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Henniker History

It began as a forest.

The first roads were actually mere traces, or as described by Francis Childs in a 1958 Convocation address at New England College, "...little more than bridle paths". A road was laid out from the Hopkinton line at the "Cass Hill" toward the center of town to the west. It extended toward and along the river. Later it was extended to complete a crossing to the Hillsborough line.

In 1768, the articles of incorporation were signed by 26 men, "residents in Number Six" (Childs, p2). The Charter was granted by Gov. John Wentworth on November 10, 1768, and fifteen days later the first town meeting was held. "If you could have looked down on the township from the air, except for the ponds and the river, you would have seen an almost complete stretch of primeval forest broken only by an occasional small beaver meadow and the little clearings of a few acre each..." (Childs, p3). Such was the beginning of land development. Most settlement was in the southeastern part of the town, at first, and only later reached up river toward the present center and to west Henniker. Actually, the histories depict the village there as the more prominent in those early days.

Originally, land use was of necessity aimed at logging and agriculture. The whole town is lined with stone walls attesting to the activities of the farmers. At one time the town had been cleared along the river and up the adjacent slopes and around the ponds for farmland. Later, much of the cleared land grew back to trees and forest.

Early industries were smaller mills for grist and lumber. The first lumber mill was built but abandoned before it could be used, because of an Indian scare. In 1766, a road was laid out toward the Weare line extending into Weare. It was used partly to transport butter made by Josiah Ward, whose wife was said to be the first white woman to come into town over Craney Hill (Cogswell, p56). The road still carries the name of this early commercial enterprise, "The Butter Road".

By the 1800's there were many small mills and many more farms. From then on, the mill aspect began to grow in importance. The many streams and the river influenced their locations for waterpower. The paper mill in West Hopkinton was actually founded in 1871. There was a measure mill, a shoe shop, and numerous other small operations, which gave the Town a manufacturing complexion along with farming. By the end of that century the riverbank was lined with a number of industries. While the uses of some buildings changed from time to time, they prevailed until the late 1950's when the flood control project began taking land for the present Hopkinton dam reservoir. Numerous farms (perhaps 38) and the mill buildings were all taken by the government for that purpose.

The village began to overshadow the importance of outlying farms. Six new streets were laid out between 1889 and 1899 (Childs, p9). Between 1886 and 1902, over 60 new buildings were erected within the village limits (Childs, p9).

The K&C Company replaced the shoe shop as a job provider in 1903. It manufactured wooden bicycle rims. In 1905 the first leather board factory was opened. The existing “Leather Board Bridge” marks the site of that mill, which later became the Norton Plant. Mills were on the banks from there to the present stone bridge on both sides of the river. The remnants of their dams are still visible.

As industry developed, the farms receded. The late 1800’s became an era of abandoned farms, according to Childs. “Whole sections of Town which once bore excellent crops were left deserted.” (Childs ,p8).

Dr. Childs stated in his 1958 address that “... from the beginning of the century (19th) a certain amount of emigrating from Henniker had been taking place...”. This was attributed to the industrial centers to the south both in Manchester, NH and in Massachusetts. This accelerated in the 1840’s with many of the young men being “led away”. The Civil War has a major impact with more than a hundred young men joining the struggle.

Even so, Childs said that agriculture still continued for a few more decades. Many droves of cattle and sheep were herded through Henniker and the droves found lodging and entertainment in the downtown area where the old Henniker Inn now houses the administration of New England College.

Now the town has all but lost its agriculture. Except for small endeavors by the residents who grow their gardens and own horses and such, the orchards and blueberry self-pick operations predominate. The Davidson’s still raise sheep and maintain the fields, which once supported cattle, but while in the early 1960’s there were six or seven dairy farms, now there are none. The poultry industry was then still evident then but no longer were there five or six major poultry growers. Now there are none.

The ski area and the College are major taxpayers and occupy significant tracts of land. They are two of the main contributors to the town’s industry and activity.

Industry, in general, is influenced by the several lumber mills and production of forest products such as bark mulch, chips, lumber, and pallets. Other mine gravel and sand or make concrete and related products. These are located along the Old Concord Road all the way into Town, along the Weare Road and near Warner Road. There appears to be little possibility of industrial development on the scale of the old factories but businesses are healthy. As elsewhere, the pull between commercial development along the arteries out from the center and on the fringes reflects on the health of the central community. For now they seem to be in balance.

The community is becoming increasingly residential with the demand for housing outstripping the availability. For the future this poses a promise of increasing development and more houses with the eventual need for more schools. Although the federal taking of farm and industrial land

in the late 50's devastated many of the residents at that time, the open space and rural aspects of the town, which prevailed in the early days, will be sustained by this permanent preservation of this centrally located green area.

Donald G Blanchard

August 26, 2002

References: "The Only Henniker on Earth" Henniker History Committee; Phoenix, 1980
"History of the Town of Henniker" Leander W. Cogswell; 1880
"The Story of Henniker" Francis L. Childs, a speech at a Henniker Community Day Convocation at New England College; May 28, 1958

Chapter I Introduction

A Master Plan is a living document that articulates the vision, desires, and concerns of a community. The Plan provides recommendations on ways to maintain or improve the features of a community. This Plan is intended to serve as a blueprint for all future activities of Henniker. This includes future economic development efforts; amendment to land use regulations; environmental and historic preservation efforts; the development of affordable housing stock; the expansion of community facilities and services for the next five to ten years.

This Master Plan is Henniker's road map for the first quarter of the twenty-first century and beyond. It outlines what we are all about and where we want to go, as a community in central New Hampshire. The Plan describes us today, and forecasts where we are heading. Most importantly, it defines what we will need to do over the next several years as we work together to shape the future of the Town of Henniker. What you now have in your hands is the result of the collective efforts of those who made generous contributions of time, energy, and ideas. The new "Master Plan of the Town of Henniker" is now a reality!

A Master Plan is intended to be the device that influences the making, interpretation, and implementation of laws and procedures that give shape and direction to the community. A Master Plan is required by law in the State of New Hampshire (RSA 674:2); but unlike other "master devices," it has no force of law and no way to generate the resources that may be required for implementation. The Master Plan can be a powerful tool to shape a community by giving direction to appointed and elected officials. However, the true power of the document is derived from the citizenry, as they will ultimately be the voice that approves the staffing, funding, regulatory alternatives and strategies identified by this Plan.

As this Master Plan was being written, it became evident that Henniker is at a crossroads. As incremental growth creeps from southern portions of the State and the City of Concord continues to evolve and expand as a regional source of employment, Henniker will continue to grow and face new challenges and issues. Those who contributed to this plan did their best to plan for such changes and to provide appropriate strategies that will accommodate reasonable growth while maintaining the rural atmosphere. It is the resolve of the Planning Board to faithfully and actively pursue the recommendations included in this document.

Goals and Objectives

What follows is the collective catalogue of our hopes and dreams for our town--what we want to achieve in our growing and vital town. These ideas have been laid out for all to see and work towards. Just as those who have gone before us, we can seize this opportunity to move and shape our little bit of the world and to make it a better place for us, our children and grandchildren. Herein lies a living document, one which will help us focus on the important issues of our times.

Establishing a set of goals and objectives is an important task that requires considerable public input and debate. The goals and objectives listed below are discussed in each Chapter of the Master Plan. Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective. These findings were created by analyzing the results of the Community Survey results and reviewing input from the various Chapter Subcommittee participants.

Historic and Cultural Resources Chapter

Goal: To protect and preserve the historical and cultural resources located in Henniker so that future generations may enjoy and learn from them.

Objective: To ensure cooperation among the various committees and organizations involved with historic preservation and cultural resources in Henniker.

Strategies:

1. Review the various organizations and committees within the community and see where their roles overlap and where there are gaps. Try to diminish the overlap and fill the areas where there are gaps.
2. Create specific roles, guidelines, budgets, and rules of procedure for all Town committees and organizations that deal with historic preservation and cultural resources.

Objective: To ensure that adequate resources are made available for historic preservation and education.

Strategies:

1. Set aside money for maintenance, educational purposes, and research for local historic sites currently or potentially on the National Register. Provide financial support to organizations and committees that are maintaining historic resources and properties and that are providing education on behalf of the Town.

Objective: To ensure that the Town's zoning, site plan, and subdivision regulations do not negatively impact historical resources located in Henniker.

