22.52	\$666
Hanover	9,250	\$609.42	\$1,267
Lebanon	18,929	\$1,037.28	\$1,054
Lyme	390	\$18.21	\$898
Orford	234	\$7.87	\$647
Piermont	113	\$2.45	\$417
New London	2,625	\$103.14	\$756
Newbury	575	\$12.09	\$404
Wilmot	155	\$4.92	\$611
Acworth	83	\$4.23	\$980
Charlestown	1,934	\$75.24	\$748
Claremont	5,549	\$201.94	\$700
Cornish	141	\$4.07	\$555
Croydon	114	\$2.48	\$419
Goshen	33	\$0.77	\$446
Grantham	287	\$9.55	\$640
Lempster	126	\$4.26	\$650
Newport	3,250	\$131.16	\$776
Plainfield	423	\$14.92	\$678
Springfield	114	\$5.36	\$905
Sunapee	617	\$18.88	\$589
Unity	266	\$8.30	\$600
Washington	82	\$2.76	\$647
Upper Valley Lake Sunapee Region	46,557	\$2,323.93	\$960

Source: NH Employment Security

Note: Towns with no reported data excluded from table

Newport's Tax Base

Newport's full value tax rate in 2010 was the third- highest in the Region. As shown in table VIII-X, Claremont, Charlestown, and Newport have comparably high tax rates and all are well above the rates in most communities the Region. The per capita total equalized valuation for Newport was higher than that for Claremont and Charlestown, but lower than that for the County as a whole.

Generally, municipal tax rates in New Hampshire are as much driven by local property values as they are by the level of municipal services and schooling approved by the voting population. While Newport has the 4th-highest commercial property valuation in the region, Newport ranks 24th in per capita share of the total municipal valuation.

Table VIII-X: Municipal Property Valuations and Tax Rates, 2010

	Commercial Valuation - Equalized (\$M)	Total Valuation - Equalized (\$M)	Equalized Property Tax per \$1000 Property Value	Equalized Per Capita Valuation
Canaan	\$24.62	\$359.20	\$20.26	\$91,890.51
Dorchester	\$0.00	\$39.57	\$20.76	\$111,464.79
Enfield	\$36.10	\$540.69	\$20.52	\$118,003.06
Grafton	\$1.45	\$125.95	\$18.91	\$93,992.54
Hanover	\$458.47	\$1,964.62	\$16.32	\$174,477.80
Lebanon	\$728.26	\$1,789.29	\$22.86	\$136,057.33
Lyme	\$16.39	\$321.17	\$19.17	\$187,162.00
Orange	\$0.52	\$29.03	\$19.52	\$87,703.93
Orford	\$10.45	\$153.95	\$26.40	\$124,454.32
Piermont	\$6.19	\$93.00	\$21.68	\$117,721.52
New London	\$80.26	\$1,002.83	\$13.82	\$228,071.41
Newbury	\$31.87	\$705.44	\$13.85	\$340,463.32
Wilmot	\$8.83	\$176.27	\$20.57	\$129,801.18
Acworth	\$3.12	\$103.53	\$19.49	\$116,195.29
Charlestown	\$39.36	\$306.84	\$28.30	\$60,000.00
Claremont	\$219.62	\$833.64	\$33.53	\$62,421.56
Cornish	\$1.75	\$183.93	\$18.81	\$112,152.44
Croydon	\$3.48	\$88.61	\$14.98	\$115,981.68
Goshen	\$2.22	\$75.73	\$23.65	\$93,493.83
Grantham	\$11.92	\$506.24	\$19.20	\$169,594.64
Lempster	\$4.36	\$166.85	\$18.45	\$144,584.06
Newport	\$135.72	\$557.36	\$26.88	\$85,655.45
Plainfield	\$11.85	\$278.62	\$23.75	\$117,859.56
Springfield	\$13.10	\$197.01	\$19.19	\$150,274.60
Sunapee	\$31.88	\$1,077.60	\$12.81	\$320,237.74
Unity	\$0.23	\$131.87	\$21.89	\$78,916.82
Washington	\$2.74	\$263.17	\$17.90	\$234,345.50
Upper Valley Lake Sunapee Region	\$1,884.76	\$12,072.00	\$19.46	\$134,804.36

Source: NH Dept of Revenue Administration, UVLSRPC

Newport's tax rate is among the highest in the Region and its per capita income is very low. The Town must begin immediately taking active, positive steps to strengthen the Town's net tax base.

Summary of Economic Characteristics

This section on Newport's economic characteristics and trends provides a lot of information about the economic disposition of Newport's population, its employers, and

compares these data with regional and statewide trends. The following bullets summarize the most important information to guide Newport's planning for the next decade:

- Historic trends in the occupations for Newport's residents indicate a shift in employment from manufacturing and goods-producing jobs to retail, construction, and service-oriented jobs.
- A significant portion of Newport's population appears to be vulnerable to the current economic recession. This is demonstrated by the relatively high unemployment and poverty rates, as well as low income clusters for the median household income distribution.
- Newport's employers provide jobs with a greater proportion goods-producing to service-providing positions than the statewide or regional rates. These goods-producing jobs pay higher wages than the service-providing jobs, but they are becoming proportionately fewer in Newport's market. Wages paid in Newport are below average statewide and the Upper Valley Lake Sunapee Region and are consistent with the average wages paid in Sullivan County.
- Newport and Claremont are the two economic areas in the Region that have lost jobs over the last 20 years. The average 20-year job loss rate for the Newport Labor Market Area is the highest in the region.
- Newport's property tax rate is the third-highest in the Region, behind Claremont and Charlestown. While Newport has the 4th-highest commercial valuations in the region, Newport ranks 24th in per capita share of the total municipal valuation.

Newport's Economic Assets, Liabilities, and Opportunities

The Newport economy is directly related to its economic assets and the markets which it serves, as well as its limitations for economic growth and expansion. While the Town cannot control market conditions, it can influence some factors. Newport Town and business representatives recognized the importance of local action to encourage economic development and established the Economic Corporation of Newport, Inc. (ECON) in 1992. In the same year ECON funded the development of an Economic Development Strategic Plan to develop a mission, short-term, and long-term goals. Nearly 20 years later, aspects of this document are still relevant to Newport and could be updated for ongoing economic development efforts.

The following text reviews Newport's economic assets, liabilities, and opportunities. These points have been developed based on historic documents, current economic conditions, and through input from Newport's citizens during the Master Plan process. The following points are not intended to be a comprehensive assessment on this topic. This section should be reviewed and updated as conditions or public priorities warrant.

Economic Assets

Natural, Scenic, and Rural Landscape

Newport's landscape includes historic covered bridges, bike trails, fly fishing and boating in the Sugar River, open fields, woodlands, parks, farms, historic structures, the town common, fall foliage, etc. The scenic quality of Newport attracts year-round and seasonal homebuyers and renters, consumers from neighboring towns, tourists and new business and enhances property values.

Agricultural Resources

Newport's agricultural resources are an economic asset because they provide jobs in the community and are an integral part of the valued character of the Town's rural lands. Agricultural operations provide food and goods for local consumption, which broadens the base of the local and regional economy. The Newport Farmers' Market provides a venue for local and regional producers to interact directly with consumers on a weekly basis during non-winter months.

Local and Regional Recreation and Tourism

Lake Sunapee, Mt. Sunapee and other regional attractions provide opportunities for year-round recreational and tourist activities in Newport. Newport's historic downtown and hiking and biking trails enhance the Town's quality of life.

Historic Downtown and Local Markets

Downtown Newport has a variety of stores, restaurants, shops and services, all within a small geographical area and a small town, old New England village atmosphere. The downtown is an attractive environment for shoppers and businesses in an atmosphere which typical shopping centers cannot offer and enhances residential and commercial property values. Shopping local goods producers and locally owned businesses enhances the local economy through local investment and support of the local innovation, entrepreneurs, and labor force.

Regional Market Location

Newport is within a 2.5 hour drive of downtown Boston and is midway between the regionally significant Lebanon and Concord commercial centers. Newport serves as a commercial center for neighboring communities.

Regional Roadway Network

Newport is at the crossroads of north-south and east-west state highways, which gives residents and businesses easy access to the local and regional transportation network. Virtually all intra-regional and inter-regional traffic passes through Newport, via Route 11/103. Seasonal and year-round populations in the Lake Sunapee, Mt. Sunapee and Eastman area can travel to Newport along Routes 10, 11 and 103.

Community Services and Infrastructure

Established Infrastructure facilities include a public water service and water filtration plant, public sewer service, a town-owned airport, as well as high-capacity communications and electrical power along major corridors. Local and regional governmental services, including the Sullivan County Superior Court and Registry of Deeds, make Newport an important regional asset.

Community Organizations and Activities

The numerous community service organizations in Newport organize special events, cooperate in advertising and make physical improvements in town. This “community spirit” is a major economic asset. Newport hosts numerous special Events including bicycle and canoe races, running events, activities on the Common, an annual Apple Pie Craft Fair, the weekly farmers’ market, Sunday concerts, the oldest Winter Carnival in the country and the Sarah Josepha Hale award. Many other events draw people to Newport.

Local and Regional Labor Force

A significant portion of jobs in Newport are within the goods-producing industry, which often requires skilled labor. Newport’s labor force has access to numerous training programs through a number of local and statewide educational facilities, as well as nationally recognized academic institutions. Such facilities include the Sugar Valley Regional Tech Center, River Valley Community College in Claremont, Colby-Sawyer College, Lebanon College, Dartmouth College, Plymouth State College, and the University of New Hampshire, as well as numerous training programs offered by private employers.

Overall Business Development Climate

Town government and business owners, particularly members of ECON, recognize the importance of developing a well-balanced, well-planned approach to economic development. Newport has already identified properties and areas in town that are most suitable for concentrated commercial and industrial development. Further, Town officials are willing and able to provide reasonable assistance and guidance to facilitate the expansion of existing businesses or development of new businesses Newport. The Town has been pro-active in establishing a Tax Increment Finance District and listing several properties in ERZ zones to create incentives for businesses and encourage new businesses to locate or re-locate in Newport.

Economic Liabilities

Aesthetics for Old and New Properties

Visual quality liabilities include poorly maintained homes and businesses, strip commercial development along highways, lack of landscaping in parking lots, loss of farmland and open fields, lack of vegetative buffers between conflicting land uses, poor

signage throughout Town (except in the historic district) and poorly maintained sidewalks and streets.

Deteriorating Historic Buildings

Newport's Downtown contains a fair number of historic and architecturally significant structures used for residential or commercial purposes. Some of these structures, many of which are adjacent to busy local and regional roads, are dilapidated or poorly maintained. The result is a deteriorating stock of structures along major roadways that have a negative impact on the quality of the housing and commercial building stock and appearance of the streetscape.

Public Utilities

Many targeted development areas have limited or no access to municipal water and sewer and may not have access to high-capacity electric and communications services. Current economic conditions limit the Town's ability to do any more than what is necessary to maintain the existing municipal water and sewer services that comply with state and federal standards. There is no consideration of expanding the water and sewer networks. Easy access to utilities is an attraction for commercial and industrial development. Limited capacity and/or potentially troublesome supply issues may act as a barrier to development.

Regional Competition

Many towns to the south are closer to the Boston and New York markets. New London and Hanover capture a significant portion of the tourist market and present formidable competition for these dollars. Claremont Shopping Center is on the Newport side of the City, and is easily accessible to Newport shoppers. Growth of neighboring communities may create more commercial competition for the spending of year-round residents' dollars.

Aging Population

The aging of the population will have significant impacts on the local labor force in the next 20 years. Unless there is an influx of young individuals into the region to supplement the labor force, there will be a significant issue that may have severe impacts on the local economy and quality of life.

Opportunities

Promote Newport for Commercial Development

Attracting and retaining businesses is increasingly competitive for communities like Newport. Regardless, Town Staff have worked hard to identify redevelopment districts to promote revitalization and infill development, as well as village areas for new development. This Master Plan builds on the concept of focused, mixed-use village areas in the Future Land Use Plan. The challenge will be developing up to date outreach (a.k.a. marketing) materials, supporting a streamlined municipal permitting

process, and planning infrastructure improvements to make these development sites more attractive to developers.

Promote Cottage Industries

Cottage industries and home businesses often begin with an entrepreneurial idea carried-out by an individual from their residence at first then may expand to a commercial enterprise in an appropriately zoned neighborhood. Often, a successful cottage industry will establish itself in the community as it grows. Supporting this type of business development is a good way to foster innovation and tap local resources with minimal investment of time or funding.

Promote Newport as a Residential Community

Housing is an integral part to economic development. This applies to the local and regional geographies: the workforce needs a place to live. Newport can promote itself as a community in which they can live. This effort could focus on Newport's quality of life and friendly atmosphere, recreational resources, easy commuting distances to regional employment and cultural centers. Newport's downtown should continue to provide opportunities for retirees to live in a walkable community with easy access to a broad range of services and Newport's overall housing stock and village areas could provide a growing base for the local and regional workforce.

Develop Village Area Master Plans

This document is a Master Plan for the all of Newport. The Future Land Use Plan identifies specific Village Areas with general development goals for future build-out. Further work should go into identifying more detailed master plans for each village area. This type of planning may include conducting an inventory of the current properties in the designated area, existing developments, development constraints, and development goals (e.g.: desired density, land uses, general appearance, integration with existing development patterns). Further work would include forming strategic plans to overcome the development constraints. Such work would prove useful for the Town's development of land use strategies and policies and could be included as a supplement to this Master Plan. Having such plans would also demonstrate the Town's intent to support targeted land development to prospective businesses and developers.

Plan for Infrastructure and Community Services

Newport has a clear vision for the targeted development areas to support existing and new commercial and residential land uses. It will be necessary to plan for infrastructure improvements in order to ensure the highest and best use for these properties. Once such planning is complete, it can be incorporated into a long-term Capital Improvement Program where the Town can document the specific improvements and proposed timelines for completion. This effort can be the basis for future funding opportunities through grants or fair share development impact fees for new developments.

No less important than the careful planning of infrastructure are the plans for community buildings, parks, open space and related amenities. Newport's success in the

competing to retain existing – and attract new – businesses and residents will be in proportion to the degree to which the community competes in providing an environment which promotes a desirable quality of life.

Alternative Funding Sources for Infrastructure Improvements

Newport established a Tax Increment Finance (TIF) District in the Guild area to help off-set the cost of infrastructure improvements associated with new commercial development. It will be important to explore innovative ways to off-set the cost of maintaining and improving the municipal infrastructure rather than increasing municipal service and property tax rates. The Town can take a proactive approach to working cooperatively with the property owners and community businesses to explore alternative funding solutions to transportation, utility, and finance issues. One opportunity may be forming a public/private partnership with an organization like ECON to cooperatively plan, fund, and implement improvements to municipal infrastructure facilities to serve targeted areas.

Goals and Recommendations

Goals

The following goals are based on a framework supplied to the Planning Board by ECON. The ECON economic goals and objectives were modified and adopted by the Planning Board as follows:

- A. Promote the development and expansion of economic activities that will have the greatest impact on enhancing local employment opportunities and increasing Newport's property tax base.
- B. Support the revitalization of Newport's historic and architecturally significant structures and streetscapes. Make maximum use of existing structures, to enhance the visual qualities of the downtown, and to strengthen the town's overall economic base.
- C. Encourage business growth by enhancing the business climate in Newport.
- D. Improve economic standards by attracting higher wage payers.
- E. Seek to provide high-quality education to Newport's residents.

Recommendations

The following recommendations are directed toward future land use and municipal planning efforts as part of this Master Plan. There is certainly sufficient information to develop further, detailed plans and recommendations, which should be the focus of future work either by the Planning Board, ECON, Chamber of Commerce, or by all three in collaboration.

- 1. Promote the diversification and expansion of Newport's commercial sector. Attracting industrial and commercial development should be an economic development priority. The Town should work with the Chamber of Commerce

and ECON to promote development opportunities in the Town and actively recruit industrial and commercial development. The right kind of new businesses and employment opportunities will increase wage rates and income levels and have limited negative impacts to the existing way of life that is valued by Newport's residents.

2. Develop an understanding of how the Town can encourage and support private investment into existing buildings – restoration of existing buildings and adjacent infill development – or new development projects. The Town can assist with permitting, partner with developers or other partners to find supplemental funding for improvements to public utilities and resources, or by simply maintaining an inventory of existing properties for sale or lease for reference.
3. Plan for development of the village areas identified in the Future Land Use Map including well-planned commercial development along Routes 10, 11 and 103. This effort may include individual village area master plans, revisions to the Zoning Ordinance, and planning for the necessary infrastructure improvements to attain the planning goals.
4. Develop a Capital Improvement Program (CIP) that will include existing capital needs in the community, as well as the potential future needs to meet the demands of the village areas and a fully developed downtown. Review the CIP annually to ensure it is up to date and report findings to the Town Board of Selectmen.
5. Work to improve and maintain aesthetics of Newport's streetscapes and existing and new commercial developments. This will include consideration of development impacts on major entrances, or gateways, into Newport, landscaping standards for new development sites, and assembling design guidelines for new development proposals. This beautification effort will maintain and possibly improve Newport's valued scenic beauty in both rural and developed areas.
6. Preserve and enhance Newport's historic resources in the downtown area. For many people traveling through downtown Newport establishes their image of the Town. The Town should focus on public improvements such as new sidewalks, lighting, trees, shrubs and other landscaping, parking improvements and a financing program help property owners renovate building facades. This will improve the Town's image and ultimately stimulate private sector investment (both housing and economic development) in the community.
7. Support and promote opportunities for vocational training in the area. Great care should be taken to ensure that training and educational programs are relevant to the needs of employers.

8. Housing is an integral part of Newport's economic development planning. Newport should be work to provide housing opportunities for all ages and incomes to help support the local residents and attract more local and regional workforce housing. It will be important to ensure quality housing is available to low and moderate income residents. Additionally, Newport should seek to encourage moderate to high-cost housing to balance the range of available housing and increase the Town's property tax base.

IX. TRANSPORTATION

Introduction

This purpose of this chapter is to provide guidance and recommendations for addressing the Town of Newport's current and future transportation needs. The town's primary goal is to develop and maintain a transportation system that meets the needs of residents and facilitates economic development while maintaining and complementing the character of Newport's village centers and rural areas.

Community Vision

In 2010, the Town of Newport surveyed the opinions of residents as part of the Master Plan update process. Below is a summary of community opinion related to Newport's transportation system.

Make New Investments in Road Maintenance

Newport residents indicated that new investments should be made in the town's road maintenance efforts. A majority of Newport residents, 78% of respondents, indicated that the town's existing maintenance services were "Fair" or "Poor". Similarly, 58% of residents indicated that more funding should be allocated to the maintenance of town roads.

Continue to Strengthen Connections to the Interstate System

Survey respondents indicated that the town's access to Interstate 89 and Interstate 91 is of critical importance to Newport's residents and businesses. Marketing and strengthening the connections provided by NH Route 10 (to Interstate 89) and NH Route 11/103 (to Interstate 93) will not only benefit local commuters, but will also foster the town's continued economic development.

Support the Development of Alternative Transportation Modes

Newport residents indicated that the continued development of alternative transportation modes, including public transportation, is important for local employees and businesses. Survey respondents also indicated that existing routes should be expanded to reach new areas, and services targeted to the elderly and disabled should be enhanced.

Improve the Aesthetics of Gateway Corridors

Newport residents indicated that they support aesthetic improvements to the town's gateway corridors, including NH Route 10 and NH Route 11/103. More than 70% of survey respondents indicated that they "agree" or "strongly agree" that "it is important to improve the appearance of the town's gateways."

Newport's Transportation Network

Regional Highway Network

The regional highway network provides Newport residents with a high degree of accessibility to both regional and inter-regional locations. The Town is served by two inter-regional state highways, NH Route 10 (North-South) and NH Route 11/103 (East-West), which provide access to both Interstate 89 and Interstate 91.

Interstate 89 is located 10.9 miles north of Newport and is accessible via NH Route 10 in the Town of Grantham. Interstate 89 links Newport with the capital and seacoast regions of New Hampshire, Boston, and the greater Atlantic seaboard. To the north, I-89 connects Newport with Vermont and Montreal, Quebec. Similarly, Interstate 91 is located 15 miles west of Newport and is accessible via NH Route 11/103 in Town of Ascutney, Vermont. Interstate 89 runs north-south along the Connecticut River, and provides another important link with southern New England, Vermont, and Canada.

Local Road Network

The majority of the transportation network in the Town of Newport consists of town-owned or private roads. Town roads carry local traffic and also connect Newport with neighboring towns including, for example Claremont and Sunapee (via Chandlers Mill Road and Maple Street respectively). The town roads, as well as the state highways, also carry the traffic of second-home owners, visitors to Newport attractions, and tourists traveling through the region.

Table IX-1 is a breakdown by class of the miles of roads in town, according to the Town of Newport Highway Department and New Hampshire Department of Transportation.

Table IX-1: NEWPORT ROAD SYSTEM

Class	Type	Mileage
Class I	Trunk Line Highways	15.5 Miles
Class II	State Aid Highways	6.3 Miles
Class V	Rural Highways	64.3 Miles
Class VI	Unmaintained Highways	24.3 Miles
Private	Privately-Maintained Roadways	7.3 Miles
Total Roadway Miles		117.7 Miles

Source: New Hampshire Department of Transportation.

Per RSA 229:5, the New Hampshire Department of Transportation classifies road mileage in the state according to the following legislative classification system:

- Class I, Trunk Line Highways, consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of cities and towns. The state assumes full control and pays costs of construction, reconstruction and maintenance of its sections. Examples of Class I roads in Newport include NH Route 11/103 and NH Route 10.

- Class II, State Aid Highways, consist of all existing or proposed highways on the secondary state highway system, excepting portions of such highways within the compact sections of cities and towns, which are classified as Class IV highways. All sections improved to the satisfaction of the Commissioner of the New Hampshire Department of Transportation (NHDOT) are maintained and reconstructed by the State. All bridges improved to state standards on Class II highways are maintained by the State. Examples of Class II roads in Newport include East Unity Road and Reed's Mill Road.
- Class V, Rural Highways, consist of all other traveled highways which the city or town has the duty to maintain regularly. Examples of Class V roads in Newport include Elm Street, Pine Street, and Oak Street.
- Class VI, Unmaintained Highways, consist of all other existing public ways, including highways discontinued as open highways, and made subject to gates and bars, and highways not maintained and repaired in suitable condition for travel thereon for five (5) successive years or more. Examples of Class VI roads in Newport include Pike Hill Road and Blueberry Ridge Road.

Class VI Roads

Per RSA 229:5, Class VI roads are "all other existing public ways and highways discontinued as open highways and made subject to gates and bars, and all highways which have been not maintained and repaired by the town in suitable condition for travel for five successive years or more." This status preserves the road as a public way. If a road is discontinued, the town gives up all interests. Ownership of the road reverts to abutting landowners, with no responsibility by landowners to maintain the road as a public right-of-way.

Class VI roads are often considered attractive with few, if any homes, and little traffic. Property is usually more affordable off Class VI roads than on main local and state roads, and as a result, many people are interested in building in a private and scenic area of town. However, after homes are built, issues often arise surrounding school access, emergency vehicle access, maintenance, and the overall efficiency of the town road network.

The Newport Board of Selectmen have adopted a Class VI Roads Policy, which establishes a review process and specific criteria for the issuance of a building permit on any Class VI road. The policy attempts to combine the interest in preventing scattered and premature development and the excessive expenditure of public funds, with allowing building of homes which recognizes the private responsibility of the owner to upgrade and maintain the road and limits Town responsibility and liability.

The Town of Newport retains the right to designate any Class VI road or section of Class VI road as a Municipal Trail under RSA 231-A or an Emergency Lane under RSA 231:59. Under RSA 231:59, the town may perform limited maintenance on a Class VI road, as necessary to preserve its designated function as an emergency lane, without the Class VI road reverting to Class V status.

Table IX-2: Class VI Roads in Newport

Name of Road	Location
Paige Hill Road	From the end of maintained section to the Goshen Town Line
Parker Road	From Class VI Paige Hill Road to Goshen Town Line
East Mountain Road	From end of maintained section to Sunapee Town Line
Pike Hill Road	From end of maintained section to a point approx. 2.3 miles west
Lemere Road	From class VI to Pike Hill Road to Unity Town Line
Langley Road	From end of maintained section to Mosquito Schoolhouse Road
Mosquito Schoolhouse Road	From end of maintained section to Langley Road
East Green Mountain Road	From McDonough Road to Claremont Town Line
McDonough Road	From end of maintained section to Barton Whitney Road
Ram Brook Road	From end of maintained section to Hurd Road
Cat Hole Road	From Blueberry Ridge Road to Claremont Town Line
Satterlee Road	From end of maintained section to Cornish Turnpike Road
Endicott Road	From end of maintained section to Oak Street
Old Kelleyville Road	From end of maintained section to railroad
Summer Street	From end of maintained section to a point approx. 0.9 miles north
Unnamed	From Whipple Road to Reed Farm Road
Edgell Road	From end of maintained section to Croydon Brook Road
Corbin Park Road	From end of Cornish Turnpike to Claremont Town Line
Mountain Road	From end of Cornish Turnpike Road to Croydon Town Line
Fletcher Road	From end of maintained section to Croydon Town Line

Road and Bridge Conditions

The New Hampshire Department of Transportation has evaluated pavement condition on highways throughout the state as part of its Road Surface Management System. Ratings are assigned by evaluating three indices. The Ride Comfort Index (RCI) evaluates road cracking and indicates how the public views the road. Ride quality or roughness is evaluated through measurement of an axle's vertical acceleration averaged between the two rear tires. The Surface Distress Index (SDI) is a visual inventory of road surface cracking. The Rut Rate Index (RRI) measures the frequency distribution of rut depths. Table IX-3 below shows current pavement conditions on state highways in the Town of Newport.

The NHDOT rates much of the state highway mileage in the Town of Newport as requiring “some” or “major” work. The state combines the three indices discussed above, traffic volumes and highway significance to evaluate the level of work needed on the state roads.

Table IX-3: PAVEMENT CONDITION ON STATE HIGHWAYS IN NEWPORT

Road	Segment	Rating	Summary
NH Route 10	From the Croydon Town Line to Maple/Elm Street	Yellow	Some Work Required
NH Route 10	From Maple/Elm Street to the Goshen Town Line	Red	Major Work Required
NH Route 11/103	From the Claremont City Line to NH Route 10	Yellow	Some Work Required
NH Route 11/103	From NH Route 10 to the Sunapee Town Line	Red	Major Work Required
East Unity Road	Entire Length	Yellow	Some Work Required
Corbin Road	From NH Route 10 to Rowell Road	Red	Major Work Required
Reed's Mill Road	From NH Route 11/103 to Croydon Town Line	Red	Major Work Required

Three broad categories — no work required (green), some work required (yellow), and major work required (red) — result in a very general type of evaluation. The section of NH Route 10 between Maple/Elm Street to the Goshen town line is in need of “major” work. The section of NH Route 11/103 from NH Route 10 to the Sunapee town line through the village of Guild is in similarly poor condition, as are the unnumbered state routes Corbin Road and Reed’s Mill Road.

The New Hampshire Department of Transportation also assigns sufficiency ratings to bridges based on inspections by their civil engineering staff. The sufficiency ratings are organized under a color-coded system.

Red list bridges require interim inspections due to known deficiencies, poor conditions, weight restrictions, or type of construction. The NHDOT inspects Red List bridges twice each year. As shown in Table IX-4 below, the Town of Newport currently has four “Red List” bridges.

Table IX-4: “RED LIST” BRIDGES IN THE TOWN OF NEWPORT

Bridge Number	Bridge Location	Summary	Owner
097/139	Greenwood Road over Dodge Brook	N/A	Town of Newport
103/136	Oak Street over Sugar River	Structurally Deficient	Town of Newport
116/142	Corbin Road Covered Bridge over Croydon Branch of Sugar River	Functionally Obsolete	Town of Newport (Maintained by NHDOT)
177/117	Paradise Road over Sugar River	CLOSED (Structurally Deficient)	Town of Newport

Table IX-5 below shows the two bridge replacement projects affecting the Town of Newport listed in the New Hampshire Department of Transportation's Ten-year Transportation Improvement Plan.

Table IX-5: UPCOMING TEN-YEAR PLAN PROJECTS IN NEWPORT

Project #	Location	Year	Description
14969	Paradise Road over Sugar River	2011	Bridge Replacement (State Aid Bridge Program)
15597	Reed's Farm Road over Brook	2012	Bridge Replacement (State Aid Bridge Program)

Over the past few years the State has undertaken a number of improvement projects in the Town of Newport, most notably the reconstruction of NH Route 11/103 in Kelleyville. However, due to statewide budget constraints the long-proposed project to reconstruct NH Route 10 from Maple/Elm Street in Newport through the towns of Goshen and Lempster was removed from the NHDOT Ten-Year Transportation Improvement Plan in 2008. While the project remains a high-priority within the region, state and federal funding is no longer allocated for the project and there is no current timetable for construction.

Road Maintenance

The Town of Newport spends approximately 12% of its budget each year on maintaining its local road system. With new residential and commercial development over the past 10 years, the Town of Newport has seen a modest increase in the amount of road mileage it is responsible for. Newport now maintains nearly 65 miles of Class V roadway.

Table IX-6: NEWPORT HIGHWAY AND STREETS BUDGET (FY 2009-2011)

Fiscal Year	Total Highways and Streets Budget	Total Operating Budget	Percentage
2011	\$1,025,157	\$8,506,562	12.1%
2010	\$1,075,281	\$8,516,656	12.6%
2009	\$1,008,650	\$8,761,682	11.5%

Because road maintenance is such a significant portion of the town's budget each year, it is necessary to conduct road maintenance in the most cost-effective manner. One method of increasing the efficiency of road maintenance efforts is by maintaining a Road Surface Management System, which targets roads maintenance and reconstruction. The Town of Newport does not currently have a Road Surface Management System in place. The Newport Public Works Department should develop and maintain a Road Surface Management System to provide a framework for managing municipal highways and determining a budget and priorities for future roadway improvements.

The Public Works Department should also continue to update its long-range improvement program for existing roadways, bridges and culverts. This plan not only assists in the capital improvement and budget planning processes, but also sets priorities for future road reconstruction efforts.

The Town of Newport maintains many bridges and culverts, which provide access over surface water and drainage features. If damaged, they can potentially cut off or delay emergency vehicle service to the Town or a residential area. Those locations that are accessed by only one route over a bridge or large culvert without alternate routes are most susceptible. It is particularly important that these structures be built to appropriate minimum dimensions to accommodate at least 50-year storm events and be maintained in good structural condition.

As impervious surfaces including roads, driveways and parking lots can adversely affect surface waters, the proper design of roads, bridges and culverts is an important hazard mitigation consideration. To maintain roads in good condition, it is imperative to drain water off roadways. Once stormwater is appropriately drained off roadways, it is important to manage this flow in order to insure that pollution problems are not created in adjacent surface waters. Roads are a primary source of non-point pollution in our waterways, including sediments, petroleum products and salt. The Town of Newport should develop and implement Best Management Practices (BMPs) to maintain good water quality and to minimize flood damage to Town infrastructure. Those Best Management Practices might include such things as vegetated buffer zones around surface waters, drainage basins that minimize erosion and allow for sediments to settle out, and slope stabilization methods.

Current and Projected Traffic

Over the past 10 years, traffic volumes have increased modestly on both state highways and local roads in Newport, and traffic volumes are expected to continue to this trend of modest growth. Both the NHDOT and the UVLSRPC have conducted continuous and non-continuous traffic counts on highways and local roads in Newport. Table IX-7 below is a sampling of some of the counts to provide a picture of the relative volumes of traffic and trends.

Traffic volumes have grown modestly over the past ten years, with the NHDOT's permanent traffic count station on NH Route 10 north of Corbin Road showing an annual growth rate of approximately 1% per year. Traffic volumes along the NH Route 11 corridor have remained steady, with the highest Average Annual Daily Traffic (AADT) in Newport being recorded on NH Route 11/103 over the Sugar River. Key local roads, like Cross Street and Maple Street, have shown significant growth in traffic volume in recent years. This trend may be the result of drivers hoping to avoid delays or congestion in Newport's downtown, at the intersection of NH Route 10 and NH Route 11/103.

Table IX-7: SELECTED TRAFFIC VOLUMES AND PROJECTIONS IN NEWPORT

Location	Average Annual Daily Traffic (AADT)										Projected AADT	
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2015	2020
NH 10 North of Corbin Road	3670	3720	3800	3950	3980	3970	3940	3810	3880	3930	4130	4340
NH 11/103 over Sugar River	*	*	18000	*	17000	*	*	17000	*	*	18200	19150
NH 10 South of Maple Street	5000	*	*	5300	*	*	4800	*	*	4400	4600	4850
NH 10 North of Pearl Street	7900	*	*	9400	*	*	9100	*	*	8900	9350	9850
NH 11/103 East of East Unity Road	*	12000	*	*	12000	*	*	11000	*	*	11800	12400
NH 10/11/103 North of Central Street	*	*	14000	*	13000	*	*	14000	*	*	15000	15800
NH 11/103 East of Summit Road	10000	*	*	11000	*	*	11000	*	*	11000	11550	12150
NH 10/11/103 North of Elm Street	13000	*	*	15000	*	*	14000	*	*	14000	14700	15450
Maple Street East of South Street	*	6400	*	*	6200	*	*	6900	*	*	7400	7800
East Unity Road at Unity Town Line	1300	*	*	1500	*	*	1500	*	*	1600	1700	1750
Cross Street over Sugar River	*	2100	*	*	2700	*	*	3200	*	*	3450	3600
Oak Street West of Middle Street	*	1200	*	*	1200	*	*	1200	*	*	1300	1350

Note: Traffic Volume projections developed based on 1% compound annual traffic growth.

Scenic Roads

The Scenic Road designation permitted under state law protects trees and stone walls situated on the public right-of-way of a particular road. This tool can help in the preservation of the rural, scenic and historical landscape in a town. There are currently no designated scenic roads in the Town of Newport.

The procedure under RSA 231:157 allows 10 or more persons who are voters of the town or whose lands abut the proposed designated road to petition for a vote to be held at Town Meeting to consider the proposal, with Class I and II highways being excluded from this law. After Town Meeting designation, any repair, maintenance, reconstruction or paving work shall not involve or include the cutting or removal of trees, or the tearing down or destruction of stone walls, except with the prior written consent of the planning board or other designated municipal body and following a public hearing. However, the limited removal of natural and man-made obstructions is allowed for trees that are “public nuisances” threatening safety or property and for restoring the service of a public utility under emergency circumstances.

Per RSA 231:158, the Scenic Road classification does not affect the town's eligibility to receive state aid for road construction, nor does it affect the rights of abutting landowners to work on their own property. Currently, the Town of Newport does not have any designated Scenic Roads. However, given the goal of preserving the character of rural areas of Newport, the Planning Board may consider developing a list of candidate roads for potential Scenic Road designation.

Regional Transportation Issues

To manage and minimize the adverse impacts of commuter and through traffic on the community, the Town of Newport must continue to actively support regional transportation planning efforts.

The Town of Newport should advocate for studies of the NH Route 11/103 and NH Route 10 corridors. Corridor studies bring local, regional, and state officials together to examine existing and future conditions along key highways. For the Route 11/103 and Route 10 corridors, it will be essential to identify ways to maximize capacity, improve safety, and ensure that the public benefit from investment in infrastructure is maintained while enabling continued economic development in Newport's village areas.

Specific to NH Route 10, a corridor study would need to involve the neighboring communities of Croydon and Grantham. Land use issues, including zoning and current development trends, should be considered. Alternatives for enhancing access to Interstate 89 should also be a component of the study.

Specific to NH Route 11/103, a corridor study would need to consider commercial development trends in downtown Newport and Kelleyville. Given that the Route 11/103 corridor links Newport with both Interstate 89 and 91, considering alternatives for enhancing interstate access would be an essential aspect of the study.

The Town of Newport should work cooperatively with the Upper Valley Lake Sunapee Regional Planning Commission to identify opportunities to secure Special Projects and Research (SPR) funding through the New Hampshire Department of Transportation to develop corridor studies for NH Route 10 and NH Route 11/103.

