

Town of Grantham

Master Plan



Photography provided by Martha Norris & Jacqueline Guillette

Adopted by the Planning Board September 7, 2017

Prepared by: Town of Grantham Master Plan Committee
with assistance from: Upper Valley Lake Sunapee Regional Planning Commission

Acknowledgements & Forward

ACKNOWLEDGEMENTS

The Grantham Master Plan Committee was formed in mid 2015 and generally met monthly. The committee was created as an ad hoc group to prepare and present a Draft Master Plan to the Grantham Planning Board. The Planning Board has the authority to revise the draft, to present a proposed Master Plan to the citizens of Grantham at a public hearing, to receive and consider public comment, and lastly to adopt the final Master Plan by vote of the board.

The Master Plan Committee presented a Draft Master Plan to the Planning Board and to the citizens of Grantham on September 7, 2017. The draft was made available both in hardcopy printed form and as a downloadable file on the Town of Grantham web site. On September 7, 2017 at a public hearing on the draft, numerous constructive comments were offered to the Planning Board by the many citizens attending.

At its regularly scheduled meeting on September 7, 2017 the Planning Board adopted the Draft Master Plan. As a result, this document represents the adopted Master Plan for the Town of Grantham, currently operative and in force until revised or replaced at some future time, generally anticipated to be no more than ten years hence.

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FORWARD

The Master Plan looks forward, but takes stock of the past, to see where we are at present and to lay out goals and recommendations for the future. Thus we begin with a perspective on the Town of Grantham, and provide brief remarks to explain how the Master Plan is created and contributes to shaping our future.

GEOGRAPHICAL AND HISTORICAL PERSPECTIVE

Located in the western New Hampshire highlands, Grantham lies 10 miles east of the rich floodplains of the Connecticut River and 5 miles south of the Mascoma River. The boundaries of Grantham are largely the height of land of Croydon Mountain (the highest point in Sullivan County) in the west, the Montcalm/Prospect Hills to the north, and the lowland confluences of the North Branch Sugar River with its many tributaries to the south and east. The terrain varies: lowlands, upland terraces, steep slopes, hills, and mountain summits. Grantham is nearly divided in half by the combined south-flowing drainages of Stony Brook, Rum Brook, and the North Branch Sugar River. The town makes up nearly the complete headwaters of these three watersheds.

Settled in 1767 (when George Washington was 35 years old), agriculture was the dominant activity in Grantham for the first hundred years. Hilltops and hillsides were widely cleared for farming with a dispersed agrarian land use pattern. The first settlement on the western side of Croydon Mountain, near the modern village of Meriden in what is now the town of Plainfield. After 1870, much of the nation's agriculture moved westward and other forms of commerce became important here. Grantham's development began to focus in the valley, near the present village area, utilizing waterpower for mills to service its lumber industry. Large scale lumber operations were conducted until the 1920s in several areas, including the land now occupied by Eastman Community Association.

Regional economic trends in the last century have resulted in a rise in predominantly service and manufacturing industries and an overall decline in the historically significant agricultural economy. In 1870, the town had 9,445 acres under cultivation. By 1953, prior to the growth of recent decades, only 1,030 acres were in agricultural use. Currently, active farming is practically nonexistent and much of past farmland has been developed for other uses or is inactive.

Transportation corridors in the past were limited to Croydon Turnpike, the roads to Springfield, and what is the present NH Route 10. Because Grantham was not on a railroad or a navigable river the town was slow in developing. This changed with the construction of Interstate 89 in the 1960s; providing easy access for residents to regional employment centers, easier access to the region in general from other parts of the Northeast, and modest opportunities for commercial development. In particular, the aesthetic value and recreation opportunities provided by

Grantham's hills, forests, and ponds continue to attract year-round and seasonal residential development today.

The advent of Interstate 89 (and I-91 in Vermont) led to a boom in the Hanover-Lebanon area, and in turn brought dramatic growth and change to Grantham. From 1980 to 2000, Grantham experienced more growth than in any other 20-year period in its history. During those years, the decennial population growth was over 70% for each decade. As detailed in the Community Demographics Chapter the community's population growth continues to outpace regional and statewide population growth rates.

THE MASTER PLAN PROCESS

As stated in New Hampshire statutes, RSA 674:2 I, " The purpose of the master plan is to set down as clearly and practically as possible the best and most appropriate future development of the area under the jurisdiction of the planning board, to aid the board in designing ordinances that result in preserving and enhancing the unique quality of life and culture of New Hampshire, and to guide the board in the performance of its other duties in a manner that achieves the principles of smart growth, sound planning, and wise resource protection. "

The preparation of the Master Plan is one of the major responsibilities of the Planning Board (RSA 674:1), and it should serve as an aid to the Planning Board in the performance of its other duties (RSA 674:2). The board may elect to undertake the job itself, or it may engage professional or other assistance in completing some or all of the planning elements. In Grantham, the procedure that has been followed involved the creation of a separate Master Plan Committee, responsible to the Planning Board, to carry out preparation of a draft Master Plan for the board's consideration. This committee was composed of volunteers and continued to be of service to the board until the Master Plan was adopted.

The Master Plan is both a reference and policy document. It should contain appropriate text and supporting maps or charts to present the recommendations of the Planning Board, plus it should offer guidelines for other community decision makers, including Grantham's citizens convened as the town's legislative body at Town Meeting. The plan should be the most complete source of information about current conditions and trends within the town.

Content of the Master Plan

As set forth in RSA 674:2, "The Master Plan shall be a set of statements and land use and development principles for the municipality with such accompanying maps, diagrams, charts and descriptions as to give legal standing to the implementation ordinances and other measures of the Planning Board.... Each section of the Master Plan shall be consistent with the others in its

implementation of the Vision section.... The Master Plan shall include, at a minimum, the following required sections: ... a Vision section ... (and) a Land Use section ..."

These required sections are present in this Master Plan as Chapters I and IV.

RSA 674:2 lists other sections that may be included in the Master Plan, including Natural Resources (Chapter III), Transportation (Chapter V), Utilities and Public Services (Chapter VI), Community Facilities (Chapters VII and VIII), Cultural, Historic, and Recreation Resources (Chapter XI), and Implementation (Chapter X). In addition, this Master Plan provides an early section entitled Demographics (Chapter II), since the makeup and growth trends of Grantham's population are key elements in arriving at the content of the Master Plan.

RSA 674:3-III calls for the Planning Board to solicit public comments regarding the future growth of the town, in order to involve Grantham's citizens in the preparation of the Master Plan in a way most appropriate for the town. This has been accomplished by means of the Community Survey (Appendix A).

Adoption of the Master Plan

The Master Plan is adopted or amended by a majority vote of the Planning Board, after one or more public hearings (RSA 674:4). The Master Plan is prerequisite to development of a Capital Improvements Program (RSA 674:5), which the Town has and updates annually, and adoption of a Zoning Ordinance (RSA 674:18). The Grantham Zoning Ordinance has existed since 1990 (enacted as a result of the 1985 Master Plan) and it is amended, as needed, by vote at Town Meeting.

Copies of the adopted Master Plan must be filed with the Town Clerk (RSA 676:6, II) and with the NH Office of Energy and Planning (675:9). The frequency of amending or updating the Master Plan is addressed in RSA 674:3, II, where revisions to the plan are "... recommended every 5 to 10 years."

Implementation

Without implementation, the Master Plan has no value. Thus the success of the Master Plan in shaping future growth patterns and in influencing public policy decisions depends on the degree to which the plan is actually carried out by those responsible for its implementation. The last section of the plan (Implementation & Action Plan) consists of recommendations considered necessary to assure that the plan is carried out. These recommendations include amendments to the Zoning Ordinance, Subdivision Regulations, and Site Plan Review Regulations, plus continued maintenance of the Capital Improvements Program.

Amended codes and ordinances are not the only means available to implement this Master Plan. Other actions (e.g. land acquisition, construction or improvement of roads and public facilities, controlling road access, provision of public water sources for fire protection, and protection of groundwater resources against the distant possibility of a public domestic water supply) play a part in bringing about the vision of the Master Plan. Education related to these topics, and the vision of Grantham as a whole, are key components in implementation.

Vision Chapter

COMMUNITY VISION

The essential purpose of the Master Plan is to express a vision for the future of Grantham. In particular, as guided by New Hampshire statutes, RSA 674:2, this vision tries to encompass the next ten years. In reality, however, what is done (or not done) to plan for the next ten years, and the resulting tangible changes that occur in the town over that ten-year period, will affect Grantham much farther into the future.

It should be recognized that the rate of development (principally residential) in Grantham has been very high in years past; however, this rapid development has slowed in recent years.

Development of any kind, once accomplished, is not easily reversed. Moreover, decisions made in the near future (such as those regarding public education, infrastructure investments, and conservation and preservation efforts) will contribute to what Grantham will be like as a community in the years to come. Thus the desired character of Grantham in the future is to be determined in several different ways—for example, by recognition of widely held community aspirations, by increased participation in town affairs, by administrative action, and by the adoption or amendment of carefully prepared plans and regulatory controls.

The views, hopes, and concerns of the town's residents and property owners have been expressed in responses to the Community Survey conducted in 2016. There have been the efforts of the Master Plan Committee members—to listen, identify, record, consider, and express the ideas that constitute this Master Plan. All of these contribute to the vision for the future of the Town of Grantham expressed here.

This chapter may be viewed as an executive summary of the essential elements of the Master Plan. Accordingly, greater detail on all the vision statements will be found in the remainder of the document.

The Master Plan envisions the continuation of Grantham's current attractiveness as a residential community, linked mainly to the commercial and employment centers of the Upper Valley and communities to the south. It is not anticipated that Grantham will develop an extensive employment, commercial, or industrial base to compete with those areas. Any commercial and industrial development that occurs in the appropriate zones should be done in harmony with the rural character to maintain the village aesthetic and overall quality of life in Grantham.

Grantham should strive to guide the inevitable pressures of development to retain the largely rural residential character it has now. The following key actions point toward, and further define, this vision for Grantham's future:

Overall, the Town of Grantham may:

- Aim to preserve its small town atmosphere and rural character, for example, uncrowded living conditions, peace and quiet, low traffic speeds and volumes, while providing housing and business opportunities to attract a wide variety of residents to Grantham.
- Place careful emphasis on protecting woods and fields, streams and ponds, ridges and hilltops, and seek opportunities to provide playing fields, parks, and recreational trails.
- Maintain an integrated Capital Improvements Program covering all facilities and functions of the Town of Grantham and the Grantham Village School. By maintaining a strong CIP the Planning Board may opt to utilize impact fees in the future.
- Welcome new businesses and industry to town that support the vision of maintaining the rural character of Grantham.
- Encourage the participation of town citizens in the town's and school's budgetary process and to serve town and school boards and committees.

Regarding growth and land use, Grantham may:

- Continually assess the zoning categories and boundaries to ensure that they foster the vision to maintain the rural character of Grantham.
- Encourage the continuing existence of open space, farm lands, and forests.
- Educate the community on the costs/benefits of preserving and conserving open spaces in Grantham.

In the area of housing and residential development, Grantham may:

- Recognize that Grantham is mainly made up of single-family residences, and that they should continue to be allowed in any of the rural/residential districts throughout the town.
- Support community interest in senior housing in any district.
- Provide the opportunity for diverse housing options for a citizen population of widely varied age and financial affordability.

Regarding commercial and industrial development, Grantham may:

- Restrict commercial or industrial growth to the zones appropriate for that use; discourage the existence of nonresidential uses in residential zones that are incompatible with residential uses.
- Reinforce the commercial/industrial zones to enhance the viability, profitability, property values, and assessed values of the properties, so they will be successful and sustained contributors to the town's tax base.
- Encourage activities designed to meet local needs, such as medical and professional offices, banks, personal services, restaurants, and small, specialized retail establishments; encourage activities that make local farm products available to the public; and among additional commercial and industrial uses that support and maintain the vision of rural character.

- Discourage activities in any zone that generate high traffic, noise, or pollutants, and are of a scale that overwhelms the character of the town. Development should be encouraged to be designed to standards in keeping with the scale, architecture and development patterns of the surrounding community character. Development standards should be determined by the Planning Board.

In the areas of transportation, roads, and sidewalks, Grantham may:

- To avoid destruction of the central village's character, retain NH Route 10 through the central village area as a two-lane, low-speed-limit main street, working with New Hampshire Department of Transportation (NHDOT) to provide traffic calming measures as needed, and provide safe vehicular and pedestrian passage for all Grantham residents and visitors.
- Provide a second access to the Grantham Village School, to provide safe and adequate egress in an emergency.
- Consider providing sidewalks and crosswalks in the central village area, to link the Dunbar Free Library, the new Grantham Municipal Complex, the Grantham Village School, the Post Office, the Fire Station, and Sawyer Brook Plaza.
- Consider the creation of bike lanes located to provide alternatives to portions of the road system.
- Consider resident needs with paving plans for town (public) roads, providing justification for each paving project.
- Consider the creation of bike lanes and pedestrian amenities to the recreation fields.

Considering community services and facilities, Grantham may:

- Upgrade the FAST Squad to an ambulance service qualified to transport victims to local hospitals.
- All town departments should continually review needs and procedures in regards to emergency preparedness and response.

To provide stewardship for natural resources and serve the needs of conservation, Grantham may:

- Pursue a variety of measures that will conserve and protect scenic natural resources, natural areas, wetlands, and surface and ground waters.
- Maintain intervening open spaces and green space links between the several current neighborhoods and built environments of town, with emphasis on maintaining and conserving large, interconnected, unfragmented areas.
- Encourage the conservation of forest and agricultural lands.
- Seek opportunities to acquire lands or obtain easements to conserve rural character, to provide for conservation and recreation activities, and to maintain scenic views.
- Provide adequate means for Grantham Administrators (Code Officer, Planning Board, Zoning Board of Adjustment, etc.) to monitor and enforce local and state ordinances.

For the sake of recreational, cultural, and historic resources, Grantham may:

- Investigate the feasibility of creating recreational bicycle paths, hiking trails, and cross-country ski trails, not associated with roadways.
- Encourage a cooperative effort between the many local recreational and cultural organizations (Conservation Commission, Rec. Dept., Snowmobile Club, Eastman, Historical Society, etc.) to identify a trails network and design maps of the network.
- Actively promote the identification and conservation of Grantham's historic resources.
- Encourage the utilization and growth of town recreation facilities and programs.

Community Demographics Chapter

DEMOGRAPHICS

The Town of Grantham, located in northern Sullivan County, was incorporated in 1767. The population density in 2010 was 106 persons per square mile. Comparatively, Lebanon has the highest population density at 317 persons per square mile, Newport has 149 persons per square mile and Springfield has 33 persons per square mile. Grantham covers 28 square miles, with 0.9 square mile of inland water. The official elevation is 962 feet.

The town is primarily a rural community, served by Interstate 89 and NH Routes 10 and 114. Additionally, Grantham benefits from easy access to other regional and state highways: US Routes 4 and 5, NH Routes 11 and 103, and Interstate 91. The town lies within the Upper Valley Lake Sunapee Region, a state-designated planning and economic development area. For the purpose of tourism promotion, the area is known as the Dartmouth-Lake Sunapee Region.

Population

From 2000 to 2010, Grantham experienced a 38% population growth rate, increasing by 818 residents, for a total of 2,985. This growth was the second highest percentage increase among the incorporated cities and towns in Sullivan County just behind Springfield. This population growth rate was considerably higher than the population growth rates for Sullivan County (8.1%) and the state as a whole (4.1%). The 2020 population is estimated to be almost 3,800, suggesting the 2010 to 2020 population growth rate (26%) will continue to outpace county and state population growth, though long-term projected population growth rates will continue to decline statewide. By comparison, the nearby towns of Enfield and Plainfield are anticipated to see growth rates of .8% and .5%, respectively, between 2010 and 2020. It is unlikely Grantham's future population growth will match these historic rates. With historic growth rates being used to calculate the future growth rates, it is recommended that population projections and growth rates be updated regularly as more realistic data is obtained.

The first table on the following page shows Grantham's historical population trends from 1980 to 2010, along with data for the county and the state. Overall, population growth rates will slow in the next 20 years to a more gradual rate.

The age cohort data for Grantham residents from 2000 to 2010, shown in the second table on the following page, indicate a significant growth in all but one age category (25-34 years old). In particular, the table indicates that the age cohort of residents 65 and older grew 32.7% during this period. The trend overall indicates continued future growth of the age 65+ population in Grantham as well as Sullivan County and the State. Data for 1980 are less detailed, but are shown for reference.

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The future age distribution in Grantham will be affected by a transient population composed of professionals receiving degrees or training at Dartmouth College, Dartmouth-Hitchcock Medical Center, and other regional institutions. While it is unclear the degree of influence by this transient population, demographically it is generally composed of individuals, couples, and families in their 20s and 30s.

The final table on the following page contains population projections through 2040. These projections indicate Grantham's rapid growth will lessen after 2020. Statewide demographic analyses indicate this trend will be consistent among New Hampshire communities, due to an aging population, limited migration into the state, and lower birth rates.

TOTAL POPULATION			
	<i>Population</i>	<i>#Change</i>	<i>% Change</i>
<u>Town of Grantham</u>			
1980	704		
1990	1,247	543	77%
2000	2,167	920	74%
2010	2,985	818	38%
<u>Sullivan County</u>			
1980	36,063		
1990	38,592	2,529	7%
2000	40,458	1,866	4.8%
2010	43,742	3,284	8.1%
<u>State of New Hampshire</u>			
1980	920,610		
1990	1,109,252	188,642	20.4%
2000	1,235,786	126,534	11.4%
2010	1,316,470	50,684	4.10%

AGE COHORT DATA					
<i>Age</i>	<i>Size of Cohort</i>				<i>% Change 2000 to 2010</i>
	<i>1980</i>	<i>1990</i>	<i>2000</i>	<i>2010</i>	
0-4	42	75	107	167	56.1%
5-9	571	65	126	197	56.4%
10-14		70	120	175	45.8%
15-19		62	96	129	34.4%
20-24		50	46	63	37.0%
25-34		142	230	239	3.9%
35-44		208	328	432	31.7%
45-54		145	339	468	38.0%
55-59		74	154	257	66.9%
60-64		117	150	235	56.7%
65+		91	239	471	625
Total	704	1,247	2,167	2,985	37.8%

Population Projections

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Subdivision	2010 Census	2015*	2020	2025	2030	2035	2040
Grantham	2,985	3,364	3,772	3,868	3,967	4,040	4,084
Sullivan Cty	43,742	44,511	45,492	46,650	47,840	48,724	49,249
State of NH	1,316,470	1,330,834	1,359,835	1,388,884	1,412,041	1,425,357	1,427,098

* Based on demographic projections from NH Office of Energy and Planning.

Population Growth

A community's population changes based on three basic demographic conditions: a) individuals and families moving in/out (migration), b) new births (fertility), c) deaths (mortality). Secondary factors affect the above including overall existing demographic characteristics (e.g. number of young families, older adults, etc.) and attractiveness for new residents (e.g. available housing, cost of living, employment opportunities, etc.).