Strategies:

1. Review all zoning, site plan, and subdivision regulations periodically for potential points of conflict between the regulations and historic preservation. Once these points of conflict are identified, work to make them compatible.
2. Include the Historic District in the Zoning Ordinance as an Overlay District.

Population and Economics Chapter

Goal: Have a healthy and diverse economic base that is appropriate in scale, service, and impact that will provide the most benefit to the Town of Henniker.

Objective: Be proactive in the recruitment and retention of economic development opportunities in Henniker.

Strategies:

1. Research the possibility of Henniker's applying for the New Hampshire Main Street Program in 2004.
2. Encourage the Henniker Business Association, Rotary Club, and other interested business/economic development organizations to continue discussions with residents and Town Officials on the economic well-being of Henniker.
3. The Town should actively recruit desirable businesses to locate/expand with the community.

Objective: Support Henniker businesses.

Strategy:

1. The Town should adopt a policy of purchasing supplies, equipment, and materials from local businesses, where possible and feasible.

Objective: Ensure that commercial and retail development has a positive impact on the environment, historic character, social character, and existing development patterns within the Town.

Strategies:

1. Adopt specific landscaping, lighting, and environmental performance standards into the Site Plan Regulations.
2. Review the boundaries of the current Zoning Districts to ensure that they appropriately reflect future planning goals.

Current and Future Land Use Chapter

Goal – Henniker's regulations need to ensure quality development, protect sensitive environmental features, provide opportunities for a variety of development types, and preserve its rural and historic nature.

Objective: – Enhance the village center as the cultural, social, and commercial center of town.

Strategies:

1. Apply for the New Hampshire Main Street Program in 2004.
2. Develop a comprehensive pedestrian infrastructure that includes bicycle lanes, bicycle racks, and sidewalks to promote a walkable downtown.
3. Encourage the use of shared parking lots between retail uses and housing, where appropriate.
4. Allow for the development of new housing units above commercial and retail stores in the downtown.

Objective – Preserve and protect the open space and environmentally and/or culturally sensitive areas in town.

Strategies:

1. 100% of the land use change tax should be dedicated to a conservation fund, which can be used for education, land or easement purchase, or to leverage additional funding for conservation and preservation efforts in Henniker.
2. Using the data collected in the Henniker Natural Resources Inventory, develop a Conservation and Open Space Plan for the Town.
3. Adopt a Historic District Overlay into the Zoning Ordinance.

Objective - To foster sound business development in appropriate areas within Town.

Strategies:

1. Adopt façade, architectural, landscaping, and signage regulations into the Site Plan regulations.
2. Ensure that the areas zoned for commercial development are the most appropriate in terms of community infrastructure, natural resources, and community character.

Objective: – To foster sound residential development.

Strategies:

1. Adopt roadway and sidewalk design details into the Site Plan regulations.
2. Ensure the areas zoned for residential development are the most appropriate in terms of community services, land use, and environmental constraints.
3. Use developer incentives in the Subdivision and Zoning Regulations to maximize the best use of the land.
4. Adopt ordinances ensuring work is done in a timely, safe, and environmentally proper manner.
5. Encourage the development of neighborhoods through the Subdivision and Zoning regulations.

Objective: – Revamp the town’s planning function to better serve the community.

Strategies:

1. The Town should purchase Geographic Information Software (GIS) in order to utilize the maps and information available from the State, Regional Planning Commission, and this Master Plan in future planning efforts.
2. Have the Henniker tax maps digitized into a GIS layer, which could then be linked to the Assessor’s database, for more accurate and accessible information
3. Organize the Zoning, Subdivision, and Site Plan Regulations into one document with a comprehensive Table of Uses and Index, all necessary forms, and accompanying information.

Housing Chapter

Goal: To encourage sound housing development that meets the needs of current and future residents, while protecting the natural resources and rural character of the Town.

Objective: Ensure that current town regulations support sound housing development.

Strategies:

1. Consider adopting an Affordable Housing Ordinance, an Elderly Housing Ordinance, and an Inclusionary Zoning provision into the Henniker Zoning Ordinance.
2. Review and update the Manufactured Housing Ordinance, multi-family housing regulations, and the Open Space Residential Development Ordinance to ensure that they are meeting the stated goals of the regulations.
3. Adopt an impact fee ordinance in order to help pay for the cost of increased municipal services required by new development.
4. Prepare to enforce the statewide build code at the municipal level through the hiring of a professional building inspector and adoption of a fee schedule.

Transportation Chapter

Goal: - To promote the improvement of public roads in Town; encourage a system of transportation that will meet the mobility needs of all local residents by providing for the efficient movement of people, goods, and services within Henniker and throughout the region; maintain a commitment to the rural and historic character of the community; and provide a well-maintained and safe transportation system that meets the functional and aesthetic needs of the community, in a cost-effective manner.

Objective: - Provide a highway and street system that will allow the safe and efficient movement of people and goods throughout Henniker.

Strategies:

1. Establish a standard speed limit of 25 mph-or-less for densely developed residential neighborhoods in Town with a history of traffic accidents.
2. Minimize adverse traffic impacts of "through traffic" on residential streets wherever viable alternatives can be provided.
3. Identify and prioritize intersections that need improvement.
4. Use traffic-calming measures to reduce speed and to direct traffic around neighborhoods.

Objective - Improve the commuter habits and traffic patterns within the Henniker community.

Strategy:

1. Investigate sites for potential park-and-ride facilities to help reduce congestion on major roads through Town. Ensure that the character of the areas considered for such facilities can be protected through proper design.
2. Identify roads in Town that are used as "cut-through" routes through residential neighborhoods and discourage this practice by lowering the speed limit, increasing enforcement of traffic regulations, and/or installing traffic-calming measures in areas of concern.
3. Develop a local bicycle network that would connect significant areas of Town and important places (i.e. schools, Town Hall, fire station) to the regional and state bicycle networks.

Objective - It is important to sustain and promote a safe walking core and bicycle system for Henniker and provide high-quality walking places beyond the core of the Town. These would be part of a larger interactive network of safe and aesthetic walking paths and bike lanes as part of Henniker's transportation infrastructure.

Strategy:

1. Promote a pedestrian route system and "share the road" campaign to maximize healthful recreational and transportation opportunities in and around Henniker.
2. Support the creation of the state and regional bicycle networks that pass through Town.

Objective - Protect the rural character of Henniker's roads that are gravel and have scenic attributes.

Strategies:

1. Develop road and entrance standards for Henniker's more rural and scenic roads. These standards should be consistent with the character of these roadways, balancing scenic characteristics, safety, and sight lines.
2. Make new roads in rural areas consistent in design with the rural collector roads off of which they are being built.
3. Consider roads in Henniker that may qualify as locally Scenic Roads, as defined by New Hampshire State statute, and pursue Scenic Road designation.

Objective - The Town should develop and fund a long-term road-repair and replacement program.

Strategies:

1. Explore revenue-generating options for transportation projects that can be used for local transportation projects or for local match funding for State and Federal projects.
2. Establish a road-resurfacing and improvement schedule that is recommended to and endorsed by the Planning Board and the Board of Selectmen.

Objective - The Town should address safety, maintenance, and development concerns on Class V and Class VI roads, on a priority basis.

Strategies:

1. Encourage shared drives, under the Subdivision Regulations, for new subdivisions along Class V roads in Henniker, not only to improve safety, but to keep the rural character of the area.
2. Maintain Class VI roads as important recreational assets; they provide excellent walking opportunities, and should not be upgraded to Class V roads.
3. The Town should investigate the designation of Class VI roads, that meet certain criteria, to Class A trails.

Objective - The Town should evaluate the transportation impact of any proposed development that requires *subdivision or site plan review and to recommend action in a timely manner*.

Strategy:

1. Require developers working in Town to provide parking for bicycles (e.g., bike racks), just as there are parking requirements for automobiles, through Site Plan Regulations.
2. Require developers working in Town to provide bicycle paths and bicycle lanes along the property to connect with existing or proposed lanes and/or trails, where appropriate, as part of the Site Plan Regulations.
3. Require developers working in Town to provide for shared driveways and parking areas with neighboring buildings, as part of the Site Plan Regulations.
4. Require new developments to create and/or extend the existing sidewalk network, in appropriate areas, to create an incremental expansion of the Town's sidewalk network.
5. Implement a policy to permit cross-access easements for commercial lots abutting one another so a driver does not need to exit onto the road in order to get to the neighboring property.