Transportation Alternatives

Pedestrian Considerations

As evidenced in the community survey conducted as part of this master planning process, public opinion indicates that Newport residents desire a walkable downtown core. However, people will not choose to walk in areas that they feel are unsafe or unwelcoming. If walking in Newport was a more pleasant experience, there would be greater incentive for people to leave cars at home and spend more time in the downtown on foot, rather than driving.

Pedestrian connectivity throughout Newport needs to be enhanced through the expansion of the town's sidewalk network. One cost effective method of accomplishing this is to incorporate pedestrian enhancements into other, regularly-scheduled infrastructure maintenance or capital improvement projects. The town may also consider applying for federal Transportation Enhancement funding to construct specific pedestrian improvements. Emphasis should be placed on improving connections between neighborhoods, community services, and recreational opportunities.

The Safe Routes to School (SRTS) program is a federally-funded initiative to develop and improve connections between neighborhoods and (elementary and middle) schools. The SRTS program funds projects to improve infrastructure around schools, educate children about walking/cycling safety, and improve local enforcement. The Town of Newport should form a local Safe Routes to School Task Force to identify, evaluate, and implement pedestrian improvements in the vicinity of the Newport Middle School.

Community Alliance Transportation Services

Community Alliance Transportation Services (CATS) provides public transportation services Monday through Friday. The service links Newport, Claremont, and Charlestown beginning at 6:25 AM and ending at 4:30 PM. Regular stops include Shaw's market, Pearl Street, Maple Manor Senior Housing Complex, and the Newport Senior Center.

CATS' service is used by commuters (employees), shoppers, students, and senior citizens traveling to medical appointments. Fares are \$1.00 for a one-way ride in-town and \$2.00 for a one-way ride to Claremont. CATS provided 9,500 rides within the Town of Newport in 2010.

The Town of Newport should work cooperatively with CATS in service planning (i.e. route development) and marketing efforts to enhance public awareness of the transit system. Cooperation is also necessary to improve the accessibility, visibility, and accommodation of local transit stops. As developments in the vicinity of existing transit stops are reviewed by the Planning Board, consideration should be given to improving transit stops, including installing shelters, as a condition of the development's approval.

CATS provides an important service to the Town of Newport. The town should encourage and financially contribute to the continued development of the service as a viable transportation alternative for commuters, students, and retired persons in Newport.

Upper Valley Rideshare

Upper Valley Rideshare is a free carpooling program for Vermont and New Hampshire commuters facilitated by Advance Transit. Upper Valley Rideshare maintains a database of commuters throughout 125 Vermont and New Hampshire towns who are interested in carpooling. When commuters enroll in the program, they receive a "match list" of others who have similar commuting patterns. Members may then contact each other directly to set up a carpool or can coordinate with each other via an on-line "rideboard".

Recreational Transportation

The Sugar River Rail Trail provides excellent recreational and transportation access for bicyclists and pedestrians along a nine-mile stretch of the former Claremont-Concord

rail line in Newport and Claremont. Currently, a formal access point is located on Belknap Avenue at the Newport Recreation Department. The Rail Trail parallels the Sugar River and includes two historic covered bridges. It is popular amongst walkers, cyclists, runners, equestrians, cross-country skiers, snowmobilers, and all-terrain vehicle users.

The Town of Newport should work with neighboring communities to enhance public access points to the Sugar River Rail Trail, and investigate alternatives to expand the trail network to the Lake Sunapee communities of New London, Newbury, and Sunapee.

Air Transportation

The Town of Newport is fortunate to own the Parlin Field Airport, located 2 miles north of town on the west side of NH Route 10. The airport is open to the public continuously, 24 hours per day, 7 days a week, and serves light single-engine and twin-engine aircraft arriving from locations throughout the United States. Parlin Field is known for its old-time, country-airport character and attracts pilots and passengers who come to Newport and the greater Lake Sunapee area for business, family, or tourism purposes, or to simply experience the unique character of Parlin Field.

Parlin Field maintains its own detailed Master Plan, consistent with guidelines established by the Federal Aviation Administration. The plan is available online and at the Newport Town Offices. In the Airport Master Plan, Parlin Field recognizes that it is a transportation gateway to the Town of Newport and seeks to provide safe, high-quality aeronautical facilities consistent with the Town's rural, small-town character. The Airport also strives to achieve a balance between non-aeronautical community interests and its obligations to operate as part of the National Airports System, a position possible only because the Airport does not receive Federal funds.

Newport has an active Airport Advisory Board that advises the Airport Manager, Town Manager, and Board of Selectmen regarding the operation of the facility and the town's long-term planning for the airport.

Transportation Goals and Policies

Goal #1: Improve Administrative and Maintenance Efforts

1. Develop a meaningful long-range improvement program for existing roadways, bridges and culverts to assist in the capital improvement and budget planning processes.
2. Develop a local traffic counting program to determine traffic trends and to assist in prioritizing reconstruction and maintenance needs.
3. Develop a detailed inventory of Class VI roads.
4. Coordinate an effort between the Newport Planning and Zoning and Public Works Departments and the Newport Planning Board to comprehensively review

- site plan, subdivision, and zoning regulations for consistency with access management and transportation demand management principles.
5. Consider developing local access management standards throughout the community, and consider developing a Memorandum of Understanding (MOU) with NHDOT regarding access management on state highways in Newport, specifically NH Route 10, NH Route 11/103, and East Unity Road.
 6. As part of the Planning Board approval process, ensure that off-site impacts resulting from a proposed development are properly mitigated. These improvements could include: utility extensions and upgrades, road widening and sidewalks.
 7. Consider developing a list of candidate roads for Scenic Road designation to help preserve the character of rural areas of Newport.

Goal #2: Support Transportation Alternatives

1. Encourage the development and use of alternative forms of transportation, such as public transit, ridesharing, and vanpooling to reduce reliance on the use of single occupancy vehicles.
2. Encourage and financially contribute to the continued development of Community Alliance Transportation Services as a viable transportation alternative for commuters, students, and retired persons in Newport.
3. Encourage the development of intermodal transportation (air, bicycle, public transit, shuttle services) to better serve recreation and tourism needs in Newport and the Greater Lake Sunapee area.
4. Enhance pedestrian amenities throughout the Town, including constructing new sidewalks in key areas, increasing shoulder widths for bicyclist safety, providing additional signage, and improving landscaping as a means of encouraging pedestrian activity.
5. Form a local Safe Routes to School Task Force to identify, evaluate, and implement pedestrian improvements in the vicinity of the Newport Middle School.
6. Develop new public access points to the Sugar River Rail Trail to encourage its increased use as a recreational transportation corridor.
7. Work cooperatively with the towns of New London, Newbury, and Sunapee to evaluate alternatives for expanding the Sugar River Rail Trail to the Lake Sunapee communities of New London, Newbury, and Sunapee.
8. Support the construction of an officially designated Park-and-Ride location to serve residents who wish to carpool or take public transportation.

Goal #3: Support Regional Transportation Planning Efforts

1. Work cooperatively with the Upper Valley Lake Sunapee Regional Planning Commission to identify opportunities to secure Special Projects and Research (SPR) funding through the New Hampshire Department of Transportation to develop corridor studies for NH Route 10 and NH Route 11/103.
2. Participate in the Upper Valley Lake Sunapee Regional Planning Commission's Transportation Advisory Committee to ensure that Newport's infrastructure needs

are considered in the state's Ten-Year Transportation Improvement Plan development process.

3. Consider participating in a joint meeting with the Selectboards (and City Council) of Claremont, Sunapee, Croydon, and Goshen at least biennially to coordinate on issues of inter-municipal importance.
4. Consider meeting at least biennially with the Planning Boards of Claremont, Sunapee, Croydon, and Goshen to coordinate on issues of inter-municipal importance.

X. COMMUNITY FACILITIES AND SERVICES

Introduction

The goals and vision of this Master Plan revolve around land use and its potential impacts on the landscape, population, or local economy. This chapter addresses Newport's capacity to provide adequate services to meet present and likely future demands. There is an important linkage between changes in land uses over time and the municipal government's capacity to provide services and facilities to meet demands either by the population or regulatory requirements to ensure public health, safety, and welfare.

The type and extent of community facilities and services vary between individual communities. Many facilities and services are a function of community population and subject to minimum standards for certain facilities, such as the quality of schools or treatment of wastewater prior to discharge into public waters. The challenge many communities face is balancing an appropriate mix of services to meet its obligation to protect and promote public health and welfare and meet the desires of its residents within the municipal budget. Recent economic conditions have made municipal budgeting particularly difficult in Newport.

This element of the Master Plan is less an inventory of municipal facilities and more directed toward big picture planning topics for community facilities and services. Detailed summaries of the individual community departments and services are provided in the annual Town Report and department needs are addressed in the annual budget. One missing element for Newport's planning of community facilities and services is annual updates to the Town's Capital Improvement Program, which is itself a critical community planning document.

Master Plan Community Survey Results

In 2010 the Newport Planning Board conducted a Community Attitude Survey and dedicated a substantial portion of this survey toward assessing the quality of certain community services and respondent opinions about future funding levels. The following text summarizes these results.

Town Services

- Respondents were generally satisfied with town services including fire, police, sewer and water. Yet, with the exception of road maintenance, respondents felt the town should provide the same level of support for these services.
- Survey respondents rated the following emergency services as good or fair: police (92%), rescue (91%), fire protection (83%). And 65%, 66% and 71%, respectively, said the town should provide the same level of funding for these services.
- 74% of respondents were satisfied with the primary and secondary schools (27% said good, 47% said fair, and 21% said poor).

- 94% respondents said that the library services were good or fair (82% said good).

Infrastructure

- While 74% of respondents said maintenance of town roads was good or fair, 58% would like to see more funding for roads.
- 74% and 65% of respondents, respectively, said that town water and sewer services were good or fair. And 67% said that high speed internet services were good or fair.
- 73% and 64% of respondents, respectively, said that recycling services and the town's transfer station were good or fair.

Town Regulations and Government

- 67% of respondents were satisfied with management of town government (25% said good, 42% said fair, and 23% said poor).
- 87% of respondents said that they would like to see the town focus on developing more employment opportunities.
- Only 22% of respondents agreed that the town should limit further commercial development, while 27% agreed that the town should limit industrial development.

Recreation Facilities and Resources

- 92% of respondents rated town recreation facilities and programs as good or fair (69% said good and 23% said fair).
- 69% would like to see more outdoor recreational activities while 63% want to see more public open spaces in the downtown.

Municipal Facilities and Services

Recreation Department

Newport provides its citizens with an outstanding range of well-organized recreational activities and opportunities. Citizens clearly consider the Recreation Department as one of the town's jewels. The department functions in an outstanding manner despite severe economic constraints and a dilapidated building. Due to its longstanding commitment to the recreational needs of its people, the Town offers over 90 programs consisting of both active and passive recreational pursuits available to all age groups, from toddlers to senior citizens on a year-round basis. Over 50% of the community youth are served by one of the Town's Recreation Department programs. In addition, the Recreation Department offers residents opportunities to visit and enjoy significant recreational resources in the region.

The Recreation Department has a limited paid staff and relies heavily upon its over 200 volunteers to coach, assist, referee, and provide manual labor for facility maintenance and upkeep. The Recreation Department has been the grateful recipient of many material donations from individuals and businesses in Newport. The public support for this department indicates the value and sense of community it helps reinforce.

With the growing popularity of the programs offered by the Recreation Department comes heavy use and sometimes overuse of town recreational facilities. This level of success is challenging because it forces the department staff to find ways to meet demand either through expanding existing facilities or looking for opportunities to utilize public resources. An ongoing effort at the time of this Master Plan is renovation and expansion or relocation of the Newport Community Center, home to the Recreation Department. The 1995 Master Plan identified the need for a new facility; however nothing has been done to replace the building that has housed the Recreation Department for the last 40 years. The present facility is an old armory that was not designed for recreational purposes. As a victim of their own success, the present facility has worn out its life span. This building is aging and is fundamentally overcapacity.

In addition to a new facility, the Recreation Department is desperately in need of both gymnasium and outdoor spaces. Of the four indoor recreational facilities two are in elementary schools and one is in the Middle High School. All four are non-regulation and are insufficient for seating and regulation tournament play. In order for Newport to foster learning, participation and hosting sports activities that require a full sized court, a new gymnasium is required.

Currently, the Town of Newport has greenspace inadequacies. Presently there are six areas of greenspace used for outdoor recreational purposes. Several of them are less than the recommended 3.1 acres of athletic fields per 1000 residents. The six spaces are identified as:

1. Meadow Park: Houses Bates Field, a playground, a pavilion, a baseball diamond and a field hockey field.
2. Rowell/Caplan Little League Field: Houses a small baseball diamond.
3. Sichel Field: Houses a regulation sized soccer field.
4. Athletic Recreation Complex (ARC): Houses two small multipurpose fields, a football field, an all-weather track, two regulation softball diamonds, and one practice diamond.
5. Town Common: Houses a small greenspace used for multipurpose events.
6. North Newport Fields: Houses fields located next to the Cemetery and will be required to be used for that purpose in the near future.

Clearly, to meet present and future demands, a dedicated baseball field and a large multipurpose full sized field are needed.

Newport is fortunate to have a Town Forest that contains many trails used for hiking, biking, snowshoeing, and local running events. It is maintained and endlessly improved upon mostly by a small group of individuals. Efforts to maintain, improve and perhaps link this trail system to others in town should be encouraged. The Rails To Trail system runs along the Sugar River. The system is owned by the State of NH, and is known as an asset within the Town. It houses two recently restored covered railroad bridges and is open to the public for recreation in the forms of hiking, biking, running, fly fishing, snowmobiling, cross country skiing, snowshoeing and whatever other form of recreation folks can do on a lovely, fairly flat surface. This system connects to the other discontinued railroad systems in the area. There are several areas of disconnection between the systems. Promoting developing connections between these systems would serve a large number of residents and non-residents for the purpose of recreation.

The success of the Recreation Department reveals one of Newport's strengths: community spirit. This is an asset that can certainly be promoted as a primary strength, but Newport cannot rely solely on one success to attract development interest. It would be more appropriate to improve other community services to have the same success as the Recreation Department.

Municipal Office Building

The Newport Municipal Building is a two story brick building centrally located in downtown Newport. It was built in 1900 and was used as an elementary school until 1975 at which time it was renovated for municipal office use, as well as housing the Senior Citizens Center, the Superintendent of School Office and the Sullivan County Nutrition Office. Today, this building houses the municipal offices and meeting rooms.

Current concerns about the municipal building include: some limitations to handicapped access within the building, increasingly cramped office spaces, and lack of meeting rooms of sufficient size and number. The age of the building will also require some planning for general renovations as preventive maintenance.

Public Safety and Emergency Services

The Town of Newport operates a regional dispatch center for police, fire and ambulance services. Towns currently served by Newport include Grantham, Croydon, Springfield, Goshen, and ambulance coverage for the western half of Sunapee. The dispatch center also serves the State Police, Fish and Game Department and the Sullivan County Sheriff's Department, as well as the Newport Highway Department.

A core challenge for these community services is maintaining the technology and training to meet state standards for personnel. These services rely on highly specialized and trained staff that are required to maintain professional skills through regular training programs.

Police Protection

The Newport Police Station moved to its present location at 59 Main Street in 1997. Police responsibilities cover conventional enforcement efforts related to traffic, calls for assistance, and regular patrols. The Police department has also responded to evolving issues in the community including prescription drugs, various forms of fraud and identity theft, and a recent trend in scrap metal thefts.

A challenge for the Police Department at this time appears to be less related to responding to increases in crime, but maintaining sufficient staffing to meet the workload. Recently, budgetary restrictions forced the Police Department to shift resources and personnel away from certain functions including a downtown bicycle patrol and a School Resource Officer. These functions, though not critical to the Police Department's mission, provide an additional level of service in areas of need and provide important public relations opportunities.

As Newport's population and commercial base grow, which are the goals and vision of this Master Plan, there will be an increasing demand for a variety of police services. The best case is that Town growth will translate to higher property tax revenues to pay for the increased demand for services. The caution is to maintain the Police Department without cutting the budget too much and causing major deficiencies in service.

Fire Protection and Emergency Medical Service

The Newport Fire Station, located in downtown Newport, is a three story brick building originally built in 1912 and expanded in 1968. The station has three bays, each of which is deep enough to accommodate two trucks. The Fire Department uses the second floor for office, sleeping and meeting room space.

The Newport Fire Department is a combination of full-time Career Firefighters and On-Call Firefighters that work together to answer the emergency calls for the Town of Newport, and several surrounding communities. Service calls from 2008 to 2010 do not show a dramatic increase, rather a relatively static level of demand.

Richards Free Library

The Richards Library is located off North Main Street in downtown Newport. The three-story wood frame structure, which is listed on the National Register of Historic Places, was built as a private home between 1898 and 1900. The library moved into the building in 1963. A total of 13,165 square feet of floor space is available in the library.

Richards Library offers the range of services that are standard for most community libraries: regular circulation books and periodicals for all ages and abilities, public computer and internet access, wireless internet access, community displays and information, and community activities. The latter services are the most dynamic offering from Richards Library. The Library offers reading programs for different age groups,

hosts presentations and cultural events open to the public, and offers meeting space for community groups to meet regularly.

Richards Library remains an important community resource and will continue to contribute to Newport's quality of life into the coming years. Not only does it provide important community services, the building in which it is housed is an important historical and architectural landmark along the Town Common. It will be important, as the community grows and as the building ages, the Library receives ongoing support from the Town.

Parlin Field Airport

The Town of Newport owns and operates a general aviation airport located 2 miles north of town on the west side of NH Route 10. The airport is recognized by the Federal Aviation Administration as part of the National Airports System and is open to the public continuously, 24 hours per day, 7 days a week. Municipally owned facilities include one paved and lighted runway 3,450 feet long by 50 feet wide, one turf runway 1,950 feet long by 80 feet wide, one historic 60 foot by 80 foot steel and concrete hangar erected in 1929, a wood frame operations and terminal building, a wood frame building currently rented to a tenant for use as a restaurant, and a modern aviation fueling system. Four privately owned hangars were erected on airport property between 2005 and 2010 under long term lease agreements with the Town.

The Town receives income from fuel sales, rental of the community hangar, rental of the restaurant building, plus ground rent and property taxes from the four privately owned hangars. Income from these sources offsets expenses for daily operations and routine maintenance and the airport is largely self-sustaining in this regard.

A part-time airport manager, employed by the Town, conducts routine maintenance and manages airport operations. Winter plowing and much of the heavy earthwork is performed by the Town Highway Department. Most of the summertime mowing is conducted by the airport manager using Buildings and Grounds equipment.

An Airport Advisory Board serves as a sounding board and provides advice and assistance to the airport manager, town manager, and board of selectmen. The Town is fortunate to have several talented volunteers who contribute to the operations and maintenance of the airport, saving the Town considerable expense.

The Airport maintains its own Master Plan, consistent with Federal Aviation Administration guidelines. Current concerns include pavement condition on aprons and taxiways, drainage on the midfield area, limited taxiway facilities that limit operations during busy periods, erosion along the riverbank, trees and other obstructions in the runway approach zones, and lack of an instrument approach procedure which limits use during cloudy or low visibility conditions. The historic 1929 hangar is currently undergoing rehabilitation using donated funds and volunteer services, all at no cost to the Town.

Cemetery, Buildings & Grounds Department

The Cemetery, Buildings & Grounds Department is primarily responsible for maintaining cemeteries and formal open spaces in Town (e.g.: parks with benches and structures, municipal lawns and parks, playing fields, etc.). Secondary responsibilities include assisting with facility maintenance for other Town departments as needed.

Town cemeteries are sacred spaces to some and cultural and historic resources to others. Degradation of gravestones and monuments over time and vandalism requires ongoing maintenance and efforts to index and document gravestones in all cemeteries. North Newport and Pine Tree Cemeteries still have unoccupied land, which requires regular planning and layout of burial sites for future demand.

Municipally Maintained Infrastructure and Utilities

Newport's infrastructure includes state and local roadways, sidewalks, municipal water and municipal sewer services. The function and condition of roads and other transportation facilities in Newport are addressed in the Transportation Chapter of this Master Plan.

Maintaining the infrastructure of an historic downtown is challenging. Town Staff have been able to adapt and make the best of available resources. For example, the Newport Water & Sewer Department was recognized by the Granite State Rural Water Association and the US EPA by receiving the "2009 Water & Sewer System of the Year Award" and the "2009 Regional Wastewater Treatment Plant Operator Award" respectively from each organization. These awards both acknowledge the Water & Sewer Departments commitment to high quality operations for the benefit of the community it serves.

Highway Department

The Newport Highway Department Garage is located off Route 10 about 1.5 miles south of the Route 11 intersection. The highway garage, built in 1979, is a concrete block building containing 10,000 square feet of floor space with ten bays. Also located at the Highway Garage site is a 40' x 40' salt storage shed and a large yard for parking and outdoor storage. In addition, the Highway Department has a 25' x 45' tool storage shed located off of Meadow Road.

The Highway Department's responsibilities follow the seasons. Wintertime activities revolve around plowing and managing snow and icy conditions to keep roads and sidewalks safe for travel. Spring, summer, and autumn activities are focused on maintenance and improvements to Town roads. These activities include brush clearing, ditch and culvert maintenance, road paving and patching, dirt road grading, sign maintenance, street sweeping, washing-down bridges and equipment maintenance.

To the extent possible the Department conducts extensive maintenance on an aging vehicle fleet, closely manages road conditions to control road maintenance costs, and

conserves sand and salt supplies during the winter. Unfortunately, the wisest use of resources gives way to wear and tear, particularly heavy machinery.

There is a point where maintenance of an older vehicle becomes cost-prohibitive and replacement parts are no longer available. Similarly, a limited road budget may not keep pace with the minimum necessary roadway repairs and maintenance. The critical planning and operational issue is the possibility that deferred maintenance to roads and keeping an aging fleet on the road will result significant degradation to the quality of Newport's road network with limited or no resources to make the necessary repairs. Capital replacement of Highway Department vehicles and maintenance of Town roads need to be integrated into the Town's planning process through the Capital Improvement Program.

Water Supply

The Newport Water Works began in 1894 when iron pipe was laid from Gilman Pond in Unity to the Center of Newport. Today The Newport Water Department has over fifty miles of water mains and serves more than five thousand residents, as well as commercial and industrial consumers.

The Town water supply network has undergone important inventory and study in recent years. The Comprehensive Water System Study, dated February 2009, provides data and recommendations to guide future development of the Town's municipal water supply. Additionally, the Town inventoried the existing water distribution network. These two studies combined provide the best technical information for the Town's water supply since the beginning of the 20th century. This information helps inform the Water Department Staff where critical needs are for maintenance and system improvements.

Some key findings of the 2009 Comprehensive Water System study address the existing capacity of the water supply. The two water sources, Gilman Pond in Unity and the Pollards Mills well, do not have sufficient capacity to meet average or maximum daily demand according to approved NHDES study methodology. Additionally, the system does not have sufficient redundancy to supply water if the primary source, Gilman Pond, is taken off-line for extended periods of time.

Regular maintenance of the water supply system makes incremental improvements to the water supply and distribution network. Many times a failed or failing water main is identified when the main breaks. The critical issues for the water supply network are focused on improving the present supply and distribution systems. Planning for future expansion to the water supply network will remain unimplemented until the fundamental issue of sufficient water supply capacity is addressed.

Wastewater Treatment

At the time of this Master Plan the Town is working with EPA and NHDES to retrofit the wastewater treatment plant to meet EPA effluent treatment standards. Management of the system and operations has greatly improved recently with the adoption of the

updated Sewer Use Ordinance in 2008 and ongoing efforts to increase plant operational efficiency. Examples of maintenance projects include repair and replacement of old, corroded parts, upgrades of pumps as the opportunities arise, and taking all reasonable measures to increase the wastewater treatment plant energy efficiency.

Efforts to improve operations, reduce operating costs, and reduce the release of pollutants go beyond the mandated wastewater treatment plant upgrades. Town Staff are also working to encourage reducing the release of pollutants, particularly from commercial and industrial connections. Further, the Town works to educate residents about which chemicals and materials can and cannot be poured down the drain and into the sewer collection system. Regular maintenance of the sewer collection system will also improve system operations by identifying and preventing inflow and infiltration, which may be groundwater seeping into pipe joints or improperly connected storm drains that flow into the sewer system. All of these efforts to improve plant operations will improve plant conditions and capacity.

As with the water supply system, the wastewater treatment system needs much more attention paid to its current issues rather than looking forward to potential expansion and sewer network extensions. Planning for appropriate and targeted sewer extensions will be an important step in determining principal areas for future development.

Solid Waste

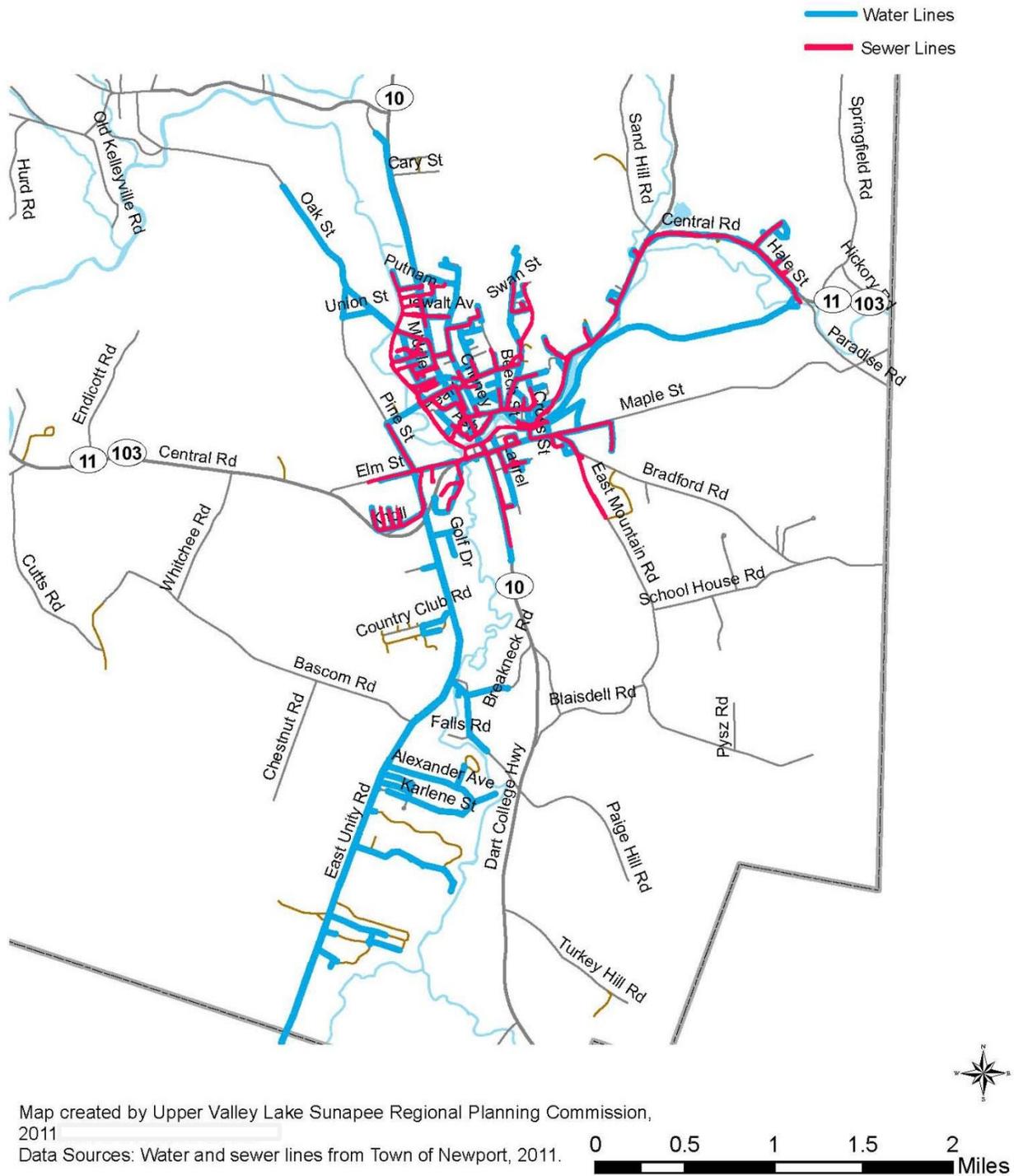
The Town presently maintains and monitors two closed landfill sites: the Ash Landfill and the Breakneck Road Landfill. Both landfills are being monitored for potential groundwater contamination with regular reports being submitted to NHDES. Newport maintains a transfer station for recycling and garbage collection. Additionally, Newport participates in periodic hazardous waste collections for residents to properly dispose of household chemicals and prescription drugs.

Non-Municipal Utilities

Electric Utilities

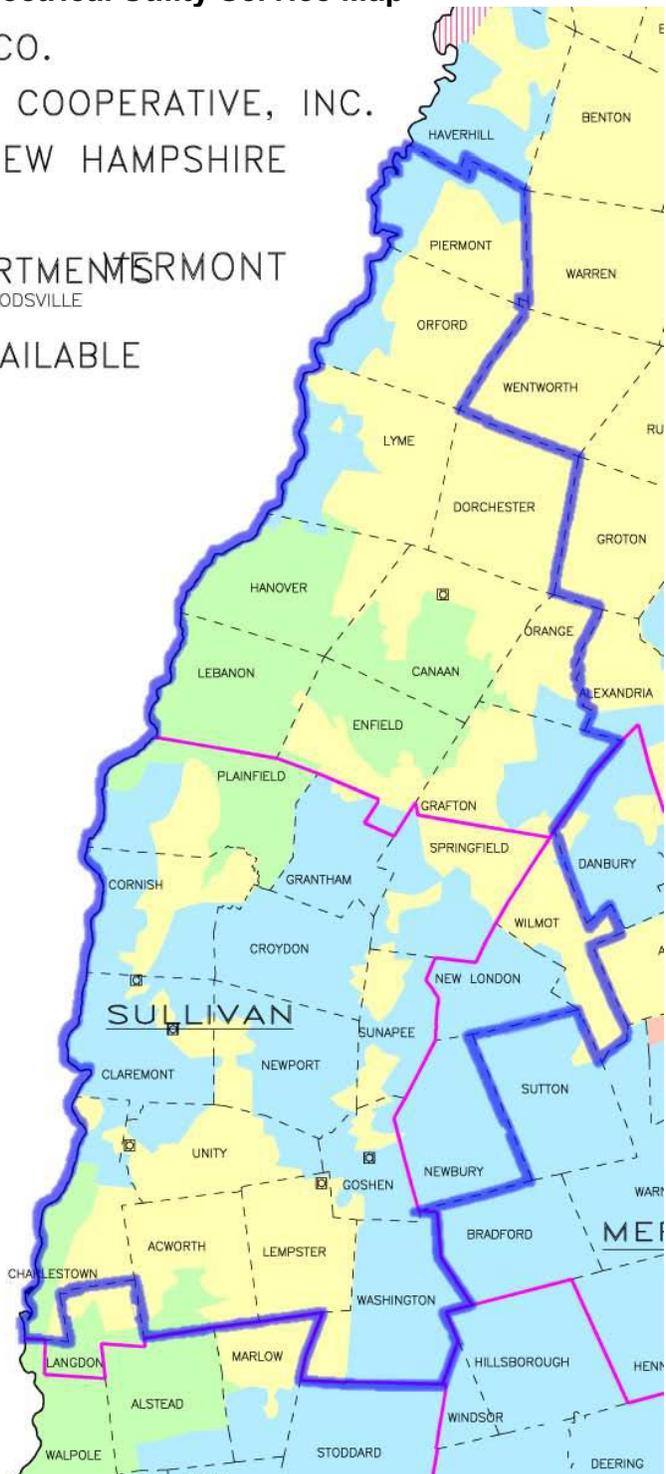
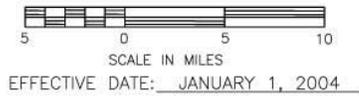
Three public utility companies distribute electric power in Newport. Their services are outlined on Map X-2. Sugar River Hydro is the Town's only private producer of energy with a dam along the Sugar River. The principal concern about the electrical utilities is related to economic development opportunities. Some areas in Newport have access to three-phase power supply, which is a more efficient power supply for larger mechanical and industrial equipment. It will be important to ensure three-phase power is available to all planned village areas.

Map X-1: Water and Wastewater Collection Networks, 2011



Map X-2: Regional Electrical Utility Service Map

- GRANITE STATE ELECTRIC CO.
- NEW HAMPSHIRE ELECTRIC COOPERATIVE, INC.
- PUBLIC SERVICE CO. OF NEW HAMPSHIRE
- UNITIL ENERGY SYSTEMS
- MUNICIPAL ELECTRIC DEPARTMENT
ASHLAND-LITTLETON-NEW HAMPTON-WOLFEBORO-WOODSVILLE
- ELECTRIC SERVICE NOT AVAILABLE
- JOINT SERVICE AREA



Source: NH Public Utilities Commission

Communications

Communication Services

Current communications technology and infrastructure have significantly changed availability and access to a broad range of communications media – including voice/telephone, television, and internet access – for much of the region’s population. The challenge has been providing high quality, or broadband, communications access to rural populations. Broadband internet access, often shortened to just broadband, is a high data rate internet access capable of providing high-speed transmission of data, voice and video services over the internet. Maps X-3 and X-4 provide the results of a statewide broadband mapping program and details the level of coverage in Newport by Census block.

Broadband access contributes to the Town’s economic development and quality of life. "Broadband penetration" is now treated as a key economic indicator as reported in the 2007 Broadband Report by The Organization for Economic Co-operation and Development. Residential access to broadband also affects individual housing choice and promotes opportunities for home-based business ventures. Ensuring reliable communications infrastructure for all residents and businesses who want the service will be an important facet of the Town’s long-term planning.

Telecommunications Towers

The proliferation of wireless communication service and personal devices has resulted in increased demand for increased signal coverage, particularly in rural communities. Some communities have been challenged with how to manage communication towers for wireless telecommunications. The maintenance of a modern and accessible telecommunications network is considered essential to the public welfare.

The major physical planning issue that emerges from this wireless communications technology is the siting and construction of new communication towers. In the hilly topography characteristic of this area, towers and related facilities need to be located on the hilltops or higher elevation points in order to provide the broadest service area coverage. Yet, towers sited on these prominent vantage points often degrade scenic resources.

Managing the location and type of telecommunications towers will likely arise as the region becomes more populous and technology evolves. At the present time the Newport’s land use regulations have passing mention of television and radio towers. Land use regulations should be updated to address Federal requirements for local permit review and local desires for development of this kind of land use.

Land use regulations may address the following subjects to minimize conflict with local scenic values and adjacent land use: visibility from public spaces and rights of way, use of camouflage materials or architectural styles to minimize aesthetic impacts, establish review criteria for tower signal emissions and potential impacts to the public health, and encourage co-location of different service providers on a single tower.