The picture of Grantham's population is made more complete by data concerning households and persons per household, as presented below, with county and state data for comparison. Total housing units increased by nearly three times from 1980 to 2010. Overall, occupied housing units increased from approximately 40% to 71% and seasonal/recreational housing units decreased from 58% to 27% of the overall housing stock. At the same time, the ratio of rental units to total occupied units remained approximately 11% to 13% between 1990 and 2010.

HOUSEHOLDS AND PERSONS PER HOUSEHOLD			
	<i># Households</i>	<i>% Change</i>	<i>Persons/H'hold</i>
<u>Town of Grantham</u>			
1980	264		2.7
1990	494	87.1%	2.5
2000	924	87.0%	2.3
2010	1,249	35.0%	2.4
<u>Sullivan County</u>			
1980	13,239		2.7
1990	14,873	12.3%	2.6
2000	16,530	11.1%	2.4
2010	18,126	9.7%	2.4
<u>State of New Hampshire</u>			
1980	323,493		2.8
1990	411,186	27.1%	2.7
2000	474,606	15.4%	2.6
2010	518,973	9.3%	2.5

HOUSING UNIT TRENDS 1980-2010

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	<i>Total Units</i>	<i>Owner Occupied</i>	<i>Renter Occupied</i>	<i>Recreational / Seasonal</i>	<i>Vacant / Other</i>
1980	653	264		382	7
1990	1289	430	64	721	74
2000	1513	819	105	533	56
2010	1773	1094	155	475	49

Since 2010, Grantham has issued an increasing number of building permits as compared with the economic recession of 2008-2010. The increases in building permits for new homes, plus the historic conversion of seasonal residences to full-time residences, have placed pressure on town services. New home building permit information for 2009 to 2015 is as follows:

GRANTHAM BUILDING PERMITS	
2009-2015	
<i>Year</i>	<i>Number of New Home</i>
2009	6
2010	3
2011	7
2012	3
2013	5
2014	6
2015	9
2016	5

The 2013 Census American Community Survey (ACS) estimates 170 Grantham dwellings (16.1%) were occupied by a household which had moved into its house during the previous fifteen months (January 2011 through March 2013). In addition, 447 dwellings (42.3%) were occupied by a household which had moved in between 2000-2009. Thus, even though there are many long-term residents in Grantham, turnover does occur and is quite vigorous. From 1980 to 2010, the population density has increased from 44.5 to 106 persons /square mile or 238%.

In 2013, Grantham’s median house value was \$313,000. There has been significant appreciation in house values in the last four years, as well as new house construction focused largely on the

higher-valued portion of the market. The real estate market asking-price range for Grantham homes offered for sale in 2013 ran from a low of \$75,000 to \$699,000. The preponderance of upper-price-range homes falls in the \$300,000 – \$400,000 range.

Factors Affecting Population Growth

There are some apparent factors to Grantham's above-average population growth trends. Population can be calculated by evaluating the local birth rate (fertility), death rate (mortality), and individuals moving into or away from the community. These three factors determine population growth. There is no evidence that Grantham's fertility or mortality rates are different from other regional communities, which then leads to immigration of individuals and families as the principal driver of these population trends. The Town's location along I-89 between the Lebanon-Hanover and New London-Lake Sunapee labor market areas make it an attractive community for the region's workforce. Regional transportation access and the creation of Eastman Community Association are two principal factors in Grantham's significant population growth rates. Additionally, the conversion of many Eastman homes and condos from seasonal residences to full-time homes has added to the population growth. The former factor, along with continued growth and development in the region, will impose more development pressures on the community over time. The community anticipates that growth, which has slowed considerably over the last 10 years, will continue to be much slower than the previous high growth rates.

The 2012 Upper Valley Housing Needs Assessment states, "... the Lebanon-Hartford labor market area has exhibited strong economic growth during the last decade, which has generated a housing shortage and created a pronounced housing affordability crunch...." The study further indicates that the Upper Valley Lake Sunapee Region should expect job and household growth to remain strong in the next ten years, thus generating a need to build an additional number of units equaling 68% of the region's current inventory. The demands for housing in the Lebanon-Hartford area will very likely spill into Grantham, based on the town's favorable attributes given above.

Grantham's Character and Environment

Grantham residents are clear in the 2016 Community Survey that rural character and a quiet environment are essential to their quality of life, and that future town planning should reflect this view. The survey reported 43% and 33% of responders equated the woods and quiet environment with the rural character, respectively.

Population growth trends are among the principal factors to consider in Master Plan vision for future land use. Significant changes in population will affect the demand for community and commercial services, required infrastructure, and likely impacts on the landscape and natural resources.

Local Economy

Local Employers

The largest employers within Grantham are Eastman Community Association (recreation facility management and maintenance), Yankee Barn Homes, Inc. (pre-engineered, prefabricated home and building structures), Evarts Lumber (lumber yard) and Rum Brook Market (grocery store, deli, gas station).

Home-Based or Cottage Industries

In 2010 9% of employed Grantham workers conducted their trade, profession, or business out of their homes. Internet businesses, telecommuting, and local service businesses enjoy the benefits of an excellent road transportation system, package delivery and shipping services, plus the availability of high-speed communication linkages.

Lebanon-Hartford Labor Market Area

The leading employers of the area are Dartmouth College and the Dartmouth-Hitchcock Medical Center. These two institutions are the largest area employers providing over 10,000 jobs. Other major employers are Timken Aerospace, Hypertherm, Fujifilm Dimatix, Novo Nordisk, the VA Hospital, and the US Army Cold Regions Research and Engineering Laboratory. Various high-tech, retail sales and service establishments and professional offices form the employment base in Lebanon, West Lebanon, Hanover, and White River Junction.

The 2010 Census indicates that, of the Grantham residents who commute to work, 68% have a commute between 15 and 29 minutes. Presumably, a significant portion of those individuals are commuting to the Lebanon-Hartford market area. The labor market economy in Lebanon-Hartford is strong, and the labor supply is tight. The New Hampshire unemployment rate was 2.7% in February 2016; Vermont's rate was 3.4%. The unemployment rate for Grantham in February 2016 was 2.2%.

New London and Lake Sunapee Labor Market Area

Among a wide range of smaller scale retail sales and service establishments, professional offices, and light manufacturing, New London Hospital, Colby–Sawyer College and the recreational enterprises and facilities in the New London and Lake Sunapee area provide a secondary labor market area for Grantham.

Education and Income Levels

The education level of the adult population of Grantham, based on the 2010 US Census, is summarized as follows:

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EDUCATION LEVEL	% POPULATION
High School or higher	95.7%
Bachelors Degree or higher	57.8%
Graduate or Professional degree	26.8%

The income levels of Grantham households (based on 1,056 occupied households), as surveyed in 2013 American Community Survey, are portrayed below:

INCOME	# HOUSEHOLDS	% POPULATION
Less than \$10,000	8	.8%
\$10,000 to 14,999	17	1.6%
\$15,000 to 24,999	11	1%
\$25,000 to 34,999	26	2.5%
\$35,000 to 49,999	121	11.5%
\$50,000 to 74,999	195	18.5%
\$75,000 to 99,999	175	16.6%
\$100,000 to 149,999	297	28.1%
\$150,000 to 199,999	89	8.4%
\$200,000 or more	117	11.1%
Poverty Status	95	0.9%
Median Household Income: \$96,810		

The sources used for the data appearing in this chapter include:

- US Census Bureau (decennial census, American Community Survey)
- Upper Valley Housing Needs Analysis, February 2012

- Upper Valley Lake Sunapee Regional Plan, 2014
- Economic & Labor Market Information Bureau, NH Department of Employment Security, 2014
- New England School Development Council (NESDC) Report (Tables 1–5), prepared for Grantham School District, 2014

Minor inconsistencies in data are due to the variety of sources.

Natural Resources Chapter

NATURAL RESOURCES

Introduction

The natural resources found in Grantham shape who we are as a community and play a major role in creating our sense of place. The natural resources around us—the geology, soils, ground and surface waters, forest communities, wildlife, clean air, and scenic resources—have a fundamental influence on our development as a town. These resources pose both constraints and opportunities for development, requiring both conservation and wise utilization, so that a balance is reached between continuing benefit and reasonable use.

A sound, thorough, and objective approach must be used in making decisions affecting our natural resources—an approach that understands the resources we have, and how we should manage and maintain them—while carrying out the task of planning and guiding Grantham’s future growth and development. Recommendations in this chapter recognize the importance of the town’s natural resource heritage, in the belief that they form the vital foundation providing Grantham’s quality of life. Thus, growth and development of the town may be governed by the land’s capability or limitations in supporting that development.

Community Values

The 2016 Community Survey posed a variety of questions to give community members the opportunity to share their opinions about Grantham’s natural resources. The following bullets summarize community attitudes on the topic:

- Survey respondents were asked to rank certain community characteristics by preference. Of those who answered this question 17% ranked “natural environment” as their top choice with 32% and 24% ranking it as their second and third choice, respectively.
- When asked about the community’s ‘rural character’ three of the five most popular responses were: woods (43%), undeveloped spaces (35%), and scenic views (24%).
- Respondents voiced strong support for the Town to promote land conservation (84% agreed) and many supported the idea of community tax dollars being used to protect areas of important groundwater resources (76%), wildlife habitat (73%), surface water resources (67%), scenic views (52%), and agricultural lands and open fields (48%).
- Open responses (general comments) surrounding natural resources generally celebrated the natural beauty of the Town and access to open spaces for recreation.
- A strong majority of respondents favor the Town encouraging development that minimizes impacts to natural resources.
- With the close proximity of I-89 to the village center and many homes, it is increasingly a concern to residents regarding both environmental and noise pollution. When asked in the community survey whether this Master Plan should address the environmental impacts of I-89, including noise, salt and other pollutants on water resources, 81% responded that it was a very important issue to be addressed.

Relevant Master Plan Maps

To aid in understanding the following discussion, it may be useful to consult the maps developed for the Master Plan (found throughout this document):

- Town of Grantham Natural Resources Map – Soils, Aquifers, and Floodplains: Illustration of various well-documented natural resources in the community.
- Town of Grantham Wildlife Action Plan Habitat Tiers: Presentation of the mapping analysis of wildlife habitats conducted by the New Hampshire Fish and Game Department as part of the 2015 Wildlife Action Plan.
- Town of Grantham 2016 Open Space Inventory: Prepared by the Grantham Open Space Committee depicting large parcels (greater than 10 acres) and land use restrictions.

Existing Natural Resources

Topography

The Town's landscape, hills, ridgelines, and slopes, have a major influence on residents' sense of place. Croydon Mountain on the west is the dominant feature. To the north there are the numerous hills and ridges sloping upward to Snow Mountain in Plainfield and Prospect Hill in Enfield. South of these is the east-west ridgeline joining Sargent Hill with Croydon Mountain, plus Howe Hill and the varied terrain of Eastman. West of the village, Dunbar Hill is well known, and in the southeast is the large upland area whose higher points are Willow Peak (Sherman Hill) and Barton Hill/Lovers Leap Ledge. The views of these geographical features are among Grantham's most important scenic resources.

Significant areas of steep slopes are found in Grantham. The largest areas of steep slopes are found on Croydon Mountain in the Blue Mountain Forest Association's Corbin Park, and following the east-west ridgeline from Croydon Mountain to Sargent Hill. Other steep areas are found around Willow Peak (Sherman Hill) and Barton Hill/Lovers Leap Ledge in the southeast corner of town, along both sides of I-89 in the northern part of town, and throughout town along other ridgelines and hillsides.

Soils

Soil resources are the collection of the top layer of earth that supports vegetation, generally a highly organic mixture of humus with sand, silt, or clay. These resources are finite in quantity and contribute vitally to water quality and land productivity. Soils are an important natural resource, since the soil properties of depth, permeability, wetness, slope, and susceptibility to erosion define the land's capability to support development, agriculture, and forestation. The uses of soil may be determined by their physical properties and their suitability to support

proposed uses over their current use. For instance, prime agricultural soils, poorly drained soils, and erodible/steep slopes are good examples of soils that are not best suited for development.

The Soil Conservation Service has classified Grantham's soils into the following three groups:

- **Colton-Adams-Rumney** Found in the Bog Brook area in the eastern part of town, these soils can be excessively drained or poorly drained; they are loamy and sandy soils formed in glacial outwash deposits.
- **Monadnock-Lyman-Rock Outcrop** Found along the western boundary of town and east along the hillsides to Sargent Hill, these are loamy soils formed in glacial till and can be well-drained or somewhat excessively drained.
- **Monadnock-Marlow-Hermon** The bulk of the town's soils fall into this category-loamy and sandy soils formed in glacial till that can be well-drained or excessively drained.

According to Soil Conservation Service data, Grantham has only 245 acres of prime agricultural soils and another 1,097 acres of good agricultural soils. Grantham's agricultural soils are located mainly in the area of the Eastman golf course, the Sugar River corridor, the Dunbar Hill area, and a portion of Howe Hill now part of Eastman. Careful thought needs to be given to the protection of agricultural soils and farmland (active or inactive) relative to the location of future development because it is unlikely developed land will be reclaimed for agricultural uses in the future.

Water Resources

Water resources are the naturally occurring components of the land that function to hold, store, move, and purify water. Examples are lakes, ponds, marshes, bogs, rivers, brooks, streams, flood plains, and aquifers. Collectively, these mutually vital hydrologic functions form a watershed.

Water resources are critical components of the functioning landscape of Grantham. They provide many benefits: flood storage capacity, wildlife habitat, scenic values, water supply for domestic and business uses, and recreational opportunities. They are completely vital for all life.

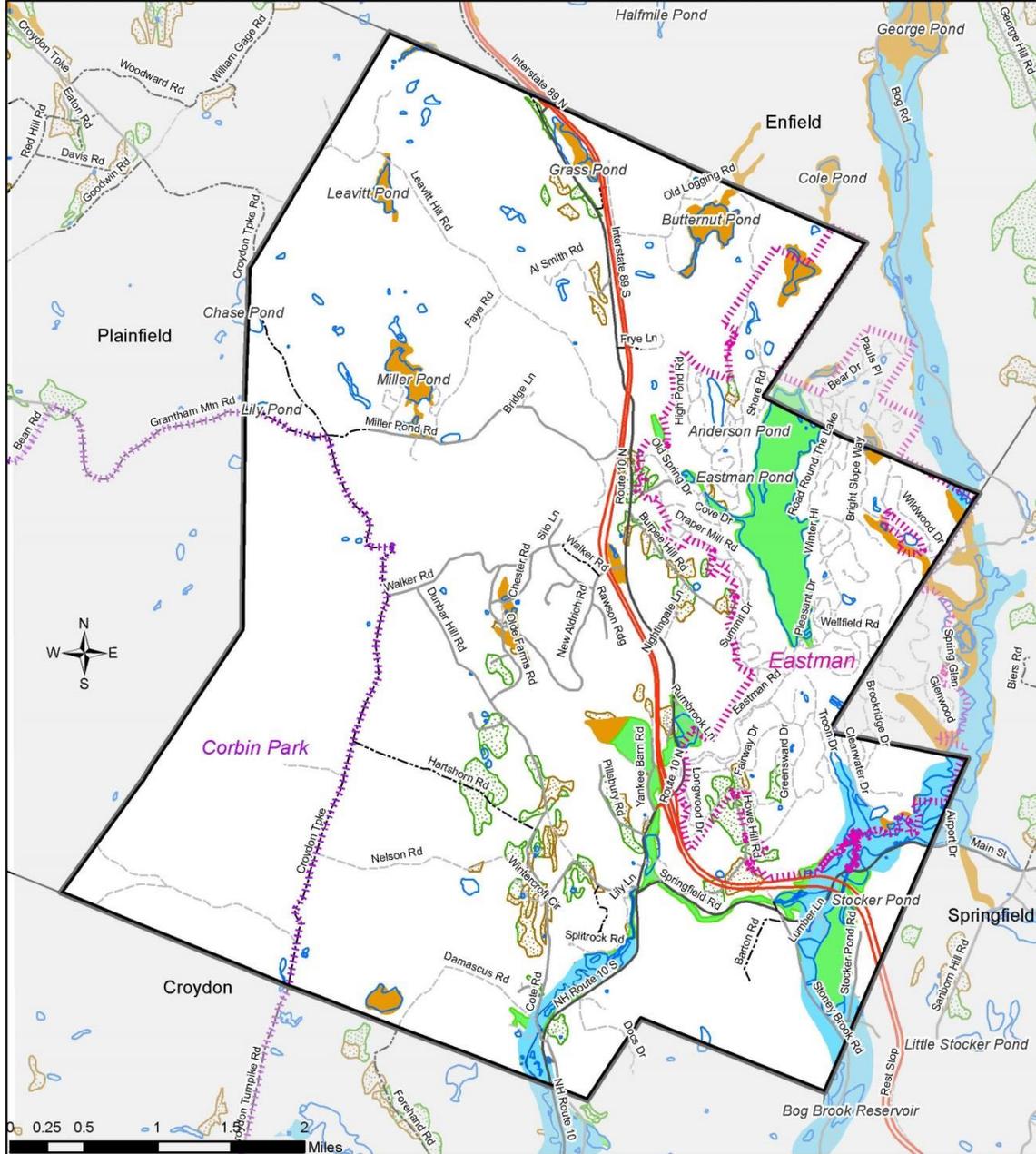
Prudent conservation of the town's water resources is accomplished by measures prohibiting impacts that damage the ability of these water resources to function as high quality components of the environment. Damaging impacts can result from a variety of human activities that take place within a watershed. Generally, the closer an activity is to the water resource, the greater its impact may be on the resource's ability to function. This is especially true for the placement of septic systems and activities that can lead to erosion and sedimentation, such as paved road runoff and removal of shoreline vegetation within and near riparian areas. The State of New Hampshire has issued a model Shoreland Protection Act which has been incorporated into Grantham's zoning ordinances. The Eastman Community Association's Environmental Control

Committee's by-laws also provide protection for the shorelines in Eastman, primarily through the regulation of vegetation clearing, lawn care, and construction.

The water resources we see—the ponds, marshes, and brooks—are key elements of Grantham's scenic resources, in addition to the other significance they have. All water resources are limited and irreplaceable, and they should be protected. Human activities involving land development need to be carefully controlled where water quality and function are threatened or impaired.

Town of Grantham, New Hampshire
Master Plan

Town of Grantham Natural Resources Map - Soils, Aquifers, and Floodplains



Map Features

 Corbin Park	 FEMA Floodplains	 Roads
 Eastman	 A, 100 year	 State
 Agricultural Soils	 AE, 100 year	 Local
 Prime	 Aquifers	 Private
 Statewide Importance	 Waterbodies	 Not Maintained

Data Sources: FEMA Floodplains 2014.
NH DOT Roads January 2016.
NH GRANIT Hydrography 2013.
NH GRANIT Aquifers 2008.
NH GRANIT Soils 2003.