Community Facilities Chapter

Goal: – To have all community facilities in Henniker meet the current and future needs of the community in an efficient, safe, and effective manner.

Objective: – Increase public education, involvement, and participation in the various community facilities and Departments in Town.

Strategies:

1. Regularly schedule and publicly notice meetings to encourage public involvement, participation, and input on the various Town Departments.
2. Continue to coordinate with New England College for Town services.
3. Increase public awareness about fire, police, and highway safety by working with local schools, civic organizations, and businesses.
4. Do outreach into the community, with a special emphasis on New England College and the business community, for volunteers to participate in the various Town programs and Departments.
5. Do public education about the services and programs offered by each Town Department.
6. Ensure that all Committees and Boards comply with the New Hampshire Right to Know Law.
7. Regularly have Town-wide Department meetings to increase communication and coordination among the various Town Departments.

Objective – Proactively plan and budget to ensure that Town Departments are well staffed and have adequate facilities for the future.

Strategies:

1. Create capital reserve funds for various Departments to help offset the anticipated cost of equipment and facility expansion to ensure that there is funding available.
2. Maintain adequate staffing levels to effectively manage Town services. Analysis should be done every year to ensure that the Town Departments have enough staff to preserve and improve the quality of services.

3. Work with New England College to ensure that existing Town facilities and services will adequately service their planned expansion.
4. Research alternative financing options, besides taxes, to help pay for Town Department staff, facilities, equipment, and programs.

Conservation, Preservation, and Open Space Chapter

Goal: - To preserve the character of the community, the Town of Henniker desires to conserve, protect, and preserve its natural resources, including but not limited to, ground and surface waters, agricultural and forest land, and wildlife habitat

Objective: - When engaging in development, the Town of Henniker should encourage open space land preservation that is in keeping with the natural conditions of the site.

Strategies:

1. The Planning Board, as part of the subdivision review process, shall encourage developments to dedicate land for open space.
2. The Conservation Commission should encourage and solicit the donations of parcels or easements in areas that fit within an open space/land conservation plan.
3. Appropriate open space, agriculture, and forestry uses should be allowed in all areas of Town.

Objective - The Town of Henniker should control development in environmentally valuable and sensitive areas.

Strategies:

1. The Planning Board should review all relevant data, including soil, slope, wetlands, etc., as part of the development review process when site plan and subdivision proposals are made. Determine if the proposals are in environmentally sensitive areas.
2. If a development proposal appears to be in an environmentally sensitive area, the Planning Board should request site specific scientific data be prepared by qualified, licensed professionals, regarding the current environmental conditions, potential impacts, and proposed solutions.

Objective - The Town of Henniker shall encourage through regulatory powers, incentives, and purchase, the preservation of existing and potentially productive agricultural lands, forest lands, and parcels of open space.

Strategies:

1. Recommend the preservation and conservation of existing and potentially prime agricultural lands, forest lands, and parcels of open space lands.
2. Send information on current use assessment to all property owners who could qualify for the program. Engage in a public education campaign to highlight the benefits and value of the current use program.
3. Henniker should actively pursue funding for the purchase of available agriculture lands, forest lands, and open space parcels. Prior to the acquisition of such land, an evaluation process should be developed that includes an evaluation of needs, cost, and benefits.

4. A management plan should be created for all parcels of land that the Town owns to ensure that best management practices are being followed.
5. Henniker should work with the surrounding communities to coordinate an open space protection plan for parcels that abut and/or cross Town lines.

Objective - The Town of Henniker should continue to work to protect the shoreline of its lakes, streams, ponds, and rivers.

Strategies:

1. Henniker should work to establish a collaborative shoreline policy with its neighboring communities.
2. Henniker should seek acquisition, easements, and/or development rights for parcels of land abutting public water bodies.

Objective - The Town of Henniker should continue to take steps to protect its aquifers and groundwater resources.

Strategies:

1. Henniker should identify areas where there is a known or potential water-pollution problem and require that neighboring public bodies of water be monitored annually for public health and environmental risks.
2. Create a public education campaign that would encourage residential well-water users to periodically test their water to ensure its safety.
3. Henniker should create and implement an educational campaign for residents as to the proper maintenance procedures for on-site septic systems.
4. Henniker should create and distribute educational materials for the proper disposal of waste oil, household chemicals, and household hazardous waste.

Objective - The Town should take the appropriate steps to ensure that the geologic formations and resources located in the community are managed in a sustainable fashion.

Strategies:

1. Henniker should seek easements and/or development rights for spent/abandoned gravel pits located in the aquifer areas within the Town.
2. Henniker should continually monitor active sand and gravel pits operating within Town to ensure all safety and environmental protections are in place.

Objective - The Town of Henniker should coordinate all local land use planning and regulations, so that local planning efforts are enhanced, intra-community conflicts are minimized, and suburban sprawl is limited.

Strategies:

1. Where appropriate, encourage and emphasize the existing Village by channeling commercial and residential growth toward it.

2. Encourage the use of innovative land use controls to provide growth in areas with suitable-land characteristics and to discourage development in areas with poor soils, steep slopes, flood hazards, or other environmentally sensitive or unique characteristics.

Objective – Increase cooperation among the Town, New England College, local businesses, and the region to preserve and protect our natural environment.

Strategies:

1. Invite representatives of New England College and the Henniker Business Economic Development Committee to the monthly Conservation Commission meetings.
2. The Conservation Commission should continue to be involved in the Regional Resource Conservation Committee.

The Master Plan is basically a road map that outlines the kind of town Henniker is now and the kind of town it would like to be, keeping in mind its importance as a community in central New Hampshire. It describes us today, forecasts where we are heading, and defines what we need to do over the next several years.

Most importantly, we can see what we can achieve and, by committing it to paper for the world to see, what our plan is for the future. It is to be a living document helping us to focus on the important issues of our times. We need each and every community member's efforts to bring life to this document, to make this a reality!

Chapter II Historic and Cultural Resources

Introduction

Daniel Webster once said: “A person who does not respect the past is not performing his duty to the future.” It is a community’s responsibility to plan a program of historical and cultural preservation and protection, and in Henniker this is a feeling voiced by a majority of the citizens in the Master Plan Community Survey and through individual community actions.

There are many reasons for preserving historically significant resources and their surroundings. Among the most compelling are psychological ones, reasons that are associated with the continuity and quality of life. Older buildings provide us with tangible links with the past; they give us a sense of the continuity of time and place. Just as important, they become part of our own lives. These historic, cultural, and architectural riches frequently bear a relation to events, eras, or persons in history which help to define us as a cultural group.

Gradual and pervasive erosion of the historical character can happen with the accumulation of incremental changes to buildings and places. It is our challenge to ensure that this does not happen in Henniker. Preservation should not be a reaction to a crisis, but part of the planning process. Preservation does not and should not be thought of as prevention.

This Chapter looks to highlight local historic and cultural resources, describes why they are significant, and looks to provide the resources, recommendations, and tools to plan for the preservation, protection, and enhancement of those resources.

Goals and Objectives

Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective.

Goal: To protect and preserve the historical and cultural resources located in Henniker for future generations to enjoy and learn from.

Objective: To ensure cooperation among the various committees and organizations involved with historic preservation and cultural resources in Henniker.

Strategies:

1. Review the various organizations and committees within the community and see where their roles overlap and where there are gaps. Try to reduce the overlap and fill the areas where there are gaps.

2. Create specific roles, guidelines, budgets, and rules of procedure for all Town committees and organizations that deal with historic preservation and cultural resources.

Objective: To ensure that there are adequate resources made available for historic preservation and education.

Strategies:

1. Set aside money for local historic sites that are currently or could potentially be on the National Register or State Register of Historic Places for maintenance, educational purposes, and research.
2. Provide financial support to organizations and committees that are maintaining historic resources and properties and providing education on behalf of the Town.

Objective: To ensure that the Town's Zoning, Site Plan, and Subdivision Regulations do not negatively impact Henniker's historical resources.

Strategies:

1. Review all zoning, site plan, and subdivision regulations periodically for potential points of conflict between the regulations and historic preservation. Once these points of conflict are identified, work to make them compatible.
2. Include the already established Historic District in the Henniker Zoning Ordinance as an Overlay District.