Map X-3: Newport Communications Access Mapping - Cable Television

New Hampshire Broadband Mapping and Planning Program: Cable Service Availability - Newport, NH

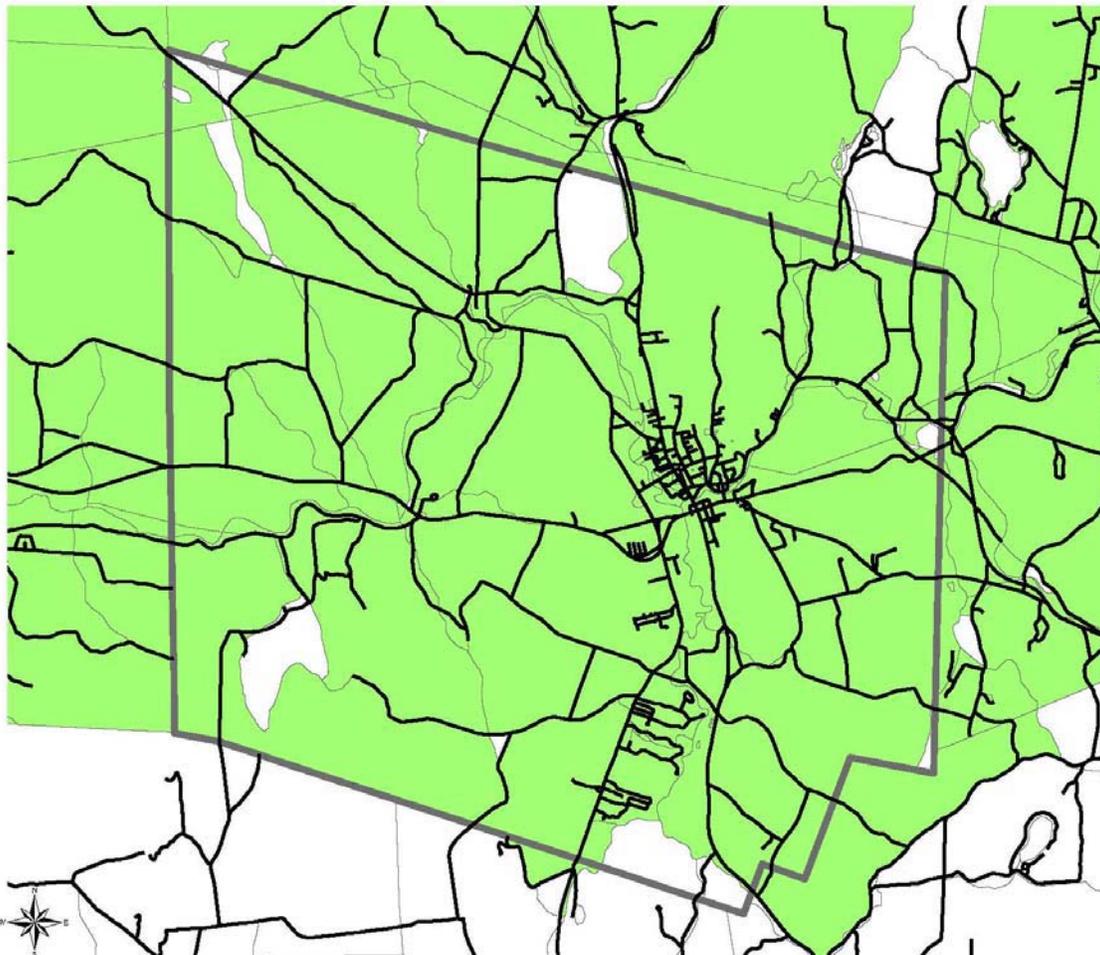
Map Key

- No Cable Service Available
- Cable Service Available

This map displays broadband access information submitted* to the NH Broadband Mapping and Planning Program (NHBMPP) as of December 31, 2010.

All data are aggregated and displayed at the census block level. A census block is mapped as "served" if service is delivered to any part of the block.

Broadband is defined as access that is at least 786 kbps downstream and 200 kbps upstream.



0 0.5 1 1.5 2 Miles

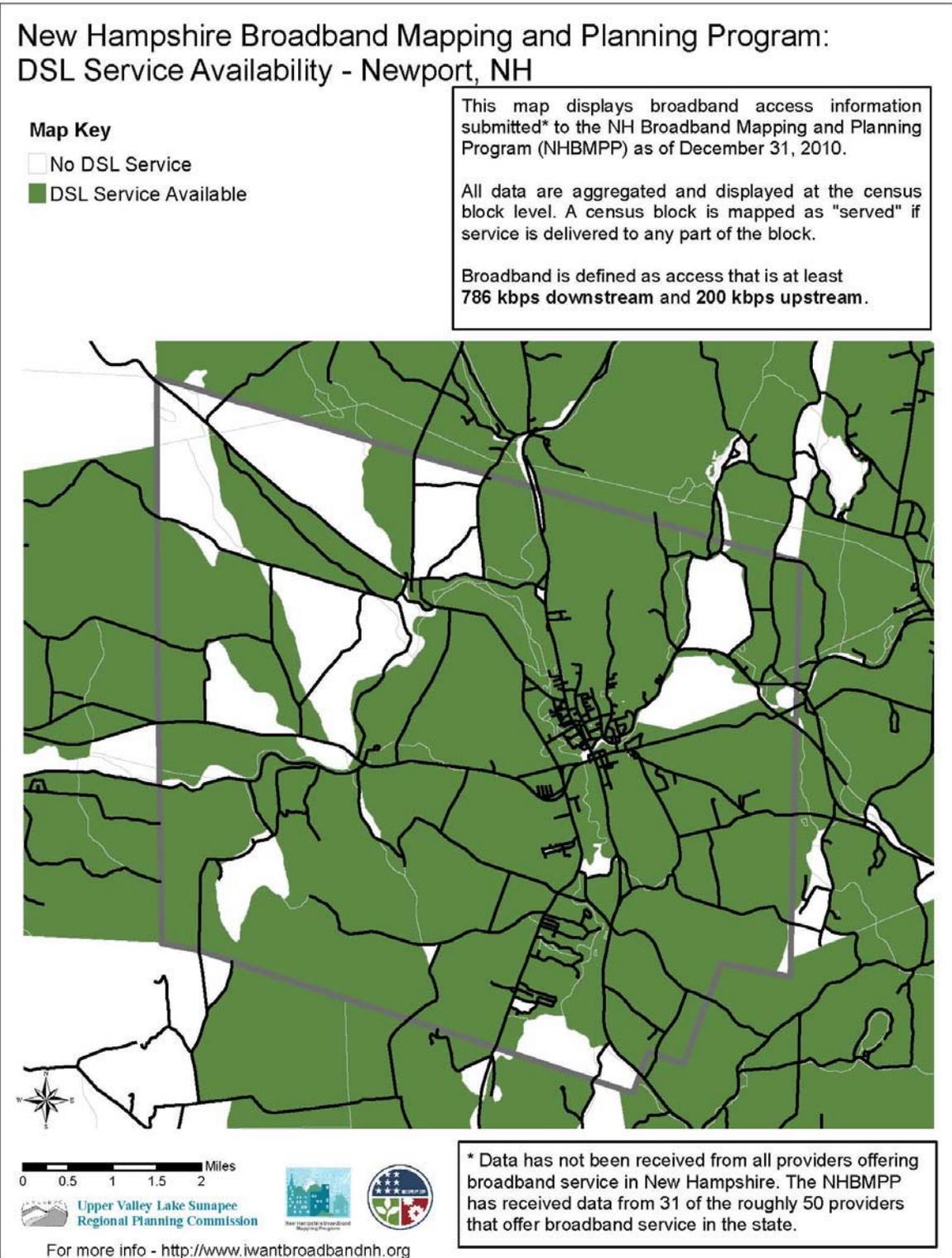
Upper Valley Lake Sunapee
Regional Planning Commission



For more info - <http://www.iwantbroadbandnh.org>

* Data has not been received from all providers offering broadband service in New Hampshire. The NHBMPP has received data from 31 of the roughly 50 providers that offer broadband service in the state.

Map X-4: Newport Communications Access Mapping - High-Speed Internet



Community Services with Municipal Support

The following two community centers are important landmarks in Newport. They provide necessary services to those in need in the community. There are many programs and support networks that also do valuable work in Newport and surrounding towns.

Senior Center

The Newport Senior Center, partially funded by the Town, formed in 1972, has been serving the seniors of the Newport area with a broad range of services including meals on wheels, onsite meals daily, bowling league, walking group, Tai Chi classes, line dancing, flexibility classes, strong living program, rocking chair exercises, weight watchers, blood pressure clinics, foot clinics, commodity food distribution, Sullivan Nutrition outreach programs, computer technology classes, cribbage and Pokeno, trip programs, monthly newsletter with nutritional inserts, assistive and disability enhancement device loaner program, and other collaborative activities to achieve our mission.

Kaarle Lehtinen Senior Center, is a building located at 76 South Main Street, Newport, owned by Newport Senior Center, Inc. It is named for Kaarle Lehtinen, a long-time Newport resident and a very large contributor to the building fund.

Sullivan Nutrition Services Program is a separate entity formed to provide home-delivered and congregate meals to eligible people in the county, as contracted by the Department of Health and Human Services, Division of Elderly and Adult Services. Newport Senior Center, Inc. is the sponsor of the program. It is funded by contributions from the federal, state, and local governments; and client donations. It has kitchens and dining areas in Claremont, Charlestown, and Newport. The Director is chosen by the Board of Directors of Newport Senior Center, Inc.

Hoyt Community Care Center

The Newport Area Association of Churches organization is comprised of clergy and church members in the Newport area. All denominations of churches are invited to attend and participate in the community care effort. For many years the main function of this organization has been the operation of the Newport Food Pantry. The food pantry dispenses food to needy families each month. Donations from organizations, churches, individuals, Town of Newport, banks, and businesses are used to pay the cost of operating the food pantry.

In addition to the food pantry there is a basement operation at the Hoyt Community Care Center. Donated furniture, household items and linens are dispensed by volunteers. Some items are sold at yard sales or by appointment and the donations are used to assist the food pantry or the Willey/Perra Christmas program. Some items are also given free to needy families who are unable to pay donations.

Education

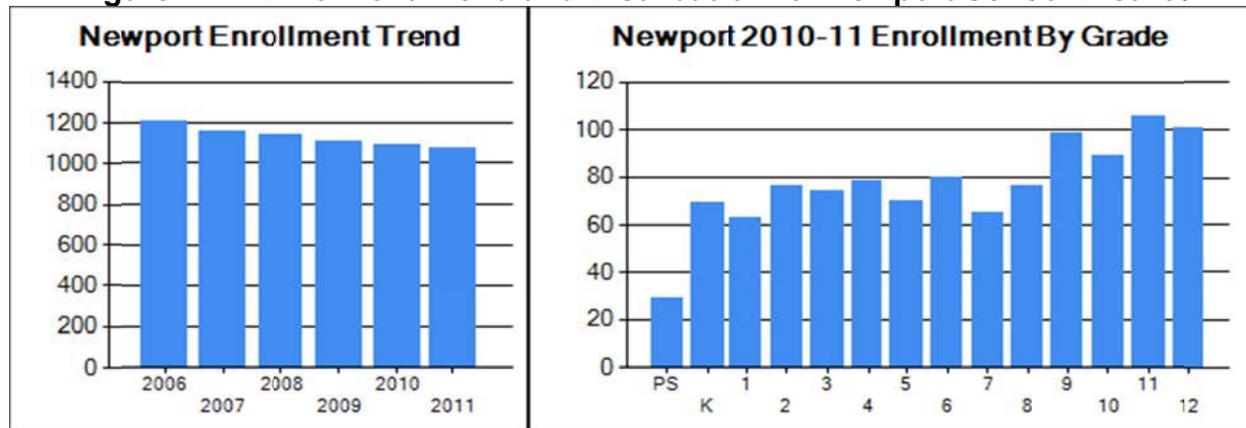
One high school and two elementary schools make up the Newport school system. The following table and figures list school enrollment and past trends.

TABLE X-1: Newport School District and Statewide Enrollment - 2011

Grade(s)	October 1 Enrollment		Average Class Size	
	District	State	District	State
Preschool	29	3,095	--	--
Kindergarten	69	11,922	--	--
Grade 1	63	13,956	16	17
Grade 2	76	13,884	19	18
Grade 3	74	14,156	18	19
Grade 4	78	14,239	20	19
Grade 5	70	14,547	18	20
Grade 6	80	14,745	20	20
Grade 7	65	15,132	--	22
Grade 8	76	15,338	--	22
Grade 9	99	16,764	--	--
Grade 10	89	15,930	--	--
Grade 11	106	15,220	--	--
Grade 12	101	14,947	--	--
Total Enrollment	1076	194,022		

Source: NH Department of Education

Figure X-1: Enrolment Trend and Distribution for Newport School District



Source: NH Department of Education

Enrollment Trends

The preceding tables and figures indicate that enrollment for the Newport School District has declined by approximately 11% since 2006. According to the 1995 Master Plan enrollments between 1982 and 1991 ranged from 1,263 to 1,117 students. Apparently, the last 30 years have not seen significant changes in school enrollment in Newport. While the recent decline may lead to the conclusion of an overall downward trend, the long-term data indicate a more stable enrollment trend.

As discussed in the Population Chapter, Newport's household size is trending toward smaller households – meaning smaller families with fewer children. Without a substantial immigration of new families with school-aged children, long-term school enrollments will likely decline lower than the observed 1,100 to 1,200-student levels discussed above. The only reasonable way to break the declining student population is the influx of a younger adult population either with families or about to begin families.

School Facilities

The Richards Elementary School serves pre-kindergarten through fourth grade classes; located on School Street near downtown. The four story brick building originally built in 1896, as a high school and has been expanded to meet school district needs a number of times. The building has adequate parking, is relatively energy efficient, is accessible to the handicapped and has ample outdoor recreation space.

The Towle Elementary School is located at 86 North Main Street in downtown Newport and serves fifth and sixth grades. This three story brick structure was built in 1923 and originally served as the high school. This building is considered an important historical and architectural asset in the Town. The building is accessible to the handicapped, but space for outdoor recreation and parking is inadequate.

The Newport Middle High School serves grades seven through twelve and is located along Route 10 about one mile north of downtown Newport. Facility accommodates the present needs of the school district with some challenges in classroom and administrative space. Outdoor recreational facilities include a football field, softball fields, tennis courts, basketball courts, track and field facilities, ski jumps and a hockey rink.

The Sugar River Valley Regional Technical Center East Campus opened in September, 1993. This facility is a companion to the Technical Center West Campus in Claremont. The Newport Center houses five Vocation Technical Programs, with seven programs based in Claremont.

Given the level student enrollment and use of existing and historical educational buildings, the principal needs for Newport's schools are to maintain quality educational programs and facilities. Both require substantial public support and investment in order to be successful.

Recommendations

Municipal Facilities and Services

1. Planning for Town capital needs will makes good fiscal sense in good and bad economic times. The Town should develop a detailed Capital Improvement Program (CIP) for long-term capital needs. The CIP should include consideration of long-term building and facility maintenance and upgrades, regular replacement and purchasing of Town vehicles, and necessary infrastructure projects. Regardless of how the CIP is used once it is complete, it is a valuable exercise to consider year-to-year budgetary needs and anticipate and plan for future needs. The CIP should be a regularly updated planning document – optimally an annual exercise.
2. Ongoing Town investment in municipal services or non-governmental organizations is an important contribution to the community’s quality of life. The results, sometimes intangible, are improved community pride and spirit, which then spur commitments, both by individuals and organizations that benefit all residents.
3. Create a development plan for the renovation or replacement of the Newport Community Center. Integrate the plan into the Capital Improvement Program.
4. Continue Newport’s traditions and community events and develop new community events in partnership with other organizations. Support and promote cultural events that foster community spirit.
5. Continue funding and supporting Newport Recreation Department programs and seek opportunities to expand the programs and facilities as needed to meet community demands.
6. The Town should seek opportunities to acquire lands that may become future public parks and open spaces.

Municipal Infrastructure

1. The Town should focus its resources on the immediate maintenance of the town infrastructure including roads, sidewalks, and water and wastewater systems. Ongoing planning and budgeting should be conducted to ensure the Town’s infrastructure meets current needs with allocations for future maintenance and improvements in the Capital Improvement Program.
2. Cooperatively work with the town of Unity to ensure the continued high water quality of Gilman Pond.

3. Seek methods to improve garbage collection and recycling services for Newport's residents. Continue participation in household hazardous waste and prescription drug collection events.
4. As the Town's population grows and town maintained road mileage increases, the Highway Department will need additional personnel, equipment and materials to maintain the same level of road service in the community.

Non-Municipal Utilities

1. Encourage and promote broadband access to all residents and businesses.
2. Work with power companies to plan and implement power distribution network upgrades to provide high-capacity power to village areas and planned commercial and industrial development zones.

Community Services with Municipal Support

1. Continue fiscal support of non-governmental organizations to help fulfill community need for services beyond those the Town can supply.

Education

1. Continue to maintain and upgrade the Town's educational facilities to meet educational standards and promote a successful educational environment.
2. Maintain a strong, cooperative relationship between the Town and Newport School District. Together, the two institutions are the foundation of Newport's community.
3. To the extent possible, provide a School Resource Officer from the Police Department to ensure a safe and secure learning environment and improve public relations with Newport's residents.

XI. HISTORIC RESOURCES

Introduction

A plan for the future without a look to the past is incomplete. Historic structures and sites which survive from earlier periods are the visual manifestation of a community's people, places and activity. The preservation of these resources is fundamental to the retention of a sense of place and identity in any given community. An index to the past, surviving fragments of historic contribute to the character and individuality of each town, and lend a sense of continuity. Historic structures and sites are but one part of our total environmental resources and, like many others, are nonrenewable.

The purpose of this chapter is to discuss significant historic sites and resources in Newport and to make recommendations for their continued preservation. Existing legislation pertaining to historic preservation and preservation tools for private citizens and at the local, state and national levels are included.

This chapter was prepared in recognition of the fact that Newport's historic resources and historic quality play an important role in the overall quality of life in the community. It does not attempt to be a complete and comprehensive inventory of all local resources, but it intended as a departure point for the future. The present state is but a chapter in an ongoing story.

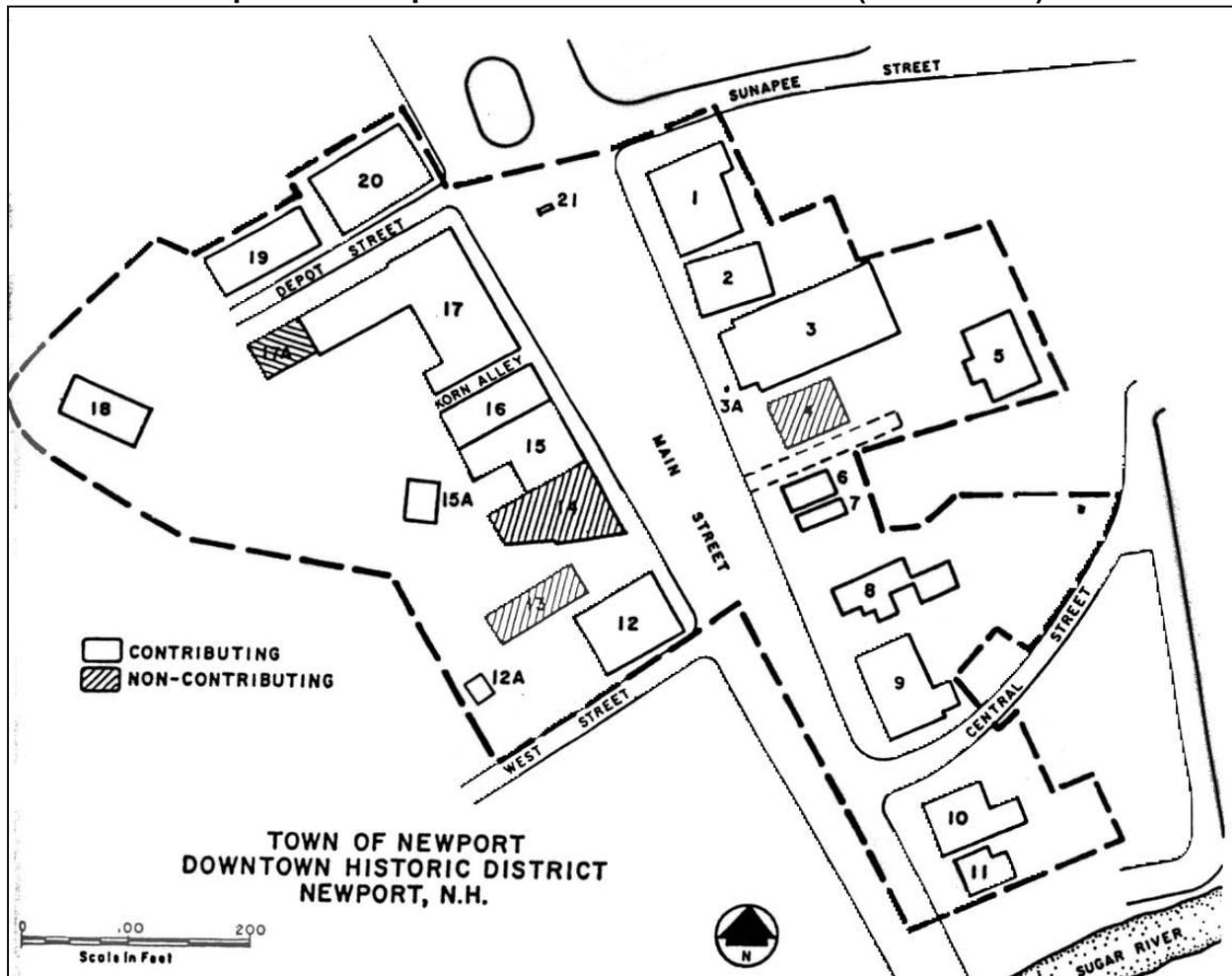
Community Survey Results

In 2010 the Newport Planning Board conducted a Community Attitude Survey to help determine the community's needs and preferences with respect to future development and services in the community. The following is a brief summary of the survey results relating to historic resources.

Nearly all survey respondents agreed that the small-town, rural atmosphere and "New England Charm," which typically includes a cluster of buildings in an historic downtown area. Nearly 90% of respondents agreed that it is important to maintain the historic character of Newport's downtown. Over 80% of respondents supported preservation of historic buildings and sites (which could include areas or landscapes) throughout Town.

Overview of Newport's Historic Resources

Newport has many significant historic structures and landscapes, particularly in the downtown area. Main Street boasts one of the largest Town Commons in the State, which also comprises one of the two historic districts in Downtown as illustrated in Map XII-1 (Page 111). Many of the major structures in the downtown commercial historic district, illustrated in Map XII-2 (Page 112), including many structures constructed during the industrial boom of the late 19th Century. There are several additional concentrations of historic structures worthy of preservation including the Town's earliest structures in the Unity Road area, historic and architecturally significant structures in North Newport, and the late 19th Century residences along North Main Street.

Map XI-2: Newport National Historic District (Main Street)

Source: Newport Zoning Ordinance

A Historic Resources Survey was conducted by the Upper Valley-Lake Sunapee Council in 1981 for the structures around the Common. Additional survey activity in 1984 has focused on downtown Newport and the Sunapee-Central Streets area. Taken together, these individual survey components form the foundation of town-wide inventory of Newport's historical and architectural resources. A summary of noteworthy local structures was compiled in 1995 and is included at the end of this chapter.

Preservation and Enhancement of Historic Sites and Areas

To date, the continued protection of Newport's historic resources has been accomplished by planning efforts at the Town-level and, more importantly, the actions of individual owners who respect the Town's historic assets. Decaying buildings due to neglect is the principal threat to preserving more of the historic structures in the community. Land use controls and financial incentives will not be sufficient to preserve these important assets; a broad-based, community-wide approach will be necessary to make long-term historic preservation a reality.

Private Citizens and Organizations

It is the private sector which provides the fuel and support necessary to ensure that the Town's cultural resources remain an integral part of everyday life. According to 2000 U.S. Census figures, 47% of Newport's housing stock is more than 50 years old. Improving citizen participation in property maintenance and preservation of historic structures, particularly housing units, will greatly improve areas where neglect and decay are degrading individual properties and affecting neighborhoods. Pride in ownership and regular maintenance can have remarkable results including an improved real estate market and property values for both residential and commercial properties, as well as improved streetscape appearances and – hopefully – community pride in these historic neighborhoods.

Local Regulations

The Town of Newport maintains a volunteer Heritage Commission (discussed in detail later in this chapter) as an advisory and review board to protect historical and cultural resources valued as significant pieces of the community's landscape. In Newport, the Heritage Commission's primary purpose is to review building construction and alterations that may affect town-wide historic resources. The Newport Zoning Ordinance identifies the two historic districts and recognizes the importance of historic structures

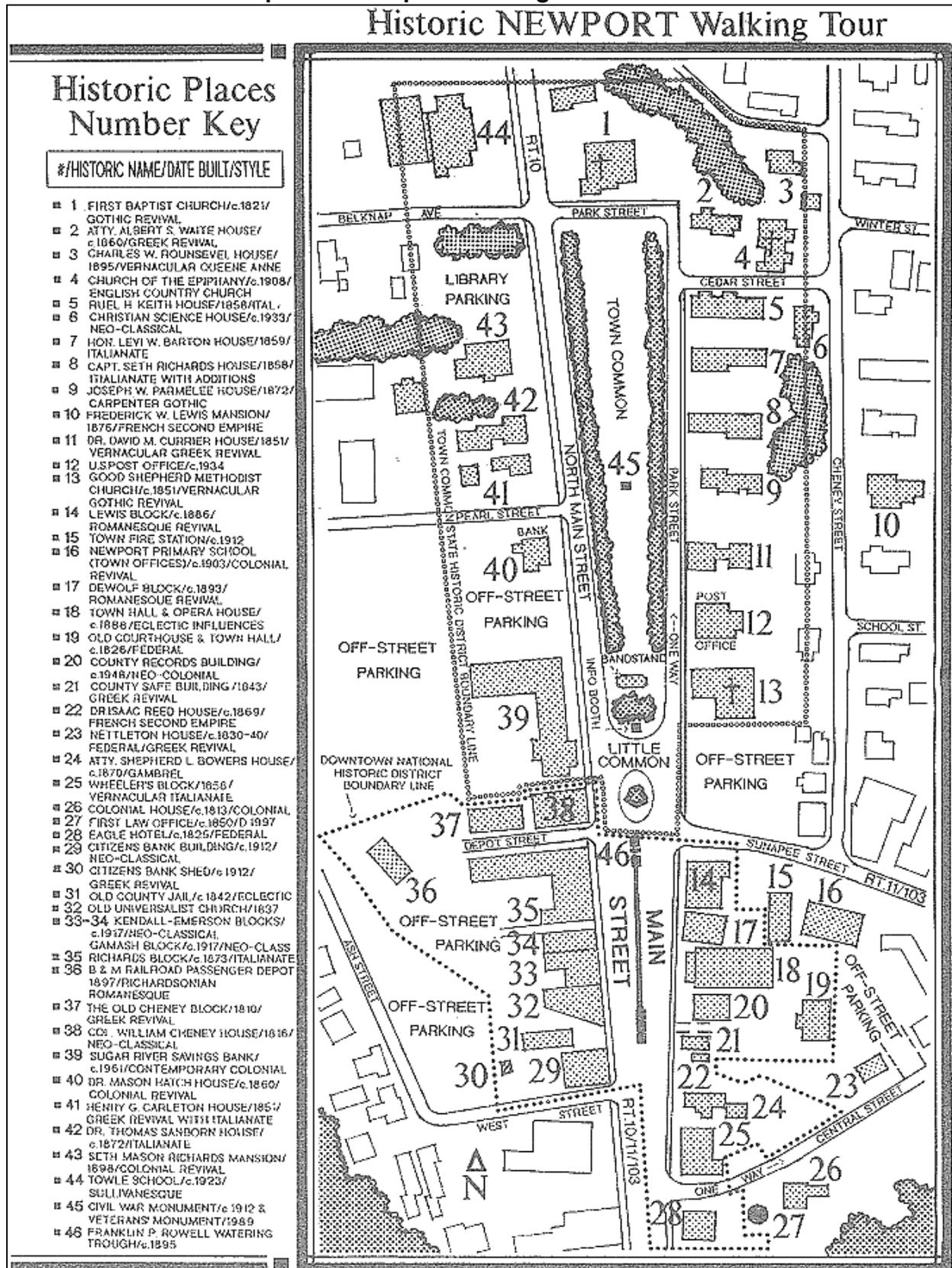
Local Outreach and Education

Map XII-3 (Page 114) is a copy of the map from a walking tour booklet of Newport's Historic District. The availability of this booklet to the public, as well as regular events held at the Town Common. In summer the Town Common is the site regular community of activity – high school graduation, flea markets, arts and crafts shows, and free Sunday night band concerts. In the winter, the Town Common is flooded for a community skating area, a practice that has gone on for 100 years, as well as the oldest town Winter Carnival in the country. These community activities in the historic downtown reinforce the importance of this cultural landscape as part of the community's sense of place.

Historic Resources Survey

Newport's historic surveys are nearly 30 years old and the last comprehensive inventory of historic buildings and places, summarized in Table XII-X (Page 123), occurred 15 years ago. An updated historic resource survey could build upon the existing inventory and expand the effort to a town-wide project. The principal advantage to undertaking an historic resource survey is being able to inventory and evaluate the importance of areas in Town not previously evaluated. This would be the basis for future planning and historic preservation efforts. Having a town-wide historic resource assessments would also aid in future Federally funded infrastructure or construction projects requiring reports addressing impacts to environmental and historic resources.

Map XI-3: Newport Walking Tour Brochure



National Register of Historic Places

The National Register of Historic Places is the official list of the Nation's cultural resources worthy of preservation. Established by the National Historic Preservation Act of 1966 and administered by the National Park Service within the Department of the Interior, the Register lists properties of local, state and/or national significance in the areas of American History, architecture, archeology, engineering and culture. Resources may be nominated individually or in groups, as districts or multiple resource areas, must meet Federal evaluation criteria, and must generally be older than 50 years.

In New Hampshire, any individual may prepare a nomination application. National Register forms, maps and photographs are submitted to the NH State Historic Preservation Office for review by the State Review Board. Following approval at the State level, it is sent to Washington, D.C. for final review, approval and listing. Assistance in the preparation of any National Register nomination may be available from the Regional Planning Commission.

Listing on the National Register of Historic Places provides formal recognition of a property's historical, architectural, or archaeological significance based on national standards used by every state. Benefits include:

- Becoming part of the National Register Archives, a public, searchable database that provides a wealth of research information.
- Encouraging preservation of historic resources by documenting a property's historic significance.
- Providing opportunities for specific preservation incentives, such as:
 - Federal preservation grants for planning and rehabilitation
 - Federal investment tax credits
 - Preservation easements to nonprofit organizations
 - International Building Code fire and life safety code alternatives
- Opportunities for State tax benefits and grant opportunities. The State Historic Preservation Office (<http://www.nps.gov/history/nr/shplist.htm>) will help identify historic property incentives available within New Hampshire.
- Involvement from the Advisory Council on Historic Preservation (<http://www.achp.gov/>) when a Federal agency project may affect historic property.
- Information on the care and maintenance of historic properties through various NPS Preservation Briefs (<http://www.nps.gov/history/hps/tps/>) and Tech Notes (<http://www.nps.gov/history/hps/tps/technotes/tnhome.htm>).
- Networking opportunities for historic property owners, tours of historic areas, contact with preservationists through conferences, workshops, and preservation organizations (<http://www.nps.gov/history/nr/feature/index.htm#newpreservation>).
- Celebrate listings with a bronze plaque that identified properties in the National Register of Historic Places (<http://www.nps.gov/history/nr/faq.htm#plaque>).

A National Register listing can be an important tool for identifying and planning the future of significant resources. Listing can act as a catalyst to change public perception and improve an area's image, but cannot in itself prevent major detrimental alterations or even demolition of historic structures.

New Hampshire Register of Historic Places Listing

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

Listing on the State Register of Historic Places is one of several ways to acknowledge a property's historical significance. A property may also qualify for the National Register of Historical Places, be designated a National Historic Landmark, be part of a local historic district, or recognized in a local or regional master plan. Please feel free to contact the NHDHR to learn more about these programs.

Listing in the State Register can contribute to the preservation of historic properties in a number of ways including:

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

Local Historic Districts

An historic district is characterized by a grouping of structures and/or sites which physically and spatially comprise a specific environment. Buildings may represent a cross section of ages and styles but should be unified by past events or by plan or physical development. One of the most difficult aspects of creating an historic district is delineating its boundaries. An historic area may be both a locally designated historic district and a National Register District, as is currently the case in Newport's Zoning Ordinance.

The controls on property development serve to assure property owners that investment in rehabilitating significant structures will not be negated by incongruous development

on neighboring properties. The New Hampshire legislation (RSA 674:45) identifies the following purposes of historic districts:

- preserves an area which reflects cultural, social, economic, political and architectural history;
- conserving property values;
- fostering civic beauty, strengthening the local economy; and
- promoting the use of the district for the education, pleasure and welfare of community citizens.

Heritage Commissions

New Hampshire allows communities to establish heritage commissions. Heritage commissions give local governments in New Hampshire new abilities to recognize and protect historical and cultural resources. Unlike historic district commissions, whose responsibilities are limited to specific parts of a community, heritage commissions are intended to have a town-wide scope, and a range of activities that is determined by each individual community. Heritage commissions do for cultural resources what conservation commissions do for natural resources. Their primary duties are to advise and assist local boards and commissions and empowered to accept and expend funds for a non-lapsing heritage fund, and to acquire and manage property rights.

Land and Community Heritage Investment Program Funding of Historic Preservation

The New Hampshire Land and Community Heritage Investment Program (LCHIP) is an independent state authority that makes matching grants to NH communities and non-profits to conserve and preserve New Hampshire's most important natural, cultural and historic resources. Through this investment Program every \$1 in resources brings back more than five times local, private, federal funds, and helps to secure NH's quality of life and traditional landscape. The program works in partnership with municipalities and private interests to conserve and preserve important natural, cultural, and historical resources through the acquisition of properties – or interests therein – to protect and ensure the perpetual contribution of these resources to the state's economy, environment, and overall quality of life.

New Hampshire Preservation Alliance Programs & Grants

Field Service Program

In June of 2006, the New Hampshire Preservation Alliance, in partnership with the National Trust for Historic Preservation, launched the New Hampshire Shared Field Service Program. The Shared Field Service Program provides a representative who brings professional expertise and a "tool box" of resource material on historic preservation practices to the community. The Shared Field Service Rep is able to help local preservation and historical organizations choose effective strategies for community projects, provide advice on mobilizing volunteer efforts, work with community leaders and furnish preservation expertise at local meetings.

Preservation Services Grant Program

The New Hampshire Preservation Alliance provides small matching grants to assist non-profit organizations including towns in hiring a consultant to assist many different aspects of preservation planning.

Barn Assessment Grant Program

The New Hampshire Preservation Alliance's Historic Barn Assessment Grant Program offers matching funds for the hiring of a barn restoration professional to assess your old barn and prepare an in-depth report. The assessment can include everything from recommendations on how to stabilize the structure to long term revitalization planning; general maintenance, budgeting, general upkeep and even analyzing reuse strategies. Grants are offered competitively and limited to barns and other agricultural outbuildings within New Hampshire that are at least 50 years old, or of exceptional significance. Additional consideration is given to barns still in agricultural use.

African American Preservation Fund Grant

Special one-time grants are available from the National Trust for Historic Preservation's Northeast Office for nonprofit organizations and public agencies involved with preserving places of importance to African American history. These grants are an effort to assist African American preservation organizations across the greater northeast region and to support the preservation mission and goals of those organizations.

New Hampshire Division of Historical Resources Programs & Funding

Programs and resources related to historic preservation offered to communities by the New Hampshire Division of Historical Resources not mentioned elsewhere include the following:

- Certified Local Government Program (CLG): The CLG program is a partnership between municipal governments and the state historic preservation program, to encourage and expand local involvement in preservation-related activities. http://www.nh.gov/nhdhr/programs/cert_loca_govt.html
- Historic Preservation Review & Compliance: Historic preservation "Review & Compliance" is a consultation process to identify significant historic properties so that any harm to them from government-assisted actions can be avoided or minimized. It is intended to be a conflict-resolution and problem-solving system that balances the public interest in historic preservation with the public benefit from a variety of governmental initiatives. <http://www.nh.gov/nhdhr/review/>
- New Hampshire Historical Markers Program: The New Hampshire Division of Historical Resources and the Department of Transportation are responsible for the state's historical highway marker program. Any municipality, agency, organization or individual may propose a marker to commemorate significant New Hampshire places, persons, or events. The Division of Historical Resources may also solicit suggestions for markers, texts, and proposed locations from other agencies, organizations, and the public. <http://www.nh.gov/nhdhr/markers/>

- Project Archaeology: Project Archaeology is a comprehensive archaeology and heritage education program for everyone interested in learning or teaching about our nation's rich cultural legacy and protecting it for future generations to learn from and enjoy. http://www.nh.gov/nhdhr/programs/project_archaeology.html
- SCRAP - State Conservation and Rescue Archaeology Program: The New Hampshire State Conservation and Rescue Archaeology Program (SCRAP) is a public participation program for archaeological research, management, and education. SCRAP is administered by the Archaeology Bureau in the Division of Historical Resources of the New Hampshire Department of Cultural Resources. The program is supported by state and federal funds, donated private funds, and the volunteered services of trained and certified vocational archaeologists. <http://www.nh.gov/nhdhr/SCRAP.htm>
- Tools for Preserving Barns and Farms: Historic barns and agricultural structures symbolize the distinctive New Hampshire values of heritage, hard work, productivity and stewardship. They are witnesses to the role of agriculture in our state's image and its economy, and they serve as scenic landmarks for residents and visitors alike." Tools for preserving barns include:
 - property tax relief under RSA 79-D that creates a mechanism to encourage the preservation of historic New Hampshire barns and other agricultural buildings by authorizing municipalities to grant property tax relief to barn owners who (a) can demonstrate the public benefit of preserving their barns or other historic farm buildings, and (b) agree to maintain their structures throughout a minimum 10-year preservation easement.
 - barn assessment grants administered by the NH Preservation Alliance and
 - grants for barn preservation from the Conservation License Plate Program.