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Lakes and Ponds

Grantham has eight major lakes and ponds. From largest to smallest they are Eastman Lake, Stocker Pond, Butternut Pond, Miller Pond, Leavitt Pond, Chase Pond, Anderson Pond, Lily Pond and Grass Pond. (A small northern part of Eastman Lake lies in Enfield, and the western 2/3 of Chase Pond is in Plainfield.) Collectively these major open waters compose 527 acres (as measured from US Geological Survey topographic maps), approximately 3% of the total area of the town. All but Stocker Pond are found in North Grantham.

Wetlands

Wetlands—marshes, bogs, forested wetlands, etc.—tend to be located where areas of poorly drained soils prevent rainfall from rapidly infiltrating the soil. In Grantham, much of the wetland communities are located along the brooks and rivers. Six major wetlands are found throughout town. From largest to smallest they are the Bog Brook area in East Grantham, the Sugar River floodplains south of the village center, Sturgis Swamps west of Dunbar Hill Road, Stroling Marsh north of Eastman Lake, Miller Marsh in the vicinity of Miller Pond, Grass Marsh surrounding Grass Pond in North Grantham, and Colby’s Meadows west of Miller Pond. Together these major wetlands make up 529 acres (per USGS maps), roughly the same amount of area as the lakes and ponds of the town.

Wetlands are both an important part of the hydrologic cycle and valuable wildlife habitat. Wetlands require diligent protection due to their value and fragility, since any nearby development activity could destroy a wetland as a functioning system through erosion, sedimentation, or other forms of pollution. Care must be taken to protect wetlands through a combination of state regulation and local protection, as well as buffer areas surrounding significant wetlands.

Rivers and Brooks

Rivers and brooks, the corridors in which water flows by gravity from one source to another, may simply be called water drainages. Due to Grantham’s varied terrain, many water drainages occur. In the east, Bog Brook along with Stocker Pond Brook forms the beginning of the North Branch Sugar River. Stony Brook in the north (also known as Grass Pond Brook) and the North Branch Sugar River together appear to define the main north-south valley of the town, but the actual relationships of the water drainages are not quite that straightforward. Stony Brook does not actually flow into the North Branch Sugar River, but rather joins Butternut Brook from the north at a point west of Eastman Lake, just before Butternut Brook empties into Eastman Lake. South (downstream) of Eastman Lake there is Eastman Brook joining Bog Brook flowing from the northeast. The major brooks of Skinner (also named Rum in its downstream portions), Sawyer (or Shaw-Sawyer), and Shedd (or Littlefield) all drain into the North Branch Sugar River from the west. Ash Swamp Brook in the southwestern corner of town also drains into the North Branch Sugar River from the west, after it leaves Grantham and enters Croydon. All of these major drainages total over 25 miles in length, as measured from USGS maps.

Floodplains

Due to its topography, Grantham has a limited amount of floodplain area. Flood storage capacity is provided primarily by Grantham's ponds and the Bog Brook wetland area. The main flood hazard areas significant to Grantham's development are along the lower end of the Skinner/Rum/Sawyer Brook drainage north of the village center and along the North Branch Sugar River south of the village.

Development in floodplains can lead to possible property damage and create a risk to health and safety. Development in a floodplain, such as an impermeable surface (e.g., a paved parking area), limits infiltration, accelerates runoff, and raises flood levels elsewhere. This process can extend the limits of the floodplain area. Grantham has already adopted regulations governing development activities in floodplains.

Aquifers and Groundwater

Aquifers are generally underground layers of unconsolidated mineral material—silt, sand, and gravel—that collect and hold great quantities of groundwater. Aquifer maps were prepared in the early 1990s by the NH Department of Environmental Services, Water Resources Division, in cooperation with the USGS. Two very important groundwater aquifers are located in Grantham. One is in the area of Stocker Pond and the vicinity of Bog Brook. The other follows a portion of the North Branch Sugar River and NH Route 10. These groundwater reserves are likely sources for substantial fresh water supplies in the future. Grantham does not require a public water supply at present. But this groundwater resource is limited and irreplaceable, and thus should be protected for the future, in case Grantham ever finds it both necessary and economically feasible to develop a public water supply.

Elsewhere in Grantham, groundwater is found in highly variable quantities in the cracks, joints, and fissures that occur naturally in the underlying bedrock. This groundwater source serves the water supply needs of most individual residences and business buildings outside of Eastman, by means of private wells.

Careful control of human activities that could pose threats to the quality of any groundwater (i.e., activities in areas surrounding significant wetlands and near ponds, rivers, and brooks) is essential.

Managing and Protecting Natural Resources

Forests

Forests are not only important for forest products, clean air and water, outdoor recreation, and wildlife habitat—forests also contribute to scenic values and sense of place. Most forest communities in Grantham are found on poorly drained soils, or on steep slopes with shallow-to-bedrock soils, where there is a high potential for erosion.

Generally speaking, owners of the existing forest cover in Grantham should be encouraged to conduct active professional forest management and have their forest lands enrolled in the Current Use Tax Program. Both actions are fundamental to insure that forests are compatible with rural character and preserve values that benefit everyone. Both private forestry and enrollment in Current Use can be accomplished through a combination of landowner education and local regulation.

Grantham is fortunate to have a large amount of town-owned open space forest land protected for the benefit of town residents. These properties total 546 acres and are composed of eight tracts. The largest of these town-owned properties is a 437 acre parcel, the “Town Forest,” located at the end of the Class VI section of Miller Pond Road in North Grantham.

The Town Forest is managed by the Grantham Conservation Commission with the past guidance of professional forest management. The objectives of this ownership are:

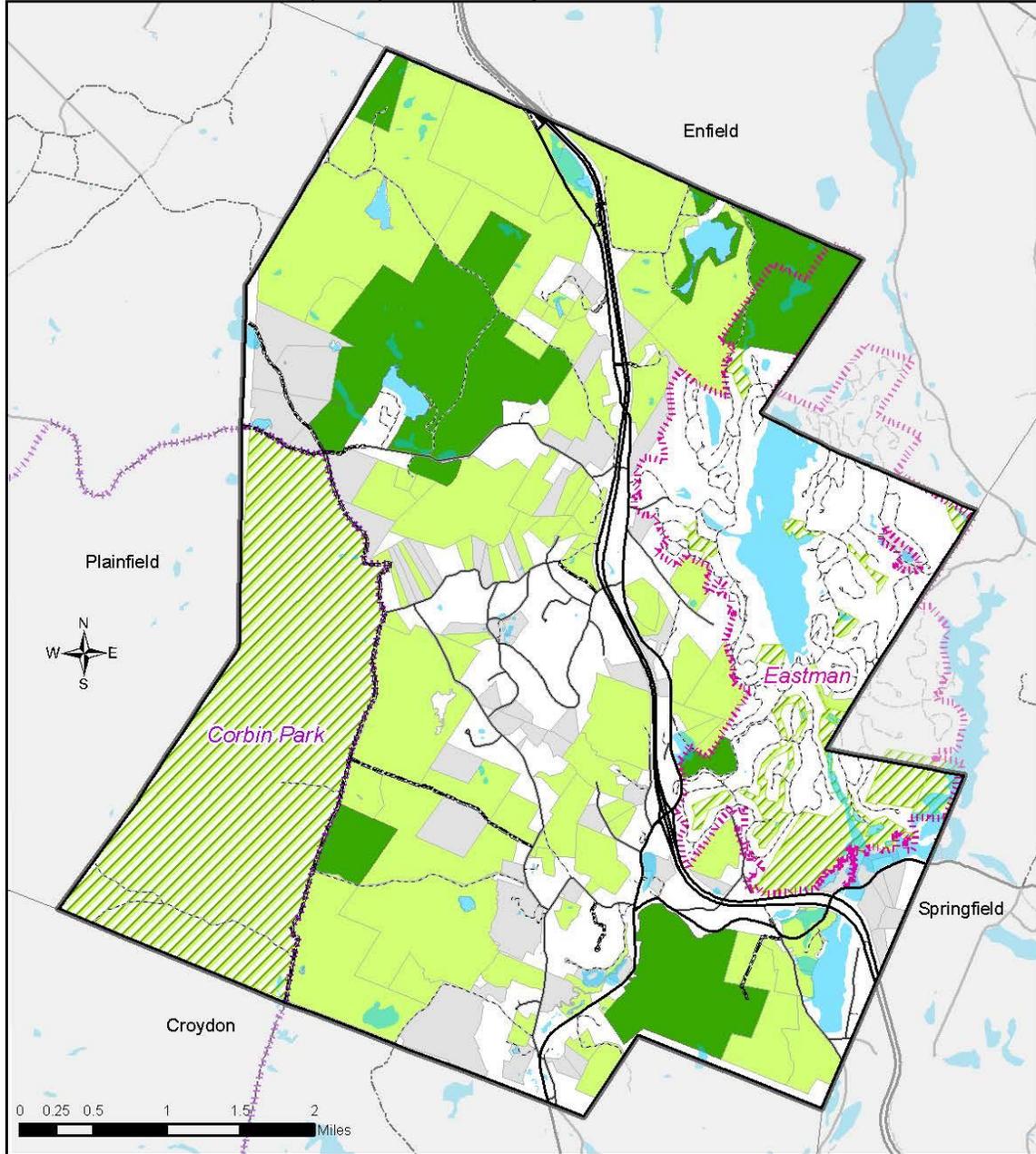
- Maintain and improve the quality and productivity of the woodland for both wildlife and timber resources.
- Provide natural education and recreation opportunities for the people of Grantham.
- Identify and protect features of special value and interest.
- Harvest forest products in a timely fashion, consistent with ownership objectives to provide income for the maintenance of the property and the benefit of the people of Grantham.

Being a rather large town-owned resource in a more remote area of town, and linking other conserved lands, the Conservation Commission should manage this property with exemplary forestry standards. This can also benefit residents by providing opportunities for forestry and conservation education. The ecological value of the open spaces is immense and their continued protection and conservation is vital to the natural resources of Grantham. Maintaining the diverse habitats of the open spaces is important to foster the continued prosperity of the various natural resources and wildlife. Below is a table and map with the results of the open space inventory.

Open Space Inventory							
Parcel Size(acres)	Number of Parcels	Total Acres	Average Size	% of Town Acreage	# with Covenants	Wooded Acreage	Non-Wooded Acreage
Over 100	20	7,980	399	46%	10	7,297	684
76-100	6	502	84	3%	3	436	66
51-75	14	889	64	5%	2	809	80
26-50	26	953	37	5%	5	855	98
25 and under	59	926	16	5%	19	703	223
Total	125	11,250	90	65%	39	10,100	1,151

Town of Grantham, New Hampshire
Master Plan

Town of Grantham 2016 Open Space Inventory



Legend

Map Features	Land Use Status (10+acre parcels)
Corbin Park	Conserved
Eastman	In Current Use
	Not in Current Use
	Conservation/Recreation Land, Not Protected

Data Sources: NH DOT Roads January 2016; NH GRANIT Hydrology 2013; O2016 Grantham Open Space Plan.

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This map was produced for planning purposes only.

Agricultural Land

Wildlife Resources

Deer Wintering Areas

A map of deer wintering areas developed by the NH Fish and Game Department shows only two significant areas in Grantham. One is east of Eastman Lake in Eastman, and the other lies between Eastman Lake and Butternut Pond. Other areas in which deer activity is prevalent are the land west of Cote and Dunbar Hill Roads extending to the Corbin Park fence (including Sturgis Swamps), and the land north of Miller Pond Road to the Enfield and Plainfield borders.

Other Wildlife

A rich variety of wildlife exists in Grantham, bringing both enjoyment and consternation, depending on whether the creatures are simply benignly being wild or are harming people, pets, or property. A complete listing would be too long for this document. However, two species deserve separate mention for their dramatic increases in recent decades.

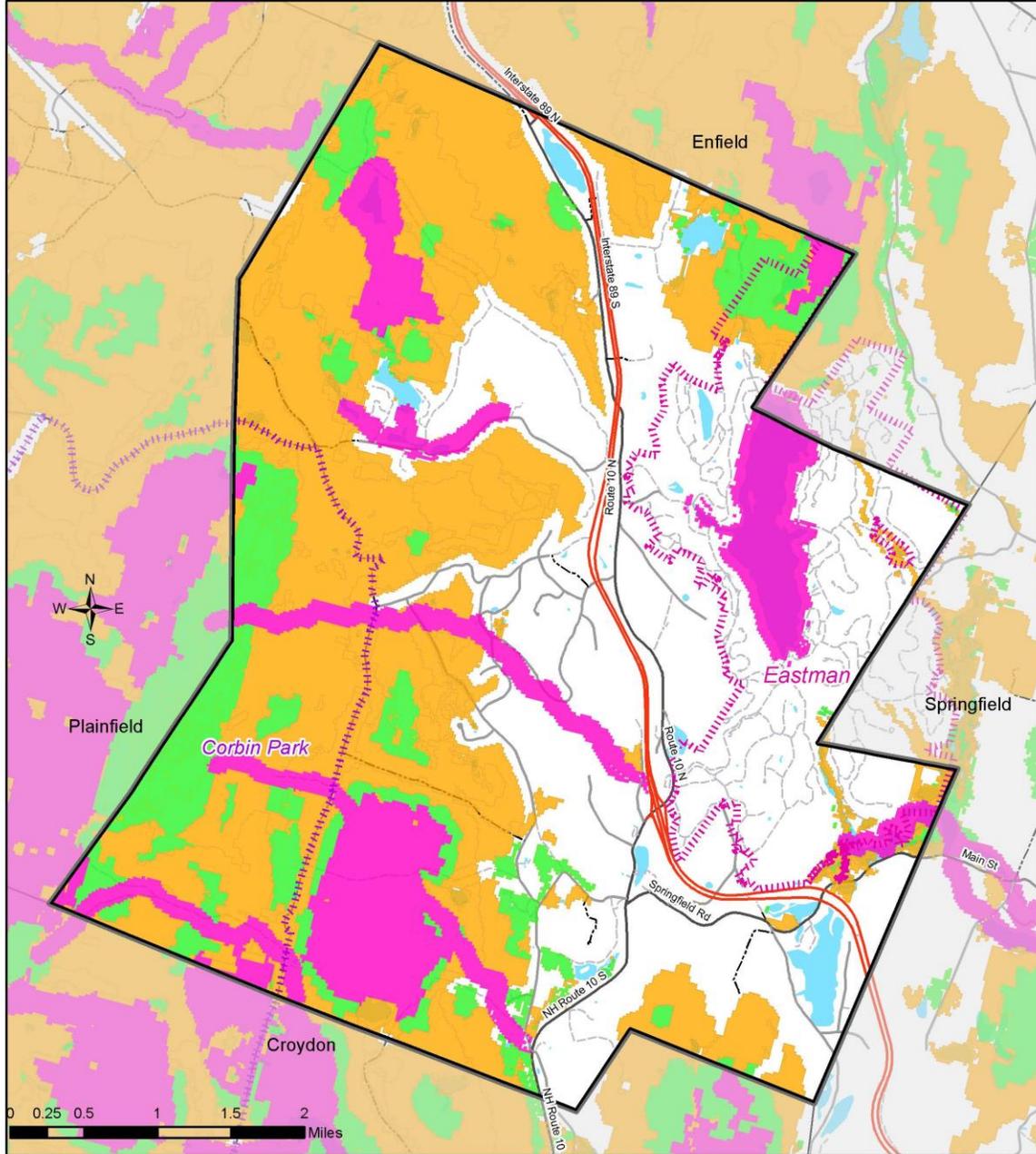
First, moose have become quite common over the last 30 years. For at least the prior 30 years moose were extremely rare here. The permit hunting program for moose now usually produces successful hunters in Grantham each year. A major concern regarding moose is the hazard presented to drivers, especially on I-89 where vehicle speeds are high enough that collisions with the animals may cause significant injury or death to motorists. The moose population is suffering from the diseases spread through the rampant population of ticks.

Most everyone has enjoyed seeing wild turkeys in Grantham, and this species too has gone from nonexistent to abundant in less than 15 years, thanks to a reintroduction program. To date there have not been many problems resulting from the turkeys' presence. However, they may eventually present a hazard to motorists if their flocking habits and slow movements lead drivers to lose control while trying to avoid collisions.

It is the less common species that provide thrills for the wildlife observer. Coyote, bobcat, bear, wild boar, fox, weasel, otter, mink, fisher, heron, eagle, osprey, Canada goose—all these and many more are seen from time to time in town.

Town of Grantham, New Hampshire
Master Plan

Town of Grantham Wildlife Action Plan Habitat Tiers



Legend

Wildlife Tier

- 1 Highest Ranked Habitat in New Hampshire
- 2 Highest Ranked Habitat in Biological Region
- 3 Supporting Landscapes

Map Features

- Corbin Park
- Eastman
- Waterbodies

Roads

- Interstate
- State
- Local
- Private
- Not Maintained

Data Sources: NH DOT Roads January 2016; NH GRANIT Hydrology 2013; Wildlife Action Plan update 2015.

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Map created by UVLSRPC 2016.

Goals

- Consider the natural resources of Grantham as irreplaceable assets, providing innumerable benefits (including the town's rural sense of place) and calling for responsible stewardship.
- Protect and conserve Grantham's natural and scenic resources, both privately and publicly owned, to uphold the health and function of these interconnected systems.
- Protect fragile environmental areas such as wetlands, aquifers, areas subject to flooding, and steep slopes.
- Prevent air and water pollution.

Recommendations

- Support the Grantham Conservation Commission to a) acquire, conserve, protect, and manage important open space areas and natural resources, and b) work cooperatively with the Society for the Protection of New Hampshire Forests (SPNHF), the Ausbon Sargent Land Preservation Trust (ASLPT), and similar groups to conserve additional conservation and open space lands where appropriate.
- Encourage the private use of deed restrictions and conservation easements as a method for protecting important open space areas and natural resources.
- Maintain intervening open spaces and green space links between the several current neighborhoods and built environments of town, with emphasis on maintaining and conserving large, interconnected, unfragmented areas.
- Evaluate current steep slopes regulations and update as needed for the protection of Grantham's steep slope areas.
- Protect Grantham's surface water by enforcing the setbacks between surface water and both structures and septic systems, consistent with standards established by NH DES.
- Support activities to protect groundwater quality: a) underground oil and gasoline tank removal, b) groundwater quality monitoring at the discontinued town landfill site, c) road salt use reduction, and d) encourage the proper handling and disposal of hazardous waste.
- Support strict enforcement of hazardous waste disposal regulations for commercial entities.

Land Use Chapter

LAND USE

Land use is determined by many factors. Among the most influential are culture, ownership, economics, regulation, physical characteristics, natural resources, etc. Each of these factors may offer both opportunities and limitations in how the land is used. The preceding chapters have discussed Grantham's demographics and natural resources at length, because these factors exert very strong and fundamental influences on land use. With the discussions of Grantham's population trends and natural resources as background, this chapter continues by addressing the following topics relating to the land:

- Today's land use patterns.
- Community desires indicated by results of the Community Survey.
- A statement of guiding policy with respect to land use regulation.
- Goals and recommendations for shaping of future land use patterns in Grantham.