Community Survey Results

A Master Plan Community Survey was distributed to all residential households and non-residential landowners in October 2000. Approximately 1,500 surveys were mailed out with 495 surveys being returned, resulting in a 33% response rate. The following four survey questions relate to the Historic and Cultural Resources Chapter.

How would you rate the current adequacy of the following services?

Municipal Services	Good	Fair	Poor	N/A
Cemetery Care	303	59	1	91
Historical Preservation	304	111	18	27
Library	351	72	18	20

How important is each of the following to your choice to live in Henniker?

	Very Important	Somewhat Important	Not Important
Rural Quality	384	66	8
Small New England Village	378	63	19
College Town	107	179	161
Born and/or Raised Here	87	42	281
Farming Opportunity	56	109	264

As can be seen above, the most important reasons people gave for living in Henniker are the rural quality and the fact that is considered a small New England Village. These points have been repeated many times throughout the Master Plan process.

Which of the following methods would you support to balance growth with the preservation of sensitive areas? Please check all that apply.

#	Method
295	Encourage private donation of land and/or development rights
208	Current use assessment
207	Town purchase of land
204	Land Trusts
157	Town purchase of development rights
145	Re-zoning
70	No opinion

Are you aware of the following programs and services offered by or through New England College? If so, please respond to each with a check in the appropriate box.

	Unaware	Have Used	Might Use
Art Gallery and Related Activities	77	199	148
Film Series	185	85	135
Lecture Series	123	106	172
Library	56	248	120
Theatre	111	145	144
WNEC (college radio station)	140	144	90

History of Henniker

The Only Henniker on Earth is a rural town located along the Contoocook River in central New Hampshire. In the settlement of the land dispute between New Hampshire and the Massachusetts Bay Colony in 1740, Henniker was allotted Township number 6 in the line of towns between the Connecticut and Merrimack Rivers. In the Charter of 1768, Governor

Wentworth named the town of Henniker in honor of his friend, John Henniker, Esq., a wealthy London merchant.

History states that a few settlers arrived in Henniker in the early 1730's but none stayed due to some Penacook Indian harassment and the French and Indian War. The first permanent settler arrived and settled in Henniker in 1761. A town meeting was held on November 25, 1768, and Rev. Jacob Rice was hired as the first "gospel minister."

The Contoocook River was spanned in 1782. The river's scenic beauty attracted a profitable tourist business in the late 1800s and early 1900s. Water power supported mills and manufacturing until they were closed due to the 1959 Federal Flood Control Project.

Henniker has been home to several interesting and outstanding people: Ocean Born Mary, whose birth saved a boatload of colonists from a pirate's wrath; Edna Dean Proctor, a nationally-known poet; Amy Cheney Beach, a pianist with the Boston Symphony Orchestra and composer; James W. Patterson, an educator; and Ted Williams, baseball player with the Boston Red Sox.

Historical Resources

National Register of Historic Places

Under the terms of the National Historic Preservation Act of 1966, the U.S. Department of Interior's National Park Service maintains the National Register, which lists the Nation's cultural resources worthy of preservation. The National Register is the Nation's roster of properties that are important in history, architecture, archeology, engineering, or culture. Properties may be nominated individually, in groups, or by Districts. The nomination process requires careful documentation as to a site's historical significance. In addition to buildings and bridges, other categories - such as Main Streets and roads, villages, parks, and monuments - can be listed.

There are a number of benefits for properties listed on the National Register. These include the provision for special review and mitigation if a road widening, or other project using Federal funds, is undertaken in the vicinity, and the possible eligibility for Federal benefits. These include charitable deductions for donations and easements, grants for preservation, and investment tax credits for the rehabilitation of income-producing buildings.

No additional regulative restrictions are placed upon those properties that are listed on the National Register; but instead, a listing in the Register recognizes the property's significance, encourages the stewardship of the property or resource, and stimulates local pride, appreciation, and commitment to preservation. Henniker currently has two sites located on the National Register: the Henniker Town Hall, which was added in January 1981, and the Bennett Farm, which was added on September 14, 2002.

The Town Hall is significant as one of New Hampshire's few remaining 18th century meeting houses. It is also significant as an example of 18th century town planning; as the oldest remaining public building in Henniker; and as the focus of two successful preservation campaigns - the earlier, in 1887, gave it a new but compatible Queen Anne appearance while

expanding its functions as a meeting place, and the later, in 1973-1976, reactivated the then-vacant building for daily use as town offices. Thus the Henniker Town Hall, which is located in the geographic center of the community, has served as a focal point for town government and community affairs for over 200 years.

The Town Hall, in addition to being on the National Register of Historic Places, is part of the Henniker Historical District, which encompasses the land bounded by Grove Street to Circle Street and the common bounded by Depot Hill Road, Circle Street, and Route 114. See the Historic District section of this Chapter for more detail.

The Bennett Farm is significant in Agriculture, as a fine representation of the late 19th-century diversified farm. The main house dates from c1780 and was operated as a tavern until 1848. The barn, originally constructed as a church in 1834, was moved to the farm and converted for use as a barn c1860. There are also a number of agricultural and service outbuildings along with pasture and woodland.

In agriculture use since 1848, the farm was actively operated until the 1960s when some activities were reduced or curtailed. During its period of historical significance, Bennett Farm produced dairy, beef, poultry, eggs, hay, corn, grain, firewood, produce, tree fruits, small fruits, honey, and maple syrup. Its buildings, structures, and land use characterize the diversified farm of the period. It is an important reminder of the type of agriculture that was ubiquitous in this region into the early 20th century. The farm continues in agricultural use and remains in the Bennett family.

Three other known potential National Register sites are Henniker Village, West Henniker Village, and the Quaker District. The historic significance of the Henniker Village is derived from its role as the commercial and political center of the town since the early nineteenth century. The potential District's approximately 200 buildings clearly convey the evolution of the Village as the commercial, residential, and institutional heart of the surrounding town. The Village's architectural significance stems from its range of building types and architectural styles, as well as its high retention of the settlement patterns and spatial relationships that define the historic landscape of a Village center. Overall, the buildings within the Village, particularly the residential structures, have a high degree of architectural integrity. Preliminary research has already been done for the application for National Register designation and is on file with the New Hampshire Division of Historical Resources.

The West Henniker Village is eligible for the National Register of Historic Places as a "significant and distinguishable" historic district; its built landscape and resources illustrate the town's earliest water-powered industry and the accompanying village development throughout the 19th and 20th centuries. The recent loss of the mill, although historically unfortunate, does not negate the village's abilities to portray historical associations. All buildings, sites, landscapes, structures and objects within the district's period of significance (c.1780-1952), with integrity, are eligible for the National Register as contributing elements to the district. As well, the Patterson Hill Road bridge and the Western Avenue bridge area also eligible for the National Register because of their engineering significance.

The other potential National Register location is the Henniker Quaker District. Quakers first came in New England in 1650 and arrived in Henniker in 1799. The Henniker Quakers had moved from the Town of Weare, where there was already a large Quaker community. The historical buildings remaining in the District include private homes, the Quaker school, a graveyard, and a meeting house. Inside the school hangs a mural depicting rural life and some of the homes in the District at the time when it was painted in 1980. The Quaker School was accepted as a historic site at the 1979 annual Town Meeting, thus acknowledging its significance. The Quaker District, its buildings and resources, are currently maintained by the Quaker District Historical Society, which is a voluntary organization. The buildings and the area itself contain historical, cultural, and religious importance that are worthy of National Register designation.

The locations mentioned can be seen on the **National Register and State Register of Historic Places and Local Historical Marker Location Map**.

Issues, Goals, Recommendations

Issue: Many historic and cultural resources within Town are of national importance and should be protected and preserved.

Goal: To protect and highlight buildings and areas within Town with national historical and cultural significance by having them listed on the National Register.

Recommendations:

- Investigate whether or not the Town should move forward for National Register designation for Henniker Village or West Henniker Village, they are eligible and the preliminary research and applications have been completed.
- Research other sites, including the Quaker District or individual buildings within the District, for potential National Register designation and apply for such designation.
- Educate the public on the one National Register site currently in Town and what such designation means.
- Support individuals and organizations that are proposing sites in Town to be placed on the National Register by providing applicable information and resources.