<http://www.nh.gov/nhdhr/programs/barns.html>

Community Revitalization Tax Relief Incentive (RSA 79-E)

RSA 79-E that became effective in 2006 encourages, among other things, investment in rehabilitation of historic buildings in village centers or downtowns through tax relief for a specific period of time. The period of time can be extended by the Board of Selectmen four additional years for historic structures.

The goals of this legislation are to encourage the rehabilitation and active use of under-utilized buildings and, in so doing, to:

- Promote strong local economies, and
- Promote smart, sustainable growth, as an alternative to sprawl, in accordance with the purpose and objectives of the State Economic Growth, Resource Protection, and Planning Policy of RSA 9-B.

In a town that has adopted the tool created by this legislation, a property owner who wants to substantially rehabilitate a building in a downtown, or in a village center, may

apply to the local governing body for a period of temporary tax relief if the property owner grants a covenant ensuring there is a public benefit to the rehabilitation.

A property owner can qualify for tax relief only if:

- The building is located in the community's downtown district (or equivalent), and
- The rehabilitation costs at least 15% of the building's pre-rehab assessed value, or \$75,000, whichever is less, and
- The rehabilitation is consistent with the municipality's master plan or development regulations.

Historic Building Rehabilitation Tax Credits

The rehabilitation of older buildings, frequently less expensive than new construction, is a cost-effective solution benefitting the tax base, while filling older structures with new life. The Economic Recovery Act of 1981 (as amended in the 1986 Tax Reform Act) provides attractive incentives in the form of federal investment tax credits for the substantial rehabilitation of income-producing older buildings. The Act was enacted to support preservation by eliminating certain favorable tax incentives, which encouraged the demolition of historic structures. Credits are deducted from taxes owed, not income earned. Currently, the tax incentives take two forms:

1. 20% tax credit for the certified rehabilitation of certified historic structures.
2. 10% tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936.

To be eligible for the 20% credit, a building must be a certified historic structure, either listed individually on the National Register or contributing to a Register Historic District or certified Local District. Certified rehabilitation work must adhere to the Secretary of the Interior's Standards for Rehabilitation, a list of ten standards developed to ensure that significant features of a building will not be compromised. Municipally-owned structures are not typically eligible for these credits.

For additional information about the National Register or rehabilitation tax credits, contact the New Hampshire Division of Historical Resources, in Concord at (603) 271-3483.

Revolving Funds

Revolving funds are self-replenishing loan pools. The money in the pools is mostly composed of donations and is used to restore buildings. The fund revolves when the restored building is sold. With a revolving fund, a nonprofit organization can acquire a deteriorating building, restore it and then sell it, or make low interest loans available to those who need to restore their historic buildings.

The first building restored by a revolving fund should be a highly visible one, so that donors can see their money at work. A building should be endangered, well worth saving, and have a high resale potential before it should be considered eligible for a revolving fund. Besides donations, an organization administering a revolving fund can

solicit sources of revenue from private foundations and government subsidies such as Community Development Block Grants.

Historic Preservation Easements

Historic preservation easements are a tool often used to insure preservation of the historic character of a property for the public's benefit. The extent of the protection of the property is dependent on the wording of the easement. Some easements protect just the face or façade of a building. Other easements protect the larger preservation values of the entire property including but not limited to the exterior and interior architectural features, materials, landscape features, outbuildings, fences, and archeological resources of a property.

An easement is a partial interest in a property, a property right that can be bought or sold. It may give a person or a right to do something with or on another person's property or, as is more common in terms of historic preservation, it can prevent an owner from doing something on his or her property (called a negative easement). The major advantage of easements is that the costs of such a program may be significantly lower than buying properties outright to protect valuable resources, particularly when easements can be acquired by donation.

Historic Barns & Agricultural Buildings Tax Relief

RSA 79-D creates a mechanism to encourage landowners to volunteer to preserve historic New Hampshire barns and other agricultural buildings by authorizing municipalities to grant property Tax relief to qualifying barn owners. The new law is based on the widespread recognition that many of the state's old barns and other farm outbuildings are important scenic landmarks and help tell the story of New Hampshire's agricultural heritage. The law sets up a process for interested landowners to apply for tax relief and eligibility criteria for the Board of Selectmen to use in making decisions on those applications.

Site and Building Design Guidelines

Protection of historic resources can also be accomplished through development and implementation of building and site design guidelines. One option to consider is to incorporate site and building design guidelines into the Site Plan Review Regulations. This would provide the opportunity to review all types of development for consistency with site and building design guidelines, with the exception of single and two family residences.

Recommendations

1. Update the existing historic resource survey for Newport's downtown and expand it to a town-wide scope. The survey should be updated periodically to maintain a current inventory of changes to buildings, including remodeling, fire, demolition or changes to surroundings.

2. The Town should support a public education campaign (possibly a public/private effort) to increase public knowledge of Newport's historic resources through:
 - a. photographs and murals in public and commercial buildings;
 - b. updated brochures describing the Town's history;
 - c. tours of historic structures and sites, and;
 - d. introduction of a local history course into the Newport School District curriculum.
3. Richards Library maintains a number of exhibits and displays of historical items and furniture for public viewing. The Town should support efforts to enhance this collection and public access to materials about the Town's history.
4. Support the Heritage Commission and recruit volunteers to review and implement the recommendations of this Master Plan as they relate to important historical and cultural resources.
5. Support the Newport Historical Society and encourage its members to take an active role in educating Newport residents and working in the Town Museum to permit it to be open more hours.
6. The Town should continue to encourage the protection, enhancement and renovation of significant architectural and historic resources using the various tools and mechanisms available to them, as described in this chapter.
7. Copies of literature from the New Hampshire Division of Historical Resources regarding appropriate rehabilitation techniques should be placed on file in Richards Library and the Town Offices to encourage the appropriate renovation of older homes and buildings.
8. Support the repair and maintenance of parks and cemeteries in Newport. These open spaces contain a lot of historical features that help the public maintain a connection with the past.
9. The Town should continue to encourage the protection, enhancement and renovation of significant architectural and historic resources. This may include adopting appropriate building and life safety codes that address the unique challenges of renovating or improving historic structures.
10. Develop and adopt site and building design guidelines for new construction for the Planning Board or Town Staff to utilize to prevent undue impacts to the existing historic buildings and landscapes in town.
11. Encourage adaptive reuse of large historic buildings as small business "incubators" or, where appropriate, residential use.

**TABLE XII-1: Historic Places, Sites
and Other Points of Interest in Newport, NH**

Compiled by Andrew L. Andrews and Ray Reid, April 1995
Newport Historical Society

Abandoned railroad right-of-way to Claremont
Abandoned railroad right-of-way to Sunapee
Abijah Tenney house, Pollards Mills road
Babe Ruth Field and Playground
Balancing Rock, Elm street
Bald Mountain
Bartlett Farm, Oak street (Now home of Roland Stoodley)
Bartlett Farm, Old School House Road
Bascom Road
Belknap House, Laurel Street
Benjamin Giles Corn and Saw Mill, Guild, first in Newport, ruins remain
Billy B. Van Meadow, site of carnivals, circuses; now shopping plaza on John Stark Highway
Blake Farm, Endicott Road, North Newport
Blueberry Ridge
Boarding House for mill workers, Rte. 103, Guild
Breakneck Hill Road
Burke-Cheney House, Belknap avenue
C.M. Emerson Home, North Main street (Former Moose Lodge)
Catsam House, Unity Road
Champollion House (Rte. 10 North)
Chapin Pond, North Newport
Coffin House, Cheney street, formerly located on site of Gamash Block
Coit Mountain, early home of African American settlers
Cold Spring Grove, off Cheney street, Newport's first piped water through wooden aqueduct
Colonial Tourist Home, 11 Central street
Community's stone walls
Corbin Covered Bridge, North Newport
Corbin Mansion, North Newport (Now occupied by William Ruger Jr.)
Corbin Park (A small portion lies in Newport)
Cornish Turnpike
Croydon Turnpike
Cutting Farm, Spring street
Dam sites on Sugar River
Depot Square Medical Building (Former B&M Railroad passenger Depot)
DeWolf Block, 16 Main Street
Dexter hand-tub (Fire apparatus)
District Court and Newport Historical Museum, Court Square
Dorr Woolen Mill, Guild
Dr. Isaac Reed House, 30-34 Main Street
Eagle Block, 64 Main Street

Early law office, 1826 circa, building behind Eagle block, also former Dr. John Munro office
Edgell House, North Newport, (Maxine Snow property)
Elephant Rock
Ethan Smith farm, Springfield Road, Guild
Ethnic swimming holes, South Branch of Sugar River
Ezra Sibley Homestead, Oak street, North Newport
Flint homestead, North Newport
Former Billy B. Van Soap Factory and Farm, Pine Street
Former Dorr Mill homes, Guild
Former Draper Mill homes, Guild
Former Draper Mill homes, North Newport
Former Draper Mill, North Newport
Former National Guard Armory, Belknap Avenue, home of Recreation Department
Former North Newport Schoolhouse
Former site of canal in Newport on Canal street
Former site of canal, up stream of Kelleyville bridge
Former site of McElwain aka International Shoe Shop on Canal street
Frye House, Unity Road
Gamash Block, 15 Main street
Gauthier & Woodard, 48 Main street, early post office, (Former Col. William Cheney home)
George A. Fairbanks mansion, corner of Pine and Elm streets, once three-story
George H. Fairbanks home, 50 Pine street, home of James A. Maley
Gov. Francis P. Murphy House, 25 Spring street, (Now owned by Roger Nelson)
Governors Pond, North Newport
Hasevlat Park, Corbin Road
Homestead of Dr. James Corbin, Oak street, North Newport
House, Guild and Whipple Road ("Mary Had a Little Lamb" originated here)
House, Myrtle street, Home of Sarah Josepha Hale, moved from Main Street
Isaac Griffin house, Unity Road, once owned by George Dame, (Now owned by Peter Franklin)
Jailhouse, Prospect street, (Sheriff Gunnison)
James B. McGregor House, North Newport
John H. Cain Golf Course
Just Johnsons Building (Former site of Universalist Church, 25 Main street)
Keith & Wilcox House, Sunapee and Central sts., moved from Town Office site to build school
Kelleyville Bridge (Site of Newport's first covered bridge)
Kendall-Emerson Block, 19-23 Main street
Korn Alley
Lantz Building, 35 Main street
Lehtinen Farm, Fletcher Road, North Newport (Now Baird residence)
Lewis Block, 2 Main street
Lewko Farm Bradford Road (Now owned by Ted Niboli)
Lily Pond

Little Red Schoolhouse, South Main Street (Rte. 10)
Maple street cemetery
McCrillis & Eldredge, 17 Depot street (Once part of original Richards Block)
Meadow Park
Mineral Springs, between Kelleyville and North Newport
Mineral Springs, Unity Road
Monument on Belknap avenue honoring Adm. George Belknap
Municipal Building, 15 Sunapee Street, once a Primary School
Nettleton house, Central Street, next to museum
Newport Veterans Club, 39 Cheney street (Houses American legion, Veterans Club)
Newport's Reservoir in Unity (Gilman Pond), town's water supply
Newton-Bartlett Funeral Home 42 Main street (Former Dr. John L. Cain House)
North Newport cemetery
North Newport Union Church
Old Schoolhouse Road, off Bradford Road
Old town reservoir off South Main street
Parlin Airport
Pier Covered Railroad Bridge, Chandlers Mills
Pike Hill
Pine Street
Pine Street Cemeteries (East and West)
Pine trees on Corbin Road
Police Station (Former County Safe Building, Main street)
Pollard Home, Pollards Mills road, owned by James Lantz
Pollard Home, The Falls Road, owned by Frank MacConnell
Pollards Mills
Pollards Mills Falls
Reed's Overflow (Now Loon Lake)
Revere Bell in Baptist Church
Revere Bell in South Congregational Church
Revere Bell, front of Town Hall
Richards Block, Main street
Richards Mills, Sunapee street (Home of light manufacturing)
Richards School (Will be 100 years old in 1996)
Rising Sun Tavern, South Main street
Roman Catholic Church, Beech street
Rounsevel House, aka Kuleza House, 31 Crescent Street
Rowell Place, Rowell Road, North Newport
Rowell-Kaplan Field
Saggiotes Block, Main street (Home of first telephone exchange in Newport)
Saterlee Farm, Brook road, North Newport (Now Marshall Friedman residence)
Sibley Scythe Schop, North Newport
South Congregational Church, 58 South Main street
South Main street bridge
St. Patrick's Cemetery
Stevens House, North Newport (Now Kenneth Reid residence)

Sugar River and its branches
Sullivan County Courthouse, 20 Main street
Sullivan County Records building, 28 Main street
Tenney House, Unity Road
The Horseshoe, Sugar River
The Little Common
The Pinnacle
The Rowell Watering Trough, north end of Main street
The Town Common and buildings surrounding it
Towle School
Town Hall, 20 Main street
Trail system
Twin Valley Cable (Former County Jail, 29 Main Street)
Unity Road
US Post Office, North Newport (Now Parssinen residence)
Wakefield House, Fletcher corner, North Newport
Wheeler Block, 46-48 Main street
Wilcox house, Unity Road and Elm street, site of early brickyard (Now owned by Bob Snow)
Will Storey Farm, Blueberry Ridge Road
Wilmarth Park and ski jumps
Wirkkala Farm, Oak street
Woodlawn Manor, 84 Pine street, Arthur C. Bradley mansion, designed by Stanford White
Wright Covered Railroad Bridge, Chandlers Mills

XII. IMPLEMENTATION

The Master Plan is a guidance document for Newport’s leaders to address present and future issues related to land use, land development, and municipal services. Successful implementation of these recommendations will require close collaboration by the Planning Board with Town Departments and Staff, other municipal boards and commissions, as well as community organizations and individuals.

Prioritization of Recommendations

It is important to note all recommendations in this Master Plan are valuable for promoting the Town’s Vision of its future. The Town leaders and community members are encouraged to review all recommendations in this Master Plan and implement them as opportunities arise. The Planning Board may develop an amended, prioritized list of recommendations with notes on completed or fulfilled recommendations as an update to this Master Plan.

Chapter	Total Recommendations
I: Introduction	n/a
II: Community Vision	n/a
III: Land Use	22
IV: Natural Resources	11
V: Water Resources	13
VI: Population	n/a
VII: Housing	4
VIII: Economic Base	8
IX: Transportation	18
X: Community Facilities	16
XI: Historic Resources	11
Total Overall Recommendations	103

Chapter	#	Recommendation
CH III: Land Use	<i>Land Use Goal A</i>	<i>Encourage the best use of land and natural resources in Town to promote efficient and economical development and sustainable use of energy and other resources.</i>
	1	Direct growth into identified areas of Town where the land can accommodate development without adverse environmental impact
	2	Promote the maintenance and renewal of downtown Newport and village centers. Seek opportunities to encourage development that promotes energy efficiency and utilizes existing infrastructure including roads, utilities, and community services.
	3	Encourage aesthetically pleasing commercial development in Newport. Develop a set of design guidelines as a reference for property owners and developers.
	4	Encourage the practice of mixed use development that accommodates compatible, complementary land uses. Particular attention should be paid to co-locating residential and commercial uses to in the downtown and designated development centers.
	5	Discourage unsightly strip commercial develops along Newport's main entrances.
	6	Encourage energy efficient building practices including site design, materials selection, and construction techniques.
	<i>Land Use Goal B</i>	<i>Encourage the best use of land and natural resources in Town to promote efficient and economical development and sustainable use of energy and other resources.</i>
	7	Encourage agricultural operations in Newport and conserve identified prime agricultural soils.
	8	Develop a natural resource inventory of critical and important natural, scenic, and open space areas. Draft a priority list of areas to protect and preserve in Newport based on the natural resource inventory to encourage municipal or private land acquisition and conservation practices.
9	Develop community-based initiatives through existing municipal committees, volunteer groups, and school programs directed at public education about Newport's natural resources.	
10	Encourage best management practices for construction, timber harvesting, and stormwater management to minimize the impacts of development on natural resources and prevent air and water pollution.	

Chapter	#	Recommendation
CH III: Land Use	Land Use Goal C	<i>Develop an appropriate balance among industrial, commercial, institutional, public, residential, agricultural, recreational and conservation land uses.</i>
	11	Promote the development of a wide range of residential uses that will provide housing for all age and income groups and yet will positively contribute to Newport tax base.
	12	Encourage rehabilitation, renovation and adaptive reuse of Newport's historic building stock and discourage building demolition.
	13	Direct commercial and industrial development to preferred development areas in Newport including Economic Recovery Zones, brownfield development sites, and appropriately zoned or otherwise designated development areas. New development, to the greatest extent possible, utilizes existing transportation routes and public utilities and services.
	14	Amend Town Zoning and Ordinances to conform to this Land Use Chapter and the Future Land Use Map.
	15	Preserve and conserve Newport lands that have environmental, recreational, agricultural, educational and cultural value to be enjoyed by the townspeople.
	16	Incorporate state of practice stormwater management and erosion control practices and techniques (e.g.: Low Impact Development); updating Town regulations as necessary.
	Land Use Goal D	<i>Promote the preservation and improvement of desirable and positive characteristics of Newport's traditional environment and land use pattern.</i>
	17	Encourage the preservation and appropriate rehabilitation of architecturally and historically significant resources in Town.
	18	Encourage excellence of design in new construction including site design, landscaping, energy efficiency, construction materials, road design and signage.
	19	Preserve agricultural resources that serve as important cultural and open space elements in Newport's landscape.
	20	Encourage innovative land use techniques for new development proposals including infill development in the downtown and clustered or similar context sensitive development in rural areas.
	21	Promote the revitalization of downtown Newport, North Newport, Guild and Kelleyville through the use of existing structures.
	22	Support ongoing use of, and updates to, the ECON Economic Development Strategy.

Chapter	#	Recommendation
CH IV: Natural Resources	23	Provide educational materials on best management practices to forestland and farmland owners.
	24	Support and work with local, state, and federal land protection organizations to preserve forestry resources and agricultural lands through the use of conservation easements or Current Use designation.
	25	Consider zoning regulations to concentrate development away from prime agricultural lands.
	26	Assist agriculture-related businesses through participation in state, regional, and local programs.
	27	Consider creating a Steep Slopes District in order to prohibit development on slopes over 25 percent, and carefully plan and manage development on slopes between 15 and 25 percent.
	28	Promote innovative site design and land use models that protect important resources when subdividing or developing land, particularly within those areas identified as unfragmented or important wildlife habitat.
	29	Educate landowners about the importance of protecting and enhancing wildlife habitat by providing workshops and/or displaying wildlife maps and publications in the town offices and library.
	30	Develop a Natural Resources Inventory to identify, analyze, and make recommendations for wildlife habitat and travel corridor protection.
	31	Identify and prioritize parcels of land that residents feel should be protected because of important scenic, cultural, ecological, historical or recreational value.
	32	Develop an inventory and analysis of Lempster scenic views and vistas, particularly those at high risk of being lost.
	33	Continue to review each excavation application to ensure compliance with the provisions of RSA 155-E and local standards. In reviewing an earth excavation application, the Planning Board should call upon any outside engineering or environmental consultants, including the Natural Resource Conservation Service, at the applicant's expense, for advice on potential adverse impacts of the proposed operation, how to mitigate those impacts, and review of the proposed reclamation plan.

Chapter	#	Recommendation
CH V: Water Resources	34	Conduct a local wetlands inventory to identify and evaluate wetlands and assess protection needs.
	35	Support efforts to educate landowners regarding issues such as the importance of vegetated buffers, the proper use of fertilizers, and stormwater best management practices.
	36	Cooperate with landowners and land protection organizations to permanently protect riparian lands, wetlands, and other areas through conservation easements or other means to protect Newport's water resources.
	37	Update the town's regulations to adequately address the issues of stormwater management, erosion and sediment control to improve the quality of the town's water resources. Particular attention should be paid to Low Impact Development techniques and other innovative best management practices.
	38	When evaluating development proposals, consider adjacent upland habitats, buffers to surface waters, stormwater effects, and related impacts.
	39	The Town should continue to support effective enforcement of existing environmental ordinances and regulations to ensure that BMPs are followed when required. New permitting fees may be necessary to pay for this service.
	40	Participate in regional household hazardous waste collections.
	41	Consider the "watershed approach" to managing water quality and investigate how Newport can cooperate with neighboring communities to maintain and improve regional water quality.
	42	The Town should continue to call on the Upper Valley Lake Sunapee Regional Planning Commission to provide the Planning Board and Selectmen with sample ordinances, bylaws and regulations used to protect water resources in other towns. The Regional Planning Commission should be asked to help prepare regulations and amendments to existing regulations to protect those resources.
	43	The Town should work to identify low salt areas on Town and State roads and inform motorists of these areas by posting signs. If segments of State roads are identified, the Town should work with the NH Department of Transportation.
44	The Town should work closely with NHDES on any application for a large groundwater withdrawal to ensure the withdrawal will not have a long-term negative impact on groundwater resources.	

Chapter	#	Recommendation
CH V: Water Resources	45	The Town should expedite efforts to identify, permit, and construct a new municipal water source to supplement existing water sources, provide for an emergency water supply, and increase capacity for future development.
	46	A septic system maintenance and inspection program should be instituted. The Town should encourage the replacement of old septic systems before they fail and pollute water resources and ensure proper location for new and replacement septic systems. The town should promote efforts to educate the public about these important issues. The Town could develop a financing program for cases of economic hardship which enables residents to repair or replace failing septic systems.
CH VIII: Housing	47	The Planning Board should modify land use regulations to encourage appropriate residential development in existing buildings. Particular attention should be paid to encouraging mixed uses in multi-story commercial buildings and vacant industrial buildings in the core downtown area.
	48	Conduct a regulatory review to ensure the Town's land use regulations and municipal ordinances are in compliance with the Workforce Housing Statute.
	49	Encourage private investment in the renovation and restoration of older housing units. The older housing units, particularly in the downtown and nearby neighborhoods, contribute to Newport's character – an important quality for the recent survey respondents.
	50	Encourage innovative land use techniques for new housing development through development of guidelines or amending local regulations. These techniques should address site design, impacts on aesthetics, conservation of sensitive environmental areas, and introducing mixed-uses on a single property or in a single structure where appropriate.
	51	Promote the diversification and expansion of Newport's commercial sector. Attracting industrial and commercial development should be an economic development priority. The Town should work with the Chamber of Commerce and ECON to promote development opportunities in the Town and actively recruit industrial and commercial development. The right kind of new businesses and employment opportunities will increase wage rates and income levels and have limited negative impacts to the existing way of life that is valued by Newport's residents.

Chapter	#	Recommendation
CH VIII: Economic Base	52	Develop an understanding of how the Town can encourage and support private investment into existing buildings – restoration of existing buildings and adjacent infill development – or new development projects. The Town can assist with permitting, partner with developers or other partners to find supplemental funding for improvements to public utilities and resources, or by simply maintaining an inventory of existing properties for sale or lease for reference.
	53	Plan for development of the village areas identified in the Future Land Use Map including well-planned commercial development along Routes 10, 11 and 103. This effort may include individual village area master plans, revisions to the Zoning Ordinance, and planning for the necessary infrastructure improvements to attain the planning goals.
	54	Develop a Capital Improvement Program (CIP) that will include existing capital needs in the community, as well as the potential future needs to meet the demands of the village areas and a fully developed downtown. Review the CIP annually to ensure it is up to date and report findings to the Town Board of Selectmen.
	55	Work to improve and maintain aesthetics of Newport's streetscapes and existing and new commercial developments. This will include consideration of development impacts on major entrances, or gateways, into Newport, landscaping standards for new development sites, and assembling design guidelines for new development proposals. This beautification effort will maintain and possibly improve Newport's valued scenic beauty in both rural and developed areas.
	56	Preserve and enhance Newport's historic resources in the downtown area. For many people traveling through downtown Newport establishes their image of the Town. The Town should focus on public improvements such as new sidewalks, lighting, trees, shrubs and other landscaping, parking improvements and a financing program help property owners renovate building facades. This will improve the Town's image and ultimately stimulate private sector investment (both housing and economic development) in the community.
	57	Support and promote opportunities for vocational training in the area. Great care should be taken to ensure that training and educational programs are relevant to the needs of employers.

Chapter	#	Recommendation
<p>CH VIII: Economic Base</p>	58	<p>Housing is an integral part of Newport's economic development planning. Newport should be work to provide housing opportunities for all ages and incomes to help support the local residents and attract more local and regional workforce housing. It will be important to ensure quality housing is available to low and moderate income residents. Additionally, Newport should seek to encourage moderate to high-cost housing to balance the range of available housing and increase the Town's property tax base.</p>
	59	<p>Develop a meaningful long-range improvement program for existing roadways, bridges and culverts to assist in the capital improvement and budget planning processes.</p>
	60	<p>Develop a local traffic counting program to determine traffic trends and to assist in prioritizing reconstruction and maintenance needs.</p>
	61	<p>Develop a detailed inventory of Class VI roads.</p>
	62	<p>Coordinate an effort between the Newport Planning and Zoning and Public Works Departments and the Newport Planning Board to comprehensively review site plan, subdivision, and zoning regulations for consistency with access management and transportation demand management principles.</p>
	63	<p>Consider developing local access management standards throughout the community, and consider developing a Memorandum of Understanding (MOU) with NHDOT regarding access management on state highways in Newport, specifically NH Route 10, NH Route 11/103, and East Unity Road.</p>
	64	<p>As part of the Planning Board approval process, ensure that off-site impacts resulting from a proposed development are properly mitigated. These improvements could include: utility extensions and upgrades, road widening and sidewalks.</p>
	65	<p>Consider developing a list of candidate roads for Scenic Road designation to help preserve the character of rural areas of Newport.</p>
	66	<p>Encourage the development and use of alternative forms of transportation, such as public transit, ridesharing, and vanpooling to reduce reliance on the use of single occupancy vehicles.</p>
	67	<p>Encourage and financially contribute to the continued development of Community Alliance Transportation Services as a viable transportation alternative for commuters, students, and retired persons in Newport.</p>

Chapter	#	Recommendation
CH IX: Transportation	68	Enhance pedestrian amenities throughout the Town, including constructing new sidewalks in key areas, increasing shoulder widths for bicyclist safety, providing additional signage, and improving landscaping as a means of encouraging pedestrian activity.
	69	Form a local Safe Routes to School Task Force to identify, evaluate, and implement pedestrian improvements in the vicinity of the Newport Middle School.
	70	Develop new public access points to the Sugar River Rail Trail to encourage its increased use as a recreational transportation corridor.
	71	Work cooperatively with the towns of New London, Newbury, and Sunapee to evaluate alternatives for expanding the Sugar River Rail Trail to the Lake Sunapee communities of New London, Newbury, and Sunapee.
	72	Support the construction of an officially designated Park-and-Ride location to serve residents who wish to carpool or take public transportation.
	73	Work cooperatively with the Upper Valley Lake Sunapee Regional Planning Commission to identify opportunities to secure Special Projects and Research (SPR) funding through the New Hampshire Department of Transportation to develop corridor studies for NH Route 10 and NH Route 11/103.
	74	Participate in the Upper Valley Lake Sunapee Regional Planning Commission's Transportation Advisory Committee to ensure that Newport's infrastructure needs are considered in the state's Ten-Year Transportation Improvement Plan development process.
	75	Consider participating in a joint meeting with the Selectboards (and City Council) of Claremont, Sunapee, Croydon, and Goshen at least biennially to coordinate on issues of inter-municipal importance.
76	Consider meeting at least biennially with the Planning Boards of Claremont, Sunapee, Croydon, and Goshen to coordinate on issues of inter-municipal importance.	

Chapter	#	Recommendation
CH X: Community Facilities	77	Planning for Town capital needs will make good fiscal sense in good and bad economic times. The Town should develop a detailed Capital Improvement Program (CIP) for long-term capital needs. The CIP should include consideration of long-term building and facility maintenance and upgrades, regular replacement and purchasing of Town vehicles, and necessary infrastructure projects. Regardless of how the CIP is used once it is complete, it is a valuable exercise to consider year-to-year budgetary needs and anticipate and plan for future needs. The CIP should be a regularly updated planning document – optimally an annual exercise.
	78	Ongoing Town investment in municipal services or non-governmental organizations is an important contribution to the community's quality of life. The results, sometimes intangible, are improved community pride and spirit, which then spur commitments, both by individuals and organizations that benefit all residents.
	79	Create a development plan for the renovation or replacement of the Newport Community Center. Integrate the plan into the Capital Improvement Program.
	80	Continue Newport's traditions and community events and develop new community events in partnership with other organizations. Support and promote cultural events that foster community spirit.
	81	Continue funding and supporting Newport Recreation Department programs and seek opportunities to expand the programs and facilities as needed to meet community demands.
	82	The Town should seek opportunities to acquire lands that may become future public parks and open spaces.
	83	The Town should focus its resources on the immediate maintenance of the town infrastructure including roads, sidewalks, and water and wastewater systems. Ongoing planning and budgeting should be conducted to ensure the Town's infrastructure meets current needs with allocations for future maintenance and improvements in the Capital Improvement Program.
	84	Cooperatively work with the town of Unity to ensure the continued high water quality of Gilman Pond.
	85	Seek methods to improve garbage collection and recycling services for Newport's residents. Continue participation in household hazardous waste and prescription drug collection events.

Chapter	#	Recommendation
CH X: Community Facilities	86	As the Town's population grows and town maintained road mileage increases, the Highway Department will need additional personnel, equipment and materials to maintain the same level of road service in the community.
	87	Encourage and promote broadband access to all residents and businesses.
	88	Work with power companies to plan and implement power distribution network upgrades to provide high-capacity power to village areas and planned commercial and industrial development zones.
	89	Continue fiscal support of non-governmental organizations to help fulfill community need for services beyond those the Town can supply.
	90	Continue to maintain and upgrade the Town's educational facilities to meet educational standards and promote a successful educational environment.
	91	Maintain a strong, cooperative relationship between the Town and Newport School District. Together, the two institutions are the foundation of Newport's community.
	92	To the extent possible, provide a School Resource Officer from the Police Department to ensure a safe and secure learning environment and improve public relations with Newport's residents.
CH XI: Historic Resources	93	Update the existing historic resource survey for Newport's downtown and expand it to a town-wide scope. The survey should be updated periodically to maintain a current inventory of changes to buildings, including remodeling, fire, demolition or changes to surroundings.
	94	The Town should support a public education campaign (possibly a public/private effort) to increase public knowledge of Newport's historic resources through: <ul style="list-style-type: none"> photographs and murals in public and commercial buildings; updated brochures describing the Town's history; tours of historic structures and sites, and; introduction of a local history course into the Newport School District curriculum.
	95	Richards Library maintains a number of exhibits and displays of historical items and furniture for public viewing. The Town should support efforts to enhance this collection and public access to materials about the Town's history.
	96	Support the Heritage Commission and recruit volunteers to review and implement the recommendations of this Master Plan as they relate to important historical and cultural resources.

Chapter	#	Recommendation
CH XI: Historic Resources	97	Support the Newport Historical Society and encourage its members to take an active role in educating Newport residents and working in the Town Museum to permit it to be open more hours.
	98	The Town should continue to encourage the protection, enhancement and renovation of significant architectural and historic resources using the various tools and mechanisms available to them, as described in this chapter.
	99	Copies of literature from the New Hampshire Division of Historical Resources regarding appropriate rehabilitation techniques should be placed on file in Richards Library and the Town Offices to encourage the appropriate renovation of older homes and buildings.
	100	Support the repair and maintenance of parks and cemeteries in Newport. These open spaces contain a lot of historical features that help the public maintain a connection with the past.
	101	The Town should continue to encourage the protection, enhancement and renovation of significant architectural and historic resources. This may include adopting appropriate building and life safety codes that address the unique challenges of renovating or improving historic structures.
	102	Develop and adopt site and building design guidelines for new construction for the Planning Board or Town Staff to utilize to prevent undue impacts to the existing historic buildings and landscapes in town.
	103	Encourage adaptive reuse of large historic buildings as small business “incubators” or, where appropriate, residential use.

APPENDIX A: Community Survey Information

APPENDIX B: Community Forum Summary Report

Newport Master Plan Community Attitude Survey
 Office of Planning & Zoning
 Town of Newport
 15 Sunapee Street
 Newport, NH 03773

PLACE
 STAMP
 HERE

Return Address:

TOWN OF NEWPORT COMMUNITY SURVEY 2010



PUBLISHED BY RUGER & STORER, BANGOR, ME.

- 1 Court House and Town Hall.
- 2 Jail.
- 3 Public Schools.
- 4 U. S. Postoffice Depot.
- 5 Congregational Church.
- 6 Unitarian Church.
- 7 Methodist Church.
- 8 Catholic Baptist Church.
- 9 First Baptist Church.
- 10 Baptist Church.
- 11 Episcopal Church.
- 12 Phoenix Hotel, J. H. Brown, Prop.
- 13 Wagon House.
- 14

BIRDS EYE VIEW
NEWPORT
 NEW HAMPSHIRE 1877

- 15 Phœnix Mill, Dexter Richards, Prop.
- 16 Wood for Coffin & Window Frames Mill.
- 17 Sawmill, J. H. Johnson, Prop.
- 18 Sawmill, J. M. Johnson, Prop.
- 19 Phœnix Mill, J. C. White, Prop.
- 20 Bath, Hotel & Woodworking Factory.
- 21 W. S. Dow & Co., Prop.
- 22 Machus Shop, H. S. Kimball, Prop.
- 23 Stone Mill, Wright & Blackwell, Prop.
- 24 Tannery, Housenot & Son, Prop.
- 25 Sawmill, Housenot & Son, Prop.
- 26 Newport Mason Carriage Factory.

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COMMUNITY SERVICES

1. To what extent do you agree that the following attributes significantly contribute to making Newport a desirable place to live?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Village centers with New England Charm.	<input type="checkbox"/>					
Small town atmosphere and rural character.	<input type="checkbox"/>					
Scenic vistas of lakes, mountains, and open spaces.	<input type="checkbox"/>					
Availability of a mix of housing types for all income levels.	<input type="checkbox"/>					
Good Schools	<input type="checkbox"/>					
Friendly people with community spirit.	<input type="checkbox"/>					
Availability of numerous outdoor recreational activities.	<input type="checkbox"/>					
Convenient access to the interstate highway system.	<input type="checkbox"/>					
Employment opportunities.	<input type="checkbox"/>					
Other attributes, please list here:						

Newport Community Attitude Survey 2010

The Town of Newport is in the process of updating the Newport Master Plan. This Community Attitude Survey is an integral part of the process. By participating in this survey you will provide important input to aid the Planning Board in identifying important growth and development goals for the Town.

Please complete the survey by Friday, March 5, 2010.

Following this survey the Planning Board will host a Community Forum at the Richards School on Tuesday, March 23, 2010 at 6:00 PM. The Community Forum will give the public the opportunity to review and discuss important land use and development issues.

The survey is intended for Newport residents and property owners. All survey responses are anonymous. You may complete the survey by:

1. Complete this booklet and return it to the Newport Office of Planning & Zoning or tape the booklet shut and mail it to the address on the back cover (please use sufficient postage).
2. Take the survey online by visiting <http://tinyurl.com/Newport2010>.