Existing Land Use

The highest density of residential development is found clustered around the Grantham Village area, in the condominium areas of Eastman, and Grey Ledges. Medium and lower density residential development is found in the remainder of Eastman and in Olde Farms. In general, the residential development in the remainder of town is low in density. Residential development has spread along NH Route 10, Dunbar Hill Road, Springfield Road, and in the areas of Stocker Pond and Miller Pond Road. The evolution of the developments in Eastman and Olde Farms has continued the medium to low density pattern, particularly in Olde Farms.

The Eastman Community is comprised of land in three towns, Grantham, Enfield, and Springfield, but the great majority of Eastman is within Grantham. Lot annexations as well as the retirement of unbuildable lots have taken place to reduce the potential for developing all of the originally planned units. The part of Eastman that falls within Grantham covers approximately 2,624 acres. In addition to the built and buildable lots, roads, and common areas, this area includes most of Eastman Lake, and the 40-acre Eastman Forest. Considering only the Grantham portion of Eastman, as of late March 2017, the existing single-family dwellings numbered 987, with 336 existing condominium units and 119 remaining undeveloped lots.

The designs for new residential development, such as in Eastman, Olde Farms, and Gray Ledges, have generally sought to maintain the rural residential atmosphere.

Commercial and industrial uses involve only a small amount of Grantham's land area. Most commercial usage is located along NH Route 10 near its junction with I-89. A lumber mill/precision machine shop is located on the Springfield Road (NH Route 114), and a custom home manufacturing facility is located near the NH Route 10/I-89 interchange.

Despite the high population and commercial growth rate experienced over the past few decades, most of Grantham's land area remains forested. A large undeveloped corridor on the western side of town is formed by the Sherwood Forest conservation easement and the private lands north of Miller Pond, the Town Forest at Grantham Mountain Four Corners, and the privately owned Corbin Park preserve. In the northeastern part of town there is the Enfield Wildlife Management Area administered by the State of New Hampshire. A large swath of privately held undeveloped land exists between Dunbar Hill Road and the eastern border of Corbin Park. Most recently, the creation of the Reney Memorial Forest near the village center has added to the stock of land likely to remain undeveloped. These lands and surrounding lands which link two or more of them should be priorities for conservation.

Community Values

The Community Survey shows that residents of Grantham want to conserve the small town atmosphere, rural character, and open space. There is notable concern about too rapid residential development in town. Highlights of these views are summarized below:

- Residents value Grantham most for its small, quiet, uncrowded atmosphere in an unpolluted natural environment.
- Over the next 10 years residents want to see Grantham remain primarily a rural community, encouraging the continuing existence of open space, farm lands, and forests.
- There is recognition that Grantham is mainly made up of single-family residences, and that they should continue to be allowed in any residential zone throughout the town.
- Senior housing is supported in any residential district, but any proposed two-family or multifamily housing is preferred in the vicinity of the central village.
- Grantham's commercial/industrial zones should be hospitable to activities that will be successful and sustained contributors to the town's tax base, as well as provide essential services to residents.
- Activities in any zone that generate high traffic, noise, or pollutants, or are of a scale that overwhelms the character of the town, are to be discouraged

Land Use Regulation Policies

Grantham presently regulates the use of land by means of three regulatory mechanisms: the Zoning Ordinance, the Subdivision Regulations, and the Site Plan Review Regulations. As is common in most communities, Grantham's three regulatory devices are primarily founded on the concept of land as a commodity, i.e., an economic good that can be traded in commerce and be enhanced in economic value. Simultaneously, the desire is implicit in these regulatory devices to retain the rural and scenic nature of Grantham. The three sets of regulations, based on the town's Master Plan, have as their purposes the health, safety, prosperity, convenience, and general welfare of the community, as promulgated by New Hampshire statutes RSA 672—677. These purposes function to enhance the value of land, strengthening the concept of land as a commodity.

The subdivision regulations encourage uniform lots fronting on public or private roads, so that land can be divided into marketable units. Lot area requirements, yard dimension regulations, and permitted uses, as set forth in the zoning ordinance, create an envelope on each single lot that enables the owner to build, and assure potential buyers of the land's usability and value.

Grantham's land use regulations focus mainly on the impact of land use within specific lots or subdivisions, but not necessarily beyond these boundaries. However, the regulations do recognize the impact beyond lot boundaries in a broader sense, by aggregating different allowable uses into separate, clearly delineated districts (i.e. residential, business, etc.). Also, the zoning ordinances' special exception and variance procedures call for taking into account the impacts of a proposed use on the neighborhood. The site plan review regulations require examining the impacts of commercial and multifamily developments on their surroundings, but these regulations do not apply to single-family and two-family residential developments.

The commodity concept of land is essential, and it corresponds with fundamental constitutional rights regarding private property ownership. Another concept of land should not be overlooked—the concept of land as a resource.

The conservation of agricultural and forest productivity, the provision of recreational opportunities afforded by the town's hills, forests, and water bodies, the wise use of the town's nonrenewable earth and mineral reserves, and the protection of the beauty of the landscape are judged to be matters of public good. Accordingly, land uses which threaten or significantly inhibit these resources should be permitted only when clearly outweighed by the public interest. Thinking of land as both a commodity and a resource should broaden the community's perspective when deciding what Grantham should look like, and how it should function in the future.

Land Use Principles and Proposals

Principles for Future Land Use

Based on the Community Survey and the studies leading to this Master Plan, the principles that should guide future land use in Grantham remain much the same as expressed in past Master Plans. They are:

- Maintain orderly growth, while retaining a rural atmosphere and protecting natural resources.
- Maintain the character of the town primarily as a residential community for year-round residents and seasonal visitors, while allowing prudent nonresidential development (retail and service needs) to serve these residents.
- Continue to discourage strip development.
- Continue to discourage commercial and industrial activities from infringing upon residential neighborhoods; except where the uses can exist in harmony. For example, a mixed-use commercial and residential development with complimentary uses should be encouraged in the business district.
- Ensure that zoning ordinances allow a range of affordable housing opportunities.

- Ensure that zoning ordinances allow adequate opportunities for rental and elderly housing.
- Ensure that zoning ordinances allow for the utilization of renewable energy sources.
- Ensure that zoning ordinances protect the natural resources and open spaces in Grantham.

Any proposals for future land use should take careful note of land uses that the townspeople wish to continue or initiate, as well as land uses that may be found to be undesirable or incompatible with community goals. Naturally, there must be provision for future growth, including the services and infrastructure to support it.

Planning for the preferred future forms the basis for the suggested changes in land use and land use regulation. Therefore, the proposals presented herein encompass some ideas which may be implemented within the ten-year time frame of this Master Plan, and some which may be implemented beyond this time frame.

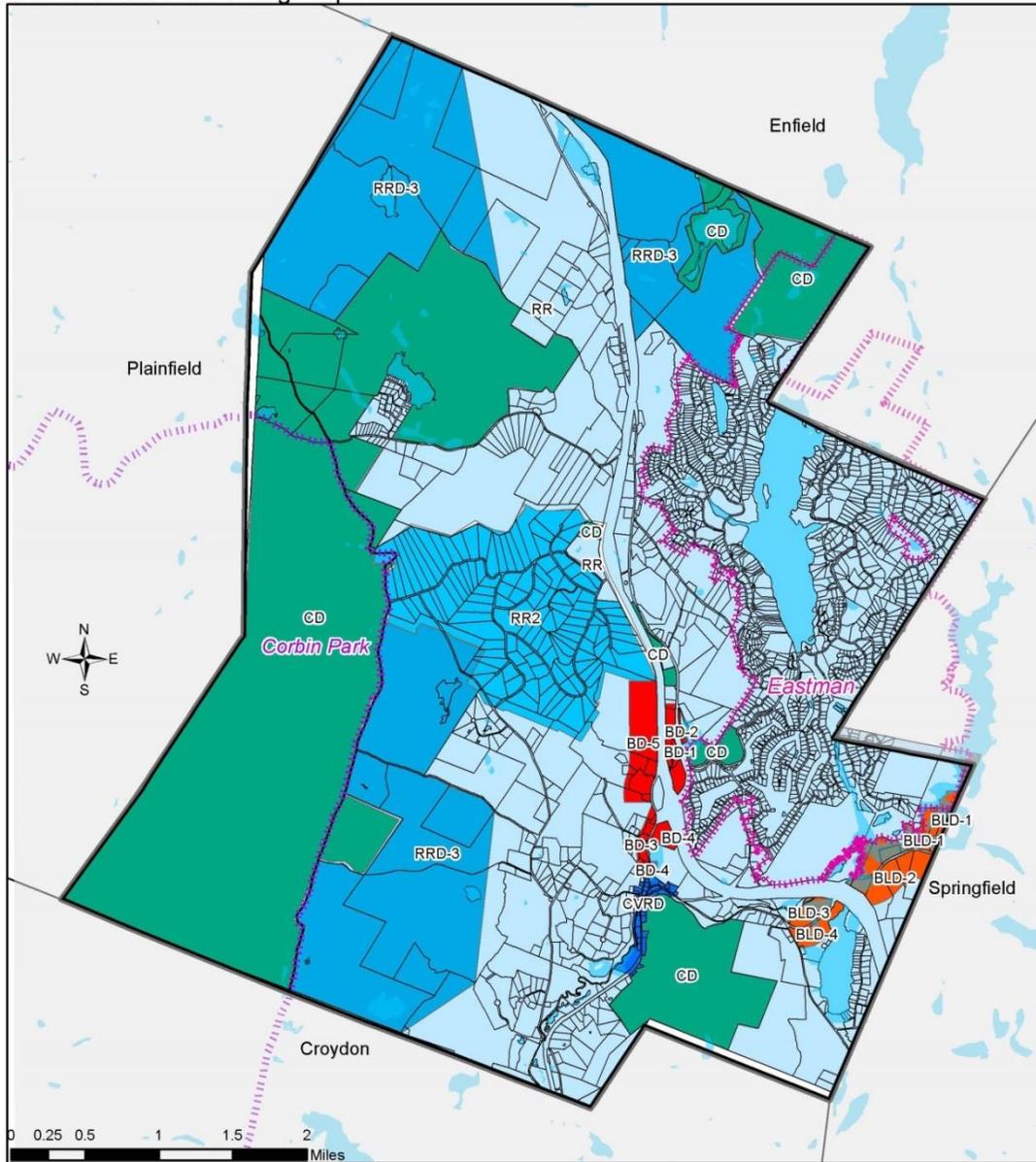
Future Land Use

Grantham's land use ordinances currently define seven zoning districts: three categories of the Rural/Residential District, the Business District, the Business/Light Industrial District, Conservation District and the Central Village Residential District. There are also four overlay districts: a Shore Land/River Overlay District, which places additional requirements on land uses within 250 feet of water bodies, a Telecommunications Overlay District in the northern area of Grantham along I-89, a Flood Plain/Conservation Overlay District and a Forest Lands Conservation District.

The following Zoning Map depicts the current zoning districts in Grantham. Future districts may continue to protect the open spaces from premature development and fragmentation of land.

Town of Grantham, New Hampshire
Master Plan

Town of Grantham Zoning Map



Legend	
Map Features	Zoning
Corbin Park	Business District
Eastman	Business/Light Industrial
	Conservation District
	Rural Residential District I
	Rural Residential District II
	Rural Residential District III
	Central Village Residential District

Data Sources: Zoning Districts supplied by the town of Grantham, <http://www.axisgis.com/GranthamNH/>, NH DOT Roads January 2016, NH GRANIT Hydrology 2013.

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Map created by UVLSRPC 2016.

Public Financing of Open Space

When asked if they supported their tax dollars being used to protect natural resources, 73% of respondents supported using tax dollars to protect areas of important wildlife habitat, and 76% supported using tax dollars for the protection of groundwater resources. Areas so acquired could be added to the Forest Lands and Conservation District, or to one of the proposed forestry/conservation/recreation districts.

Future Areas for Business Activities

The current land zoned for commercial uses is adequate; however, this should be continually monitored and reassessed as development occurs. The time when this occurs is probably beyond the ten-year time frame of this Master Plan. Nevertheless, some thought should be given now to where and how this expansion should ultimately take place, while balancing the need to maintain the Principles for Future Land Use, stated earlier in this chapter, and the rights of individual landowners who might eventually be affected.

Goals

- Maintain orderly growth, while retaining the small town atmosphere and rural character of the town as a residential community attractive to both year-round and seasonal residents.
- Recognize the concept that land is both a commodity and a resource.
- Practice affirmative natural resource protection.
- Recognize that there are land uses the townspeople wish to continue or initiate, and conversely there are land uses that are considered to be undesirable or incompatible with community objectives.
- While providing for future growth, plan for the services and infrastructure to support this growth.
- Ensure that zoning ordinances allow a range of affordable housing opportunities and adequate opportunities for rental and elderly housing.
- Allow prudent nonresidential development (retail and service needs) to serve the residents.

Recommendations

- Guide the potential development in any new rural residential districts by encouraging open space development, planned residential development, or other creative development approaches.
- The trend of smaller housing units (i.e. tiny houses) should be explored as it pertains to zoning and development.
- The Conservation Commission should continue to assess lands for conservation and approach the town regarding the purchase of land when necessary.
- Continually assess the inventory of commercial, industrial and residential lands that are eligible for development and the need to rezone to accommodate future development needs.
- Ensure that zoning ordinances allow for the utilization of renewable energy sources.
- Ensure that zoning ordinances protect the natural resources and open spaces in Grantham.

- Ensure that the zoning ordinance allows for the development of needed services in Grantham, such as, market/grocery, healthcare offices, inns and bed & breakfasts.

Transportation Chapter

TRANSPORTATION

The purpose of this chapter is to provide an overview of the transportation modes available to the Town of Grantham, to appreciate the integration of the town within the regional transportation framework and to develop transportation planning objectives based on the Town’s vision and current and future transportation requirements.

Transportation Mode Overview

Road Transportation

The road transportation network is primarily defined by I-89 and NH Routes 10 and 114. Old Route 10, running parallel to I-89 from Exit 13 north to Exit 14, is also an important road serving both entrances to the Eastman Community and the entrance to the Olde Farms neighborhood. When I-89 was built, Exit 14 was provided because the Interstate construction eliminated the old route north of that point. Additionally, there are no plans to make Exit 14 a full interchange. This fact affects the character of any potential development in that portion of town, since commercial development would be impractical at a partial interchange. Community Survey respondents indicated the impacts of I-89 on town-wide development potential was considered to be very important.

As the population grows within the Upper Valley Lake Sunapee Region, roads that offer access to I-89 will continue to show increased vehicular traffic. NH Route 10 traffic will increase in volume through Grantham as Grantham properties adjacent to NH Route 10, as well as locations south of Grantham (e.g., Croydon, Newport) are developed. Likewise, future residential development along NH Route 114 will feed traffic into the Grantham village center largely headed for Exit 13, I-89. Most of the potential development along NH Route 114 would likely occur in Springfield due to the availability of land.

GRANTHAM ROAD NETWORK	
Road Type	Mileage
Private (including the Eastman Community Association)	55.84
I-89	18.38
State Roads	7.37
Town Roads	19.93
Class VI	12.37
Total	113.89

The table above shows the mileage for the roads throughout the Grantham road network. Notably, almost 50% of the total 114 miles are private roads. Many of those roads are part of the Eastman Community Association, a private community in Grantham. The pavement condition index (PCI) for state roads is provided by the NH Department of Transportation. As of the 2015 data update, I-89 was listed primarily in good condition. The PCI for NH Route 10 fluctuates between fair and poor throughout the Route 10 Corridor. Though NH Route 114 is listed as primarily being in poor conditions, with small segments as fair, the road has recently (2016) had a pavement overlay that has not been updated in the data base as of July 2016. For local roads, Grantham does not currently have pavement condition data. It is recommended that the town pursue participation in a Road Surface Management System (RSMS) study to not only obtain condition ratings for their road network but to help plan maintenance projects and improve the overall network condition and to assist in the Capital Improvement Plan process.

According to the 2014 American Community Survey, 1,000 Grantham residents commute to work in a single occupancy vehicle, while 233 residents commute in a carpool or rideshare. The same ACS data shows that 73% of commuters are commuting between 20 and 34 minutes, many of whom would be driving north to Lebanon and Hanover employers.

Traffic volume on NH Route 10 has grown significantly within the last two decades. The average daily traffic passing the Croydon/Grantham town line increased by 48% from 2000 to 2015. During the same time period the traffic on NH Route 10 through the Grantham village center has increased by 8%. The table below with data for traffic counts on State Roads depicts the results of NH DOT's annual traffic counting program which collects data at each site every three years. The counts collected are counting cars in both directions. For example, NH Route 10 south of I-89 Exit 13 is a count location setup between the I-89 Exit 13 ramps and Yankee Barn Road and counts all cars traveling north and south along NH Route 10.

At the town's request UVLSRPC has collected data at four locations in Grantham within the last five years. The Average Annual Daily Traffic for two locations on New Aldrich Road and Olde Farms Road and Miller Pond Road are in the local roads table below.

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Grantham Traffic Counts - State Road				
Location	Volume (2015)	Volume (2012)	Volume (2009)	Volume (2000)
NH ROUTE 10 SOUTH OF I-89 EXIT 13	7,800	7,200	7,000	7,200
NH ROUTE 114 EAST OF NH 10	1,700	1,900	1,900	N/A
NH ROUTE 10 AT CROYDON/GRANTHAM TL	4,300	3,500	3,600	2,900
NH ROUTE 114 AT GRANTHAM/SPRINGFIELD TL	800	650	630	N/A

Grantham Traffic Counts - Local Roads	
Location	Volume
New Aldrich Road (Paved End - 2016)	207
New Aldrich Road (Gravel End - 2016)	58
Miller Pond Road (2012)	263
Olde Farms Road (2012)	519

Rail Transportation

Railroad stations are located in White River Junction and Claremont. Amtrak passenger service is available at those points.

Commercial Air Transportation

Limited commercial air transportation is available at Lebanon Airport with service to Boston, MA and Westchester, NY. General aviation airports are available in Claremont and Newport, as well as Lebanon. Full service commercial air service is available in Manchester, NH, Burlington, VT and Boston, MA.

Public Transportation

Bus service and other transportation services are an important transportation mode for many citizens who do not have access to privately owned vehicles. Throughout much of the Upper Valley, but not including Grantham, Advance Transit serves many local commuting needs. A commuter bus service feasibility study along the I-89 corridor, which would serve Grantham, is under way at the time of this Master Plan. It is recommended that town representatives actively participate in this planning process.

The closest terminals for longer-distance bus transportation are White River Junction, Lebanon, and Concord. Bus transportation is available to major hubs including airports in Manchester and Boston, a drop-off/ pickup point in the vicinity of the Burlington Airport, plus South Station in Boston. There is also Dartmouth Coach, a Lebanon-based bus service dedicated to provide regularly scheduled service to Boston's Logan Airport and South Station, and to downtown New York City with a nearby pickup point in New London at Exit 12, I-89.