State Register of Historic Places

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

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

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

Property owners can nominate properties to the State Register by submitting a completed inventory form for the resource to the Division of Historical Resources. These forms can be prepared by property owners or by a consulting architectural historian or archeologist at the owner's request. NHDHR staff then review the nominations and make suggestions for editorial changes or additional research. If the property meets the State Register criteria and the inventory form is complete, the NHDHR recommends the property for listing to the State Historical Resources Council. The Council, composed of professionals in the fields of American history, architectural history, architecture, prehistoric and historic archeology and other related disciplines, meets quarterly and gives final approval to all nominations.

Following Council approval, NHDHR will present property owners with a letter and certificate confirming that their property is listed on the State Register of Historic Places. Information on the property will be entered into NHDHR's database and files, and the owners can sign up for a mailing list to receive the Division's newsletter and pertinent information on workshops, publications and other preservation events and topics.

Inventory forms are also completed as part of many state and local planning processes, such as environmental review for transportation projects, and through the efforts of town heritage or historical commissions. Owners of private property listed on the State Register are free to maintain, manage, or dispose of their property as they choose, without oversight or comment from the NHDHR, provided that no state monies or permits are involved.

All properties listed on the State Register are documented and evaluated against the following criteria. These broad criteria are designed to guide individuals, local governments and others in evaluating potential entries in the State Register. Properties not specifically described in the text below may still be eligible.

- Properties may be listed on the State Register for the story they tell.
- Properties may also be meaningful for their associations with people who made important contributions to a community, profession or local tradition.
- Properties may also be listed on the State Register for their tangible merit, either as a well-preserved example of local architecture, design, construction or engineering, or as long-standing focal point in a neighborhood or community. These types of resources need not be extraordinary or the best example in town; they often can be a common, although irreplaceable, feature on the New Hampshire landscape.

- Identified, but unexcavated and unevaluated archeological sites may also be listed on the State Register of Historic Places.

As noted above, historic resources listed on the State Register can be buildings, districts, sites, landscapes, structures and objects. Examples of these types of resources include, but are not limited to:

- Buildings: houses, stores, barns, garages, boathouses
- Districts: downtown's, mill complexes, railroad corridors, neighborhoods, agricultural properties
- Sites: mill or building foundations, parade grounds, the location of a Native American Indian camp
- Landscapes: cemeteries, parks, town forests
- Structures: bridges, stone walls, fire towers, dams
- Objects: watering troughs, signs, light posts, boats, fountains.

Henniker currently has one site on the State Register of Historic Places: New England College Covered Bridge. The covered bridge, built in 1972 by Arnold Graton, was built as a pedestrian crossing for the College to connect the campus across the Contoocook River and to celebrate its twenty-fifty anniversary. The Town lattice truss span was designed as a full-scale single-lane highway bridge, capable of carrying a fifteen-ton live load. Recognizing that the span was the progenitor of a series of new covered bridges built in New Hampshire, mostly by the Graton family, the Division of Historical Resources declared the New England College Covered Bridge eligible for the State Register of Historic Places on October 9, 2002.

This location can be seen on the **National Register and State Register of Historic Places and Local Historical Marker Location Map**.

Issues, Goals, Recommendations

Issue: Many historic and cultural resources within Town are of national importance and should be protected and preserved.

Goal: To protect and highlight buildings and areas within Town with national historical and cultural significance by having them listed on the State Register.

Recommendations:

- Research sites within town for potential State Register designation and apply for such designation.
- Educate the public on the one State Register site currently in Town and what such designation means.
- Support individuals and organizations that are proposing sites in Town to be placed on the State Register by providing applicable information and resources.

Local Historic Markers

There are nineteen local historic markers located in town that are maintained by the Henniker Historical Society. The locations of the markers are of significant historical events within Town. At the annual Town meeting in 1893, the town voted to raise \$100 to mark the historic sites at that time. Two years later, a committee was appointed and three years after that the original fifteen markers were in place. In 1963, the Town voted to restore existing markers and erect four additional ones.

Henniker's nineteen historical markers are all very similar and consist of rough granite posts with cast iron plaques. The plaques are painted black and the raised lettering is painted white. The list of local historic markers can be seen below.

- 1) Site of First Post Office in Henniker 1812 – In 1811, the town successfully petitioned the authorities in Washington, D.C. for a Post Office. In February 1812, the office was established and Judge Joshua Darling was appointed postmaster. He declined the position and recommended Isaac Rice to fill the position, who located the Post Office in Judge Darling's store.
- 2) Site of First Two-Story House in Henniker 1771 – The original house stood where the ell of the present house is located.
- 3) Birthplace of Composer Amy Cheney Beach 1867 – Amy Cheney Beach became one of the most outstanding women pianists and composers of her time.
- 4) Site of First Grist Mill in Henniker 1770 – This property was owned by Uriah Amsden, who built a house and gristmill on the site.
- 5) Site of First Hat Factory in Henniker – Charles Pingree made felt hats for about 2-3 years around the time of 1815.
- 6) Site of First Saw Mill in Henniker 1766 – Benjamin Hale set up a saw mill here in 1766, went home and never returned. Jonathan Temple completed the saw mill and was given the land for his efforts.
- 7) Site First Settler Resided in Henniker 1761 – James Peters built a log cabin here and brought his family from Hopkinton in 1761.
- 8) Site of First Blacksmith Shop in Henniker – The first blacksmith shop was built of logs at some point before the Revolutionary War.
- 9) Site of First Public Pound in Henniker 1808 – This is actually the site of the second public pound in town, which was used until 1899. The first town pound was by the meeting house on Flanders Road. This second pound was built better and was encircled by stone.

- 10) Site of First Bridge in Henniker 1780 – For the first 12 years after the town was incorporated, the river was crossed by either ford or ferry. In 1780 it was voted to build a bridge in the “Senter or nearest convenient place...when the Senter is found.” The “Middle Place” was voted the most convenient and the bridge was placed a little upstream of the present stone arch bridge. A stone abutment was built in the middle of the river; stone piers on each end of which heavy pine stringers were placed, which were 3 to 4 feet in width. After the bridge was damaged and swept away by floods it was replaced by the current bridge in 1835.
- 11) Site of the First School House in Henniker – The exact date is unknown but thought to be built during the “Revolution.”
- 12) First Framed House and First Child Born in Henniker 1763 – This is the site of the dwelling of Captain Eliakim Howe, who was the second settler in town, arriving in June 1763 with his wife and seven children. The eighth child, and first child to be born in Henniker, arrived in December 1763.
- 13) Site Where First Physician Lived in Henniker – The exact date is unknown. Doctor Hunter came to Henniker around 1775 and bought the land in 1785.
- 14) Site of First Store in Henniker – The date is not known but it was probably in the early 1780’s.
- 15) Site of First Rope Walk in Henniker – All that remains is a very small and deep foundation (a cellar hole). Joseph Whittier lived here from 1801-1821 and had a shed in which he made twine, bed cord, and the like.
- 16) Site of First Log Meeting House in Henniker 1770 – At a town meeting held in March 1770, it was voted to build a meeting house. The first meeting was held in June with no roof on the building, as the roof was to be added later. All meetings, both town and religious, took place here for ten years until a fire destroyed the building.
- 17) Homestead of Rev. Jacob Rice, First Minister in Henniker 1770 – The Rev. Jacob Rice purchased this land in August 26, 1769. Many places that are visible in the cape portion of the house indicate that it dates back to the 1770’s. The house was sold to the first Cogswell family to come to Henniker and became part of a large and prosperous farm.
- 18) Site of First Burial Yard in Henniker 1770 – It is not known who was the first person buried here. The oldest stone with an inscription on it is dated 1775. The Yard was used for many years until 1809, when it was voted to establish a new yard near the meeting house.

- 19) First Railroad Station in Henniker 1849 – This is the date and site of the first station, which was moved in 1900 to its present location on Pike Street (now a private dwelling). The building now on this site was built in 1900 and used as the railroad station until traffic ceased in the early 1960's.

The location of these markers can be seen on the **National Register and State Register of Historic Places and Local Historic Marker Location Map**.

Issues, Goals, Recommendations

Issue: Many historic and cultural resources within the Town deserve to be highlighted and identified through local historic markers for the purpose of public education.

Goal: Educate the public about the local historic marker sites within the Town.