Please take ten minutes to help shape the future of the community.

COMMUNITY SERVICES

2. Please RATE the following community services, facilities and equipment.

	Good	Fair	Poor	Don't Know
Fire Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rescue/Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sewer Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Winter Road Maintenance (snowplowing, sidewalks, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transfer Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recycling Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Library Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreation Facilities and Program	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Management of Town Government	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Primary and Secondary Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High Speed Internet Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMMUNITY SERVICES

3. What LEVEL OF FUNDING do you think the town should be providing for the following services?

	More	Same	Less	Don't Know
Fire Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rescue/Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sewer Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Winter Road Maintenance (snowplowing, sidewalks, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transfer Station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recycling Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Library Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreation Facilities and Program	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Management of Town Government	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Primary and Secondary Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High Speed Internet Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMMUNITY LAND USE AND ECONOMIC DEVELOPMENT

4. It is estimated that Newport's population has increased by 4.1% between 2000 and 2008. Which of the following best describes your reaction to population growth?
- Favorable: Want the Town to continue to grow.
 - Neutral.
 - Opposed: Would like to see Town control/limit potential growth.

5. To what extent you agree that Newport should promote the following initiatives in the next 15 years.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Develop green spaces in the Downtown Area.	<input type="checkbox"/>					
Expand as a local commercial & professional service center.	<input type="checkbox"/>					
Attract more tourist-related businesses.	<input type="checkbox"/>					
Maintain rural character.	<input type="checkbox"/>					
Develop more employment opportunities.	<input type="checkbox"/>					
Attract more outdoor recreation-related businesses.	<input type="checkbox"/>					
Limit further commercial development.	<input type="checkbox"/>					
Limit further industrial development.	<input type="checkbox"/>					
Encourage development of seasonal residences.	<input type="checkbox"/>					
Neighborhoods with walking and social interaction.	<input type="checkbox"/>					
Town-wide access to cable television.	<input type="checkbox"/>					

(CONTINUED NEXT PAGE)

COMMUNITY LAND USE AND ECONOMIC DEVELOPMENT

5. (CONTINUED) To what extent you agree that Newport should promote the following initiatives in the next 15 years.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Housing options for the elderly in village centers.	<input type="checkbox"/>					
Recreation space for children, families, and handicapped.	<input type="checkbox"/>					
Other attributes, please list here:						

6. Which of the following businesses/services would you like to see, or see more of, in Newport?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Light Manufacturing.	<input type="checkbox"/>					
Heavy Manufacturing.	<input type="checkbox"/>					
High-Technology Industry.	<input type="checkbox"/>					
Cottage Industries/Home Occupations.	<input type="checkbox"/>					
Resource Extraction (e.g.: sand pits).	<input type="checkbox"/>					
Warehousing/Mini-Storage.	<input type="checkbox"/>					

(CONTINUED NEXT PAGE)

COMMUNITY LAND USE AND ECONOMIC DEVELOPMENT

6. (CONTINUED) Which of the following businesses/services would you like to see, or see more of, in Newport?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Gas Stations.	<input type="checkbox"/>					
Retail Shops.	<input type="checkbox"/>					
Shopping Centers.	<input type="checkbox"/>					
Restaurants.	<input type="checkbox"/>					
Lodging (Bed and Breakfasts, Hotels, Motels).	<input type="checkbox"/>					
Small-Scale Farms.	<input type="checkbox"/>					
Large-Scale Animal Farms.	<input type="checkbox"/>					
Horticulture.	<input type="checkbox"/>					
Race Tracks (motorized or non-motorized).	<input type="checkbox"/>					
Personal Services (e.g. Laundry, hairdressers, etc.).	<input type="checkbox"/>					
Outdoor Recreational Activities (e.g. skeet shooting, mini golf, etc.)	<input type="checkbox"/>					
Arts and Crafts.	<input type="checkbox"/>					
Adult/Sexually Oriented Businesses.	<input type="checkbox"/>					
Other attributes, please list here:						

COMMUNITY LAND USE AND ECONOMIC DEVELOPMENT

Questions 7 & 8: Where in Newport would you like to see:

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
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Question 7. Industrial Development

Downtown Area	<input type="checkbox"/>					
North of Rte 11/103 and West of Rte 10 (North Newport area)	<input type="checkbox"/>					
Rte 11/103 East of Downtown and North of Maple Street	<input type="checkbox"/>					
South of Rte 11/103 and Maple Street (including Unity Road area)	<input type="checkbox"/>					
Kelleyville Area	<input type="checkbox"/>					

Question 8. Commercial Development?

Downtown Area	<input type="checkbox"/>					
North of Rte 11/103 and West of Rte 10 (North Newport area)	<input type="checkbox"/>					
Rte 11/103 East of Downtown and North of Maple Street	<input type="checkbox"/>					
South of Rte 11/103 and Maple Street (including Unity Road area)	<input type="checkbox"/>					
Kelleyville Area	<input type="checkbox"/>					

Please refer to the map at the back of this booklet.

HOUSING

10. Which of the following types of future residential development would you like to see in Newport?

	Throughout Town	Downtown Area	Rural Areas	Nowhere	Don't Know
Single-family residences	<input type="checkbox"/>				
Two-family residences (two-unit dwellings)	<input type="checkbox"/>				
Conversion of large homes to multi-family residences	<input type="checkbox"/>				
Multi-family residences (more than three dwellings in one building)	<input type="checkbox"/>				
Affordable housing	<input type="checkbox"/>				
Manufactured/mobile homes on individual lots	<input type="checkbox"/>				
Manufactured/mobile homes in "parks" or "courts"	<input type="checkbox"/>				
Cluster housing with single-family homes on small lots, the balance preserved as open space	<input type="checkbox"/>				
Residential and Commercial Mixed-use Buildings	<input type="checkbox"/>				

RESOURCE PRESERVATION

11. Would you support preservation of the following resources in Newport?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know
Historic Buildings and Sites.	<input type="checkbox"/>					
Wildlife Habitat.	<input type="checkbox"/>					
Brooks and Streams.	<input type="checkbox"/>					
Groundwater Resources (aquifers).	<input type="checkbox"/>					
Scenic Views.	<input type="checkbox"/>					
Agricultural Land/Open Fields	<input type="checkbox"/>					
Lakes and Ponds	<input type="checkbox"/>					
Connections between Conserved Lands for Wildlife	<input type="checkbox"/>					
Community Appearance	<input type="checkbox"/>					
Ridgelines	<input type="checkbox"/>					
Steep Slopes	<input type="checkbox"/>					
Forest Lands	<input type="checkbox"/>					
Sugar River Corridor	<input type="checkbox"/>					
Wetlands	<input type="checkbox"/>					
Other attributes, please list here:						

DEMOGRAPHICS (Optional)

12. Which best describes the area of Town in which you live or own land? Please refer to the Town Map at the end of this booklet.
- Downtown Area
 - North of Routes 11 and 103 and West of Route 10 (including North Newport Area)
 - South of Routes 11 and 103 and Maple Street (including Unity Road Area)
 - Kelleyville Area

13. How long have you lived or owned property in Newport?

- Less than 1 year
- 1-5 years
- 6-10 years
- 11-20 years
- 21-30 years
- 31 years plus

14. Which of the following best describes your residence status in Newport?

- Year-round resident
- Seasonal/part-time resident
- Own a business or property in Newport, but don't live here

15. Which of the following best describes your age?

- Under 25 years old
- 25-39 years old
- 40-54 years old
- 55-64 years old
- 65 years old or more

16. Which of the following describes your employment status?

- Homemaker
- Self-employed
- Employed full-time
- Employed part-time
- Student
- Retired
- Unemployed
- Other (please specify): _____

YOUR THOUGHTS

(Please insert another sheet of paper if you need additional room)

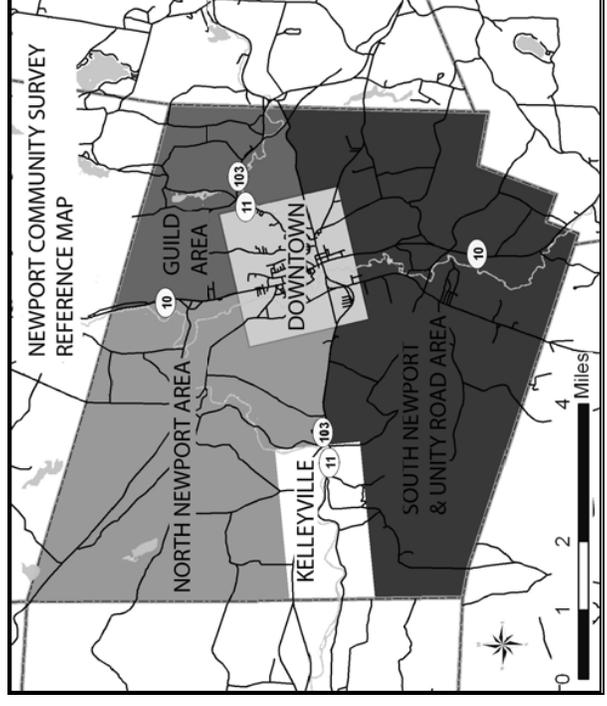
17. What do you feel is the best feature of Newport?

18. What feature do you feel needs the most improvement?

19. What do you feel is the Town's biggest challenge for the future?

20. Do you have any other comments or suggestions for this community survey?

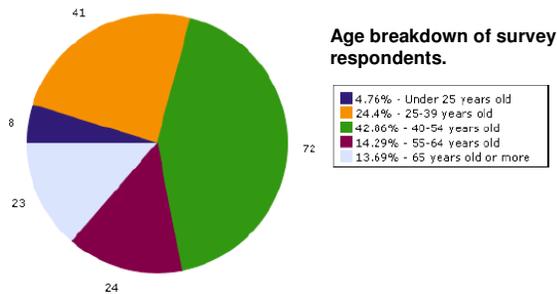
REFERENCE MAP



Overview of Master Plan Survey March 2010

A Brief Overview:

- 174 surveys were completed, accounting for a 3% response rate. But, assuming that most households completed one survey, the **household** response rate would be 10%.
- 94% of the survey respondents reside in Newport year-round, 2% are seasonal residents and 4% own a business.
- Two-thirds of respondents have lived in Newport for 10 or more years while only 20% have lived there for less than 5 years.
- 71% of respondents were over 40 years old.



Major Findings:

- Of the attributes presented in the survey, those identified as contributing to making Newport a desirable place to live were:
 - Small-town/rural atmosph. (90% agreed)
 - Village with New England charm (89%)
 - Friendly people/community spirit (89%)
 - Outdoor recreat. opportunities (87%)
 - Convenient highway access (75%).
- Respondents were generally satisfied with town services including fire, police, sewer and water. Yet, with the exception of road maintenance, respondents felt the town should provide the same level of support for these services.

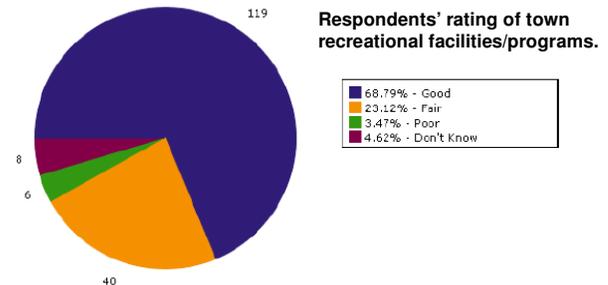
Natural & Historic Character:

- 94% of respondents would like to see the town's brooks and streams preserved (e.g. Sugar River corridor), 93% would like to see lakes and ponds preserved, and 88% would like to see protection of groundwater.
- 87% would like to see wildlife habitat preserved, 71% would like to see agricultural lands and fields preserved and 82% would like to see scenic views preserved.

- 87% of respondents agreed that it is important to maintain the historic character of Newport's downtown, as well as other areas.
- 83% of respondents support the preservation of historic buildings and sites while 10% were neutral.

Recreation Facilities and Resources

- 92% of respondents rated town recreation facilities and programs as good or fair (69% said good and 23% said fair).



- 71% agreed that the town should attract more outdoor recreation-related businesses.
- 69% would like to see more outdoor recreational activities while 63% want to see more public open spaces in the downtown.
- 63% said they would like to see more arts and crafts, while 31% were neutral.

Town Services:

- Survey respondents rated the following emergency services as good or fair: police (92%), rescue (91%), fire protection (83%). And 65%, 66% and 71%, respectively, said the town should provide the **same** level of funding for these services.
- 74% of respondents were satisfied with the primary and secondary schools (27% said good, 47% said fair, and 21% said poor).
- 94% respondents said that the library services were good or fair (82% said good).

Infrastructure

- While 74% of respondents said maintenance of town roads was good or fair, 58% would like to see **more** funding for roads.
- 74% and 65% of respondents, respectively, said that town water and sewer services were good or fair. And 67% said that high speed internet services were good or fair.

Overview of Master Plan Survey March 2010

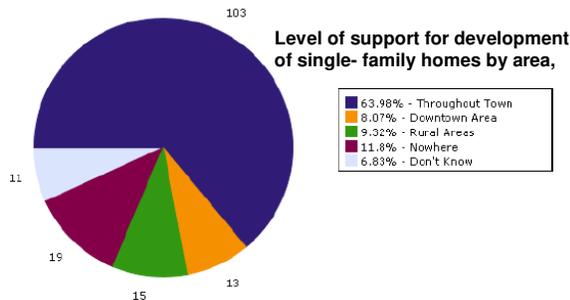
- 73% and 64% of respondents, respectively, said that recycling services and the town's transfer station were good or fair.

Town Regulations and Government:

- 67% of respondents were satisfied with management of town government (25% said good, 42% said fair, and 23% said poor).
- 87% of respondents said that they would like to see the town focus on developing more employment opportunities.
- Only 22% of respondents agreed that the town should limit further commercial development, while 27% agreed that the town should limit industrial development.

Housing:

- 64% of survey respondents supported development of single family homes throughout town, while 8% supported their development in the downtown, 9% in rural areas and 12% said nowhere.



- Only 48% of respondents supported multi-family homes, with 19% preferring them throughout town, 21% in the downtown, and 8% preferring them in rural areas.
- 65% of respondents were in favor of residential and commercial mixed use buildings – 38% preferred to see mixed use in the downtown, while 27% would like to see mixed use throughout town.
- 64% of respondents supported affordable housing throughout town. Only 12% were **not** in favor of more affordable housing.
- 60% agreed or strongly agreed that the town should focus on expanding housing options for seniors in the downtown.
- Nearly half the respondents **did not** support more manufactured home parks, though 44% said they would support manufactured homes on single lots in rural areas.

- 71% of respondents supported expansion of cluster housing (30% said throughout town, 4% in downtown, 37% rural areas).

Commercial/Industrial Growth:

- Overall, respondents **avored** expansion of the following commercial & industrial enterprises: high tech industry (80%), light manufacturing (78%), small farms (72%), cottage industries (64%), arts & crafts (63%).
- Overall, respondents **did not favor** race tracks (60% opposed), gas stations (64% opposed), resource extraction (50% opposed).
- Respondents were somewhat divided about heavy manufacturing, warehouses, shopping centers, large farms and personal services.
- 64% of respondents agreed or strongly agreed that they would like to see industrial expansion in the Kellyville area, while 60% wanted to see it occur along Route 11/103, East of Downtown and North of Maple St.

Commercial Growth:

- 80% agreed that they would like to see more restaurants in the community, 57% would like to see more lodging and 82% would like to see more retail shops.
- 72% said that they would **not** like to see adult-oriented business in town.
- 68% of respondents want to see more commercial development in Kelleyville, 56% want more in the downtown and 52% want to see more along Route 11/103, East of Downtown and North of Maple St.

Residential Growth:

- Over half of the respondents (54%) were in favor seeing the town's population grow. 30% were neutral and only 16% of residents wanted to see restrictions placed on growth.



UPPER VALLEY LAKE SUNAPEE
REGIONAL PLANNING COMMISSION



Newport Master Plan Visioning Forum

March 23, 2010
6:00 PM – 8:30 PM
Richards Elementary School

DRAFT DOCUMENT



UNIVERSITY of NEW HAMPSHIRE
COOPERATIVE EXTENSION



Agenda
Newport 2010 Master Plan Visioning Forum
March 23, 2010: 6:00 – 8:30 PM
Richards Elementary School

Newport Visioning Forum: The visioning forum will provide valuable input for the development of the Vision Chapter of the Newport Master Plan, as well as ideas for addressing current issues and challenges facing the community. The public input will serve as a key reference for the revision of Newport’s Master Plan. The following is an overview of the forum format.

6:00 Registration and refreshments

6:30 Introduction and overview by Howard Dunn, Planning Board Chair

6:40 Visioning Mosaic

- What is your community like today?
- What do you want your community to be like in 10 to 20 years?

7:00 Breakout group discussions

- | | |
|---|---|
| 1. Housing | 3. Community Facilities, Infrastructure, and Transportation |
| 2. Natural, Cultural, Historic and Recreational Resources | 4. Business and Industry |

See following page for a description of each of the above breakout groups.

8:30 Breakout Group Report-outs

8:50 Next Steps

9:00 Adjourn

Key Master Plan Topics

1. **Housing:** Shelter is the primary need of residents from any community. Therefore, it is important for a community to provide the opportunity for a range of housing types that provide adequate shelter for its residents. Providing diverse housing options that fit with the character of the community is not only vital to maintaining diversity, but it is also key for a thriving local economy. Therefore, the following are some of the aspects of housing that should be considered in this group's discussion:
 - a. Condition of existing housing stock.
 - b. Available housing stock for working families.
 - c. A rising senior population.
 - d. Residential growth (and rate of growth)

2. **Natural, Historic, Cultural and Recreational Resources:** Natural landscapes, agricultural lands, cultural resources, historic structures, and recreational resources define the character of New Hampshire towns. To protect these assets, it is important that communities balance the need for new residential, commercial and industrial development with resource conservation, recreational resource development and historic/cultural preservation measures. The following are some of the aspects that should be considered for this group's discussion:
 - a. Recreational opportunities and outdoor recreation resources for all ages
 - b. Open Space
 - c. Agricultural Lands
 - d. Significant natural resource lands/features
 - e. Historic resources/structures
 - f. Cultural Opportunities
 - g. Balance between growth/development

3. **Community Facilities, Infrastructure, and Transportation:** This topic will address roads, buildings, lands, utilities, and a range of public services. Together, these items make up the 'physical infrastructure' of the community. The following are some aspects of services, facilities, and utilities and transportation that you might consider in this group's discussion:
 - a. Transportation networks and infrastructure
 - b. Community maintained and operated buildings (e.g. recreation center, town hall, etc.)
 - c. Hospitals and health clinics
 - d. Schools
 - e. Water and sewer infrastructure
 - f. Police/fire/ambulance services

4. **Business and Industry:** Newport's businesses and industries are vital to sustaining and growing the local economy. Not only are they critical to the community's employment base, but they help to generate and re-circulate wealth in the community. Therefore, it is important that the town create policies and programs which lead to steady economic growth over time. The following are some of the aspects of business and industrial growth and development that might be considered in this group's discussion:
 - a. Business/Industry as employment basis
 - b. Appropriate mix of business and industry
 - c. Appropriate economic growth strategy, including plans for infrastructure
 - d. Best zoning structure to support economic development

Sources: Daniels, Keller, Lapping. 1995. Small Town Planning Handbook. 2nd Ed., APA Press.

I. Visioning Mosaic

What is Newport like Today?

- Lots of recreational opportunities – we need more
 - People outside walking, biking
- Gateways to community need more care:
 - Buildings are disintegrating
 - Need to give incentives for improving homes on outskirts
- Maintain downtown architectural gems
- Most beautiful town in New England
 - Opera house
 - Town common
 - 3 bridges
- Community works together and appreciates town
- Wonderful school
- Greet community leadership rallying around projects
- Very old and failing infrastructure roads and water system
- Diverse range of people (age, socioeconomic, etc.)
- Old, ailing infrastructure
- Need for more outdoor recreation; more people out and about
- Newport is a town of volunteers
- Lots of wildlife

What do you want Newport to be in the future (5-20 years out)?

- How can you make something better that's already good
- Lower taxes
- Promote the TIF (Tax Increment Financing) district in Newport to bring in more industry
- More emphasis on working people and promote more industry
- Continued access to state beach
- Improved emphasis on integrating school system with community
 - Make kids invested in community to keep people in community
- Newport will be a more welcoming community to new people
- Rec. dept. that meets the needs for kids and adults (rec. facility)
- Incentives for new farmers to get them farming and provide them with access to land

- Improved tourism
- More industry and job opportunities
- More recreational facilities
- Keep generations who move away coming back and retain younger generation after graduation
- Bring in a younger crowd
- Keep open land – preserve farms
- Growth of commercial and industrial base in the town– increase revenue
- Get info out about Newport
- Have a stronger mix of commercial and industrial base to fund needs
- Use the richness of the soils as an asset
- Proud Newport is inclusive of seniors and senior center.
- Maintain rural character through incremental change (be realistic)
- Solve dilapidated building problem on outside of community for self-sufficiency.
- Small businesses (bakeshops, B&Bs)
- Challenge of funding from state sources
- Create Econ Develop Committee to attract new businesses

II. Vision for Business and Industry

Current Strengths:

- The people in the town
- Sturm Ruger – employs over a thousand people
- The downtown area – it is walkable, has historic character, and businesses
- Transportation: the town is close to the interstate and has its own airport
- Great deal of available real estate that is affordable!
- Newport is a great place to live
- Water and sewer system that can potentially accommodate more growth
- The Commons is a great asset
- Lots of volunteerism
- Lots of cultural opportunities
- Skilled labor force
- Available industrial land
- Good tax incentives for start-up businesses?

- The people in community
- The community's open land – wildlife, woodlands, agricultural lands
- Sunapee Ski area – lake, bring people in
- Housing; good place to start family and housing is relatively affordable compared to neighboring towns
- There are lots of places for people to come together
- Entertainment (opera house/community theater, etc.)
- Schools are an asset to the community

Opportunities:

- Increase Tourism – leverage farmers market and other events to draw people to town
- There is an opportunity to develop a marketing plan that better integrates and promotes the assets that Newport already has.
- More lodging is needed in Newport – there needs to be more capacity to lodge visitors in Newport, including seasonal visitors.
- There is a need for a supermarket – residents have to drive 10 miles to the nearest supermarket
- Capitalize on the green energy wave and become a green town
- Preserve the town's history – architectural gems are fading fast.
- Leverage the TIF District to draw more industry
- Capitalize on potential to show off the history of the town
- Need housing for employees, consultants, tourists
- Opportunity to re-circulate \$ within the community
- Promote town facilities
 - Great gymnasium
 - Montessori school
- Expand the range of foods that are accessible (e.g. affordable, local, organic foods)
- Historical society needs a facility; a destination point for heritage
- Opportunity to recraft Newport's image and eliminate the stigma of being a "Mill Town"

III. Vision for Newport's Natural, Cultural, Historic and Recreational Resources

Current Strengths:

- Annual Events – Carnival, talent shows, Farmers Market
- Forest trails, art center
- Building – Old Town feel

- Cover railroad bridges – 2 of 8 in the world
- Abundant outdoor recreation opportunities – wildlife sporting
- Lake and beach is accessible, albeit it is not located in Newport
- Farmers Market is a fantastic asset to the community (though it can be improved)
- One of oldest family-run farms with a focus on local produce and a vital farmer’s market
- Maple sugaring
- Largest outdoor skating rink on common
- Has its own ski jump (active) used by a former Olympian
- Fantastic rails to trail systems and trails on Pinnacle Mtn.
- Recreation Director is the best but there is a need for a new building
- Historic info and info booth in coordination with historic society to draw people to town
- History of strength in Arts, i.e., murals
- Extensive snowmobile trail network
- One of the most beautiful libraries in the State
- UNHCE office located in the downtown
- Opera House
- Kayaking on rivers (and shop downtown)
- Very active senior center

Opportunities:

- Diversity of farmers market
- Making local commitment to farms and farmers market and education
- October wildlife tours
- Farmers market can be expanded with other vendors to take advantage of very large common and put in supermarket
- Make it easier for farmers to farm and connect younger farmers to landowners
- Replicate taste of the Valley to be Newport specific
- Take better advantage of waterways (kayak and walking tours)

IV. Vision for Newport’s Facilities, Infrastructure, and Transportation

Opportunities:

- Flexible road structure – easy navigation
- Schools – Tech Center

- Safe Community
- Stable/flexible planning and zoning board
- Performance Center
- Top notch library
- Community Tech/Recreation Center
- Airport growing very fast
- Senior Center is very active; trips, lunches, etc.
- Sullivan County District Court is here (county seat)
- Economic Corporation/non-profit corporation helps to facilitate businesses coming to area
- Sugar River Technical facility
- Very stable town government making it a good place to live
- Good communication for local cable access channel

Opportunities:

- There needs to be a cable and internet hub that reaches all in community
- Although Newport is located on a very large aquifer - the town's vast water resources need to continue to be secured for drinking and for recreation, etc.
- There is a need to improve streets/road structure
- Opportunity for public transportation to the Upper Valley Region
- Fill up downtown with a variety of businesses "go to local businesses first"
- Increase capacity of water and sewer if want to continue to grow (seek out grants to support costs – Federal grants may cover 75% of the costs, but the cost to the town could still be a couple million dollars. How can the town cover this cost without putting undue burden on residents, businesses, etc.?)
- Road crew doing a great job ensuring safety vehicles can get through roads
- Create an urgent care center

V. Vision for Housing

Strengths:

- Newport is hub to region – have more housing here and let surrounding communities conserve open space
 - Spread residential development around community
- Address entrances (gateway) to community – (conditions of buildings)
- Senior housing project in downtown

- Assisted living facility
- Monitor levels of low-income housing and multi-family housing (causes financial strain to community)
- Utilize strengths of all residents regardless of income levels
- Make sure affordable housing stock is maintained structurally and aesthetically
- Historic district
- Cluster housing to increase social opportunities

Concerns:

- There is too much sub-standard housing
- Run down old housing – loss of old houses

Opportunities:

- Newport has a large amount of open, undeveloped land
- Housing developments
- Clean-up of old style housing
- Housing options for all social classes
- Expansion of historical style housing
- Cluster development
- Community Center – year round recreation options; public info

VI. Common Themes for Master Plan Vision Chapter

- Need for more recreation opportunities
- Newport has to better market its assets to the outside world
- Historic preservation is vital to the town’s character....not just of downtown, but also outlying areas and gateways to the town to improve the town’s appearance.
- There is an opportunity for expansion of an already successful downtown
- Volunteerism absolutely has to be kept alive
- Preserve open land – it is a vast asset that Newport maintains
- Foster agriculture endeavors and make land accessible to new and young farmers.
- Focus on leveraging assets to promote new industries while preserving existing industries
- Build upon existing social/gathering activities (farmers market, community theater, etc.)
- There is a need for more quality housing stock
- If Newport is to attract tourists, there needs to be lodging facilities and other services.

- Maintain existing infrastructure and expand water/sewer to accommodate TIF districts
- Town-wise broadband and cable access is a need
- Continue improving school system and expand programs for children and young adults
- Ecological focus – Newport has an opportunity to go greener AND simultaneously revitalize the economy



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SUMMARY REPORT WITH BAR CHARTS

NEWPORT COMMUNITY ATTITUDE SURVEY 2010

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The Town of Newport is in the process of updating the Newport Master Plan and this Community Attitude Survey is an integral part of the Newport Master Plan update. Your responses to the questions below will provide important input to aid the Planning Board in identifying the community attitudes toward growth and development. Please complete this survey by Friday, March 5, 2010. Following this survey the Planning Board will host a Community Forum at the Richards School on Tuesday, March 23, 2010 at 6:00 PM. The Community Forum will give the public the opportunity to review and discuss important land use and development issues. The results of this survey will provide guidance for updating the Master Plan and Land Use Regulations throughout Newport. All survey responses are anonymous. You may complete the survey online, download and print a paper copy (go to www.newportnh.net), or pick-up a printed copy of the survey at the Newport Town Offices. Please complete the questionnaire no later than March 5, 2010. Paper surveys must be returned either by dropping-off or mailing the survey to the Town Offices. Please do not submit the survey multiple times. Survey data will be monitored for multiple submissions.

Newport Community Attitude Survey Final

Start Date: 2/10/2010

End Date: 3/15/2010

Maximum number of respondents: 2999

Total Respondents Completed: 173

Partial Completes: 1

1 - COMMUNITY SERVICES

To what extent do you agree that the following attributes significantly contribute to making Newport a desirable place to live?

• Village centers with New England Charm.

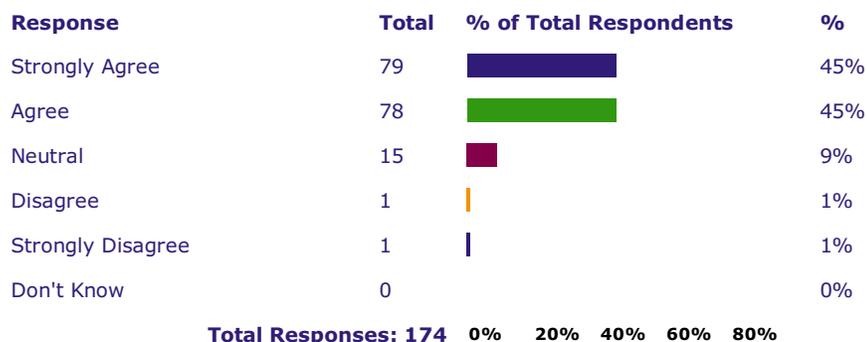
(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	75		43%
Agree	79		46%
Neutral	12		7%
Disagree	6		3%
Strongly Disagree	1		1%
Don't Know	0		0%

Total Responses: 173 0% 20% 40% 60% 80%

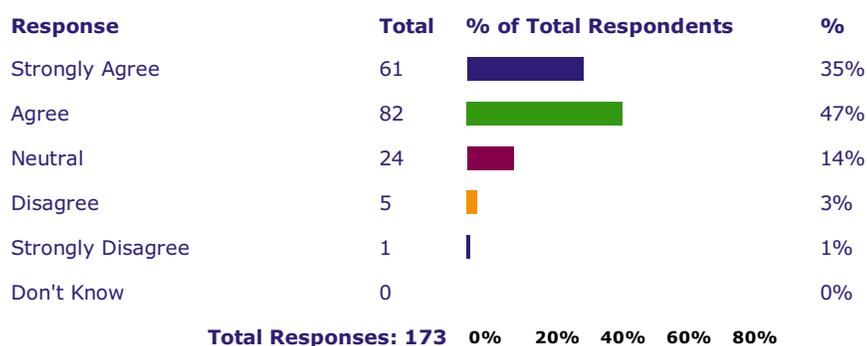
- **Small town atmosphere and rural character.**

(Each Respondent could choose only **ONE** of the following options:)



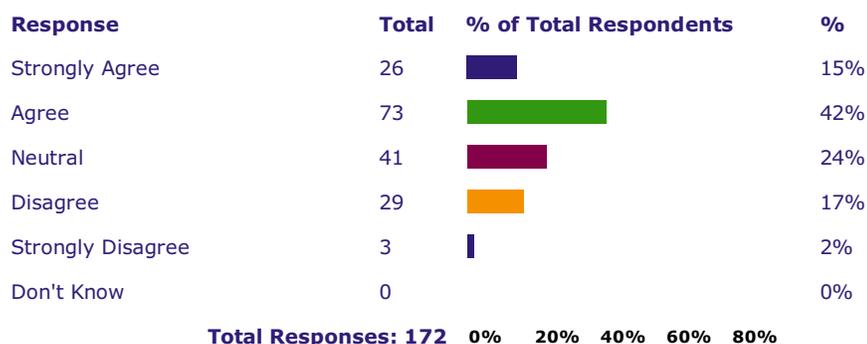
- **Scenic vistas of lakes, mountains, and open spaces.**

(Each Respondent could choose only **ONE** of the following options:)



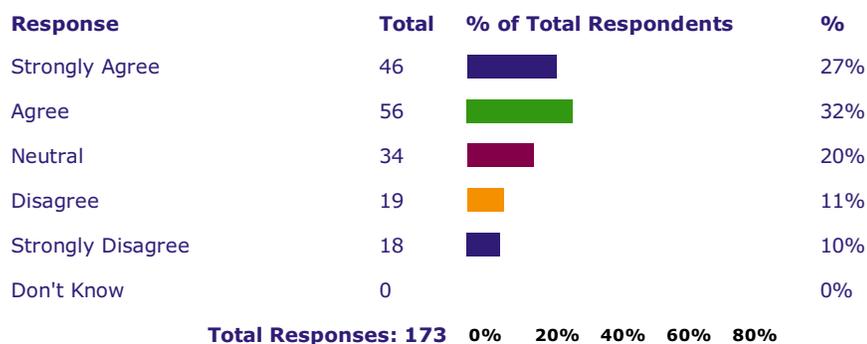
- **Availability of a mix of housing types for all income levels.**

(Each Respondent could choose only **ONE** of the following options:)



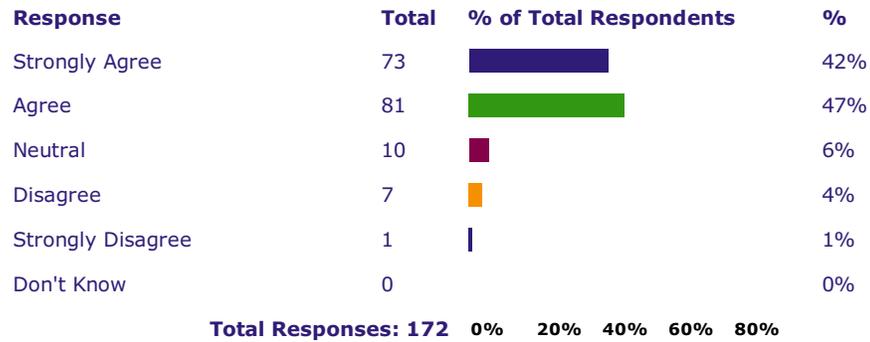
- **Good Schools**

(Each Respondent could choose only **ONE** of the following options:)



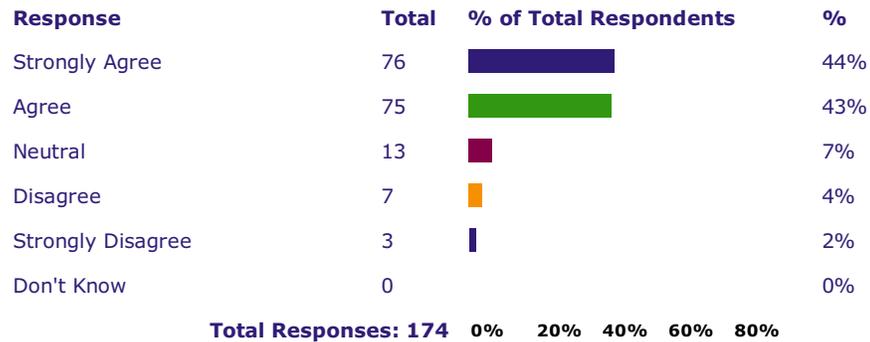
- **Friendly people with community spirit.**

(Each Respondent could choose only **ONE** of the following options:)



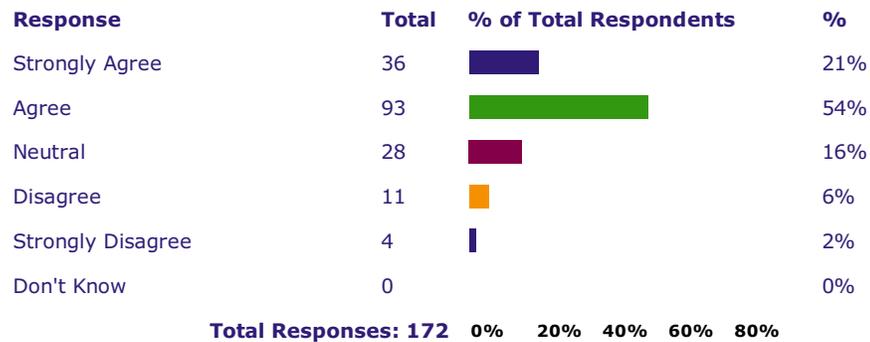
• **Availability of numerous outdoor recreational activities.**