Private Motor Vehicle Parking

A Park & Ride facility in Grantham that accommodates 53 cars was built in 2005 adjacent to Old Route 10 at Exit 13, I-89. The facility accommodates a turnaround area for public buses. The facility promotes ride sharing and reduced regional vehicle congestion (but not necessarily reduced congestion in the vicinity of the lot). It also serves as a pickup point and secure parking area for residents needing transport to facilities and services outside of Grantham.

Taxi Service

Taxis are available on a demand basis. Local services are available in Hanover, Lebanon, White River Junction, and New London.

Bicycle and Pedestrian Facilities

Continued development of bike paths with well defined lanes will promote safety and recreational and transportation use of bicycles as an alternative to motor vehicles. Development of bike paths in Grantham, both along roads and apart from roads, received a significant positive response in the Community Survey, with 68% of respondents agreeing that the community should consider a bicycle and pedestrian initiative to identify bicycle and pedestrian needs and opportunities with safety as a principal concern.

Sidewalks and walkways are not available in the village center area (meaning the area including the Grantham Municipal Complex, the Dunbar Free Library, the Grantham Methodist Church, the US Post Office, the Grantham Fire Station, town recreation facilities, and a possible secondary access road to the Grantham Village School). Comments regarding the traffic problems on Grantham roads cited that the need for sidewalks and pedestrian amenities in the village area, especially connecting the Grantham Village School to the Dunbar Library, Grantham Municipal Complex and village area businesses and residences. It is recommended that the town pursue grants or technical assistance to complete a safety assessment and bicycle and pedestrian needs assessment.

Demographic Impacts on Transportation

While already addressed in Chapter II, Demographics, the demographic and population growth factors most relevant to transportation are highlighted here:

- Demographic predictions indicate the population of Grantham will continue to grow faster than Sullivan County and the state as a whole. Additionally, the percent of the population

aged over 60 years is expected to remain high. The school age population has leveled off in recent years, but should be revisited with updated data on a regular basis.

- Sustained economic activity and ongoing economic growth in the region's employment centers and a steady influx of tourists and seasonal residents will translate to an increased residential population and seasonal peaks in traffic volumes. These regional growth trends will place increasing demands on Grantham's transportation infrastructure and services.

These trends translate to specific demands on the transportation infrastructure in Grantham. As a bedroom community to the nearby employment centers it will be important for Town leaders to consider how to support the transportation needs of the young and old – those who may not be able to drive long distances, and those residents commuting to work outside the community.

Bridge Maintenance

Grantham has been working to address the red listed bridges in town. Recent examples include replacement of the Olde Farms Road bridge over Sawyer Brook and the Miller Pond Road bridge over Skinner Brook. Additionally, NH Department of Transportation work corrected a red listed bridge in the vicinity of Exit 13. It is important for bridge condition and capacity issues to be continually assessed for incorporation into the Town's Capital Improvement Program.

Planning for All Travel Modes

Based on projected population growth, an adequate transportation infrastructure is already present or can be achieved for the safe and efficient movement of people, goods and services. In rural communities such as Grantham, transportation services including buses, taxis, and bicycle and pedestrian routes often lack the local demand to justify the services or facilities.

A commuter bus service to connect to bus services in the greater Hanover and Lebanon area would allow Grantham residents to commute more efficiently to the employers and services of the Upper Valley. Additionally, bus service would reduce vehicles on I-89, reducing the noise and pollution impacts on communities through which the interstate passes, including Grantham.

Grantham has a village center area with significant municipal, commercial, recreational, and educational facilities on both sides of NH Route 10. The attractiveness and utility of such facilities naturally concentrates pedestrian and bicycle traffic, as long as safe avenues are available. The safe flow of pedestrians and bicycles requires well defined traffic flow corridors for all travel modes, and methods for effectively controlling the speed of vehicle traffic.

Context Sensitive Design for Road Maintenance and Construction

Any future NHDOT road upgrades and construction in Grantham should use accepted state road design standards when and where feasible. However, concerns for maintaining rural or small town character values, especially in or near the village center, will often require relaxation of state road standards. For example, relaxation may be called for to prevent expanded rights-of-way from encroaching on small yards or on dwellings themselves. Such adjustments of state

standards can also serve as traffic control methods in the more dense areas, which may also be characterized by more concentrated pedestrian and bike traffic activity.

Finally, the rural character so highly valued by Grantham's residents may indicate that gravel roads are in many cases more appropriate than paved roads. Thus, where practical from a road maintenance viewpoint, paving plans should be balanced with residents' preferences and Capital Improvement Plan priorities.

TRANSPORTATION GOALS

- Complete a comprehensive transportation plan for the village center to reinforce the community center through visual and physical streetscape features, intentional traffic calming methods, and enhanced bicycle and pedestrian safety.
- Establish safe bike routes, where appropriate, for both commuting and recreational users on major state and town roads.
- Increase commuter carpooling and provide continued support for the Park & Ride Facility at Exit 13.
- Conduct a parking inventory of the current Park & Ride at Exit 13 to determine if the space is adequate and to establish a baseline for future growth.
- Participate with the state and regional partners in planning and implementing a regional commuter bus route between Grantham and major employment centers.

TRANSPORTATION RECOMMENDATIONS

- Build sidewalk and pathway infrastructure in the village center to connect the town office, library, school and businesses where appropriate.
- Establish a second point of access to the Grantham Village School property for adequate egress for emergency vehicles.
- Work cooperatively with the road agent to explore the possibility of a Road Surface Management System (RSMS)
- Continue to enforce speed and vehicular laws in downtown to achieve safe roadways for all users: pedestrians, cyclists and motorists alike.
- Provide the public with trail and bicycle route maps and brochures that show the best and safest routes to ride bicycles around Grantham and promote recreational opportunities throughout town. Additionally, encourage collaboration with neighboring towns to improve connectivity of trails and bicycle amenities.
- Engage NHDOT in conducting a safety assessment in the village in response to community concerns over pedestrian and bike safety.
- Work with NHDOT in developing context sensitive design standards for specific road maintenance and improvements in the village center to avoid irreversible changes to the character of this important community asset.
- Advocate for the expansion of Upper Valley commuter bus service to include the I-89 corridor to benefit residents in Grantham and neighboring communities.

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Transportation Action	Responsible Agent
Complete a comprehensive transportation plan for the village center to reinforce the community center through visual and physical streetscape features, intentional traffic calming methods, and enhanced bicycle and pedestrian safety.	Selectboard & Planning Board
Establish safe bike routes, where appropriate, for both commuting and recreational users on major state and town roads.	Conservation Commission, Planning Board and Highway Agent
Establish a second point of access to the Grantham Village School property.	School Supt., Grantham EMD and Highway Agent
Increase commuter carpooling by public education and outreach advertising the rideshare services and carpool match up portal. Continue to provide continued support for the Park & Ride Facility at Exit 13.	Selectboard
Participate with state and regional partners in establishing a regional commuter bus route between Grantham and major employment centers.	UVLSRPC, NH DOT
Participate with state and regional partners in establishing a network of regional bicycle infrastructure and trails to provide bicycle access to major employment centers	UVLSRPC, NH DOT
Build sidewalk and pathway infrastructure in the village center to connect the town office, library, school and businesses.	Selectboard & Highway Agent
Pursue a Road Surface Management System(RSMS) evaluation to aid in the CIP and road maintenance planning.	Selectboard, Planning Board & Road Agent
Enforce speed and vehicular laws in downtown to achieve safe roadways for all users; pedestrians, cyclists and motorists alike.	Police Chief
Provide the public with trail and bicycle route maps and brochures that show the best and safest routes to ride bicycles around Grantham and promote recreational opportunities throughout town.	Conservation Commission & Recreation Director
Engage NHDOT in conducting a safety assessment in the village in response to community concerns over pedestrian and bike safety.	Selectboard, UVLSRPC & NH DOT
Work with NHDOT in developing context sensitive design standards, specific road maintenance and improvements in the village center to avoid irreversible changes to the character of this important community	Selectboard

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asset.	
Advocate for the expansion of Upper Valley commuter bus service to include the I-89 corridor to benefit residents in Grantham and neighboring communities.	Town Adminisitrator

Utilities & Public Services Chapter

UTILITIES & PUBLIC SERVICES

Water

For Grantham's residents outside of the Eastman Community, potable water is provided by individual private wells. Within Eastman the Village Water District, a municipal water system, provides potable water to all of Eastman, which includes portions of Enfield and Springfield. (There are, however, some properties in Eastman with private wells in addition to having the water district service.) The water district is governed by a board of three elected commissioners, and operates under rules and regulations established by the New Hampshire Department of Environmental Services. Water is drawn from drilled wells and gravel-packed wells. Storage tanks provide a water reserve and to maintain system pressures.

Some consideration might be given to encouraging new subdivisions to incorporate new small community water systems, rather than relying on individual wells to supply potable water for dwellings. This could assure more reliable water supply for domestic purposes, especially in areas of town where individual wells must be founded in bedrock with unpredictable water yields.

Sewer

Waste water disposal is accomplished by either individual private septic systems or by the Eastman sewer system. All homes and businesses outside of Eastman employ private onsite systems, and most single-family homes in Eastman have their own septic systems as well. However, most of the Eastman properties adjacent to Eastman Lake are serviced by the Eastman sewer system.

The Eastman sewer system is a private facility owned by the Eastman Community Association and governed by a local board under the jurisdiction of the New Hampshire Public Utilities Commission. Liquid effluent (Class 3 water) from the system is retained in three polishing ponds and used to irrigate the Eastman Golf Course.

Electricity

For the great majority of Grantham, electric service is provided by Eversource Energy. A small portion of town near the northern boundary falls in the service area of the New Hampshire Electric Cooperative (NHEC).

At present, there is no town requirement that new residential development, either single dwellings or subdivisions, be supplied with underground electrical service. However, it is increasingly common that service from existing overhead power lines along the roads to individual new dwellings is placed underground by choice of the owner or builder. The Planning Board may wish to consider adding a requirement to the subdivision regulations for underground electric service in new subdivisions involving new roads. Burial of existing power lines along

existing roads would be a separate issue, and likely not to be included in any such regulatory amendment.

The continued development in renewable energy provides the opportunity for residents to explore diverse renewable energy options. The Planning Board may wish to consider ordinances that govern the development of renewable energy sources, such as solar, wind, and hydroelectricity.

The reliability of the electric service has increased in the past several years due to the efforts of Eversource and their tree trimming along the power lines. Continued trimming of the trees along the power lines will aid in the continued reliability of electricity in Grantham. Other than power interruptions or extended outages, there are no known shortcomings to electric service in Grantham at the present time. The Town of Grantham maintains an emergency mobile generator to maintain essential safety services during outages. Additionally, the Municipal Complex and Fire Station are also equipped with generators.

Telephone

Fixed Landline Service

The hardwire or landline telephone infrastructure in Grantham is provided by Fairpoint. Ever since telephone deregulation in the 1980s, customers have had an ever-changing choice of their actual service providers. Anecdotal evidence indicates that some residents would consider doing without landline telephone service entirely if wireless service becomes sufficiently available and reliable. Residents also have the option of obtaining their phone service through Comcast, and many have switched to the provider.

As with electric service, there is no town requirement that new residential development be supplied with underground telephone service. But as with electric service, when new individual service for electric is buried, telephone service is buried as well, by choice of the owner or builder.

During electric service interruptions, telephone service usually continues for a period of time, relying on batteries incorporated into Fairpoint's facilities. For longer outages, such as the Great Northeast Ice Storm of January 1998, the battery power is insufficient. Unless Fairpoint deploys portable generators at critical points throughout its system, telephone service is eventually lost. Comcast phone service requires electricity to power the modem.

Wireless (Cellular) Service

In 1996 the US Congress passed the "Telecommunications Act of 1996," based largely on the premise that cellular telephones would allow the Emergency 911 System to reach within 50 meters of any place in the United States. The Act contains strong implications for those concerned with land use. A service provider or carrier may apply for relief before the courts in thirty days after a final denial of an application for a cellular tower by a municipality. The courts

have treated companies that build towers in the same manner as the service providers (i.e., the carriers).

The first towers were built in densely populated urban areas where there was a concentration of users, but later towers began to branch out along the main arteries of transportation to allow users to communicate while traveling. This caused anxiety in the more rural and suburban communities where towers began to appear, causing perceived sight pollution along ridgelines and in residential areas. Towns had to modify their zoning regulations to carefully accommodate the onset of towers to satisfy the implications of the 1996 Act, and at the same time to protect the rural and suburban character that the townspeople desired. In New Hampshire, municipalities were given some support with the enactment of RSA 12. This legislation allowed municipalities to make certain requests of a proposed tower applicant (regarding tower design, placement, and ancillary equipment) to lessen visual impact.

Grantham's first zoning ordinance was adopted in 1990 and was inadequate to address cellular towers. A stopgap modification was adopted in 2002. Finally, a comprehensive ordinance amendment addressing towers was put into place in 2003. The provision defined the location, tower design, height limitations, site requirements, and dimensions of ancillary equipment a carrier could install. The provision also placed various requirements on the carrier for operating and maintaining the facility once activated. This ordinance provision was based on criteria used in the zoning ordinances of three other towns in New Hampshire, conversations with consultants, and the past experience of the Grantham Zoning Board of Adjustment (ZBA) with three tower applications it had already considered.

During the tower application hearings before the ZBA, it became apparent that the coverage provided from the central part of Grantham might not be able to seamlessly "pass a signal" to the next tower located in Enfield along I-89. It was determined that it would be more prudent to have the town better define where towers could be placed, rather than denying an undesirable location proposed by an applicant, and then have the denial overruled in court. An overlay district was designed that would cover a portion of North Grantham in the largely uninhabited and forested area along I-89. A tower or towers in this overlay district would allow more seamless communication throughout Grantham along I-89 and in central Grantham, as well as service to a large number of the residences in Eastman and Olde Farms. This new overlay district was part of the zoning ordinance amendments passed at the 2003 Town Meeting.

Cellular telephone service is reliable in the majority of Grantham. Verizon Wireless has the best coverage throughout the town. Sprint, AT&T, and U.S. Cellular, all have less reliable but fair coverage. Due to the terrain in Grantham, there are areas that may not have adequate cellular service, but the areas are relatively minor and in less developed areas.

Cable Television

Almost all of Grantham's roads are strung with cables for television service, provided by Comcast. Comcast has invested heavily in its infrastructure to provide fiber-optic cables throughout the Grantham network, replacing the former metallic-conductor coaxial cables. This has allowed the company to offer digital service in addition to its analog service and high-speed internet and phone service. The result is a substantially expanded range of television channels and services.

Some Grantham residents opt to subscribe to satellite TV service through DirectTV or DISH Network.

Similar to electric and landline telephone service, cable service for new construction is often placed underground by the owner or builder.

Internet

Grantham residents have access to cable internet and terrestrial wireless internet. Additionally, residents have access to DSL and Satellite internet. The Regional Broadband Plan (2014) reports that the village of Grantham and Eastman are completely served in regards to broadband internet service, with the majority of the rural areas of Grantham being served with some reported gaps. The only area of Grantham that is considered unserved is the undeveloped area of Corbin Park.

Cable internet service is widely available in Grantham Village and Eastman through Comcast. Cable internet provides fast and reliable broadband service.

DSL is available through the local phone company, Fairpoint. DSL is a faster alternative to dial-up service, however, DSL is slower than cable internet. This service comes over telephone lines, and depends on subscribers being within a certain distance of Fairpoint switching facilities

Another fast alternative is known as a T1 line. This method of internet access involves a single dedicated wire from the subscriber to the Fairpoint switching facilities.

Terrestrial Wireless is available through wireless phone providers over the cellular network. The internet speed for internet over cellular network can fluctuate significantly and relies on cell phone coverage.

Finally there is internet service available by means of "dish" or satellite television technology. It is characterized by fast download speeds, but slow upload speeds, the latter usually being over telephone lines. Service interruptions can be common with satellite internet as the weather can impact satellite transmission.

Goals

- Encourage all providers of public utility services in Grantham to deliver the highest practical level of service at the highest quality.

Recommendations

- Evaluate modifying of the subdivision regulations to encourage new subdivisions to consider incorporating small community water systems, rather than relying on individual wells to supply potable water for dwellings.
- Maintain open communication with the utility companies and state officials regarding efforts that can be taken to reduce the frequency and duration of service interruptions; particularly encourage the continued tree trimming along utility lines.
- Encourage communication with the Public Utilities Commission regarding changes to NH forests that impact the trees along roads and utility lines.
- Encourage efforts to educate the public about invasive species, such as emerald ash borer.
- Encourage a cooperative effort between the Energy Committee and the Planning Board to evaluate the development impacts of renewable energy sources.

Municipal Facilities & Services Chapter

MUNICIPAL FACILITIES & SERVICES

Local government in Grantham is conducted by the three-member Board of Selectmen and a staff of full-time employees. The voters assembled at the annual Town Meeting constitute the town's legislative body. Day-to-day operations and services flow well, primarily due to the qualifications, tenure, and continuity of town employees.

In addition to Grantham's employees, the town is the beneficiary of a vibrant spirit of volunteer service to the community. The members of various boards, commissions, and committees provide invaluable contributions to the functioning and well-being of the town. These contributions deserve the recognition and gratitude of the townspeople.

Taxes on Grantham real estate and improved properties fund the budget requirements for the Town. Property valuations are established in line with state requirements to reach parity between tax valuations and the market values of properties. Parity is defined as a sales/assessment ratio of near 100%. Full revaluations of properties are conducted every five years. The last town wide revaluation was in 2015.

Town Offices

The Grantham Municipal Complex houses the Town Office, Police Department and SAU 75 Office. The facility is located in the village center, with access from NH Route 10. The 10,000 square foot facility contains office space for town services and functions, including Town Administrator, Selectmen, Town Clerk, Tax Collector, Tax Assessments, Police, Emergency Management, and School Administrative Unit 75. There is a meeting area for 500-plus persons for the annual Town Meeting and other uses, plus a board room in which town boards and committees can convene. There is also space for the future accommodation of a Command (Communications) Center for emergency dispatch and coordination of disaster responses. The former Grantham Town Hall, a historic school house, has been repurposed as the home of the Grantham Town Archives and Grantham Historical Society.

The Town Administrator deals with a multitude of local and state functions, all of which require the coordination of town assets and personnel. In addition to personnel administration, budgeting and financial management for town operations are principle activities. Managing the schedules, meetings, and minutes of the various town boards and committees is another important function for the efficient conduct of the town's business. Staffing includes the Town Administrator, the Administrative Assistant, the Office Assistant, the Town Clerk/Tax Collector (an elected position), and the Deputy Town Clerk. All are full-time positions.

Town Office Needs Assessment

Staffing

The Town Office staffing is adequate at the present time.

Planning and zoning matters increasingly demand more time and attention of the Town Office staff. Though real estate development in recent years has been modest and is expected to remain so, the workload is growing, even under the present structure of development regulations. With implementation of the planning and zoning recommendations in this Master Plan, it is likely that a part-time planning and zoning administrator position will need to be created in the next five years. In addition to dealing with the public on development inquiries and development application matters, the person filling this position will provide important staff support to the planning and zoning boards.