Recommendations:

- Increase public education regarding the location and significance of local historic markers.
- Investigate the designation and placement of additional local historic markers at sites within Town.
- Establish a permanent source of funding for the maintenance of the existing, and the establishment of new, local historic markers, as well as the printing and distribution of educational material about the markers.

Cemeteries

Cemeteries - both Town-owned and small private family plots - are an important and personal link to the past. The Town is very fortunate to have ten attractive country cemeteries, four of which are Town-owned. The Henniker Cemetery Trustees, which is an elected Town board; the Abandoned Cemeteries Committee, which is an appointed committee; and the Henniker Historical Society all play a role in the maintenance and care of these older cemeteries. The Henniker Cemetery Association owns the Highland Cemetery (New Cemetery) on Old Concord Road, which is a private cemetery. The list below outlines the known historic cemeteries located and marked within the Town.

- 1) The First Burial Yard (Old Burying Ground or Connor Yard) – the oldest public burial place in Henniker. It was laid out by Town Meeting in 1770. It is four acres in size and is one half mile south of Town Hall on Depot Hill Road. The oldest inscription is July 5, 1775. There are 100 headstones located here.
- 2) The Plummer Cemetery – this is a small plot of about two acres that was laid out during the Revolution for the use of nearby residents. It is in the southeast portion of Town on College Hill Road. The oldest inscription is March 13, 1790. There are 220 headstones located here.

- 3) The Harriman Yard (Harriman and Huse Cemetery) – this is a small plot of a quarter of an acre that was laid out in the 1780’s for use of the settlers in the southeast part of town. It is located on private property on a lane leading south from Baker Road, east of the present farmhouse. The oldest inscription is March 15, 1812. There are 8 headstones located here.
- 4) The Colby Cemetery – this is a quarter acre site that is located in the northeast part of town, down a lane on the west side of Dodge Hill Road just south of Bound Tree Road. The oldest inscription is March 30, 1836. There are 17 headstones located here.
- 5) The Friends’ Cemetery (Quaker Cemetery) – this was laid out by the Society of Friends for their own use around 1800. It is located on the east side of Quaker Street, about a quarter of a mile south of the Friends’ Meeting House. Until 1852, the erection of memorials to the dead were forbidden by a rule of discipline of the Society of Friends, therefore the older graves in this cemetery are marked only by uninscribed field stones. The stones with dates earlier than 1852 were erected by descendants at a later date. The oldest inscription is January 4, 1813. There are 90 headstones located here.
- 6) The Old Cemetery (Center Cemetery) – this is located in the original center lot of the Town and consists of approximately two acres. It was laid out by vote at Town Meeting in 1809 and is located on the west side of the town common, directly behind the Town Hall. The oldest inscription is May 3, 1810. There are 730 headstones located here.
- 7) The Patten Family Yard – this is a private, granite-walled burial yard on the old Patten farm, which is located on Lyman Road. There are 6 headstones located here.
- 8) The Chase Cemetery – this is a small, granite-walled enclosure to the north of the top of Corbin Road, toward the Craney Hill Lookout Tower, on the former Harvey Chase farm.
- 9) The Gordon Cemetery – there are two inscribed stones in this cemetery, which is located under a large pine tree at 18 Hemlock Corner Loop.
- 10) Roy Cemetery – there are two headstone located here. The location of the cemetery is on the south side of Bear Hill Road, just east of the Ocean Born Mary house, on a knoll in the woods.

The location of these cemeteries can be seen on the **Cemetery and Historic Structure Location Map**.

Issues, Goals, Recommendations

Issue: Cemeteries, whether they are historic family plots or larger and newly established, play an important and visible role in the history of Henniker.

Goal: To ensure that all cemeteries within Town are well maintained and protected to preserve their historic characteristics.

Recommendations:

- Create a permanent funding source for the repair and maintenance of headstones and cemeteries located in town.
- Ensure that the historic importance of established cemeteries are taken into consideration when any type of development is proposed that may impact the cemeteries and that appropriate precautions are taken.
- Establish specific roles, responsibilities, as well as associated funding, for the Cemetery Trustees, Historical Society, Historic District Commission, and the Abandoned Cemeteries Committee to ensure that all of the needs of the cemeteries located in town are being met.

Railroads, Bridges, and Historic Roads

Railroads

Railroads were one of the strongest forces that helped to convert America from a primarily agricultural country to a primarily industrial nation. In the 1840's, railroad fever hit New Hampshire and Henniker was no exception.

On June 24, 1848, the New Hampshire General Court chartered the New Hampshire Central Railroad to run from Manchester, via Henniker and Bradford, to Claremont Junction, where it would connect with the Sullivan to White River Junction. The Contoocook Valley Railroad was also chartered to run from Concord, via Henniker and Hillsborough, to Peterborough. Henniker would be the crossing point for these two lines. The place where the lines crossed was called Henniker Junction, which was near the old McGregor house on Weare Road.

There were originally five railroad stations in four locations in Henniker. Today four of the stations are still standing, three of which are private homes and one is a business. The location of these stations can be seen on the **Cemetery and Historic Structures Location Map**.

Covered Bridges

Covered bridges once played an integral part of the transportation network in the 19th Century. Today, they are recognized for their beauty and uniqueness. Unfortunately, none of the three original covered bridges are still standing today. There is one covered bridge located in Henniker, which was built by New England College on their campus in 1972 and is now on the State Register of Historic Places.

Covered Bridge Name	Date Built	Date Removed	Location
Lower Howes Mill	1843	1900	Near Leatherboard Bridge
Upper Amsden Mill	1834	1915	W. Henniker by paper mill
RR #186	1871	1921	Off Ramesdell Road
NEC Covered Bridge	1972	Standing	NEC Campus, over Contoocook River

Old Stone Bridge (Edna Dean Proctor Memorial Bridge)

From 1780-1835, wooden bridges spanned the Contoocook River at the site of the current stone bridge. Because of repeated repairs to the bridge by the Town, it was decided to build a more permanent structure. In November 1832, the Selectmen were instructed “to make such an inquiry and obtain such information in regard to building a stone arch (bridge) over the river, as will enable them to report to the town at the next annual meeting, the expediency of building the same with stone.”

The stone for the bridge was brought to the site by oxen teams from a quarry in the east part of Town, off of Stone Falls Road. This was the first stone bridge built in the state with two arches. The bridge was finished in November 1835.

In 1923 the Town was left an endowment of \$20,000 by Edna Dean Proctor in memory of her father, John Proctor. The endowment was to be used to replace the iron drinking fountain in the square and to keep the stone bridge in good repair. During the 1938 hurricane, the bridge was destroyed but it was rebuilt using some of the endowment money.

In 1996, the bridge was deemed too narrow to carry its daily traffic of motor vehicles and pedestrians. Since the area where the bridge is located is a National Register-eligible district, impacts on the historic character of the bridge had to be minimized. The bridge was widened from thirty to forty-six feet, while the stonework of 1939 was replicated. This reconstruction was completed in 2001.

Gravel and Scenic Roads

A major component of a Town’s rural character is its gravel and scenic roads. These roads help to retain a sense of history and rural quality that residents have indicated a strong desire to maintain in Henniker. A special attribute that the Town of Henniker has is the mix of paved and gravel roads on which to travel. This diversity allows Henniker to retain its historic past while, to some extent, acknowledging growth and infrastructure needs. Henniker, unlike many communities, has both Class V and Class VI gravel roads. The preservation of gravel roads will help to ensure that the Town honors its history and original design.

In New Hampshire, communities have the ability to protect the character of specific scenic roads by enacting the provisions of RSA 231:157 at annual Town Meeting. Any Class IV, V, or VI highway can be designated a Scenic Road using the procedure in RSA 231:157. The effect that

Scenic Road designation does have is to legally require a hearing, review, and written permission by the Planning Board before the Town, or a public utility, can remove (or agree to the removal of) stone walls, or can cut and remove trees with a circumference of 15 inches, at 4 feet from the ground. The Town of Henniker, although it contains many roads with scenic attributes that would be good candidates for Scenic Road designation, does not currently have any designated Scenic Roads.

See the Transportation Chapter of the Master Plan for more information on gravel roads and Scenic Roads.

Class VI Roads

Class VI roads are roads that are not maintained by the Town, may be subject to gates and bars, and are almost always gravel. A Class V road can become a Class VI road if the Town has not maintained it for five years or more. Class VI roads are an important component of a Town's transportation infrastructure because they personify the community's rural character and provide vast recreational opportunities, including horseback riding, cross-country skiing, and hiking.