(Each Respondent could choose only **ONE** of the following options:)



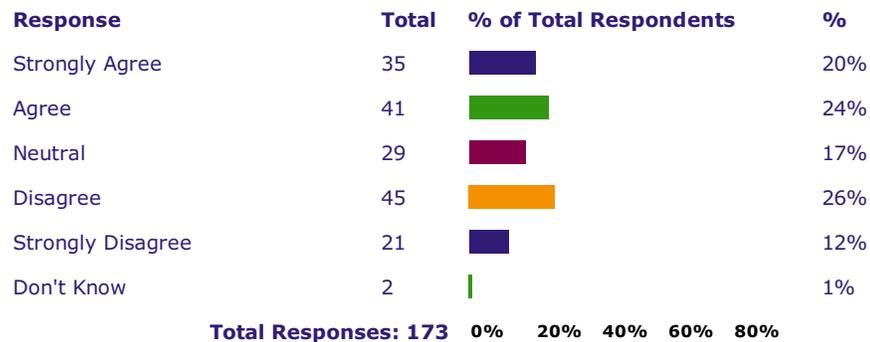
• **Convenient access to the interstate highway system.**

(Each Respondent could choose only **ONE** of the following options:)

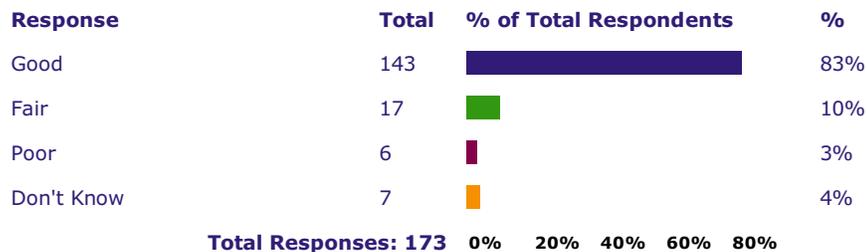
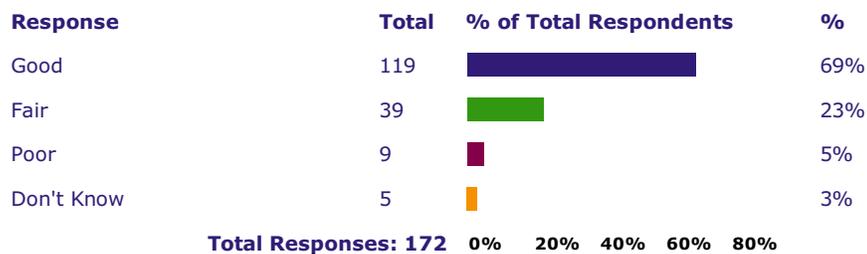
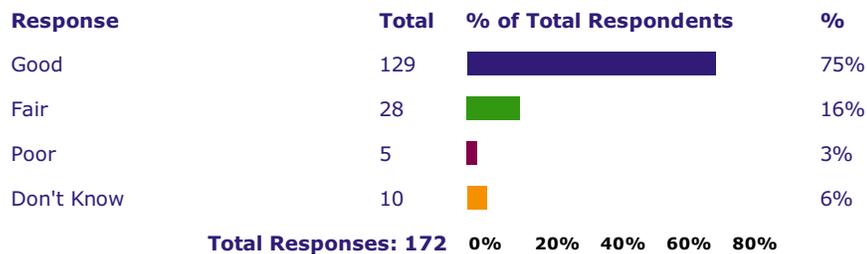
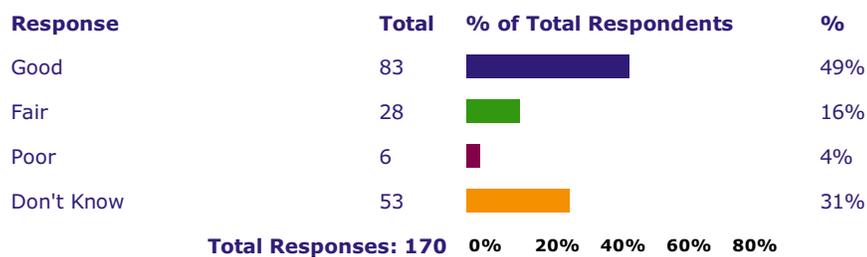
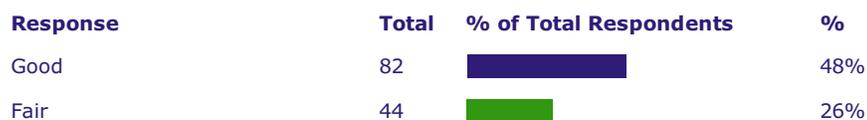


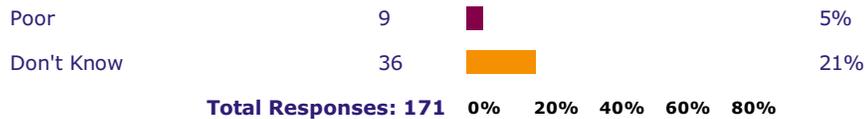
• **Employment opportunities**

(Each Respondent could choose only **ONE** of the following options:)



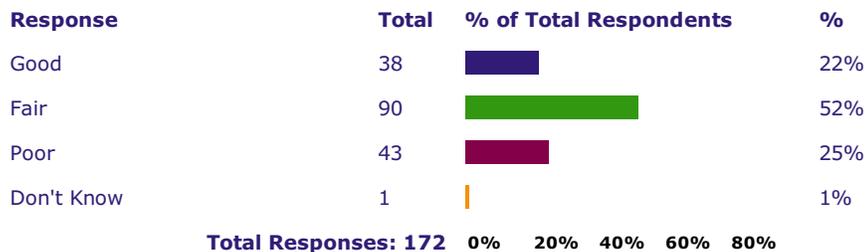
• **Other attributes, please list here:**

[view text](#)**Please rate the following community services, facilities and equipment.****• Fire Protection**(Each Respondent could choose only **ONE** of the following options:)**• Police Protection**(Each Respondent could choose only **ONE** of the following options:)**• Rescue/Ambulance**(Each Respondent could choose only **ONE** of the following options:)**• Sewer Service**(Each Respondent could choose only **ONE** of the following options:)**• Water Service**(Each Respondent could choose only **ONE** of the following options:)



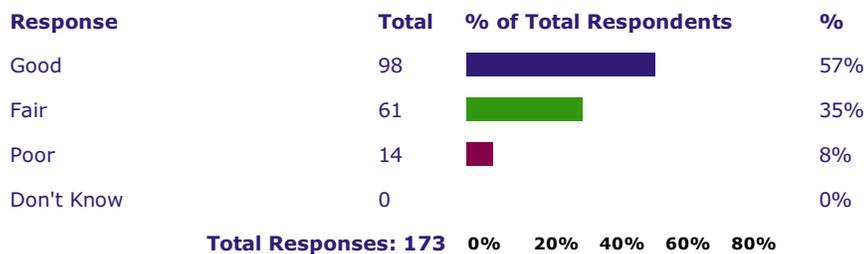
• Road Maintenance

(Each Respondent could choose only **ONE** of the following options:)



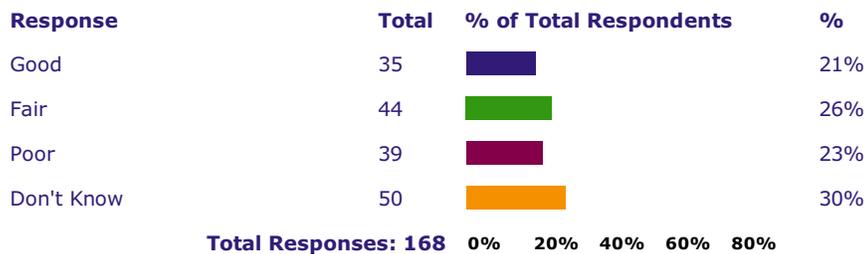
• Winter Road Maintenance (snowplowing, sidewalks, etc.)

(Each Respondent could choose only **ONE** of the following options:)



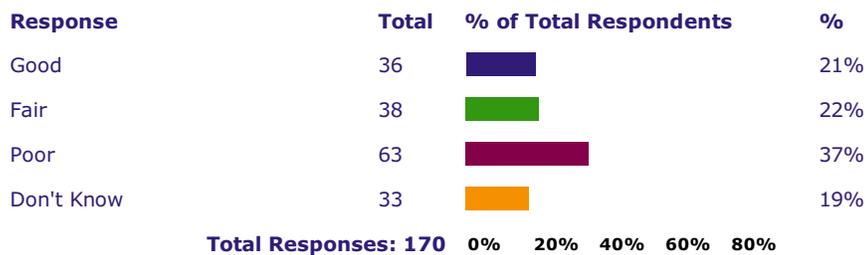
• Transfer Station

(Each Respondent could choose only **ONE** of the following options:)



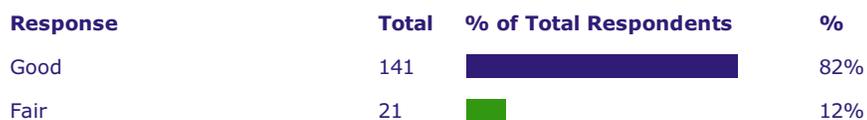
• Recycling Service

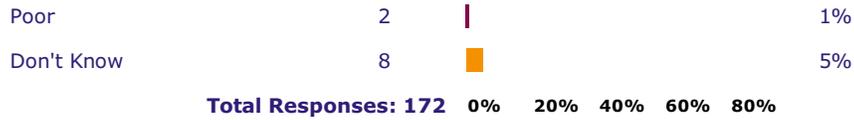
(Each Respondent could choose only **ONE** of the following options:)



• Library Services

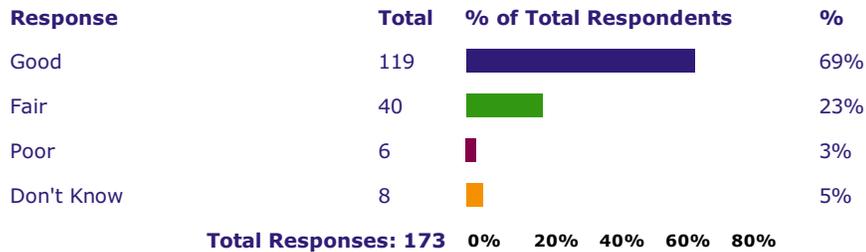
(Each Respondent could choose only **ONE** of the following options:)





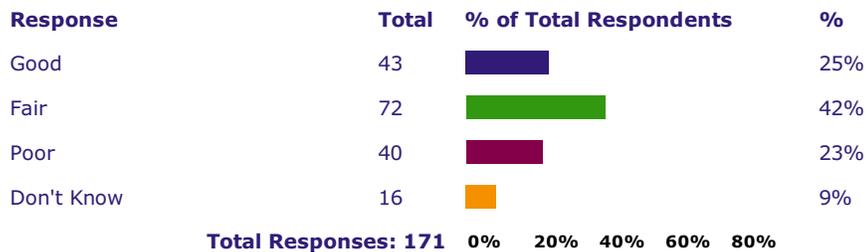
• Recreation Facilities and Program

(Each Respondent could choose only **ONE** of the following options:)



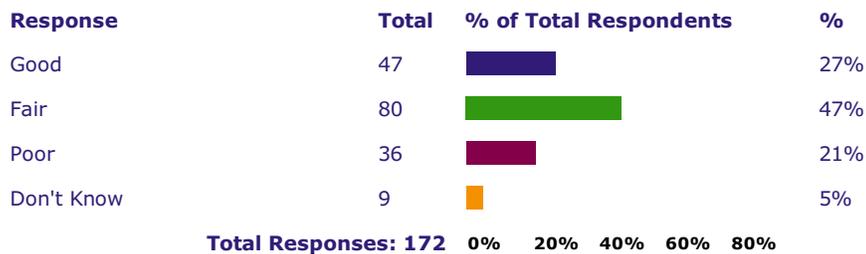
• Management of Town Government

(Each Respondent could choose only **ONE** of the following options:)



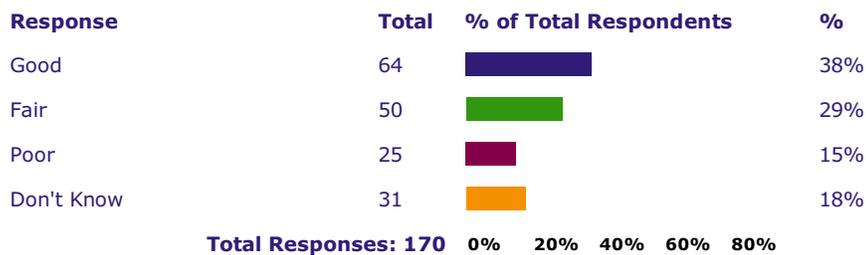
• Primary and Secondary Schools

(Each Respondent could choose only **ONE** of the following options:)



• High Speed Internet Service

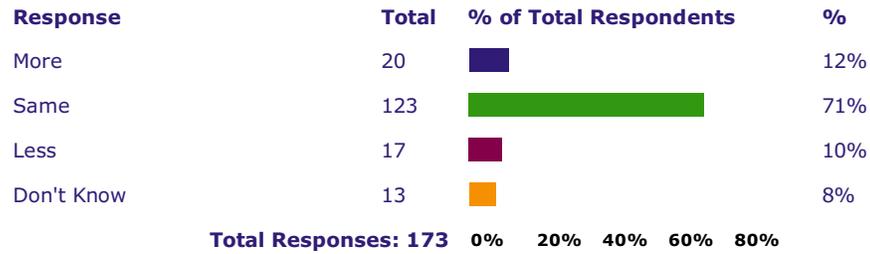
(Each Respondent could choose only **ONE** of the following options:)



What level of funding do you think the town should be providing for the following services?

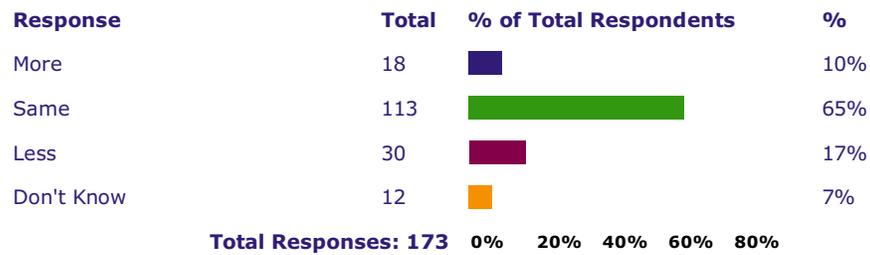
• Fire Protection

(Each Respondent could choose only **ONE** of the following options:)



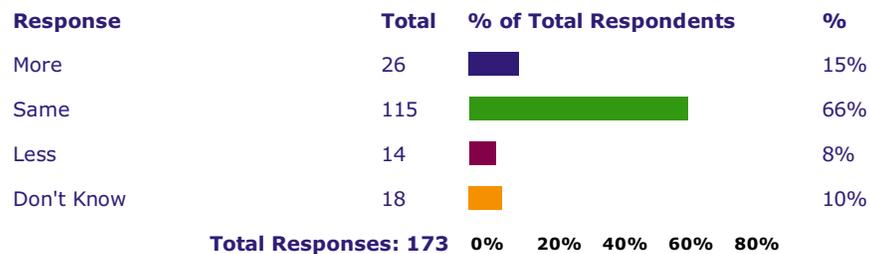
• Police Protection

(Each Respondent could choose only **ONE** of the following options:)



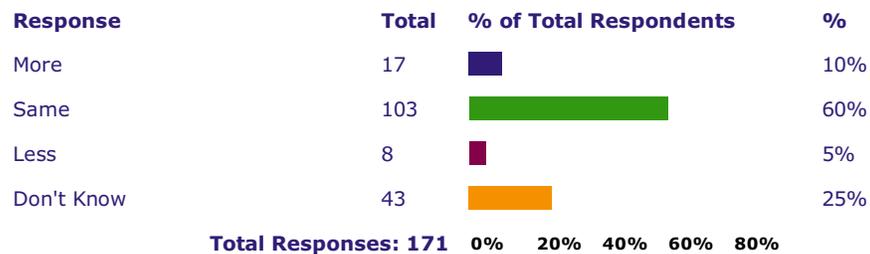
• Rescue/Ambulance

(Each Respondent could choose only **ONE** of the following options:)



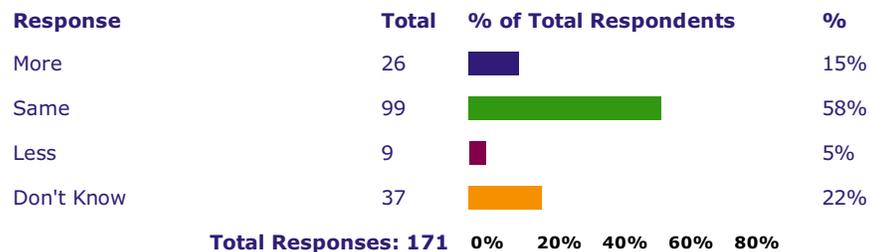
• Sewer Service

(Each Respondent could choose only **ONE** of the following options:)



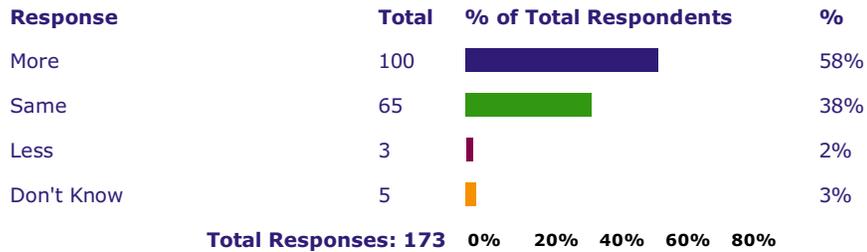
• Water Service

(Each Respondent could choose only **ONE** of the following options:)



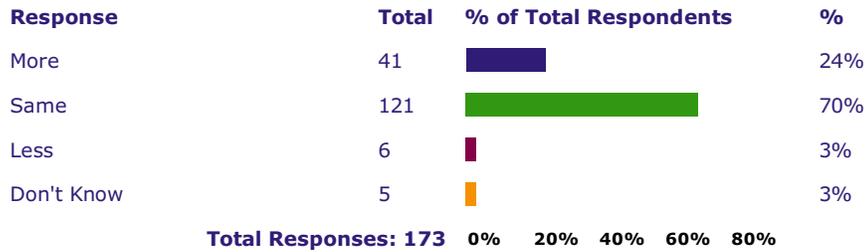
• Road Maintenance

(Each Respondent could choose only **ONE** of the following options:)



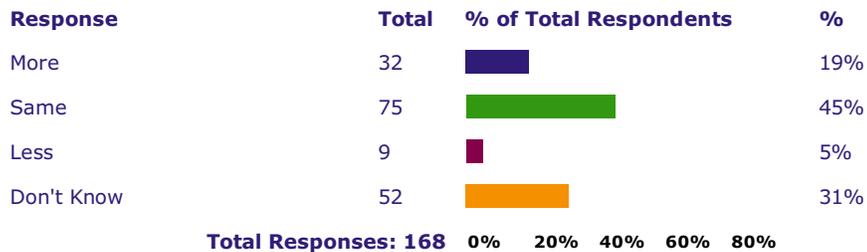
- **Winter Road Maintenance (snowplowing, sidewalks, etc.)**

(Each Respondent could choose only **ONE** of the following options:)



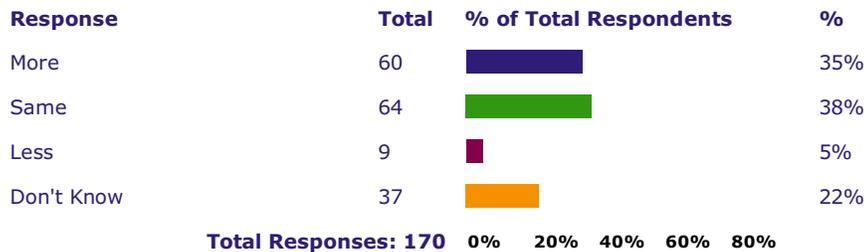
- **Transfer Station**

(Each Respondent could choose only **ONE** of the following options:)



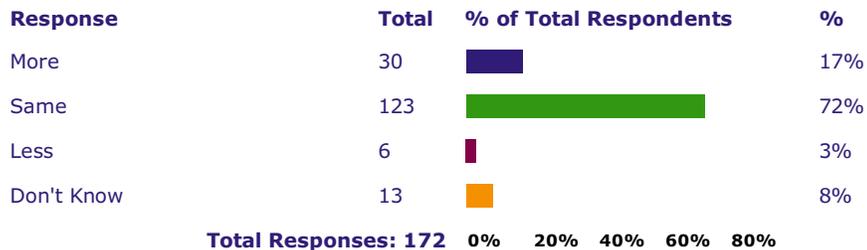
- **Recycling Service**

(Each Respondent could choose only **ONE** of the following options:)



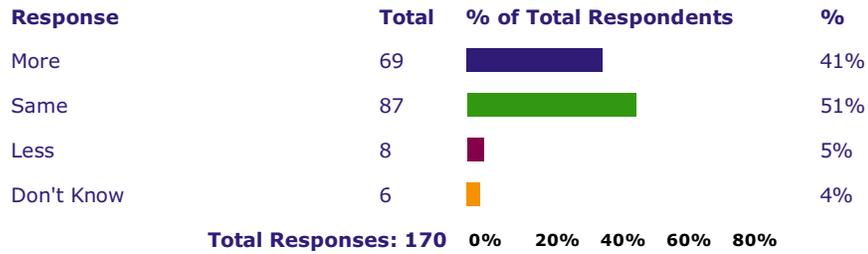
- **Library Services**

(Each Respondent could choose only **ONE** of the following options:)



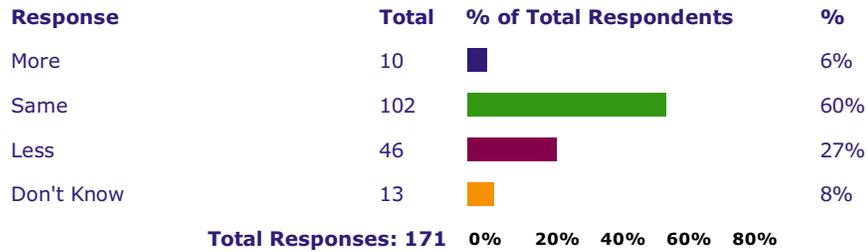
- **Recreation Facilities and Program**

(Each Respondent could choose only **ONE** of the following options:)



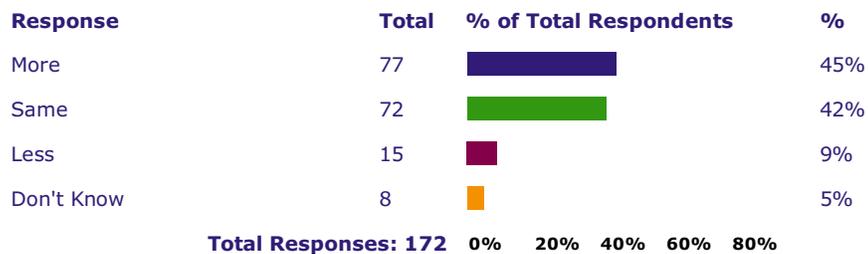
• Management of Town Government

(Each Respondent could choose only **ONE** of the following options:)



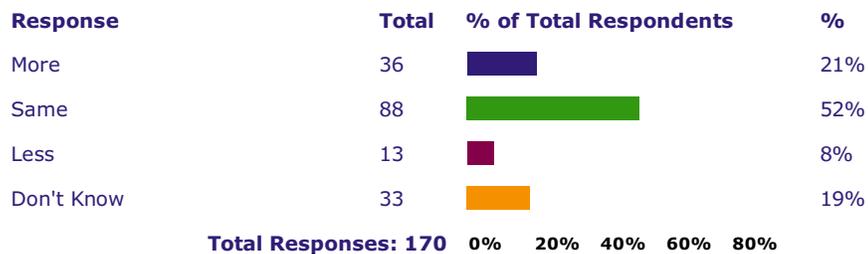
• Primary and Secondary Schools

(Each Respondent could choose only **ONE** of the following options:)



• High Speed Internet Service

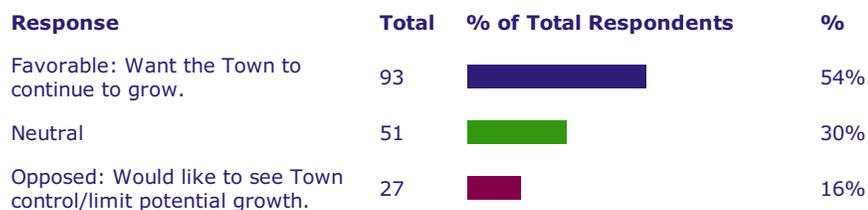
(Each Respondent could choose only **ONE** of the following options:)



2 - COMMUNITY LAND USE AND ECONOMIC DEVELOPMENT

It is estimated that Newport's population has increased by 4.1% between 2000 and 2008. Which of the following best describes your reaction to population growth?

(Each Respondent could choose only **ONE** of the following options:)



Total Responses: 171 0% 20% 40% 60% 80%

To what extent you agree that Newport should promote the following initiatives in the next 15 years?

- **Develop attractive open spaces in the Downtown Area.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	45		26%
Agree	64		37%
Neutral	38		22%
Disagree	19		11%
Strongly Disagree	5		3%
Don't Know	0		0%

Total Responses: 171 0% 20% 40% 60% 80%

- **Expand as a local commercial and professional service center.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	47		28%
Agree	69		41%
Neutral	27		16%
Disagree	18		11%
Strongly Disagree	7		4%
Don't Know	2		1%

Total Responses: 170 0% 20% 40% 60% 80%

- **Attract more tourist-related businesses.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	41		24%
Agree	55		33%
Neutral	49		29%
Disagree	18		11%
Strongly Disagree	5		3%
Don't Know	0		0%

Total Responses: 168 0% 20% 40% 60% 80%

- **Maintain rural character.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	66		38%
Agree	75		44%
Neutral	24		14%
Disagree	5		3%

Strongly Disagree	2		1%
Don't Know	0		0%

Total Responses: 172 0% 20% 40% 60% 80%

• **Develop more employment opportunities.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	93		54%
Agree	57		33%
Neutral	17		10%
Disagree	5		3%
Strongly Disagree	0		0%
Don't Know	0		0%

Total Responses: 172 0% 20% 40% 60% 80%

• **Attract more outdoor recreation-related businesses.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	58		34%
Agree	64		37%
Neutral	44		26%
Disagree	3		2%
Strongly Disagree	3		2%
Don't Know	0		0%

Total Responses: 172 0% 20% 40% 60% 80%

• **Limit further commercial development.**

(Each Respondent could choose only **ONE** of the following options:)

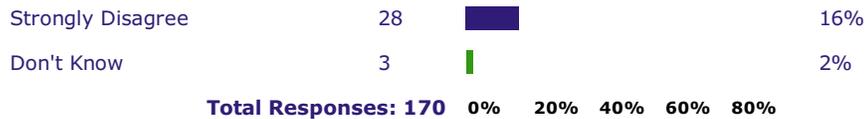
Response	Total	% of Total Respondents	%
Strongly Agree	15		9%
Agree	22		13%
Neutral	41		24%
Disagree	56		33%
Strongly Disagree	32		19%
Don't Know	3		2%

Total Responses: 169 0% 20% 40% 60% 80%

• **Limit further industrial development.**

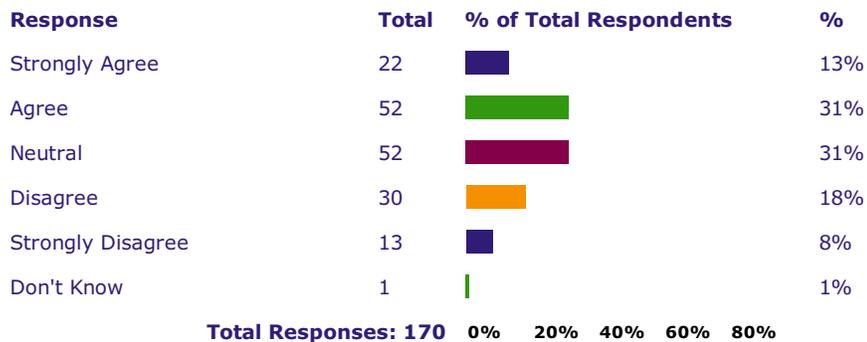
(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	13		8%
Agree	33		19%
Neutral	39		23%
Disagree	54		32%



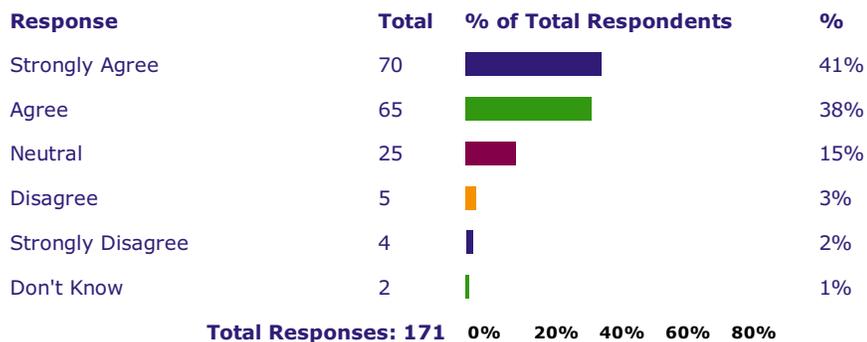
- **Encourage development of seasonal residences.**

(Each Respondent could choose only **ONE** of the following options:)



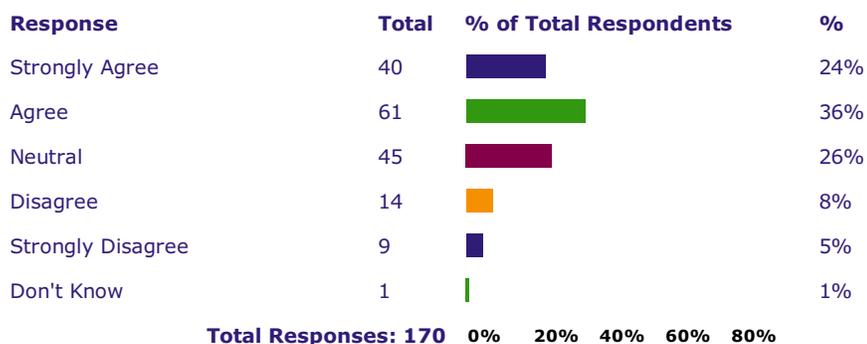
- **Neighborhoods that encourage walking and social interaction.**

(Each Respondent could choose only **ONE** of the following options:)



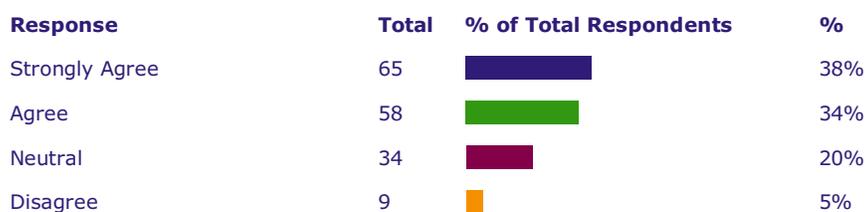
- **Housing options for the elderly in village centers**

(Each Respondent could choose only **ONE** of the following options:)



- **Recreation space for children, families, and handicapped.**

(Each Respondent could choose only **ONE** of the following options:)



Strongly Disagree	4		2%
Don't Know	0		0%

Total Responses: 170 0% 20% 40% 60% 80%

• **Town-wide access to cable television.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	37		22%
Agree	34		20%
Neutral	66		39%
Disagree	10		6%
Strongly Disagree	12		7%
Don't Know	12		7%

Total Responses: 171 0% 20% 40% 60% 80%

• **Other attributes, please list here:**

[view text](#)

Which of the following businesses/services would you like to see, or see more of, in Newport?