Facilities

Grantham Municipal Complex, built in 2005, provides a quality environment for town employees and adequate space at this time. However, the need to increase record storage will become increasingly important in the next three years. A reorganization of space and filing fixtures could allow the current space to accommodate the increased space needs for records.

Police Department

The Police Department is located in the Grantham Municipal Complex and the current office space will continue to provide adequate space for personnel for the next 5-10 years.

The Police Department is currently staffed with four full-time officers, three part-time officers, and one department secretary. All part-time officers have other vocations.

Routine hours of operations are 19 hours/day for Monday-Friday; 16 hours/day for Saturday & Sunday. Grantham Police are dispatched by 911 communications through the Town of Newport. State Police will respond to Grantham when requested, if State Police personnel and equipment are available. The State Police have provided great coverage to Grantham.

There are four police vehicles: one low profile (i.e., unmarked), one four-wheel-drive SUV, and two traditional police cars. Vehicles are specifically assigned around the clock to the four full time officers. Town fiscal planning includes a vehicle replacement set-aside program. Vehicle equipment replacement is expected to occur at five to six-year intervals at mileage in the range of 75,000+.

Grantham Police have total access to those portions of the Eastman Community within Grantham's town boundaries, and are responsible for all police actions in Eastman, including traffic enforcement. The Eastman Community provides its own security force which patrols

Eastman's public and private roads and common areas and facilities, plus acts as a neighborhood watch. The Eastman security force does not have formal police jurisdiction in Eastman.

Police Department Needs Assessment

Staffing

Twenty-four-hour police staffing must eventually be considered. Grantham's population increases are projected over the next ten years to be close to 15% between 2015 and 2025. The potential for augmenting Grantham with police services from the State Police and police forces from Newport or other surrounding towns will further decay, as population in the entire Upper Valley Lake Sunapee Region increases. Population growth in Grantham is likely to increase the likelihood of additional breaking and entering crimes in homes and cars. Additionally, traffic enforcement duties will inevitably increase. The department predicts the need to add a fifth full-time officer in the next one to two years to increase the ability for more flexible staffing.

Equipment

Additional vehicles should follow the increase in full time police officers. Additional vehicles should include an increase in the number of four-wheel-drive vehicles. The acquisition of additional vehicles will be planned for through the Capital Improvement Plan.

Equipment and facilities for Police Department communications are covered later in this chapter under JOINT COMMUNICATION.

Traffic Control

A review to assess the introduction of traffic lights may be indicated by future increases in traffic congestion, increases in pedestrian traffic, and by any proposed expansion of sidewalks in the village center area (i.e., on NH Routes 10 and 114, adjacent to current and proposed Grantham Village School access roads, the Fire Station, the Post Office, the Grantham Municipal Complex, and the Dunbar Free Library). A strategically positioned traffic light would be highly effective in reducing average traffic speed in the village center area. Additionally, traffic entering and exiting both the main Eastman entrance and the retail facilities located directly across Old Route 10 may need to be managed by either a traffic light or more police involvement. Full service traffic lights may not be called for—blinkers, traffic-activated lights, and pedestrian-activated crosswalk lights may prove entirely adequate.

Fire Department

Grantham Fire Department provides fire protection and First Aid Stabilization Team (FAST) medical services to Grantham, and areas outside of Grantham when dispatched. The fire station (constructed in 1983), located in the village center along NH Route 10, is adequate and well equipped. The Fire Department's alarm dispatching is performed from the Town of Hanover. The fire fighting assets of Springfield, Newport, Croydon, Sunapee, Lebanon, and

New London are available when required. Likewise, Grantham responds with their assets through an alarm response assignment protocol to those same regional towns.

FIRE & EMS RESPONSES		
<i>Year</i>	<i>Fire</i>	<i>EMS</i>
2005	140	147
2010	96	108
2011	151	119
2012	124	103
2013	110	96
2014	96	61
2015	99	76
2016	133	103

Projections by department personnel are that fire and EMS calls will grow at 10% throughout the next five years, largely due to the increase in traffic along I-89.

Grantham has an on-call volunteer department with a pool of 21 volunteers. Senior personnel include a Fire Chief, Deputy Fire Chief, and two Lieutenants. The First Aid Stabilization Team (FAST) Squad is integrated into the fire department, and is discussed later. Additionally, the town is served by an Emergency Management Director (EMD).

Ten to twelve personnel can be expected to respond to a significant fire call. Because of the essentially volunteer manning of the department, late evening or night time calls have better personnel turnout. Training for new personnel is demanding and extensive, and becomes a significant factor in potential new recruits accepting positions within the Fire Department. Requirements for continuing education and training for existing fire and FAST personnel are a challenging factor in providing continuous fully trained and certified staff.

Funding for fire protection is provided by the town. Responding to calls with personnel and equipment does not incur any cost to the individual property owner. Individual fire fighters are paid on a call basis. Fire and EMS officers are paid a nominal salary to compensate for their time in administrative duties.

The main pieces of fire equipment are two pumpers (2000 Pierce and a 2009 HME) and one tanker (2007 Water Master), all housed at the Fire Station on NH Route 10. The fire department also utilizes a 2015 Ford F250 pickup and a trailer mate trailer to store and move the forestry equipment. The town's fiscal management includes a vehicle replacement set-aside program, and vehicle equipment replacement reviews occur periodically. Typically, fire truck equipment is replaced on a 20-year rotation cycle.

Fire Department Needs Assessment

Staffing

The Fire Department is continually looking for new volunteers to assist with fire and EMS calls. The only staffing need identified at this time is a dedicated person for documenting training and equipment testing. This need could be fulfilled by a present member of the department.

Equipment and Facilities

A more capable off-road vehicle(s) is needed to augment the current pick-up. The need for a reliable off-road vehicle is self-evident in a rural area such as Grantham. Firefighting efforts applied quickly to remote sites will usually contain a forest fire before structures and population are threatened.

A large capacity water supply near the Grantham village center is needed to improve firefighting capabilities. The Eastman Community has Eastman Lake as a water supply to draw from.

Outside of Eastman, firefighting tankers draw water primarily from several dry hydrant locations linked to relatively small water bodies. If necessary, water may also be drawn from brooks or ponds not equipped with dry hydrants. As the town population grows and the number of structures increases, a large capacity water supply will become more important.

Many communities have incorporated water supply standards for firefighting purposes into their subdivision regulations and site plan review regulations. Grantham should amend these regulations to require developers to provide an adequate water supply for firefighting purposes in conjunction with new subdivision or site plan proposals.

Additional space for administrative duties needs to be constructed at the fire station. Although the fire station is adequate for rolling stock and equipment storage, dedicated administrative personnel space for preparation and maintenance of personnel records, equipment testing, and training documentation requires additional space. The footprint of the building can be expanded to accommodate additional administrative space and storage on town-owned property.

Communication equipment and facilities for the Fire Department are covered later in this chapter under JOINT COMMUNICATION.

Department Rating

Of prime importance to all Grantham residents is improvement of the Grantham Fire Department's insurance rating. Currently the Insurance Services Office (ISO)—Public Classification System (PPC) rating for the Grantham fire department is 9 on a 1–10 rating scale (10 being the lowest quality rating). Insurance companies use this rating as a factor in determining insurance premiums charged to policyholders. The near-term goal is to reduce the ISO/PPC rating in Grantham from 9 to 8. It should be noted that 80% of the rural areas in the United States are rated 9, mainly due to the criterion of water supply availability. An

improvement in Grantham's rating will require extensive documentation of training and equipment testing, plus improvements in the dedicated water supplies for firefighting.

Emergency Medical Services

The First Aid Stabilization Team (FAST), a part of the Fire Department, serves as the local first response squad to provide onsite first aid and to prepare an injured or stricken person for transportation to medical facilities. The FAST Squad does not have authority to transport persons to medical facilities. This requires a certified Emergency Medical Transportation ambulance service. Typically, the transport ambulance originates from Lebanon Fire Department. Dispatching is performed by Hanover Dispatch, and is staffed twenty-four hours, seven days per week. An air ambulance service is based at the Dartmouth-Hitchcock Medical Center in Lebanon, and its broad coverage area includes Grantham.

Depending on the nature of injuries or illnesses, several destination choices are available for medical facilities. The Upper Valley Lake Sunapee Region has several outstanding medical facilities, including the Dartmouth-Hitchcock Medical Center, Alice Peck Day Hospital in Lebanon, New London Hospital, Valley Regional Hospital in Claremont, and the Veterans Administration Hospital in White River Junction, VT.

Large numbers of simultaneous casualties, such as may occur from a motor vehicle accident on I-89, would require a total response of Grantham's FAST Squad personnel and equipment. The turnaround time for FAST Squad redeployment is three hours. This means that when Grantham's FAST Squad is deployed replacement services are needed from other communities to respond to additional emergencies within Grantham. The FAST Squad responds to all structure fires, car fires, motor vehicle accidents and all other medical emergencies.

The FAST Squad currently has 8 personnel: 1 fully certified paramedic, two members at the advanced EMT level, two members at the intermediate EMT level, two EMTs at the basic level and one EMT in training. All are fully certified in their present positions.

Personnel issues center on "burn out" due to the nature of emergency FAST calls, especially responding to vehicle accidents on I-89, as well as the high numbers of calls requiring a response. The FAST Squad has a 50% turnover of personnel within a two-year period. Training for new personnel is demanding and extensive, and is a significant factor in attracting new recruits to positions in the Fire Department. In addition, the requirements for continuing education and training for the existing personnel are limiting factors in providing a continuous, fully trained, and certified staff.

The FAST Squad ambulance is seven years old. Plans for replacement are included in the capital equipment replacement program for the fire department. The ambulance is well equipped and well supported by the Town of Grantham.

Funding for the FAST Squad is provided by the town. Responding to calls with personnel and equipment does not incur any cost to those requiring FAST Squad services. Individual EMTs are paid on a call basis. Fire and EMT officers are paid a nominal salary to compensate for their time in administrative duties.

Emergency Medical Services Needs Assessment

Staffing

The goal is to qualify and retain personnel, and to qualify equipment to become a “transporting ambulance” service. This requires more extensive certification and training. Achieving this goal will improve the overall response time for anyone served by the Grantham FAST Squad. Waiting for a certified Emergency Medical Transportation team (typically from Lebanon Fire Department, as noted above) may cause delays in transporting ill or injured persons to an emergency medical facility.

Equipment

Communication equipment and facilities for the FAST Squad are covered in the following section.

Joint Communication

Currently, all emergency communication begins with the Enhanced 911 System of the State of New Hampshire. From there, dispatching for the Police Department is accomplished through the Newport Dispatch Center; dispatching for the Fire Department and FAST squad are done through the Hanover Dispatch Center. However, increasing demands arising from population growth bring new needs for an improved infrastructure to provide an efficient communications network for Grantham’s safety services. Also, as traffic increases on I-89, calls for medical, fire, and police responses will increase as well. Finally, Grantham’s emergency communications network must provide improved linkage to corresponding facilities of the state and the surrounding communities.

Geographically, Grantham sits in a valley depression, surrounded by high terrain. As a result, several communication dead spots exist. The current communications frequency repeater, linked to the dispatch towns listed above, has less than adequate coverage due to these dead areas. Cellular telephone communication also has several dead or no-service zones in Grantham, although service has improved in recent years. Landline telephone communication is often the only dependable communication link available to Grantham emergency services personnel.

Emergency communications must be dependable. It should also be recognized that regional (Homeland) security of the area will become increasingly more important, and reliable communications will likely be required by federal and state agencies.

Emergency Communication Needs Assessment

An ultrahigh frequency (UHF) and very-high frequency (VHF) repeater tower, located on high terrain in or near Grantham, would allow quick and dependable communications throughout the area. Newly constructed cell tower locations should be explored to determine the adequacy of reception and signal transition, prior to building any dedicated stand-alone UHF/VHF repeater tower.

Homeland Security

National security concerns, and real-world considerations, have required local communities to deal with security in a manner that goes beyond responding to only medical, fire, police, or natural disaster events. The Grantham Communications Center in the Grantham Municipal Complex would act as the coordinating center for security matters requiring trained personnel, information, and equipment available within the town and in the surrounding area. When activated, this Communications Center would have linkages to state and federal law enforcement agencies.

Grantham's Emergency Management Director and Eastman's Emergency Management staff (with the assistance of Eastman's Security and Safety Committee) should hold periodic joint "table top" scenario sessions and mock drills to determine any weaknesses in our town's response to national security issues, natural disasters, or mass casualties.

Public Works

Highway Department

The Grantham Highway Department is responsible for the maintenance of 23 miles of town roads. Eighteen miles of state and federal roads are contained within Grantham, and are the responsibility of the State of New Hampshire for maintenance and snow removal. Grantham's road maintenance budget typically represents 5% of the town budget.

Two roads in Grantham are currently designated as Scenic Roads (Miller Pond Road and Burpee Hill Road), which require public input prior to any removal of trees or stone walls.

Grantham has one full time road agent, one full-time assistant road agent and one full-time groundskeeper. There are currently six pieces of equipment: two dump trucks, two one-ton trucks, one grader and, one loader/back hoe. Dump truck replacement is monitored and budgeted for each year in the Highway Equipment Capital Reserve Fund.

Transfer Facility and Recycling Center

Grantham maintains a transfer station on NH Route 114 for solid waste. Contract services remove solid waste from the transfer station to Newport to Casella's transfer station. Grantham's residents participate in the recycling opportunities offered at the transfer station.

The recyclable materials are sent to different locations depending on the material, and they are all coordinated through the Northeast Resource Recovery Association. Recycling is financially successful, as there is revenue received for many of the materials removed from the waste stream. The income derived by recycling offsets part of the costs of maintaining and staffing the transfer station. Grantham should continue to promote the importance of recycling to residents. The current staffing of the Transfer Station is two full-time and three part-time employees, which is adequate at this time; the need to add one or two additional part-time employees is anticipated in the next 5 years.

Cemeteries

There are nine cemeteries in Grantham, six of which are inactive. Three of the cemeteries are private, and all these are among the inactive cemeteries. Maintenance of the cemeteries is overseen by the Cemetery Trustees and the Cemetery Sexton.

GRANTHAM CEMETERIES		
<i>Name</i>	<i>Location</i>	<i>Status</i>
Brown	Burpee Hill Road	Public Inactive
Dunbar	Dunbar Hill Road	Public Near Capacity
Fisher	Miller Pond Road	Private Inactive
Hastings	Burpee Hill Road	Private Inactive
Hill Dale	Stoney Brook Road	Public Active
Leavitt	Leavitt Hill Road	Public Inactive
Littlefield	Cote Road	Private Inactive
Memorial	Learning Drive	Public Active
Mountain	4-Cors. (Croydon Tpke.)	Public Inactive

For all practical purposes, Memorial Cemetery near Grantham Village School is the town’s principle cemetery; Hill Dale Cemetery also sees occasional use. The town may wish to complete an inventory of available cemetery space to evaluate when additional land for burial will be needed.

Dunbar Free Library

A former Grantham resident, Lorenzo Dunbar, donated funds in memory of his wife in 1901 to establish a library in Grantham. The new Dunbar Free Library building served as a library, selectmen’s office and ladies organizations meeting facility until around 1983. The lack of

central heating and plumbing caused the library's activities to move to more hospitable quarters, the library at the new Grantham Village School on Learning Drive, and the selectmen's office moved to the newly available former school building on Dunbar Hill Road. In 1991 funding was approved for upgrading and expanding the original library building and returning it to a fully functioning library. This work was completed in 1992. Another remodeling and expansion program was completed in 1999 to include a larger children's section, computer/reference room, reading room, office and small storage facility. Most recently, in 2015, the library saw the construction of a new addition that provides a room for in-house programming, a young adult area, staff work space, more options for computer and wireless access, and full ADA compliance. The library is fully air-conditioned.

In the 2015 fiscal year the library stocked over 24,000 items, circulated nearly 55,000 items and had 29,087 visits. In addition to its normal lending and reference operations, the library runs 2-3 regularly scheduled story times each week, a regular summer reading program and a thriving partnership with the Eastman community for adult programming. Recently, the library has obtained a license to show movies. The library also supplies the books for 4-5 book groups in the community, which they are able to do through the utilization of the interlibrary loan system.

The Dunbar Library currently has 2.25 full-time equivalent employees. Within the next 3 years it is foreseen that the library will need to increase its staffing levels to 3 full-time equivalent employees to adequately fill the needs of the library and its patrons.

Planning for Capital Improvements

Grantham experienced significant growth in population between 2000 and 2010, and consequently there is increasing demand for additional municipal and community services. Because of the competing demands on fiscal resources, and the demands on citizen volunteers serving on various boards and commissions, Grantham faces the need to bring formal coordination to the processes of planning, designing, and financing construction projects over a five to ten year period. The Capital Improvement Plan (CIP) should be continually maintained and updated.

In 2003, a non-binding warrant article was passed by Town Meeting to encourage the Grantham School District and the Grantham Board of Selectmen to coordinate capital planning, so as to not encumber the town's resources (both fiscal capital and volunteer services) with competing building programs during the same or adjacent fiscal years. Coordinated planning was accomplished during the next two years, when the Grantham Municipal Complex was proposed and funded in 2004.

Goals

- Increase the level and quality of Grantham’s emergency and safety services.
- Maintain and increase readiness for Homeland Security matters.
- Maintain accurate and complete record storage for town and police records.
- Continue to encourage recycling and utilization of household hazardous waste collections for Grantham residents.

Recommendations

- Consider the creation of a part-time planning and zoning administrator position to handle public inquiries regarding development, manage development application matters, and provide staff support to the planning and zoning boards.
- Consider 24-hour police coverage when it is deemed necessary.
- Consider an additional police vehicle (preferably four-wheel-drive) following any increase to twenty-four-hour police staffing.
- Continually review the need for introducing traffic lights, ranging from full-service to partial service lights, at identifiable hazardous areas of Grantham, notably the intersection of NH Route 10 and NH Route 114.
- Budget and provide for a dedicated member of the Fire Department to document training and equipment testing, and provide additional space for administrative duties at the Fire Station.
- Acquire an off-road firefighting vehicle to replace or augment the current forest-fire vehicle provided by the state.
- Investigate ways to provide a large capacity water supply near Grantham’s village center to improve firefighting capabilities.
- Continually strive to improve the Fire Department’s ISO/PPC insurance rating.
- Increase outreach for recruitment of volunteer firefighters.
- Work diligently to qualify and retain FAST Squad personnel, and to qualify FAST Squad equipment to become a “transporting ambulance” service.
- Research the feasibility of an ultrahigh frequency (UHF) and very-high frequency (VHF) repeater tower facility to allow reliable communications throughout the town.
- Conduct periodic joint training sessions and mock drills with the town’s Emergency Management Director and the Eastman Emergency Management staff.
- Encourage town participation in annual household hazardous waste collection and recycling program.
- Pursue an inventory of available cemetery space to evaluate when additional land for burial will need to be acquired.