See the Transportation Chapter of the Master Plan for more information on Class VI roads.

Issues, Goals, Recommendations

Issue: The diversity of historic transportation methods, routes, and structures still evident in Henniker contributes to the Town's unique and historic atmosphere.

Goal: Protect and preserve gravel and scenic roads, the old stone bridge, and the railroad stations as historic transportation facilities.

Recommendations:

- Educate the public about the Town's historic roads, bridges, and railroads by republishing and displaying historic maps.
- Research roads in town that could be nominated for New Hampshire Scenic Road designation, based on cultural and historic attributes.
- Protect and preserve the existing gravel roads within Town from being paved or widened. Changes in these roads should not be made without considering the historic evidence that these roads provide.

Historic Structures

Town-Owned Historic Structures

The Town of Henniker currently owns four buildings of historic significance. These buildings, many of which house municipal Departments and services, are key locations in Town. The Town-owned buildings are listed below with descriptions of their historic significance.

Academy Hall – The Academy opened their new building in the spring of 1837 to further the education of town youth. The location of the building was influenced by the fact that the land where the building stands was donated by Horace Childs. From 1837-1929 the Academy Trustees maintained the Hall for school and public functions. At the 1929 Town Meeting, the Town voted to accept the building, used for public events, meeting, and functions until 1951. From 1951-1995, the building was deeded to New England College for use as classrooms. Since 1996, the town has leased Academy Hall to the Henniker Historical Society for their use as office, storage, archive, and museum space.

Town Hall – The Town Hall is the only property in Henniker listed on the National Register of Historic Places, in January 1981. For more information on this property, see the National Register of Historic Places section of this Chapter.

Grange – The Universalist Church erected this building in 1882. As membership declined over the years, the Church decided to sell the building in 1920. Leander Cogswell purchased it and then sold it to the Town for \$1 to benefit the school system. It was leased by the Knights of Pythias and then by the Bear Hill Grange for several decades. More recently, it served as the Town’s kindergarten building from 1968-1996 and is now used for public meetings.

Methodist Church (Masonic Hall) – This church was built in 1834 by the Baptists of Henniker. They sold the building to the Methodists in 1856 and it remained their church until 1967. Shortly after it closed in 1967, it was sold to the Masonic Association. In 2001, the building was donated to the Town of Henniker.

One-Room Schoolhouses

At the first town meeting held in Henniker in 1769, \$20 was voted for the building of a school. The first school was located in the southeast part of town, on the north side of River Road and was called the Plummer District. In March 1800, the town was divided into ten districts, with the taxpayers funding and building a schoolhouse for each district.

Most of the schoolhouses were one-room schools. The teacher’s desk sat at the front of the building facing the student’s desks, which were in straight rows and bolted to the floor. A wood stove provided heat. Toilet facilities were primitive. Water came from a well and everyone drank from a common dipper. The school districts were scattered throughout town to allow children to walk to and from school easily.

In 1805, a state law was passed and the Town was organized into eight school districts were formed. In 1809 District No. 9 was established in the northwest corner of town because of population growth. In 1867, a new Quaker or Friends school was officially relocated and called No. 10. In 1823 District No. 8 became so crowded that voters established a new school at the corner of Prospect Street and Rush Road to be known as No. 11. The Eastman School, No. 12, was purchased in 1853. The Plummer School became overcrowded so the district was divided in half and a new brick schoolhouse was built, making No. 13.

For several years the system of one-room schoolhouses remained unchanged. The following is a list of the thirteen schoolhouses in Henniker. The historic locations of these schoolhouses can be seen on the **Cemetery and Historic Structures Location Map**.

District #1	Plummer School, Route 114, near Carl Bennet's farmhouse
District #2	Craney Hill Road
District #3	Bear Hill Road
District #4	Westboro Corner, corner of Old Hillsboro Rd. and Freeman Colby Rd.
District #5	West Henniker, foot of Liberty Hill
District #6	Hemlock Corner, opposite Ray Road
District #7	Dodge School, at the intersection with Foster Hill Road
District #8	Town Common
District #9	Colby Hill Road, closed in 1867
District #10	Friends (Quaker) School
District #11	Moved from Prospect Street and a new brick school built on Crescent Street, now St. Theresa's Catholic Church
District #12	Flanders Road, near foot of Craney Hill
District #13	Southeast corner of town, close to Plummer School

Churches

The current Congregational Church of Henniker, Inc. was built in 1834. Except for the front three doors being replaced by one main door, the outside façade is substantially the same as it was when first built. One historically significant aspect of the church is that it contains a Paul Revere bell in the steeple.

Issues, Goals, Recommendations

Issue: Many historic structures fall into disrepair because of neglect or are altered over the years, thus diminishing their historic significance.

Goal: To ensure that the historic structures located in Henniker are properly maintained in order to educate the public about the Town's history.

Recommendations:

- Increase education about the importance of historic buildings through the use of historic photographs and brochures to be displayed at the various historic buildings and in other public places.
- Create a management plan for all town-owned historic buildings that includes scheduled maintenance and rehabilitation, proposed uses, and funding sources for the preservation of these buildings.
- Support individuals and businesses that may want to purchase historic structures and make changes to them to be compatible with the building's historic nature.
- Make architectural and historical resource materials available to property owners who are interested in historic preservation to help them understand the historic and long-range value to the Town by protecting and preserving such pieces of property.

Historic District

Historic Districts are designed to protect and enhance significant areas of a community, preserving “streetscapes” rather than individual buildings. Generally a Historic District will be characterized by a grouping of structures and/or sites that physically and spatially comprise a specific environment.

A Historic District is created through the passage of a Historic District Ordinance at Town Meeting and has two basic functions. The first function is to define the geographic limits of the District. The second function is to specify what restrictions are to exist in the District. As a general rule, a Historic District ordinance will “overlay” the provisions of other Zoning Districts. That is, the provisions of existing Zoning Districts will control most uses. Provisions of the Historic District will then be “superimposed” on the other restrictions on uses. Within the District, a municipality may be empowered to regulate the construction, alteration, repair, moving, demolition, or use of such structures and places.

In 1963, the New Hampshire Legislature created Historic District enabling legislation (RSA 674:45), which said:

The preservation of structures and places of historic and architectural value is hereby declared to be a public purpose. The heritage of the municipality will be safeguarded by:

- *Preserving a district in the municipality which reflects elements of its cultural, social, economic, political and architectural history*
- *Conserving property values in such districts*
- *Fostering civic beauty*
- *Strengthening the local economy*
- *Promoting the use of an historic district for the education, pleasure, and welfare of the citizens of the municipality*

In 1992, these purposes were broadened to include cultural resources and community history, and to recognize multiple Districts within a community.

The Historic District Ordinance should provide the broad guidelines for administering the Historic District, while detailed design criteria and regulations should be developed by the Historic District Commission and adopted as regulations much in the same way as the Planning Board adopts Site Plan and Subdivision Regulations. It is important that the Ordinance be tailored to the particular community and that it specify the factors which must be given consideration by the Commission. In reviewing any application, the Historic District Commission should consider the standards spelled out in the Ordinance when making its decision and the record must show that evidence was considered on these various points.

At the 1975 annual Town Meeting, Henniker residents adopted Article 22, which stated: “Voted, that the Town designate the Old Town Hall as an Historic Building and the area bounded by Circle Street and Route 114 an Historic District.” This area was expanded at the 1976 Town Meeting when Article 32 was adopted, which stated: “Voted, that the cemetery area behind the Town Hall be incorporated into the Historic District.” As can be seen, the adopted ordinances did not provide the broad guidelines for administering the Historic District as they should have.

The establishment of a Historic District Commission is created through a vote at Town Meeting, much like the District itself was created. Commissions can be made up of seven members or five members, with three appointments or two appointments, respectively, made annually. One of the members is to be a Selectmen and one may be a Planning Board Member. There can be up to five alternate Commission members. The current Commission has five members and no alternative members appointed to it.