• **Light Manufacturing.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	57		34%
Agree	74		44%
Neutral	27		16%
Disagree	9		5%
Strongly Disagree	1		1%
Don't Know	1		1%

Total Responses: 169 0% 20% 40% 60% 80%

• **Heavy Manufacturing.**

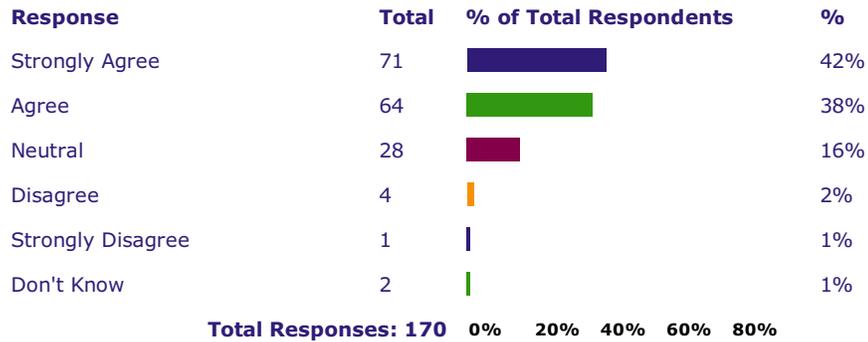
(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	27		16%
Agree	34		20%
Neutral	52		31%
Disagree	39		23%
Strongly Disagree	12		7%
Don't Know	2		1%

Total Responses: 166 0% 20% 40% 60% 80%

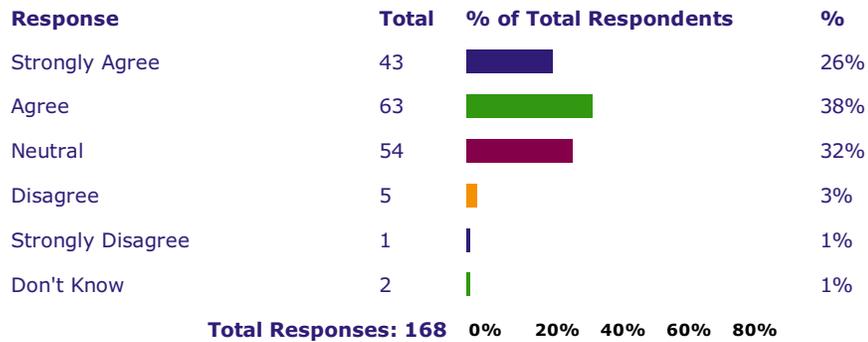
• **High-Technology Industry.**

(Each Respondent could choose only **ONE** of the following options:)



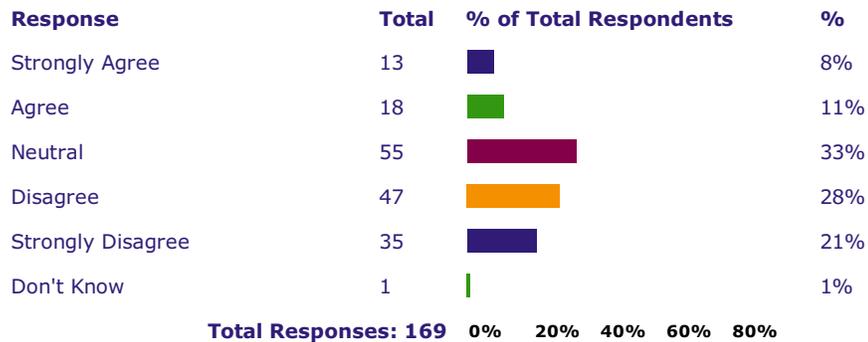
• **Cottage Industries/Home Occupations.**

(Each Respondent could choose only **ONE** of the following options:)



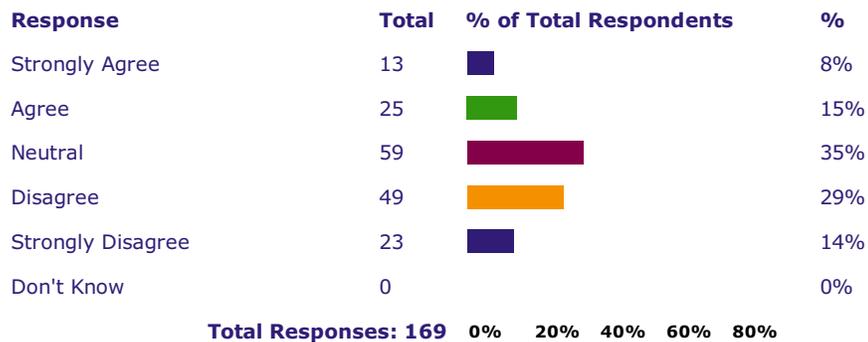
• **Resource Extraction (e.g. – sand pits).**

(Each Respondent could choose only **ONE** of the following options:)



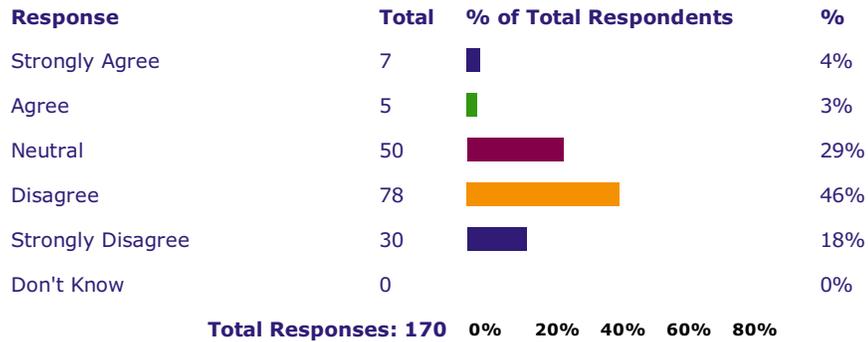
• **Warehousing/Mini-Storage.**

(Each Respondent could choose only **ONE** of the following options:)



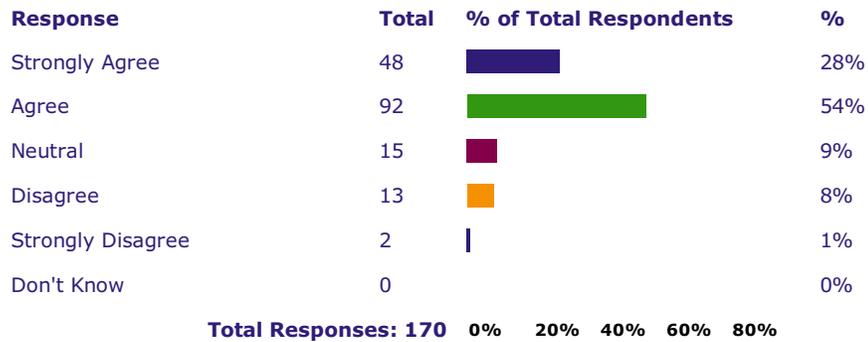
• **Gas Stations.**

(Each Respondent could choose only **ONE** of the following options:)



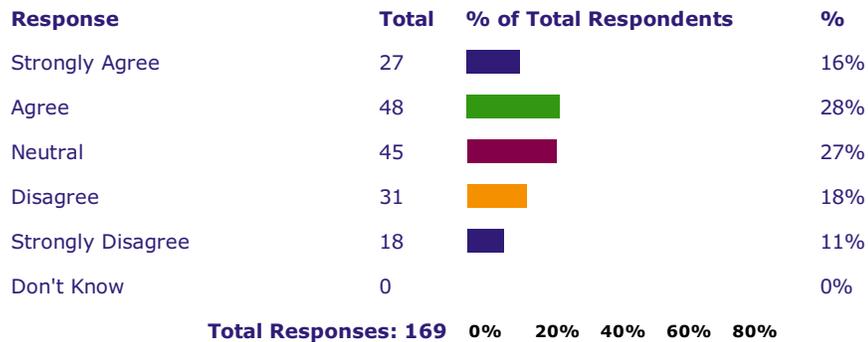
- **Retail Shops.**

(Each Respondent could choose only **ONE** of the following options:)



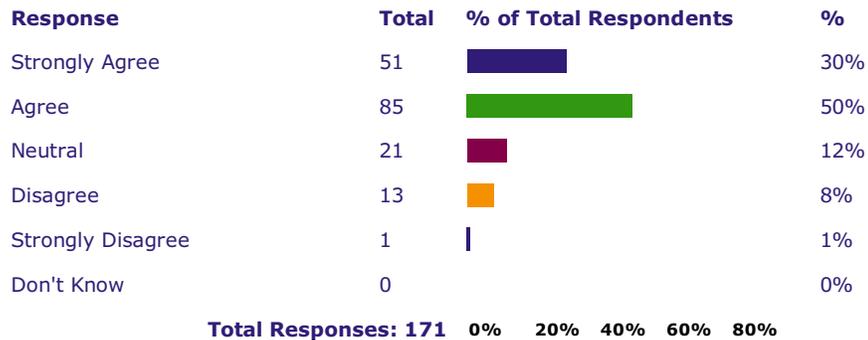
- **Shopping Centers.**

(Each Respondent could choose only **ONE** of the following options:)



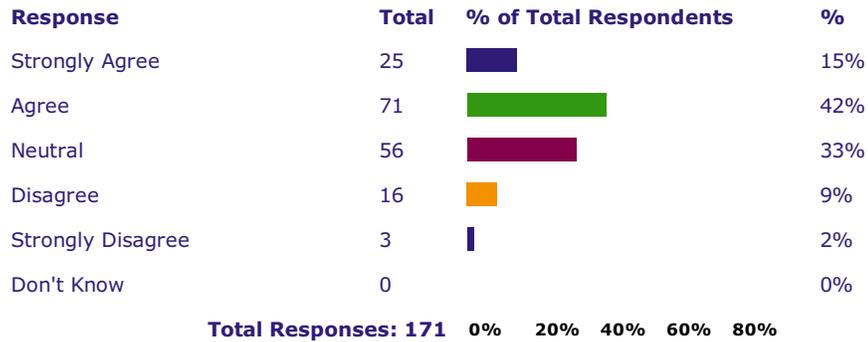
- **Restaurants.**

(Each Respondent could choose only **ONE** of the following options:)



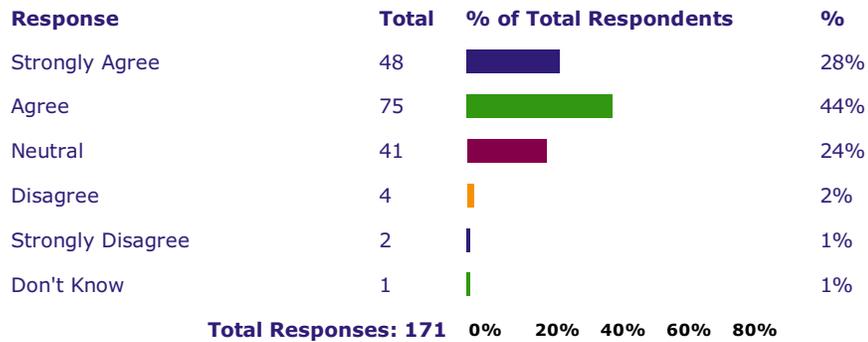
- **Lodging (Bed and Breakfasts, Hotels, Motels).**

(Each Respondent could choose only **ONE** of the following options:)



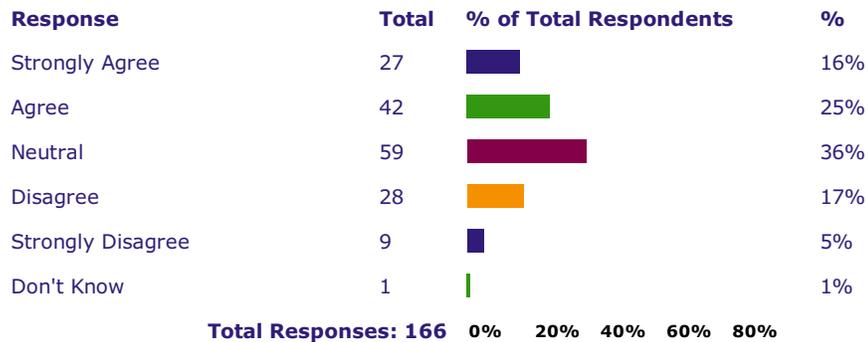
- **Small-Scale Farms.**

(Each Respondent could choose only **ONE** of the following options:)



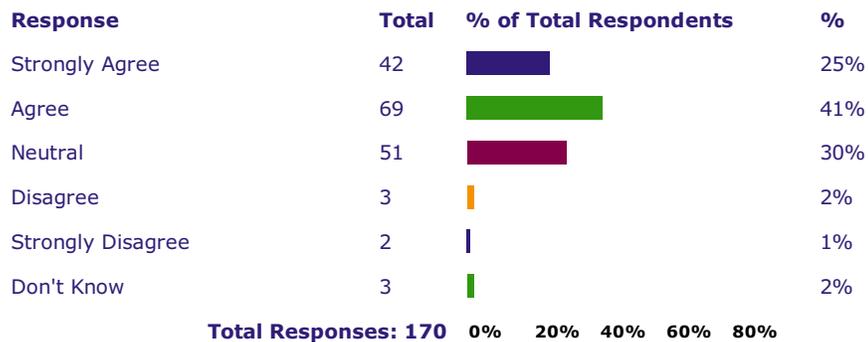
- **Large-Scale Animal Farms.**

(Each Respondent could choose only **ONE** of the following options:)



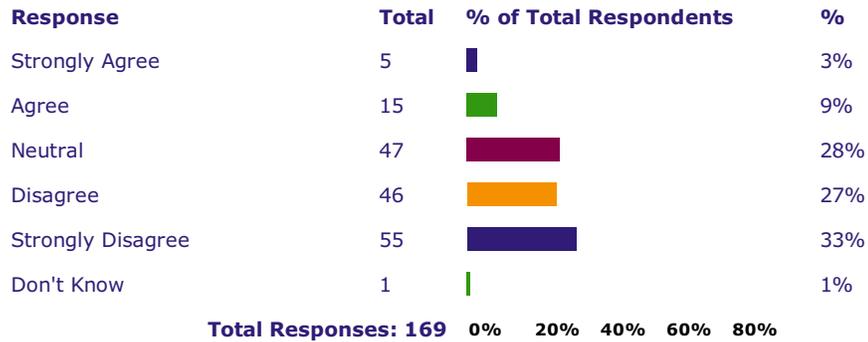
- **Horticulture.**

(Each Respondent could choose only **ONE** of the following options:)



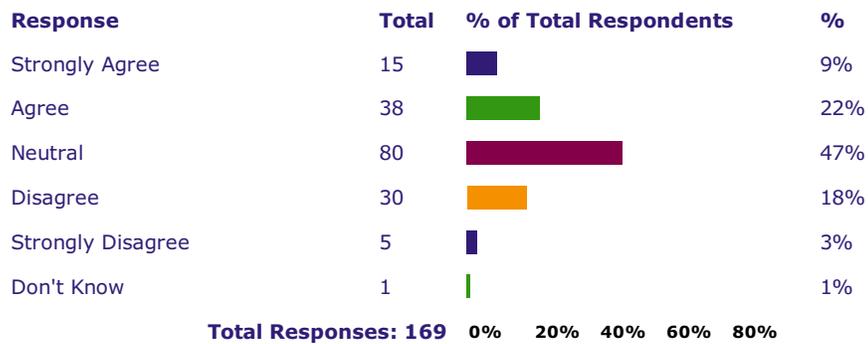
- **Race Tracks (motorized or non-motorized).**

(Each Respondent could choose only **ONE** of the following options:)



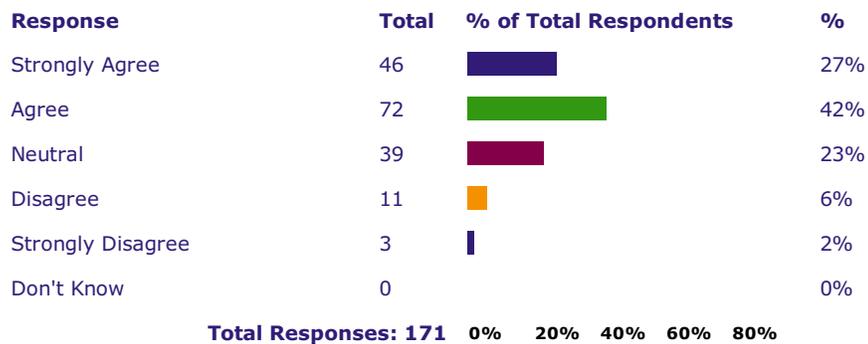
• **Personal Services (e.g. Laundry, hairdressers, etc.).**

(Each Respondent could choose only **ONE** of the following options:)



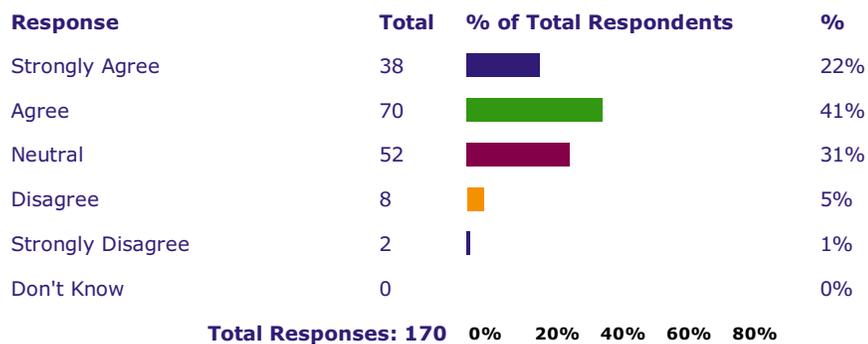
• **Outdoor Recreational Activities (e.g. skeet shooting, mini golf, etc.)**

(Each Respondent could choose only **ONE** of the following options:)



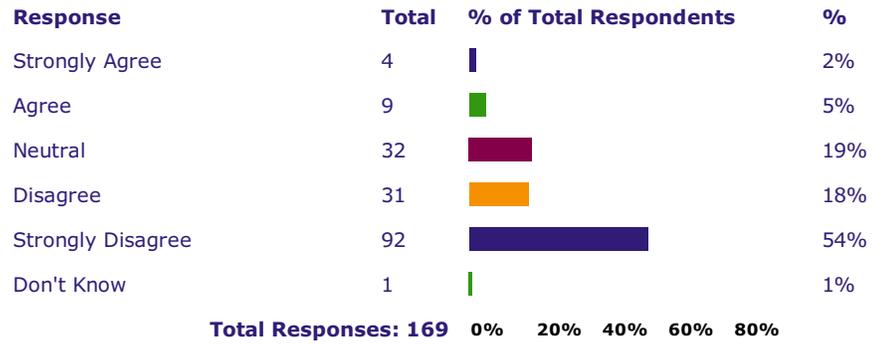
• **Arts and Crafts.**

(Each Respondent could choose only **ONE** of the following options:)



• **Adult/Sexually Oriented Businesses.**

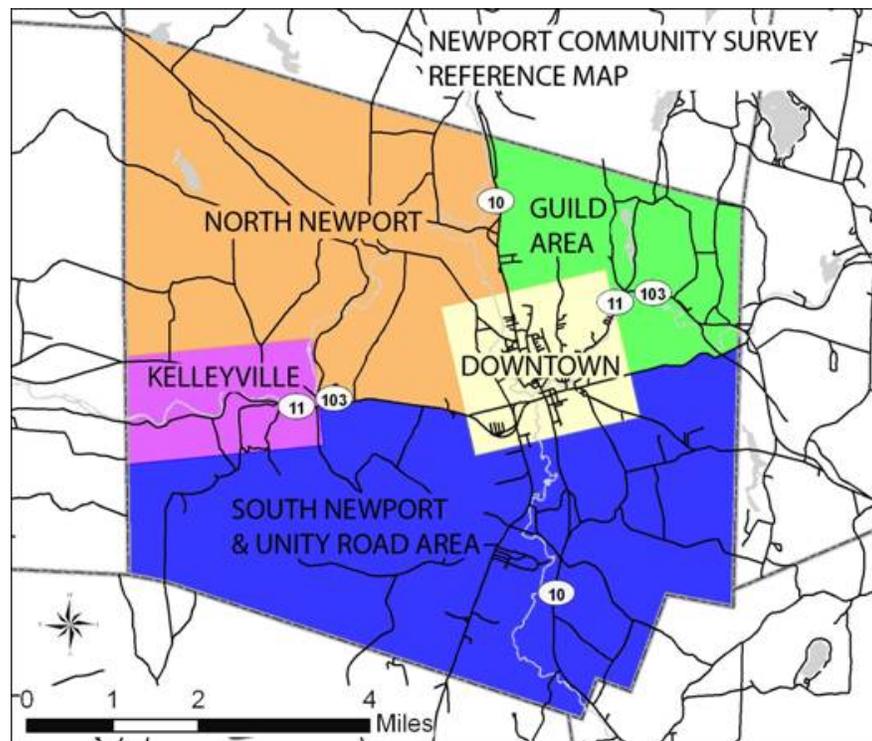
(Each Respondent could choose only **ONE** of the following options:)



• **Other ideas? Please list here:**

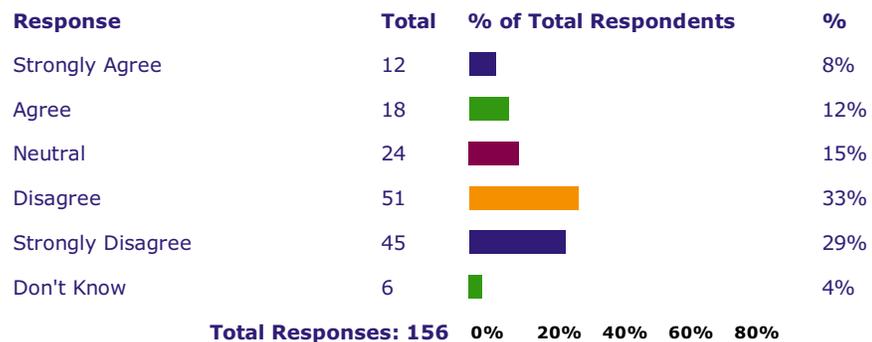
[view text](#)

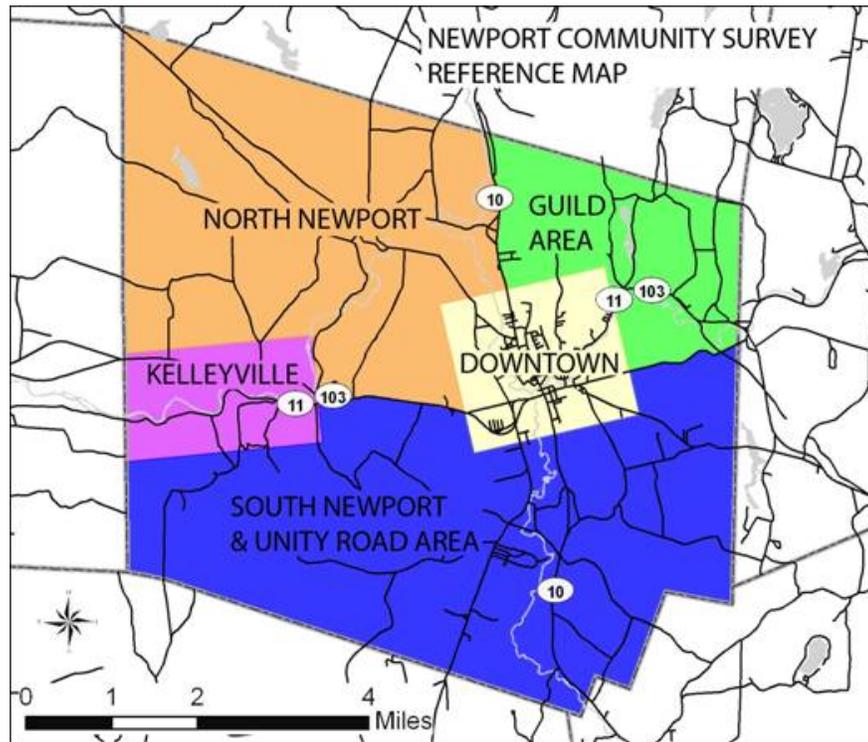
Where in Newport would you like to see expanded industrial development? (Please refer to the Town Map below)



• **Downtown Area**

(Each Respondent could choose only **ONE** of the following options:)



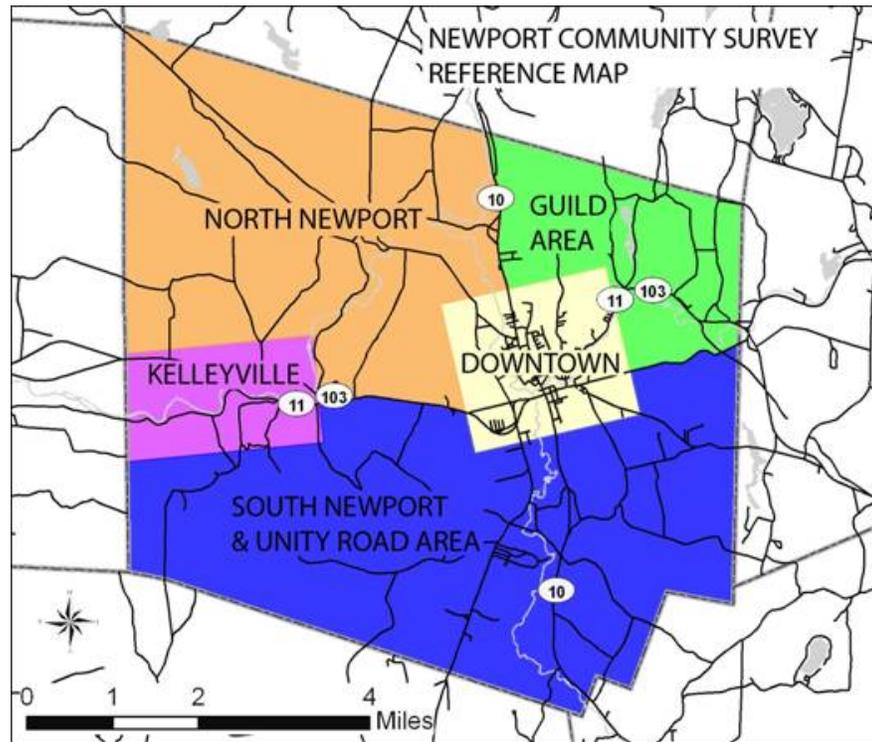


• North of Rte 11/103 and West of Rte 10 (North Newport area)

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	17		11%
Agree	34		21%
Neutral	29		18%
Disagree	40		25%
Strongly Disagree	35		22%
Don't Know	5		3%

Total Responses: 160 0% 20% 40% 60% 80%

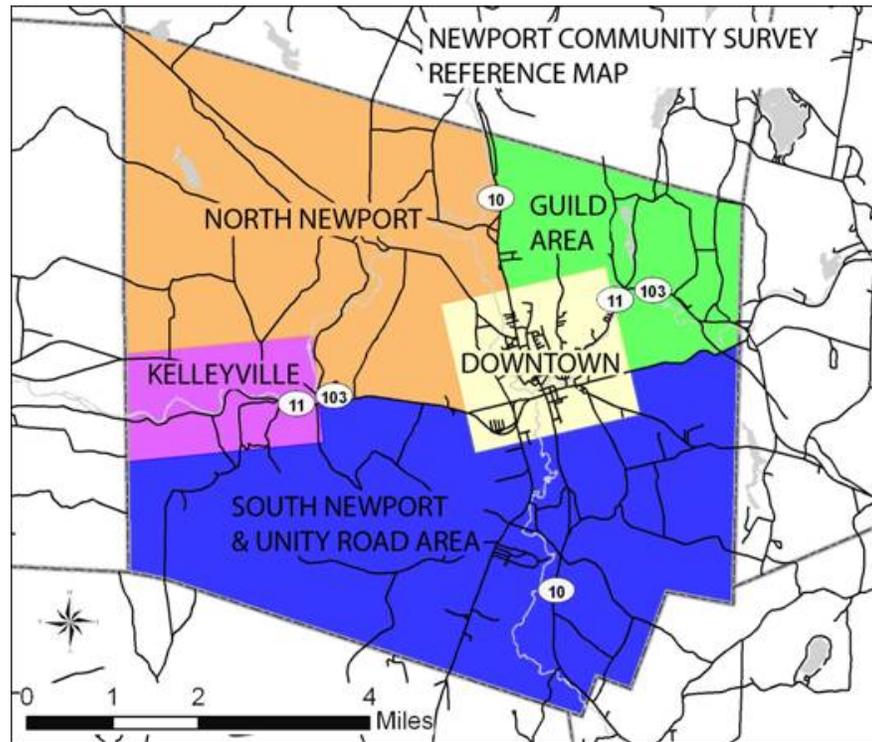


• Rte 11/103 East of Downtown and North of Maple Street

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	28		17%
Agree	70		43%
Neutral	26		16%
Disagree	14		9%
Strongly Disagree	18		11%
Don't Know	8		5%

Total Responses: 164 0% 20% 40% 60% 80%

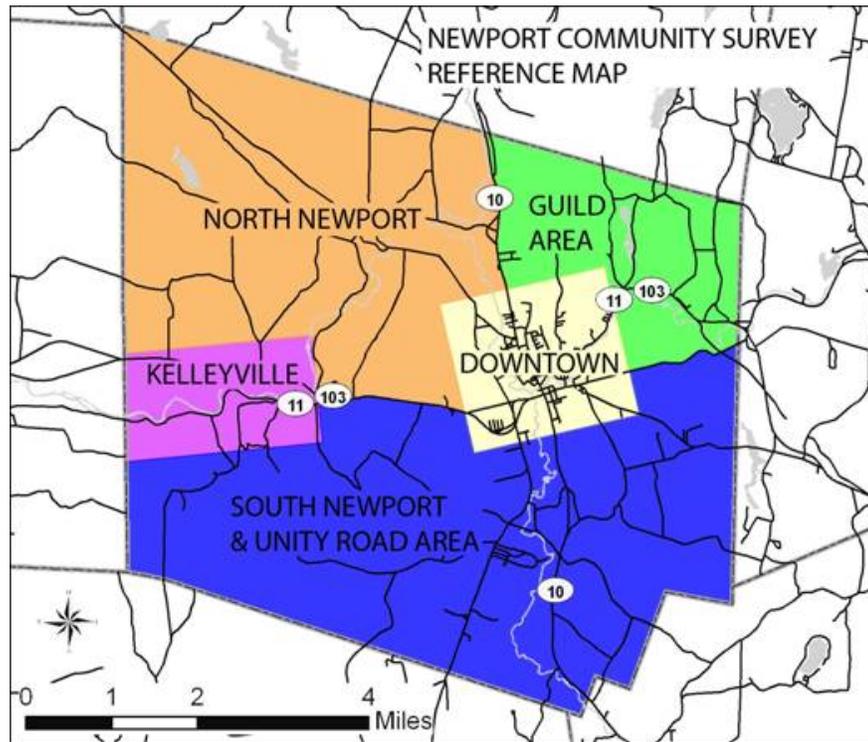


• **South of Rte 11/103 and Maple Street (including Unity Road area)**

(Each Respondent could choose only **ONE** of the following options:)

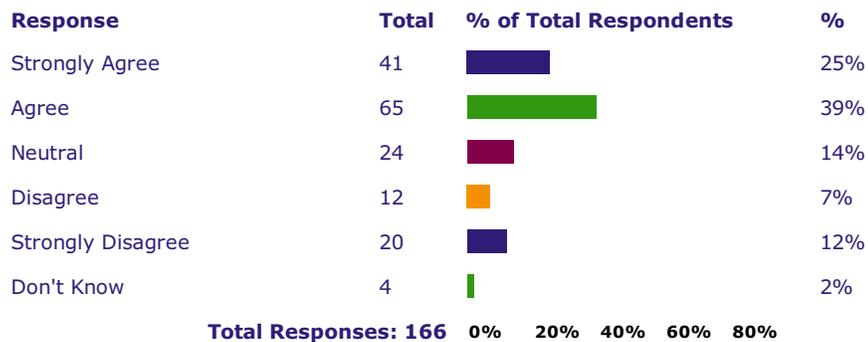
Response	Total	% of Total Respondents	%
Strongly Agree	15		9%
Agree	37		23%
Neutral	48		30%
Disagree	27		17%
Strongly Disagree	29		18%
Don't Know	6		4%

Total Responses: 162 0% 20% 40% 60% 80%



- **Kelleyville Area**

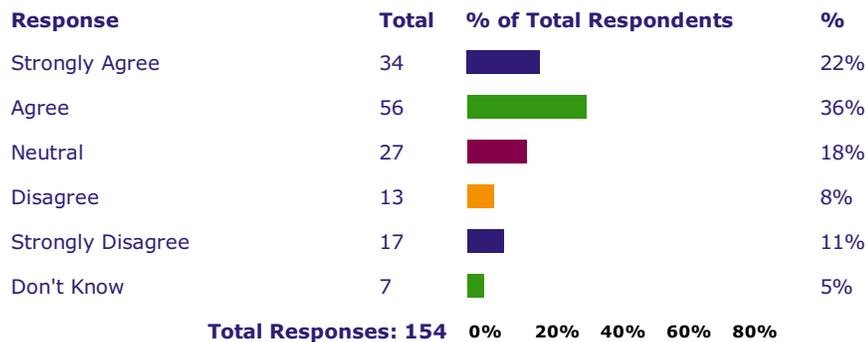
(Each Respondent could choose only **ONE** of the following options:)



Where in Newport would you like to see expanded commercial development? (please refer to the town map from question 7)

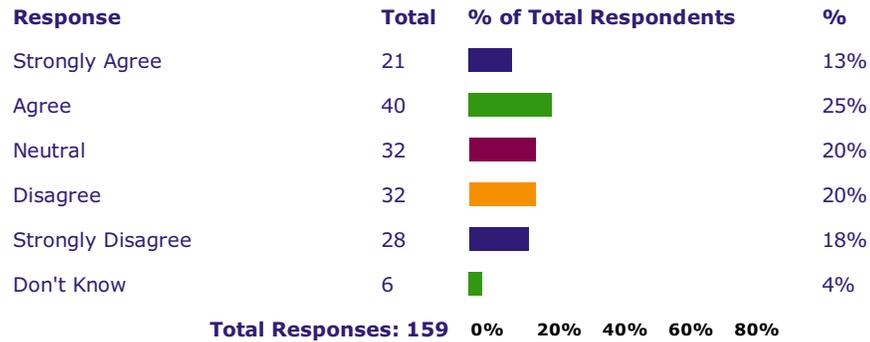
- **Downtown Area**

(Each Respondent could choose only **ONE** of the following options:)



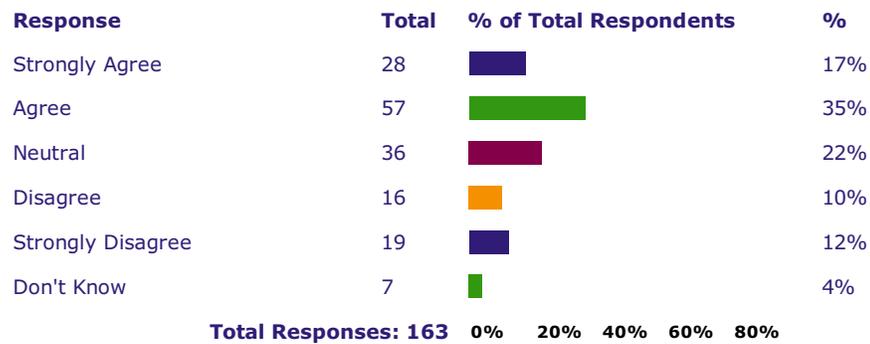
- **North of Rte 11/103 and West of Rte 10 (North Newport area)**

(Each Respondent could choose only **ONE** of the following options:)



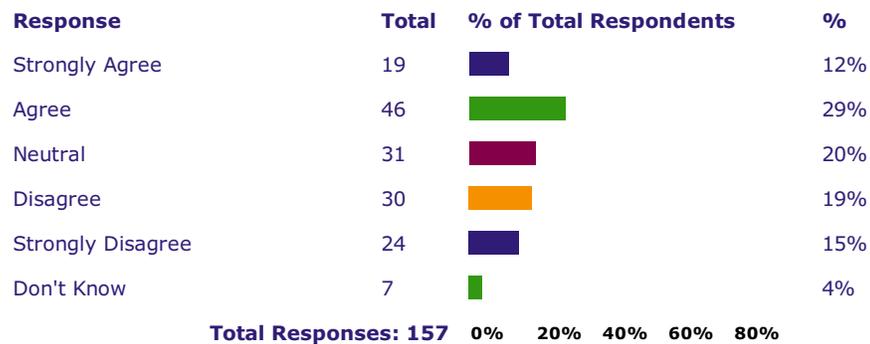
• **Rte 11/103 East of Downtown and North of Maple Street**

(Each Respondent could choose only **ONE** of the following options:)



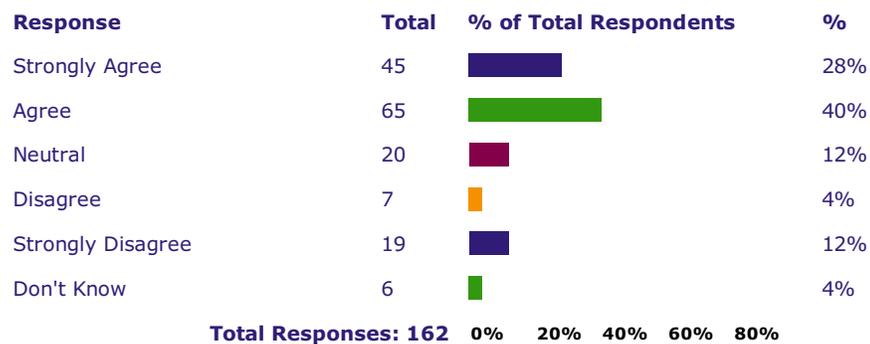
• **South of Rte 11/103 and Maple Street (including Unity Road area)**

(Each Respondent could choose only **ONE** of the following options:)



• **Kelleyville Area**

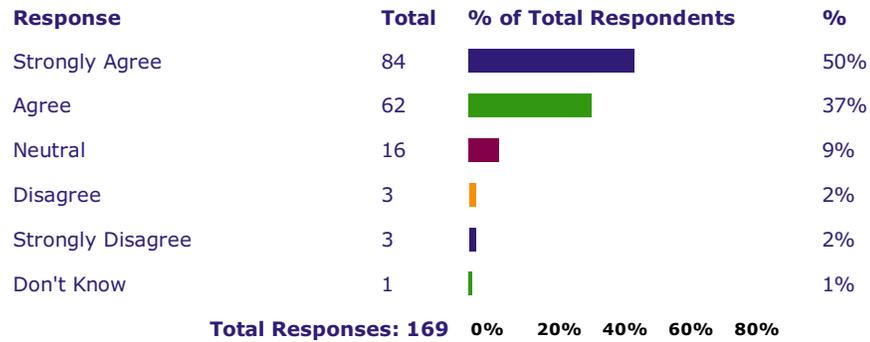
(Each Respondent could choose only **ONE** of the following options:)



To what extent do you agree with the following statements?