School Facilities & Services Chapter

SCHOOL FACILITIES & SERVICES

The purpose of this chapter is not to evaluate or express any future view concerning Grantham's school facilities and services. These duties are in the hands of others. The purpose here is to acquaint the public with the educational enterprise that exists in Grantham, and to identify issues that the community will face as it strives to maintain the vibrancy and rich contribution that the school makes to the town.

This is particularly important as regional workforce demands may attract young families with children. While the population growth is anticipated to be moderate, quality of the educational system will influence whether these young families choose to join Grantham's community.

Grantham School District

The Grantham School District operates the Grantham Village School (GVS). The school provides educational services for Grantham children in grades K through 6. The Grantham Village School is located on Learning Drive, just off NH Route 114. In addition, the Grantham School District provides education on a tuition basis for Grantham children in grades 7 and 8 at the Lebanon Middle School, and in grades 9 through 12 at the Lebanon High School. Bus service is provided to all three schools by the district.

School Board and Administration

The responsibility for the operation of the Grantham School District rests with a five- member School Board elected by the citizens of Grantham at the annual School District Meeting. The electoral term for board members is three years. Typically, one to two board positions are elected each year.

The bulk of the funds to operate the Grantham Village School are derived from local property taxes. The amount of funds made available is approved by the taxpayers by vote at the annual School District meeting. At the annual meeting, those eligible residents "present and voting" act on the budget and any other warrant articles presented.

Administrative services for the Grantham School District are provided by School Administrative Unit (SAU) 75. These services include coordination with the Lebanon School District for Grantham's 7th through 12th grades. Overall responsibility for day-to-day operations and budget expenditures rests with the Superintendent of the SAU. The SAU 75 office is located in the Grantham Municipal Complex.

Grantham Village School Building

The original school facility was built in 1983, with two major additions built later, the most recent being completed in 2008-2009. The Grantham Village School operating capacity is 378 pupils. The enrollment for the 2015-2016 school year was 228 students.

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2015-2016 GVS Teacher-Classroom Allocation for 228 Students		
<i>Grade</i>	<i>Teachers</i>	<i>Students</i>
K	2	29
1	2	23
2	2	23
3	2	34
4	2	37
5	2	40
6	2	42
Totals	14 Teachers	228 Students

Grantham School District Enrollment History K-12

Enrollment: 2013-14 through 2016-17			
<i>School Year</i>	<i>K-6</i>	<i>7-8</i>	<i>9-12</i>
2013-14	244	69	140
2014-15	226	71	135
2015-16	228	65	129
2016-17	207	62	145

Projected School Enrollment

As the last five years of school enrollment indicate enrollments ranges from approximately 230 to 240 students at Grantham Village School and approximately 200 students in the Lebanon School District (middle and high schools). Year-to-year enrollment planning by SAU 75 staff includes tracking local birth rates, which at this time provide sufficient information for its planning needs. This approach will not anticipate a spike of immigration into Grantham.

Child-Care and After School Programs

There are several licensed child-care entities in Grantham that provide crucial services to Grantham families. It is important that the zoning ordinance continues to allow for child-care in Grantham. Additionally, the HAWKS After School Program offered through the school serves a vital role in the after school care for students K-6.

Goals

- Provide the best possible education for Grantham’s school children in appropriate facilities at a reasonable cost.

Recommendations

- The Capital Improvements Program (CIP) identifies projects where costs could be shared between the Town and the Grantham School Board. The Town and School Board should meet annually to review the costs, likely funding sources, and timing of capital improvements benefitting both parties.
- Support the Grantham School Board and the Grantham Village School Long Range Planning Committee as it seeks to address the future educational needs of Grantham's children with fiscal responsibility.

Cultural, Historic & Recreational Resources Chapter

CULTURAL, HISTORIC & RECREATIONAL RESOURCES

It is almost a given that Grantham's residents place high value on one or more of the cultural, historic, and recreational resources offered within the town and in the broader Upper Valley Lake Sunapee Region. This conclusion is clear throughout the responses found in the Community Survey.

There is consistently strong interest in cultural offerings at the Grantham Village School, the Dunbar Free Library, and the Center at Eastman.

The Grantham Historical Society has an active program to identify and conserve our historical resources. The group has successfully engaged the community in commemorating several key elements of Grantham's history.

Recreation is integral to the lives of many if not most Grantham residents. Its importance can not be overemphasized. Because of this, recreation and associated facilities often receive great attention of the townspeople, and substantial effort—both volunteer and compensated— goes into continuing and expanding the available opportunities for recreation in Grantham.

The 1985 Grantham Master Plan contained an extensive inventory and compilation of information on cultural, historic, and recreational resources, and should continue to be a useful resource document for the future. The updated 1993 Grantham Master Plan combined natural and cultural resources, and recommended including the 1985 Master Plan's inventory as an appendix. These portions of the 1985 and 1993 Master Plans are included here by reference.

Cultural Resources

Grantham's geographic location provides multiple cultural opportunities available within less than a one hour drive. The Center at Eastman offers events of cultural significance to the area. The completion of the Grantham Municipal Complex (providing new space for the Town Office, Police Department, and Grantham School District/SAU #75 Office) provided the opportunity to preserve both the cultural and historic heritage of Grantham. The vacated Town Office and Police Department building, which is the former Grantham School, is utilized as a venue for small cultural events and exhibitions, under the guidance of the Town Archivist and the Grantham Historical Society. It serves as a museum and depository of items of historical significance including the town archives.

The continuing improvement, restoration, renovation, and future expansion of the Dunbar Free Library assure its importance as a significant cultural resource for the residents of Grantham. In addition, neighboring communities such as Croydon, which has no library at this time, benefit from the library in Grantham.

Historic Resources

Several important recommendations contained in the 1985 and 1993 Master Plans were implemented. The Grantham Historical Society was established as a result of these recommendations. This organization furthers the awareness and protection of Grantham's historic resources.

Also recommended in the earlier Master Plans was the creation of the position of Town Archivist. The former Grantham Town Office has been designated for the collection of artifacts, historic documents, and papers. The holdings of this space include the complete set of aerial photographs upon which the current tax mapping of Grantham is based. Overall, this space is an important asset for the town itself, as well as for those seeking genealogical information on their families. Regular hours are scheduled for the public.

The Town Archivist and the Grantham Historical Society are both actively involved in the preservation of the town's historic resources. Members of the society and Town Archivist have become valuable resources for students and teachers at the Grantham Village School.

Dated plaques have been placed on several historic buildings and private homes in town. The society has been instrumental in preserving a State Militia of New Hampshire Flag of the Rifle Company of the 31st Regiment, which is currently on display in the Whitney Room at the Grantham Municipal Complex. A few years ago the society and community volunteers worked extensively with the Western Association of Leavitt Families, based in Utah, to facilitate the association's commemoration of the long tenure of Leavitt forebears on Leavitt Hill in North Grantham.

Recreation

In recent years Grantham has invested in the construction and maintenance of playing fields. The fields have become a wonderful asset to the town, providing for additional recreation opportunities for all Grantham residents, especially those participating in the programs offered by the Recreation Department.

In addition to the public recreation facilities, Grantham is home to the Eastman Community Association. Within Eastman is an 18-hole golf course, a 325 acre lake used for swimming, boating and fishing, 13 tennis courts, and 30 kilometers of trails for cross-country skiing as well as for walking and hiking. Except for Eastman Pond, access to these amenities for the residents of Grantham who are not Eastman property owners is somewhat limited, and may involve a daily or annual fee.

Youth sports are organized by the Grantham Recreation Department. The recreation department organizes a variety of sports including soccer, basketball, baseball, softball, taekwondo and

cheerleading. Additionally the Recreation Department organizes town wide events, such as the 4th of July celebration and a summer concert series. It is under the direction of a part-time paid director, and relies on many volunteers for its success.

Grantham Indoor, a commercial enclosed arena facility, is available for a variety of activities. During the winter months this large space is capable of offering indoor soccer, lacrosse leagues, virtual golf and batting cages. Grantham Indoor has a generous policy of allowing area residents to use the facility for walking between 1:00 and 2:00, Monday-Friday (October-May) at no charge.

In addition to the above, there are many acres of public and privately owned fields and forests that support fishing and hunting activities. Hiking trails are also abundant, many on discontinued or Class VI roads which, for all practical purposes, are closed to normal traffic. The trails also support mountain biking, ATV riding, snowmobiling, and cross-country skiing. The Blue Mountain Snowdusters Outdoor Recreation Club puts in substantial effort in maintaining many miles of trails whose uses include snowmobiling, both on Class VI public rights of way as well as on easements or concessions on private land the club has negotiated with landowners. Trails in the Eastman Community are closed to motorized uses. Maps are available that describe many of the town's existing trails. Additionally, the Grantham Village School has developed an outdoor classroom for students to utilize.

In recent years the Conservation Commission has developed an open space map. In the future, the Conservation Commission would like to pursue an update to the trail maps.

Goals

- Provide Grantham residents and visitors with an environment rich in cultural opportunities.
- Maintain awareness of Grantham's history as a part of the history of the nation, the state, and individual families.
- Continue to enrich the recreational choices available to residents and visitors, all of which are essential to the quality of life prized by so many in Grantham.

Recommendations

- Provide ample public space and media notices for publicizing cultural events in Grantham and the broader area.
- Actively encourage participation in the Grantham Historical Society, and continually add to the written history of Grantham.
- Actively promote the identification and conservation of Grantham's historic resources, and continue the collection and cataloging of historical artifacts and events.
- Seek nomination of the Dunbar Free Library and United Methodist Church to the New Hampshire and National Registers of Historic Places.

- Develop and preserve a permanent and changing display of historical resources available to the public for research and cultural education in the Grantham (Dunbar Hill) School Building/Historical Society.
- Investigate the feasibility of creating recreational bicycle paths, hiking trails, and cross-country ski trails, not associated with roadways.
- Update the open space maps as needed.
- Update trail maps to promote their recreational uses.
- Produce outreach materials that support the value of open space areas to overall quality of life and as natural resources.
- Encourage town boards and officials to evaluate the impacts on cultural and historic resources as development arises.

Implementation & Action Plan Chapter

IMPLEMENTATION & ACTION PLAN

Natural Resources Actions	Responsible Agent
Support the Grantham Conservation Commission to a) acquire, conserve, protect, and manage important open space areas and natural resources, and b) work cooperatively with the Society for the Protection of New Hampshire Forests (SPNHF), the Ausbon Sargent Land Preservation Trust (ASLPT), and similar groups to conserve additional conservation and open space lands where appropriate.	Conservation Commission
Encourage the private use of deed restrictions and conservation easements as a method for protecting important open space areas and natural resources.	Conservation Commission
Maintain intervening open spaces and green space links between the several current neighborhoods and built environments of town, with emphasis on maintaining and conserving large, interconnected, unfragmented areas.	Conservation Commission
Evaluate current steep slopes regulations and update as needed for the protection of Grantham's steep slope.	Planning Board
Protect Grantham's surface water by increasing the setbacks between surface water and both structures and septic systems, consistent with standards established by NH DES.	Planning Board
Support activities to protect groundwater quality: a) underground oil and gasoline tank removal, b) groundwater quality monitoring at the discontinued town landfill site, c) road salt use reduction, and d) encourage the proper handling and disposal of hazardous waste.	Conservation Commission
Support strict enforcement of solid and hazardous waste disposal regulations.	Selectboard & Transfer Station

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Land Use Actions	Responsible Agent
Guide the potential development in any new rural residential districts by encouraging open space development, planned residential development, or other creative development approaches.	Planning Board
The trend of smaller housing units (i.e. tiny houses) should be explored as it pertains to zoning and development.	Planning Board
The Conservation Commission should continue to assess lands for conservation and approach the town regarding the purchase of land when necessary.	Conservation Commission
Continually assess the inventory of commercial, industrial and residential lands that are eligible for development and the need to rezone to accommodate future development needs.	Planning Board
Ensure that zoning ordinances allow for the utilization of renewable energy sources.	Planning Board
Ensure that zoning ordinances protect the natural resources and open spaces in Grantham.	Planning Board & Conservation Commission
Ensure that the zoning ordinance allows for the development of needed services in Grantham, such as, market/grocery, healthcare offices, inns and bed & breakfasts.	Planning Board & ZBA

Transportation Action	Responsible Agent
Complete a comprehensive transportation plan for the village center to reinforce the community center through visual and physical streetscape features, intentional traffic calming methods, and enhanced bicycle and pedestrian safety.	Selectboard & Planning Board
Establish safe bike routes, where appropriate, for both commuting and recreational users on major state and town roads.	Conservation Commission, Planning Board and Highway Agent
Establish a second point of access to the Grantham Village School property.	School Supt., Grantham EMD and Highway Agent

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Increase commuter carpooling by public education and outreach advertising the rideshare services and carpool match up portal. Continue provide continued support for the Park & Ride Facility at Exit 13.	Selectboard
Participate with state and regional partners in establishing a regional commuter bus route between Grantham and major employment centers.	UVLSRPC, NH DOT & Selectboard
Build sidewalk and pathway infrastructure in the village center to connect the town office, library, school and businesses.	Selectboard, Highway Agent & NH DOT
Pursue a Road Surface Management System(RSMS) evaluation to aid in the CIP and road maintenance planning.	Selectboard, Planning Board & Road Agent
Enforce speed and vehicular laws in downtown to achieve safe roadways for all users; pedestrians, cyclists and motorists alike.	Police Chief
Provide the public with trail and bicycle route maps and brochures that show the best and safest routes to ride bicycles around Grantham and promote recreational opportunities throughout town.	Conservation Commission & Recreation Director
Engage NHDOT in conducting a safety assessment in the village in response to community concerns over pedestrian and bike safety.	Selectboard, UVLSRPC & NH DOT
Work with NHDOT in developing context sensitive design standards, specific road maintenance and improvements in the village center to avoid irreversible changes to the character of this important community asset.	Selectboard
Advocate for the expansion of Upper Valley commuter bus service to include the I-89 corridor to residents in Grantham and neighboring communities.	Town Administrator

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Utilities and Public Services	Responsible Agent
Evaluate modifying of the subdivision regulations to encourage new subdivisions to consider incorporating small community water systems, rather than relying on individual wells to supply potable water for dwellings.	Planning Board & ZBA
Maintain open communication with the utility companies regarding efforts that can be taken to reduce the frequency and duration of service interruptions; particularly encourage the continued tree trimming along utility lines.	Town Adminstrator, Highway Agent & Selectboard
Encourage a cooperative effort between the Energy Committee and the Planning Board to evaluate the development impacts of renewable energy sources.	Energy Committee & Planning Board

Municipal Facilities & Services Actions	Responsible Agent
Consider the creation of a part-time planning and zoning administrator position to handle public inquiries regarding development, manage development application matters, and provide staff support to the planning and zoning boards.	Selectboard
Consider 24-hour police coverage when it is deemed necessary.	Selectboard & Police Chief
Consider an additional police vehicle (preferably four-wheel-drive) following any increase to twenty-four-hour police staffing.	Police Chief
Continually review the need for introducing traffic lights, ranging from full-service to partial service lights, at identifiable hazardous areas of Grantham, notably the intersection of NH Route 10 and NH Route 114.	Highway Agent & NH DOT
Budget and provide for a dedicated member of the Fire Department to document training and equipment testing, and provide additional space for administrative duties at the Fire Station.	Fire Chief
Acquire an off-road firefighting vehicle to replace or augment the current forest-fire vehicle provided by the state.	Fire Chief

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Investigate ways to provide a large capacity water supply near Grantham’s village center to improve firefighting capabilities.	Fire Chief
Continually strive to improve the Fire Department’s ISO/PPC insurance rating.	Fire Chief
Increase outreach for recruitment of volunteer firefighters.	Fire Chief
Work diligently to qualify and retain FAST Squad personnel, and to qualify FAST Squad equipment to become a “transporting ambulance” service.	Fire Chief
Research the feasibility of an ultrahigh frequency (UHF) and very-high frequency (VHF) repeater tower facility to allow reliable communications throughout the town.	EMD & Fire Chief
Conduct periodic joint training sessions and mock drills with the town’s Emergency Management Director and the Eastman Emergency Management staff.	EMD & Eastman
Encourage town participation in annual household hazardous waste collection, recycling program and drug take back events.	Transfer Station & Police Department
Pursue an inventory of available cemetery space to evaluate when additional land for burial will need to be acquired.	Cemetery Commission

School Facilities Actions	Responsible Agent
The Capital Improvements Program (CIP) identifies projects where costs could be shared between the Town and the Grantham School Board. The Town and School Board should meet annually to review the costs, likely funding sources, and timing of capital improvements benefitting both parties.	School Board & Selectboard
Support the Grantham School Board and the Grantham Village School Long Range Planning Committee as it seeks to address the future educational needs of Grantham’s children with fiscal responsibility.	School Board

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Historic, Cultural & Recreational Resource Actions	Responsible Agent
Provide ample public space and media notices for publicizing cultural events in Grantham and the broader area.	Misc.
Actively encourage participation in the Grantham Historical Society, and continually add to the written history of Grantham.	Grantham Historical Society
Actively promote the identification and conservation of Grantham’s historic resources, and continue the collection and cataloging of historical artifacts and events.	Grantham Historical Society
Seek nomination of the Dunbar Free Library, United Methodist Church, and Dunbar Hill Grantham School building to the New Hampshire and National Registers of Historic Places.	Grantham Historical Society
Develop and preserve a permanent and changing display of historical resources available to the public for research and cultural education in the Grantham (Dunbar Hill) School Building/Historical Society.	Grantham Historical Society
Investigate the feasibility of creating recreational bicycle paths, hiking trails, and cross- country ski trails, not associated with roadways.	Recreation Department
Update the open space maps as needed.	Conservation Commission
Update trail maps to promote their recreational uses.	Recreation Department
Produce outreach materials that support the value of open space areas to overall quality of life and as natural resources.	Conservation Commission
Encourage town boards and officials to evaluate the impacts on cultural and historic resources as development arised.	Misc.

APPENDIX A: COMMUNITY SURVEY RESULTS

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

Filter: None

11/16/2015 4:50 PM EST

1. What do you like most about Grantham? Rank these items by what you like most. 1 = Highest Rank >> 8 = Lowest Rank

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.	Highest Rank							
	1	2	3	4	5	6	7	8
Small town atmosphere with quiet, uncrowded living conditions	281 54%	119 23%	57 11%	33 6%	16 3%	11 2%	3 1%	0 0%
Indoor & outdoor recreation opportunities	38 7%	70 13%	122 23%	104 20%	81 16%	63 12%	38 7%	4 1%
Local school system	52 10%	62 12%	48 9%	66 13%	102 20%	82 16%	78 15%	30 6%
Favorable cost of living	10 2%	33 6%	45 9%	85 16%	105 20%	118 23%	97 19%	27 5%
Business friendly atmosphere	5 1%	4 1%	16 3%	49 9%	73 14%	131 25%	208 40%	34 7%
Natural environment	89 17%	165 32%	126 24%	66 13%	39 8%	21 4%	11 2%	3 1%
Proximity and easy access to regional employment and services	32 6%	63 12%	98 19%	99 19%	83 16%	75 14%	59 11%	11 2%
Other (list in comment area below)	13 3%	4 1%	8 2%	18 3%	21 4%	19 4%	26 5%	411 79%

146 Comment(s)

2. Grantham is a rural community. "Rural character" means different things to different people. Which of the following list would you use to describe Grantham's rural character? Select the three (3) most important.