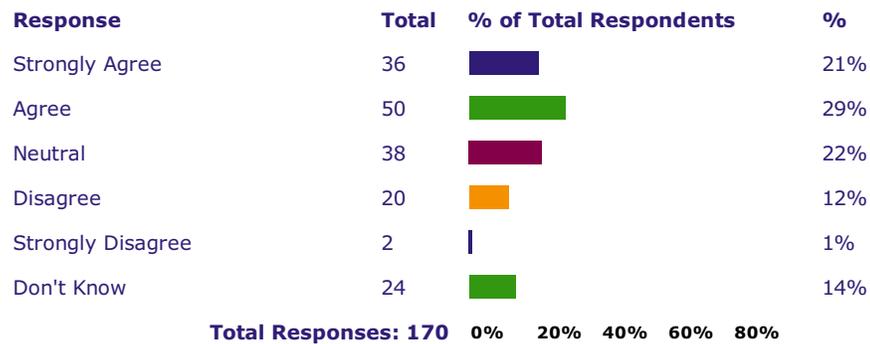
- **It is important for Newport to encourage socially and environmentally responsible business ventures.**

(Each Respondent could choose only **ONE** of the following options:)



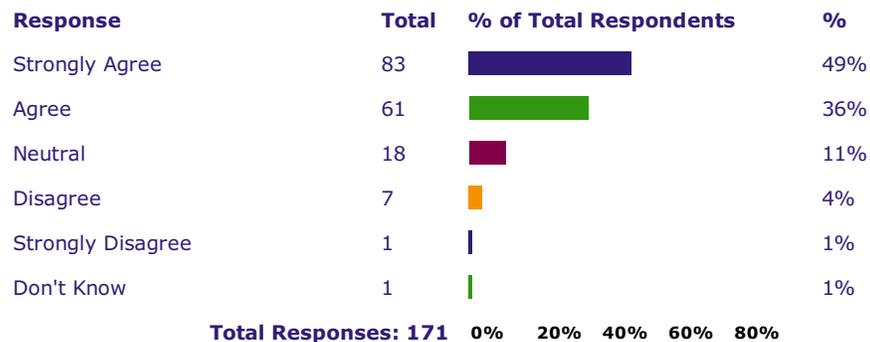
• **Quality and affordable childcare are available in Newport.**

(Each Respondent could choose only **ONE** of the following options:)



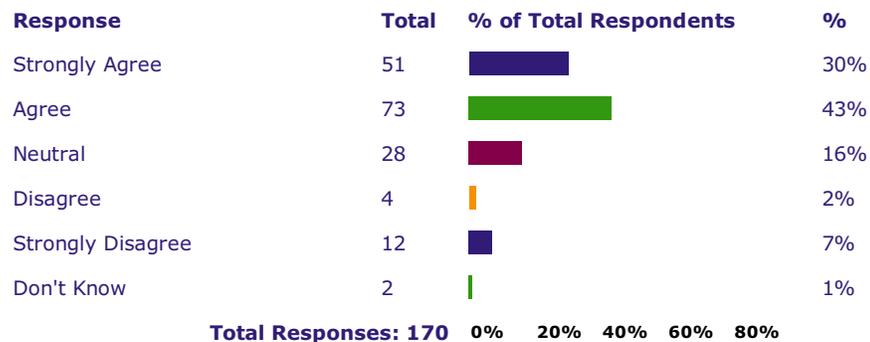
• **It is important for Newport to encourage development of alternative energy sources.**

(Each Respondent could choose only **ONE** of the following options:)



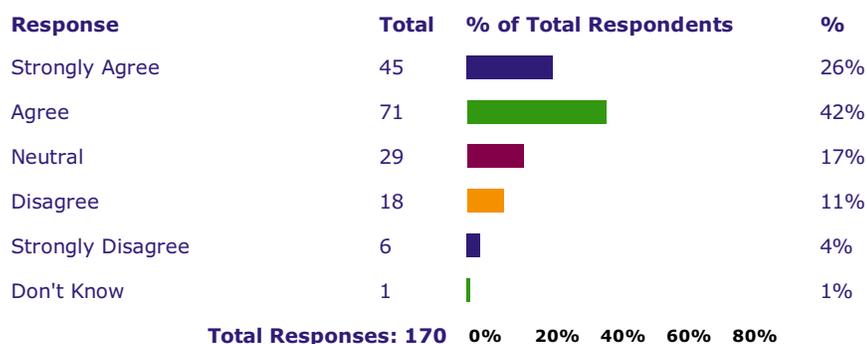
• **The Town should support/attract small and start-up businesses and provide for their infrastructure needs.**

(Each Respondent could choose only **ONE** of the following options:)



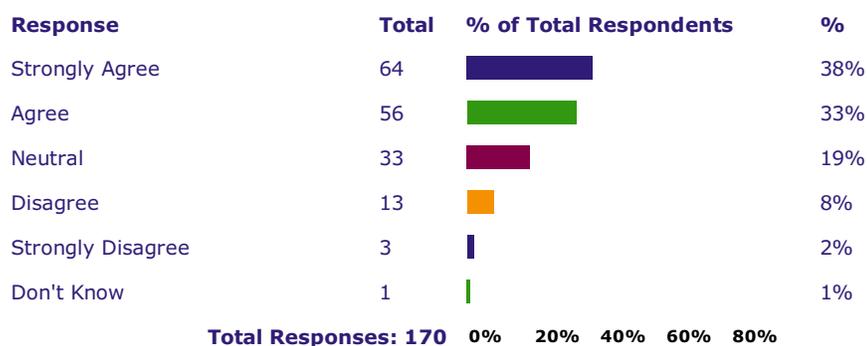
• **The Town should encourage mixed uses (commercial and residential in the same building) in the existing Downtown and village areas.**

(Each Respondent could choose only **ONE** of the following options:)



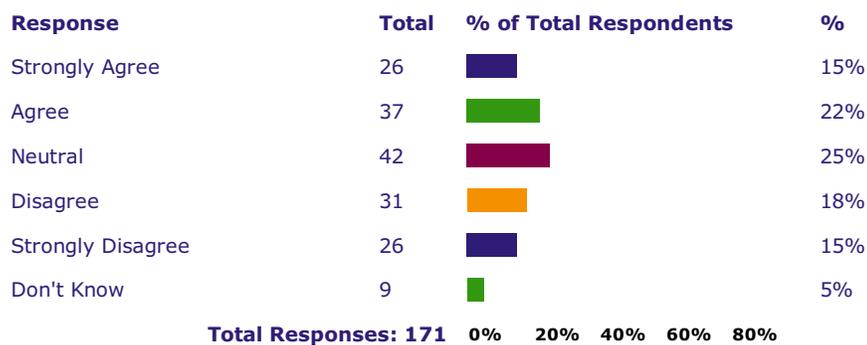
• **It is important to improve the appearance of the Town's gateways.**

(Each Respondent could choose only **ONE** of the following options:)



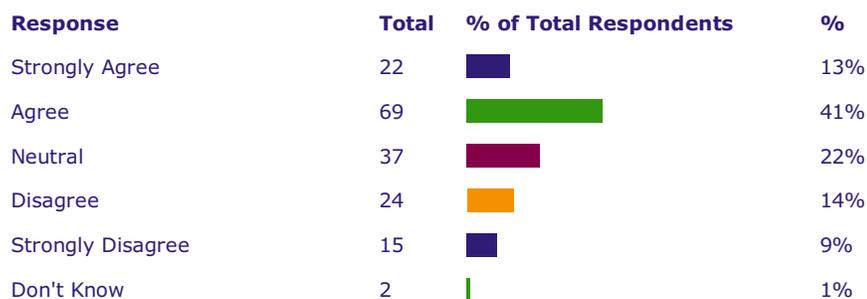
• **Town leadership is open, effective, and honest about the needs of Town and school.**

(Each Respondent could choose only **ONE** of the following options:)



• **New areas should be made available to accommodate commercial and industrial development.**

(Each Respondent could choose only **ONE** of the following options:)



Total Responses: 169 0% 20% 40% 60% 80%

• **The Town should use tax dollars or provide economic incentives to encourage economic development.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	28		17%
Agree	54		32%
Neutral	41		24%
Disagree	28		17%
Strongly Disagree	16		9%
Don't Know	2		1%

Total Responses: 169 0% 20% 40% 60% 80%

• **It is important to retain and grow existing businesses.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	62		37%
Agree	88		52%
Neutral	16		9%
Disagree	2		1%
Strongly Disagree	1		1%
Don't Know	0		0%

Total Responses: 169 0% 20% 40% 60% 80%

• **It is important to retain the historic character of the Downtown and other areas in Newport.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	90		53%
Agree	58		34%
Neutral	14		8%
Disagree	6		4%
Strongly Disagree	1		1%
Don't Know	0		0%

Total Responses: 169 0% 20% 40% 60% 80%

• **It is important to encourage in-fill development and redevelopment in the Downtown and other developed areas.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	47		28%
Agree	77		46%
Neutral	26		15%
Disagree	6		4%
Strongly Disagree	3		2%

Don't Know 10  6%

Total Responses: 169 0% 20% 40% 60% 80%

• **It is important to encourage development of undeveloped and rural areas in Newport.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	24		14%
Agree	36		21%
Neutral	40		24%
Disagree	35		21%
Strongly Disagree	30		18%
Don't Know	3		2%

Total Responses: 168 0% 20% 40% 60% 80%

• **Access to Sunapee State Beach as an important recreational resource for the Town**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	60		36%
Agree	58		34%
Neutral	32		19%
Disagree	11		7%
Strongly Disagree	4		2%
Don't Know	4		2%

Total Responses: 169 0% 20% 40% 60% 80%

• **Maintain zoning that allows small lots (1-acre) in rural areas.**

(Each Respondent could choose only **ONE** of the following options:)

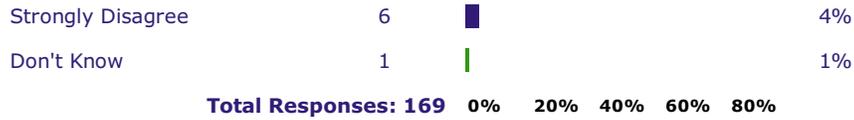
Response	Total	% of Total Respondents	%
Strongly Agree	38		23%
Agree	62		37%
Neutral	35		21%
Disagree	15		9%
Strongly Disagree	10		6%
Don't Know	8		5%

Total Responses: 168 0% 20% 40% 60% 80%

• **The Newport Recreation Department is a vital community resource.**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Strongly Agree	103		61%
Agree	42		25%
Neutral	14		8%
Disagree	3		2%

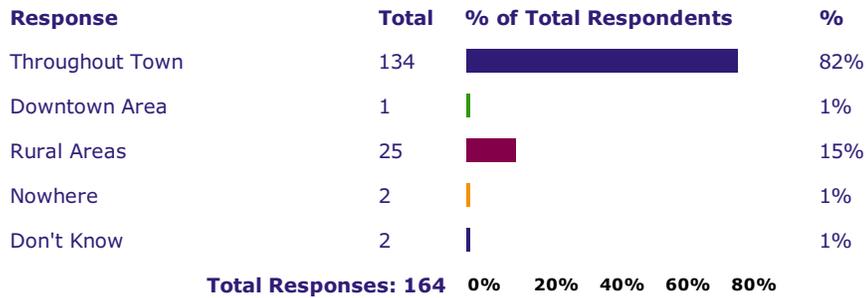


3 - HOUSING

Which of the following types of future residential development would you like to see in Newport?

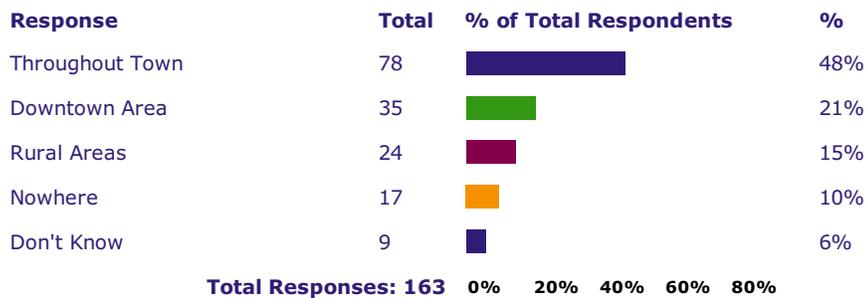
• Single-family residences

(Each Respondent could choose only **ONE** of the following options:)



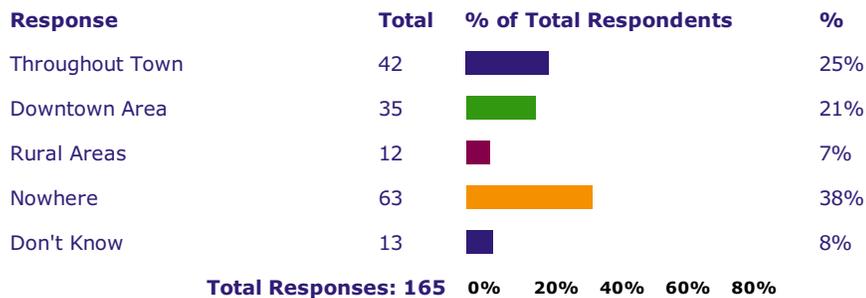
• Two-family residences (two-unit dwellings)

(Each Respondent could choose only **ONE** of the following options:)



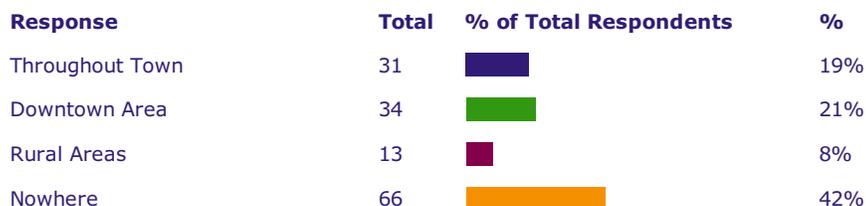
• Conversion of large homes to multi-family residences

(Each Respondent could choose only **ONE** of the following options:)



• Multi-family residences (more than three dwellings in one building)

(Each Respondent could choose only **ONE** of the following options:)



Don't Know 15 9%

Total Responses: 159 0% 20% 40% 60% 80%

• **Affordable housing**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Throughout Town	103		64%
Downtown Area	13		8%
Rural Areas	15		9%
Nowhere	19		12%
Don't Know	11		7%

Total Responses: 161 0% 20% 40% 60% 80%

• **Manufactured/mobile homes on individual lots**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Throughout Town	30		18%
Downtown Area	1		1%
Rural Areas	72		44%
Nowhere	51		31%
Don't Know	11		7%

Total Responses: 165 0% 20% 40% 60% 80%

• **Manufactured/mobile homes in "parks" or "courts"**

(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Throughout Town	21		13%
Downtown Area	1		1%
Rural Areas	53		32%
Nowhere	74		45%
Don't Know	17		10%

Total Responses: 166 0% 20% 40% 60% 80%

• **Cluster housing with single-family homes on small lots, the balance preserved as open space**

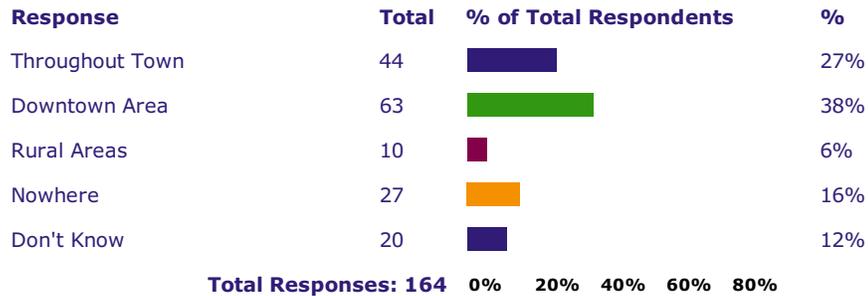
(Each Respondent could choose only **ONE** of the following options:)

Response	Total	% of Total Respondents	%
Throughout Town	49		30%
Downtown Area	6		4%
Rural Areas	60		37%
Nowhere	26		16%
Don't Know	23		14%

Total Responses: 164 0% 20% 40% 60% 80%

• **Residential and Commercial Mixed-use Buildings**

(Each Respondent could choose only **ONE** of the following options:)

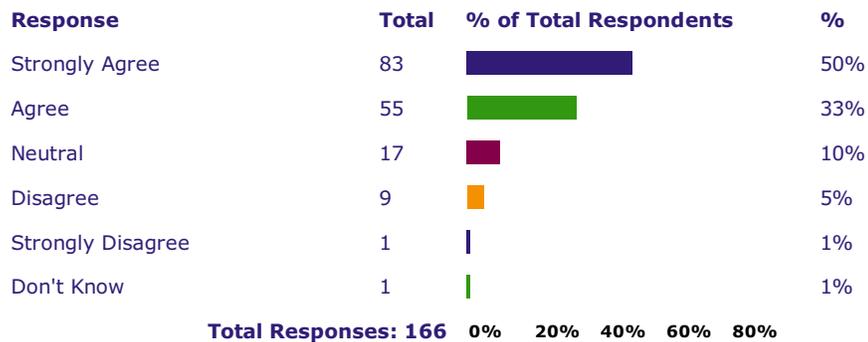


4 - RESOURCE PRESERVATION

Would you support preservation of the following resources in Newport?

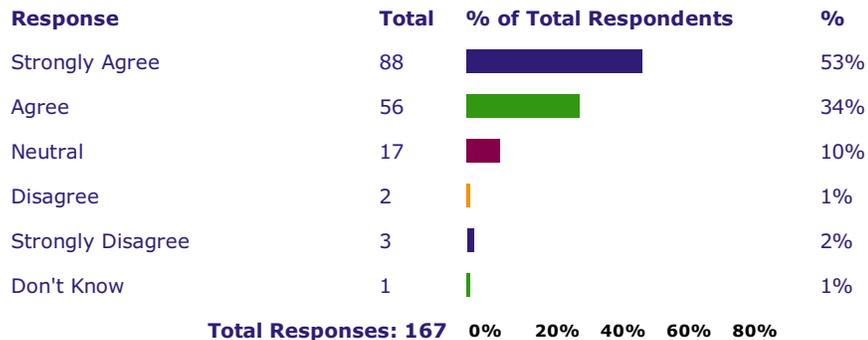
• Historic Buildings and Sites.

(Each Respondent could choose only **ONE** of the following options:)



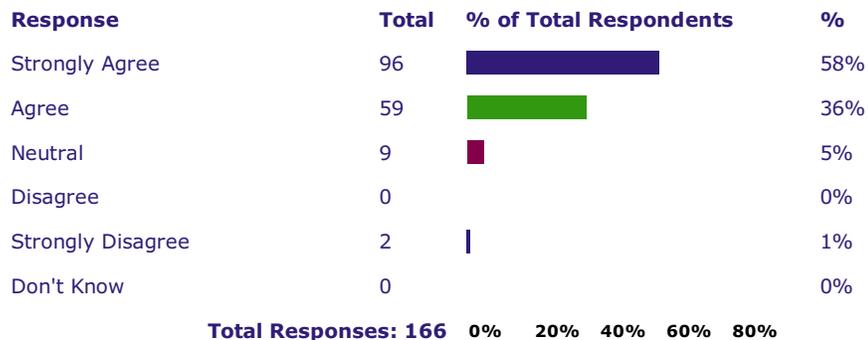
• Wildlife Habitat.

(Each Respondent could choose only **ONE** of the following options:)



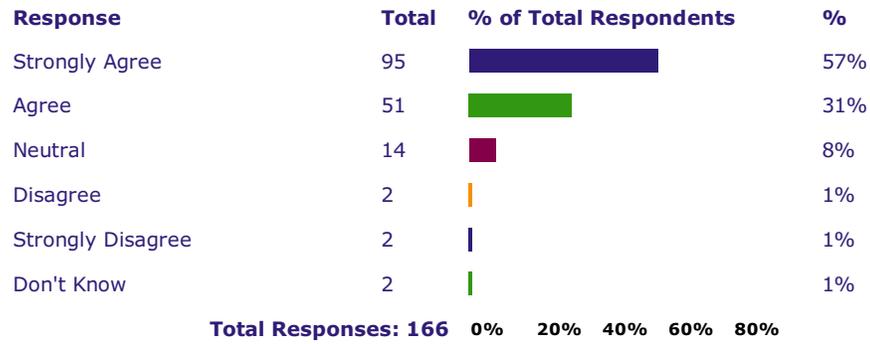
• Brooks and Streams.

(Each Respondent could choose only **ONE** of the following options:)



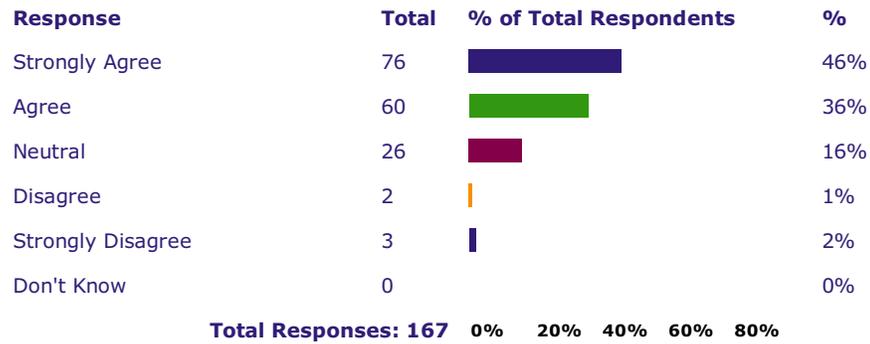
• Groundwater Resources (aquifers).

(Each Respondent could choose only **ONE** of the following options:)



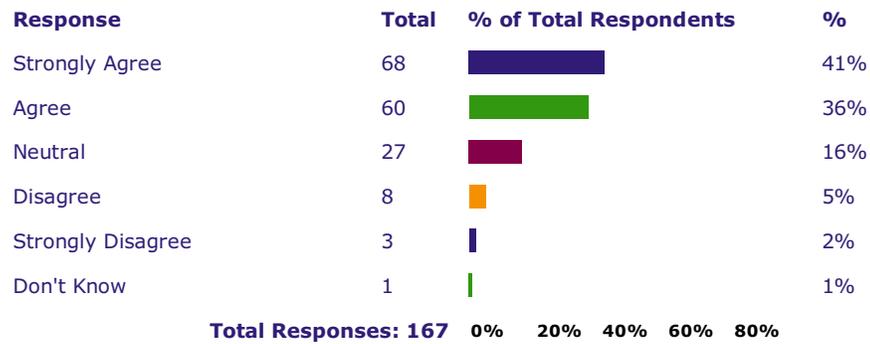
• Scenic Views

(Each Respondent could choose only **ONE** of the following options:)



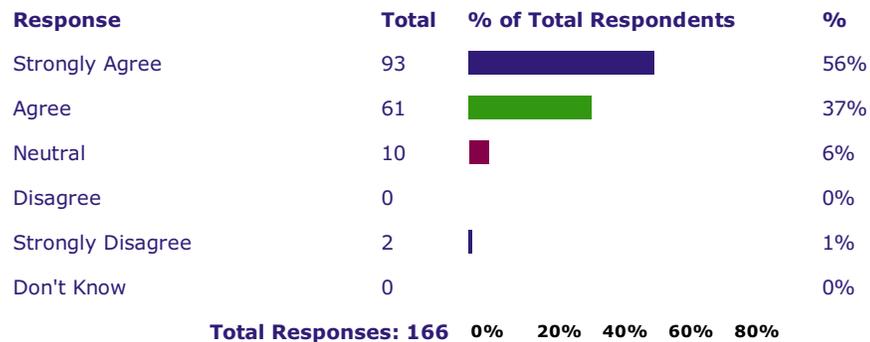
• Agricultural Land/Open Fields

(Each Respondent could choose only **ONE** of the following options:)



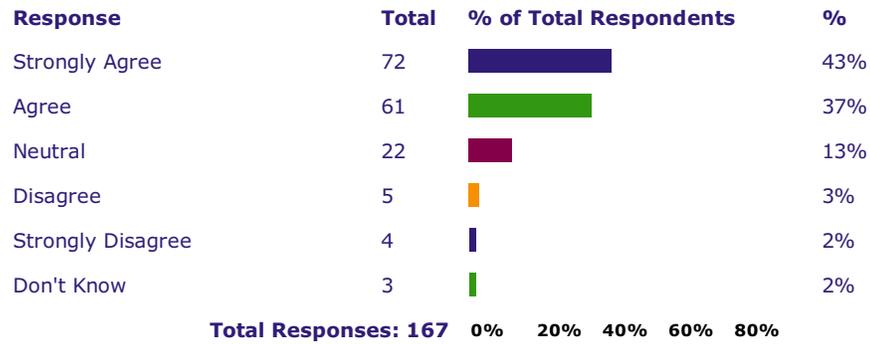
• Lakes and Ponds

(Each Respondent could choose only **ONE** of the following options:)



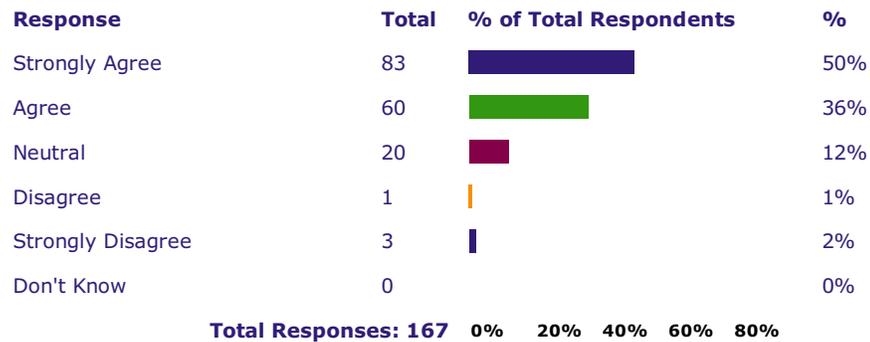
• Connections between Conserved Lands for Wildlife

(Each Respondent could choose only **ONE** of the following options:)



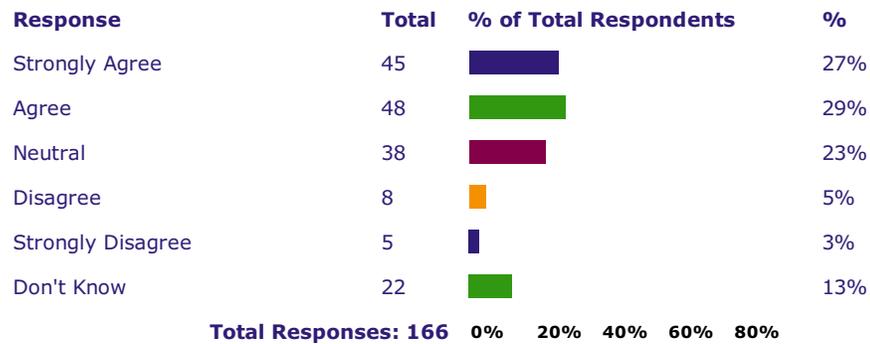
• Community Appearance

(Each Respondent could choose only **ONE** of the following options:)



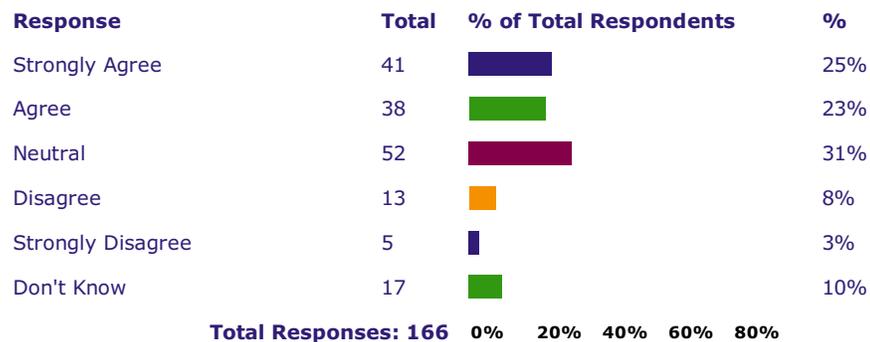
• Ridgelines

(Each Respondent could choose only **ONE** of the following options:)



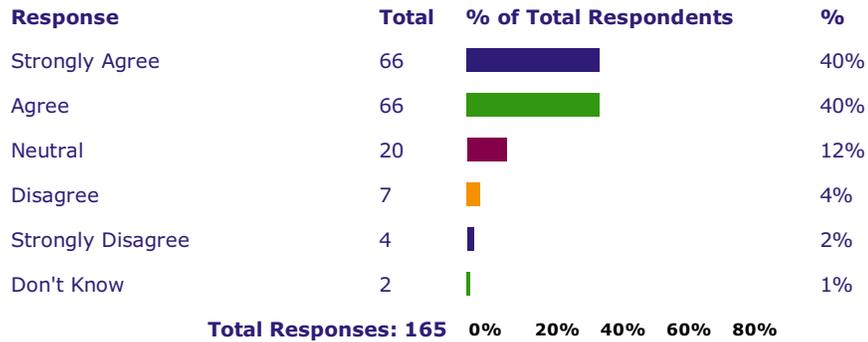
• Steep Slopes

(Each Respondent could choose only **ONE** of the following options:)



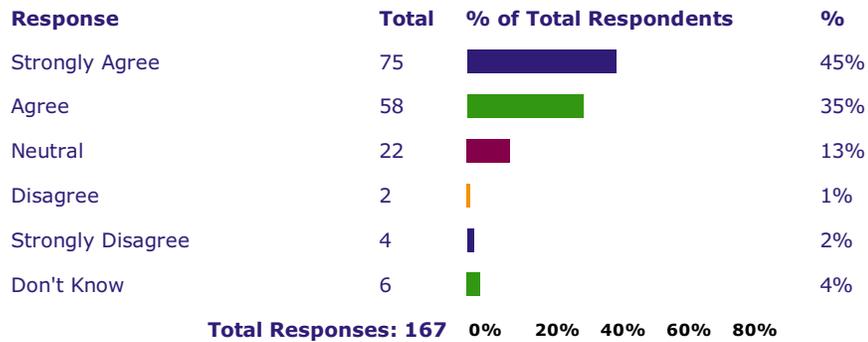
• Forest Lands

(Each Respondent could choose only **ONE** of the following options:)



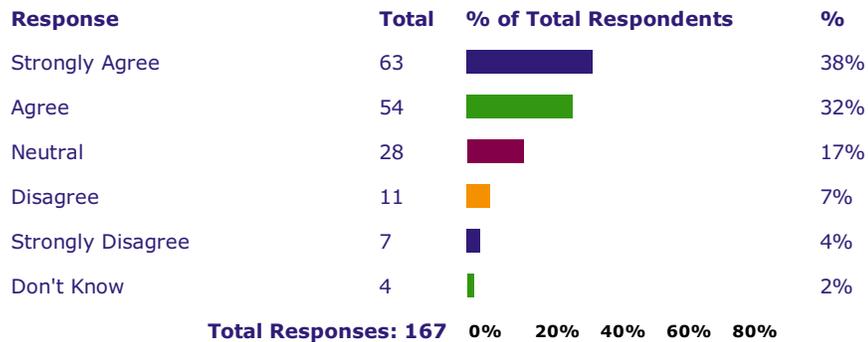
• Sugar River Corridor

(Each Respondent could choose only **ONE** of the following options:)



• Wetlands

(Each Respondent could choose only **ONE** of the following options:)



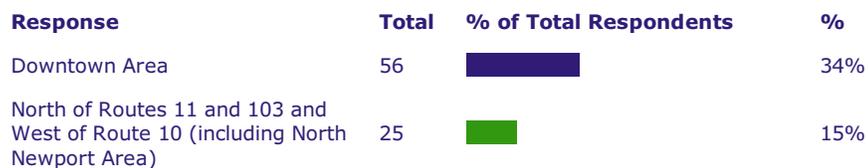
• Other attributes, please list here:

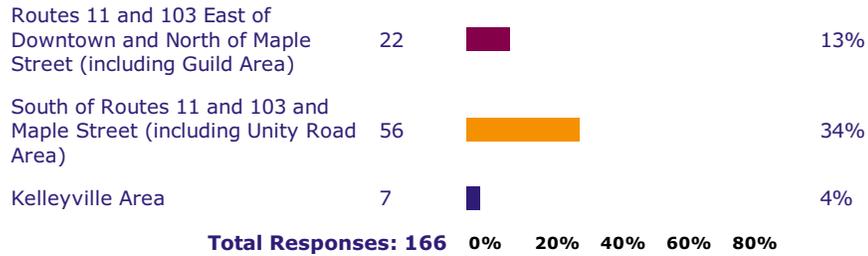
[view text](#)

5 - DEMOGRAPHICS (Optional)

**Which best describes the area of Town in which you live or own land?
Please refer to the Town Map.**

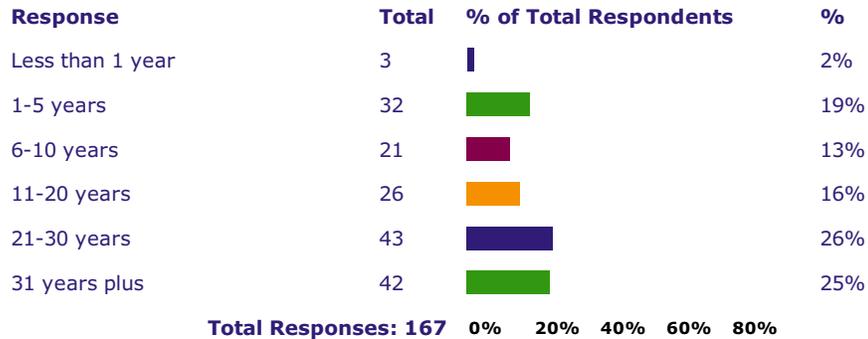
(Each Respondent could choose only **ONE** of the following options:)





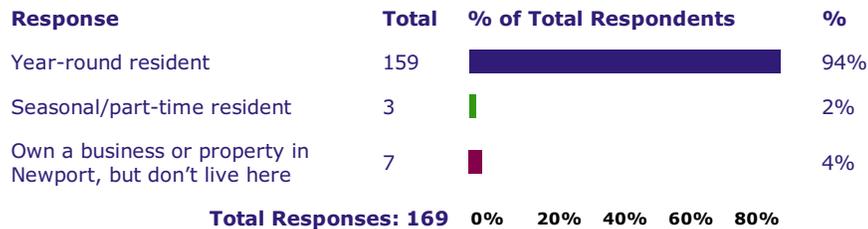
How long have you lived or owned property in Newport?

(Each Respondent could choose only **ONE** of the following options:)



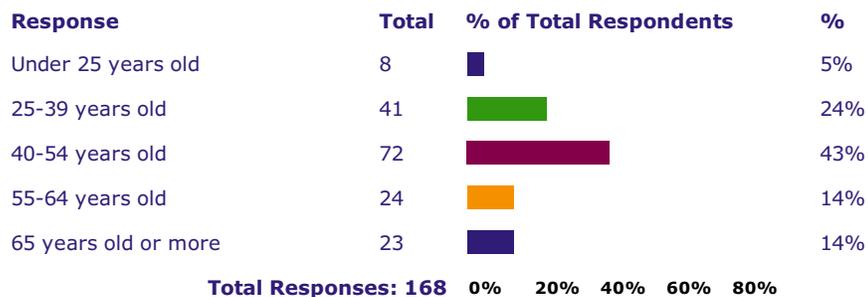
Which of the following best describes your residence status in Newport?

(Each Respondent could choose only **ONE** of the following options:)



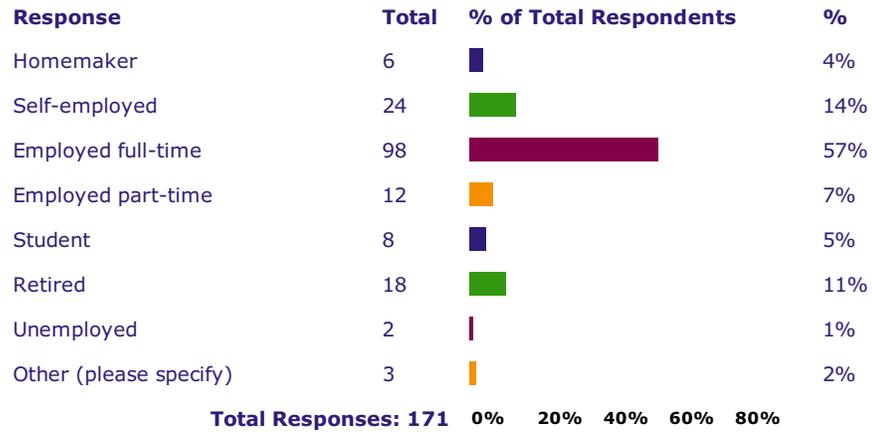
Which of the following best describes your age?

(Each Respondent could choose only **ONE** of the following options:)



Which of the following describes your employment status?

(Each Respondent could choose only **ONE** of the following options:)



- Other (please specify)

[view text](#)

6 - YOUR THOUGHTS

What do you feel is the best feature of Newport?

[view text](#)

What feature do you feel needs the most improvement?

[view text](#)

What do you feel is the Town's biggest challenge for the future?

[view text](#)

Do you have any other comments or suggestions for this community survey?

[view text](#)