	Number of Response(s)	Response Ratio
Woods	287	43.0%
Farms and fields	146	21.8%
Wildlife	152	22.7%
Wetlands/marshes/bogs	45	6.7%
Undeveloped spaces	234	35.0%
Unpaved roads	25	3.7%
Scenic views	163	24.4%
Recreation trails - Non-motorized uses	130	19.4%
Recreation trails - Motorized uses	18	2.6%
Personal safety	147	22.0%
Quiet/silence	223	33.4%
Sparse population	158	23.6%
Dark night sky	140	20.9%
Privacy	115	17.2%
Low traffic volume	179	26.8%
Other	14	2.0%
Total	667	100%

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

3. What businesses or services would you like to see (or see more of) in Grantham? Select up to five (5).

	Number of Response(s)	Response Ratio
Retail sales	332	52.0%
Automotive service	61	9.5%
Sand and gravel excavation	4	<1%
Eating establishments	441	69.1%
Professional offices	229	35.8%
Lodging (B&Bs, Inns, Motels, Hotels)	178	27.8%
Personal services	255	39.9%
Home-based businesses	157	24.6%
Light Industry (e.g. precision machining, research & manufacturing)	139	21.7%
Assisted living or residential elder care	63	9.8%
Health care services	83	13.0%
Other	60	9.4%
Total	638	100%

4. In your opinion, how should Grantham's regulations and policies address the following general land uses?

1 = Discourage Development, 2 = No Opinion, 3 = Encourage Development

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	1	2	3
Residential development	163 25%	216 32%	286 43%
Commercial development (e.g. retail stores, offices, personal services)	129 19%	130 20%	407 61%
Light industrial uses (e.g. light assembly, precision machining, self-storage)	332 50%	145 22%	183 28%
Heavy industrial uses (e.g. large-scale manufacturing, trucking facilities)	605 91%	52 8%	11 2%

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

5. If we assume population growth and housing development will continue in Grantham, what types of housing should be part of this new development?

1 = Discourage Development, 2 = No Opinion, 3 = Encourage Development

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	1	2	3
Single family detached housing	20 3%	81 12%	560 85%
Manufactured/mobile homes	492 77%	121 19%	29 5%
Rental apartments (multi-family)	425 66%	130 20%	86 13%
Townhouse-style condominiums	150 23%	152 23%	351 54%
Apartment-style condominiums	308 48%	176 28%	153 24%
Single family homes with one small rental apartment	211 33%	239 37%	194 30%
Affordable housing	229 36%	203 31%	213 33%

6. What does the term, "Affordable Housing," mean to you?

537 Response(s)

7. Grantham should ...

1 = Disagree, 2 = Neutral, 3 = Agree

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	1	2	3
Promote energy conservation including energy efficiency policies for municipal facilities and	19 3%	84 13%	565 85%
Encourage alternative energy production	46 7%	116 17%	505 76%
Educate residents about waste management best practices for recycling, composting, and	15 2%	73 11%	583 87%
Promote land conservation	21 3%	89 13%	558 84%
Preserve historic buildings, cemeteries and landmarks	12 2%	89 13%	564 85%
Encourage low impact and smart growth practices for new development	29 4%	69 10%	567 85%
Discourage land uses that negatively impact environmental quality	26 4%	53 8%	590 88%
Encourage local agriculture	14 2%	104 16%	547 82%

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

8. Do you support the use of your tax dollars to protect the following resources? (Check all that apply)

	Number of Response(s)	Response Ratio
Areas of important wildlife habitat	475	72.7%
Historic buildings and sites	405	62.0%
Scenic views	340	52.0%
Surface water resources	439	67.2%
Groundwater resources	498	76.2%
Agricultural land/open fields	313	47.9%
Recreational access to land	374	57.2%
Other	39	5.9%
Total	653	100%

9. Please share any additional thoughts you may have about commercial or industrial development in Grantham. Is there a need for services you feel have not yet been considered that would benefit the Town?

320 Response(s)

10. One of the most important travel corridors in New Hampshire and Vermont, I-89, passes through Grantham. Evaluate whether the Grantham Master Plan should address the following topics associated with I-89 and Exit 13.

1 = Not Important, 2 = Low Importance, 3 = Very Important

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	1	2	3
Development potential at Exit 13	134 21%	180 28%	336 52%
Regional connectivity and effects of regional traffic to/from I-89 on state and local roads	65 10%	205 32%	369 58%
Likely influences upon town-wide development potential (residential and commercial)	53 8%	160 25%	417 66%
Environmental impacts (e.g. noise, salt and other pollutants on water resources,	39 6%	85 13%	522 81%

78 Comment(s)

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

11. Are any of the following traffic conditions a problem on roads in Grantham? (Check all that apply and specify which roads in the comment section below.)

	Number of Response(s)	Response Ratio
Truck traffic	113	27.0%
Traffic speed	184	44.1%
Pedestrian/bike/horse safety	242	58.0%
Traffic noise	120	28.7%
Total	417	100%
292 Comment(s)		

12. Should the community consider a bicycle and pedestrian initiative to identify bicycle and pedestrian needs and opportunities?

	Number of Response(s)	Response Ratio
Yes	324	47.7%
Yes, but it should focus on certain areas in town (please	139	20.5%
No	121	17.8%
Don't know	80	11.7%
No Responses	14	2.0%
Total	678	100%
170 Comment(s)		

13. Would you support commuter transit service between Grantham and employment centers like Lebanon and Hanover?

	Number of Response(s)	Response Ratio
Yes	433	63.8%
No	118	17.4%
No Opinion	106	15.6%
No Responses	21	3.0%
Total	678	100%

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

14. COMMUNITY SERVICES: Based on your experiences, please rate the following community services in Grantham.

1 = No Opinion, 2 = Poor, 3 = Fair, 4 = Good

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	1	2	3	4
Fire Protection	260 39%	4 1%	65 10%	333 50%
Police Protection	158 24%	23 3%	101 15%	376 57%
Emergency/FAST Squad	298 45%	15 2%	60 9%	289 44%
Road maintenance/Winter plowing	52 8%	14 2%	79 12%	518 78%
Transfer station (trash and recycling)	64 10%	10 2%	75 11%	516 78%
Library	131 20%	6 1%	36 5%	492 74%
Grantham Village School	269 41%	8 1%	36 5%	348 53%

15. COMMUNITY FACILITIES: Based on your experiences, please rate the following community facilities in Grantham.

1 = No Opinion, 2 = Poor, 3 = Fair, 4 = Good

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	1	2	3	4
Town Offices\Police Station	51 8%	4 1%	56 8%	551 83%
Grantham Recreational Area	241 37%	10 2%	108 16%	298 45%
Transfer Station	68 10%	10 2%	90 14%	489 74%
Fire Department/FAST Squad Building	266 41%	8 1%	66 10%	312 48%
Highway Department Shed	402 61%	10 2%	69 11%	173 26%
Library	114 17%	9 1%	69 10%	469 71%
Grantham Village School	255 39%	2 0%	24 4%	372 57%

16. Please share any thoughts you may have about what is working well in Town Government, or what could be improved.

280 Response(s)

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

17. What public utility services, or expansion of services, would you like in Grantham? (Select all that apply and identify location where services are needed in comment section)

	Number of Response(s)	Response Ratio
Electric power (e.g. multi-phase power supply)	142	52.5%
Community water supply	70	25.9%
Community wastewater collection and disposal	72	26.6%
Other	49	18.1%
Total	270	100%
124 Comment(s)		

18. What communication services, or expansion of services, would you like in Grantham? (Select all that apply and identify location where services are needed in comment section)

	Number of Response(s)	Response Ratio
Cable television	161	37.7%
High-speed internet / fiber-optic service	332	77.9%
Mobile broadband coverage	211	49.5%
Other	20	4.6%
Total	426	100%
145 Comment(s)		

19. Do you have any other comments or suggestions related to topics not covered in this survey?

239 Response(s)

20. Where in Grantham are you located?

	Number of Response(s)	Response Ratio
Grantham Village	32	4.7%
South Grantham	19	2.8%
East Grantham	14	2.0%
Dunbar Hill	48	7.0%
Eastman	473	69.7%
Olde Farms	39	5.7%
North Grantham	40	5.8%
West Grantham (including Corbin Park region)	3	<1%
No Responses	10	1.4%
Total	678	100%

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201

Response Status: Partial & Complete

21. What is your age?

	Number of Response(s)	Response Ratio
Under 25	1	<1%
25-34	21	3.1%
35-49	130	19.4%
50-64	187	28.0%
Over 65	315	47.2%
I prefer not to answer	15	2.2%
Total	667	100%

22. Are you a _____?(check all that apply)

	Number of Response(s)	Response Ratio
Year-round resident	491	73.1%
Part-time or seasonal resident	146	21.7%
Renter	15	2.2%
Residential property owner	289	43.0%
Commercial property owner	3	<1%
Local business owner	8	1.1%
Total	671	100%

23. Which of the following describes your employment status?

	Number of Response(s)	Response Ratio
Homemaker	17	2.5%
Self-employed	73	10.9%
Employed full-time	250	37.4%
Employed part-time	56	8.3%
Student	6	<1%
Retired	297	44.4%
Unemployed	1	<1%
Other	12	1.7%
Total	668	100%

Constant Contact Survey Results

Survey Name: Grantham Community Survey July 201
Response Status: Partial & Complete

24. How long have you lived or owned property in Grantham?

	Number of Response(s)	Response Ratio
Less than 1 year	18	2.6%
1-5 years	126	18.8%
6-10 years	119	17.7%
11-20 years	227	33.8%
21-30 years	101	15.0%
More than 30 years	79	11.7%
Total	670	100%

APPENDIX B: GRANTHAM OPEN SPACE PLAN

Town of Grantham
Open Space Protection Plan

BACKGROUND

Open Space Committee

The Open Space Committee was established in 2013 by the Board of Selectmen based on a proposal from the Conservation Commission. The commission's proposal recommended the establishment of a 5-member committee consisting of 3 members of the community and a representative each from the Conservation Commission and the Planning Board. The membership was extended to include a member of the Zoning Board as well. The Open Space Committee (OSC) strongly felt that participation by representatives of the three groups was critical for success.

The purpose of the OSC was to map, inventory and analyze all open space (undeveloped land) parcels of 10 acres or more, and then to prioritize the ones that would be considered most critical to preserving the rural character of Grantham.

During the initial meetings of the OSC and discussions with the Conservation Commission, it was determined that the mission would be amended to map, inventory and analyze the open space parcels of 10 acres or more, but that prioritization of specific parcels would be better addressed by the Conservation Commission and the Board of Selectmen. Prioritization by the OSC would be focused on general areas of the town.

The completed inventory was presented to the Board of Selectmen in the fall of 2015. At that time, the OSC was asked to provide input to the upcoming Master Plan and to draft an Open Space Protection Plan that could help provide a blueprint to preserve the rural nature of Grantham, identify ways to protect wildlife corridors, and provide recreational opportunities for the community. The Grantham Open Space Inventory is available at the town offices and includes the inventory detail, resultant analysis, and a map of the detailed parcels with appropriate land use coding.

OPEN SPACE INVENTORY

The OSC identified and inventoried 125 parcels over 10 acres in size. The following attributes of each parcel were captured utilizing town tax maps, tax cards, Grantham habitat maps as defined in the New Hampshire Wildlife Action Plan of 2010, and visual observation via available on line aerial imagery:

Farms and Fields	Woodlands and Forests
Wildlife Habitat and Corridors	Ponds and Lakes
Streams and Rivers	Wetlands
Hills and Mountains	Scenic Vistas
Trails and Class VI Roads	Unpaved Roads
Cultural and Historical Sites	Parks and Recreational Sites
Aquifer Proximity	

Key findings from this work were:

- 65% of the town's total acreage was included in the 125 parcels analyzed
- 46% of the town's total acreage was included in 20 parcels that were over 100 acres
- Of the 11,250 acres inventoried, 10,100 acres or 90% are wooded
- The northwest portion of town contains the greatest concentration of unfragmented wooded parcels
- 40 of the 125 parcels have some sort of covenant restriction and they comprise 55% of the inventoried acreage
- 84 parcels are in current use

OPEN SPACE PROTECTION PLAN

Definition of Open Space

Protecting the Town of Grantham's open space and, thereby, preserving its rural character is a dominant theme of the Master Plan. But what is "open space"? Open space means different things to different people: for some, it connotes image of farms and fields; for others, a picturesque mountain view; while still others may picture a barren landscape or even paved areas. For the purpose of the open space initiative in Grantham, "open space" refers to any undeveloped land. This inventory and plan focuses on open space parcels of 10 acres or greater. Parcels that contain a single structure (e.g., house or barn) on a piece of otherwise undeveloped land have been included. Within Grantham, open space parcels comprise a wide variety of characteristics including woodlands, meadowlands, wetlands, farmlands and recreation areas.

Importance of Open Space

Open space provides countless benefits to the quality of life for the surrounding community. An important priority for the protection of open space in Grantham, as expressed by residents in the 2005 Master Plan Community Survey, was preservation of the town's rural character. Opportunities for recreation abound in towns with large plots of open space, whether one is drawn to the beach, open water, wooded trails, rolling hills, or flat plots of grassy fields for various sports. Inherently, towns with large amounts of open space are attractive, and draw new residents who value living in areas of aesthetic beauty, as well as business owners who desire a rural setting. Scenic roads and vistas provide daily sources of enjoyment for those who live near them, and often will attract travelers from more congested areas, whose visits have the added benefit of bringing business in to the town.

Each type of open space area serves an important ecological role. Contiguous woodlands provide vital habitat corridors for large mammalian wildlife and also act as a carbon sink. Surface waters can provide drinking water for wildlife, water storage to recharge aquifers, and essential habitat for fish, waterfowl,

and aquatic vegetation. Grassy fields are important habitat for migratory birds and small animals. Wetlands act both for flood mitigation and as natural filters for removing contaminants and protecting water quality. Vegetated land surrounding public waters helps intercept surface runoff and increase subsurface flow which, in turn, recharges deeper groundwater flows and mitigates and mitigates the effects of pollutants from upland sources. Each type of open space hosts different types of flora and fauna. Rare, threatened, and endangered species often rely on specialized habitats, so the conservation of as many natural habitats as possible will help preserve biodiversity. Accordingly, New Hampshire has taken legislative action to protect sensitive natural resources, such as shorelands and wetlands, and has placed a priority on open space by passing bipartisan Senate Bill SB388 in 2014, establishing a committee to study land conservation in New Hampshire.

Although some might argue that protecting open space will come with a trade-off of foregoing greater tax revenues for the Town, in reality, open space areas cost very little in the way of services compared to residential developments, which cost the community more than they generate in income.

Prioritization of Open Space

Prioritization of Open Space was focused on geographical areas of Grantham. The criteria for defining high priority for open space were essentially twofold: first, large tracts containing woodlands suitable for recreation and wildlife habitat, and second, areas that afforded protection of natural resources for the benefit of the community as a whole.

The first, high-priority open space areas are of most value when comprised of large, unfragmented tracts. Privately owned parcels, especially those that are contiguous with parcels that are covered by conservation easements, are prime examples. Three regions in the town that apply are the northwestern and southwestern areas (collectively referred to as the Western Corridor) and the northeastern area.

The second open space area priority was determined to be the area above and surrounding Stocker Pond. This area overlies a confirmed aquifer that is a potential source of a future municipal water supply. While this area is not comprised of large, undeveloped parcels as in the first general area, it is in need of protection.

Acquisition of Open Space

There are several ways in which open space can be acquired by the community. Many communities have directly purchased desired parcels by warranty vote at town meeting. These acquisitions have been paid for by capital appropriations through the town budget, bonding, and funding grants through the state or federal government. Parcels may also be acquired by gift or outright purchase. Property owners have often deeded tracts of land directly to the town.

In other instances property may be acquired by third parties that make the property available for the use and enjoyment of the community. There are non-profit organizations that will acquire conservation properties from private landowners. The Society for the Protection of New Hampshire Forests, Upper

Valley Land Trust and the Ausbon-Sargent Land Preservation Trust are three of these organizations. An example of this means of acquisition is the Reney Forest on Route 10.

Protection of Open Space

There are several ways to protect open space, some of which are temporary (and possibly not driven by the concern for the protection of open space) as well as others that are more permanent through legal documentation, which might, or might not, stand the test of future challenge. The use of zoning is also sometimes used as a tool in protecting open space.

Landowners in Grantham may apply for and receive Current Use classification of parcels or portions of parcels of ten acres or more. This provides a lower tax status for as long as the Current Use classification is maintained. In effect, it protects against subdivision and development. Landowners can only withdraw their land from Current Use by paying a penalty. In Grantham, landowners must pay 10% of the fair market value of the land removed from Current Use, the money going to the Grantham Conservation Commission. Therefore, this classification is, in reality, a temporary preservation of open space dependent on the determination of the landowner.

Conservation easements vary in legal terms and usually allow a tax benefit to the donor. A specific parcel of land can be donated for conservation purposes, usually in perpetuity. In most cases, a land trust organization is involved in such a transfer and may be designated as holder of the land. Sometimes the land is donated outright to the organization or the landowners might sell to the organization, which, in turn, solicits the public for contributions towards the purchase. Such easements are presumed to be permanent but there is always the possibility of legal challenge in the future.

A town may zone a particular area or district to be designated as open space. This could be challenged by large landowners if their land is involved at the time such designation comes to a vote. In Grantham, there is no such designation. However, parcels in Grantham that are designated as conservation lands are listed in an Article of the Ordinance, and should, for any reason, the legality or informal arrangement creating these conserved parcels be reversed, the Ordinance comes into play by limiting future use of the parcel to only a few possible uses which, in effect, help to preserve open space. These might include recreation, agriculture, and forestry.

Engagement of the Community

A key to protecting open space in Grantham will be engagement of the community in activities that build appreciation of open space in the town through active exposure to its attributes. Programs of educational outreach would inform the community of open space issues and suggest activities. One strategy would be to offer programs to schools, Scouts and Youth Conservation Corps that would engage adults through parental involvement.

Hiking Grantham's trails is an excellent activity that would encourage residents to visit and become familiar with Grantham's open spaces. To encourage this, a GPS-compatible trails map could be developed by volunteers with assistance from the Upper Valley Lake Sunapee Regional Planning Commission and the Upper Valley Trails Alliance. Help could be enlisted from the Highway Department in earmarking possible locations for construction of trailhead parking. Other volunteers would, in the

process of developing and maintaining the trails, become invested in protecting open space. Finally, a cadre of volunteer hike leaders could be trained to conduct community hikes into open space areas of Grantham, using the occasions to promote the importance of conserving and protecting the open spaces we have.