When the Commission develops proposed regulations, it must hold a public hearing prior to the adoption or amendment. The Commission must provide notice of its hearings as required by RSA 675:7. The Commission may adopt or amend the regulations upon completion of the public hearing by an affirmative vote of the majority of its members, but they will have no legal effect until copies are filed with the Town Clerk. New Hampshire state law requires that “all Districts and regulations shall be compatible with the Master Plan and zoning ordinance of the city, town, or county in which they exist.” Historic District regulations are important to the successful administration of the District.

The Historic District Commission is required to adopt rules of procedure concerning the method of conducting its business. The Commission must hold its meetings and maintain its record in accordance with the New Hampshire Right To Know Law. Any decision made by the Commission may be appealed to the Zoning Board of Appeals, just as Planning Board decisions may be appealed.

Historic Districts have the virtues of stability and flexibility. They encourage continuity and the care of the existing properties, while respecting changes over time that add architectural richness and visual variety to townscapes.

Issues, Goals, Recommendations

Issue: Henniker has an established Historic District, which is bounded by Grove Street, Circle Street and Route 114 and encompasses the Town Hall and cemetery.

Goal: To ensure that the current Historic District and Historic District Commission are meeting the goals and needs of the community.

Recommendations:

- Ensure that the Historic District Commission meetings comply with the Right to Know Law.
- The Historic District Commissioners need to propose and adopt clear regulations for the District.
- The Historic District Commissioners need to develop and adopt rules of procedure for their management and oversight of the District.
- Include the Historic District as an Overlay District in the Zoning Ordinance.
- Increase public education about the Historic District – its location, purpose, and significance – in town.
- Investigate the legal status and creation of the Historic District Commission to ensure compliance with state statutes.

Historic Preservation and Information Resources

There are many sources of historical information available about the Town of Henniker, both in the Town itself and in outside repositories. The following is a partial list of available organizations and their resources, as they relate to the historical resources of Henniker.

Henniker Historical Society

The Society's purpose is to obtain, compile, and maintain records and objects related to the History of Henniker, to make such information available to the public, and to support education about the history of Henniker. The Society is located at Academy Hall and houses a museum, archives, and research facilities. The Society has maps, town reports, newspaper clippings, obituary files, cemetery records, genealogies, and an extensive library of written work about Henniker's history.

Henniker Town Hall Records

The Henniker Town Hall contains many historical documents and records. These records include: the Town Charter, aerial maps of Henniker, a 1889 view of the town, old maps, deeds and property sales information, Town reports from 1839-present, Town Clerk records beginning in the early 1700's, meeting minutes from various boards, vital records and statistics, invoice records beginning in the 1800s (these list property owners, number of livestock, and the taxes owed), original water and sewer plans and information, and much more. All of this information is available to the public for research and review.

Tucker Free Library

The Henniker library contains many historical documents that pertain to the Town of Henniker and the surrounding area. Some of these items include: the Town Grant, school yearbooks, Town reports, Town histories – both of Henniker and surrounding towns, pictures, artwork, artifacts, family genealogy, and historic research and reference books.

New Hampshire Historical Society

The New Hampshire Historical Society, in Concord, is an independent, nonprofit organization and is accredited by the American Association of Museums. The services and resources the New Hampshire Historical Society provides include the Museum of New Hampshire History, the Tuck Library, a museum store, a newsletter and quarterly calendar, and technical assistance to local libraries, historical organizations, and citizens.

New Hampshire Division of Historical Resources

The New Hampshire Division of Historical Resources in Concord was established in 1974 as the "State Historic Preservation Office." The resources and materials available at the NHDHR include National Register of Historic Places criteria; New Hampshire historical marker programs; the offices of the State Architectural Historian, State Curator, State Archeologist; preservation tax incentive programs; historical survey programs; and grant programs.

New Hampshire State Library

The New Hampshire State Library houses approximately 2,400 titles of published family histories for New Hampshire and New England. This collection is enhanced by the unique name index to early town records on microfilm. The town records, ranging in years for each town, but

falling roughly between the years 1640-1830/1840, can provide birth, death, and marriage dates, as well as a listing of such items as tax inventories. Other major resources available include town and county histories, annual town reports, Federal Census records for New Hampshire (1790-1920), local newspapers on microfilm, the genealogical column of the "Boston Transcript," legislative biographies (1890 +), city and county directories, and military records.

Issues, Goals, and Recommendations

Issue: Maintaining a historical record of Henniker will help to maintain the sense of community that residents enjoy and cherish.

Goal: To ensure that all historic resources about the Town of Henniker, its residents, or events are preserved and protected.

Recommendations:

- Create a database of all information available on the Town's history that is held by various organizations and Departments, both within the Town and at other State locations, and make it available to the public.
- Henniker should provide funding, support, and resources to the various organizations within the community for the maintenance of these historic resources.
- Ensure that all historical information located in town – books, papers, artifacts, etc. – are stored using the best preservation and conservation practices, are properly catalogued and accounted for, and are accessible to the public.

Cultural Resources

Cultural resources are difficult to isolate from historical resources because one is often, particularly in a Town like Henniker, part of the other. The following list highlights some of the Town's resources, which are often described as being cultural. Some are functions specifically of the Town, while others have benefited from an association with the Town but are privately directed.

Tucker Free Library

The goal of the Tucker Free Library is to balance the library needs of all segments of the community by providing traditional services, along with the information services that meet the requirements of today's society. In addition to fulfilling the conventional role of Town Library, the Tucker Free Library accommodates visits from elementary school classes and also works in cooperation with the New England College Library.

The Library presents a variety of programs for both children and adults. Children's regularly scheduled programs include summer story times, reading initiatives, and a weekly Toddler Tales. Throughout the year, other programs focus on promoting reading and listening skills. The most popular adult programs are the book discussion groups, held in cooperation with the New Hampshire Humanities Council. The Library also supports private discussion groups by supplying the requisite books through the Inter-Library Loan System.

White Birch Community Center

White Birch Community Center has been serving the Town of Henniker for more than 26 years. The agency is committed to providing members of the Henniker community with programs to meet the needs of all generations. White Birch is a private, nonprofit organization that focuses on the educational, social, and recreational needs of the community so as to enable people to create a balance between work and leisure. Although the Center is not a town-owned or run program, the services it provides are of great benefit to the community. The Center provides the following programs: Nursery School, Youth Programs, Senior Adult Activities, Community Programs, and Child Care.

Summer Concert Series

The Summer Concert Series began in 1999 and has grown into an annual event anticipated by many. There are eight summer concerts presented over three months (June – August). These concerts are held outside and are free and open to the public. The musical selection ranges from jazz, swing, big band, classical, new age, and pop. Two additional concerts have been added as part of this program: a formal, indoor concert in the Spring and a Holiday concert. The Town appropriates funds for the continuation of this program annually.

Henniker Historical Society

The Society provides many opportunities for a cultural learning experience. The Society has a museum and shop that are open two days per week, year-round. The Society also hosts lectures on topics of historical interest four times per year and does three programs per year for the Henniker School system.

John Stark Regional High School

The John Stark High School has a full schedule of sports every season, from soccer, field hockey, lacrosse, and softball to ice hockey and wrestling. The Theater Department has numerous production throughout the year and has won sever national awards for high school theater. All events are open to the public and the community is encouraged to attend and participate.

Henniker Lions Club

Lions are men and women who volunteer their time to humanitarian causes in their local and world communities. By conducting service projects and raising funds, Lions strive to help those in need, wherever need exists. The Lion's motto is "We Serve."

Henniker Rotary Club

The Henniker Rotary Club is one of 29,000 Rotary clubs in 163 countries with 1.2 million members that is dedicated to providing humanitarian services and promoting high ethical business and professional standards that help build understanding, goodwill and peace worldwide. Locally chartered in 1984, the club meets every Thursday morning at 7:30 AM at the Henniker Congregational Church Parish Hall for breakfast, fellowship and to pursue its community service and international project agenda

The Club is a great example of Robert Putnam's description of building strong communities through "social capital". Thirty members strong, members volunteer their time, talents and treasure to help improve the communities of Henniker and Hillsboro, as well as to tackle statewide and international projects of substance. Annually, the Club awards scholarships to graduating high school seniors, makes grants to local non-profit organizations, supports youth leadership development activities at the middle schools, maintains Rotary Park at Amey Brook, conducts four trash pick-ups along Rt 114, south of the village, conducts a Rabies Clinic, hangs holiday decorations in the central business area of Henniker, hosts a Fishing Derby for children ages 6- 16, and responds to community crises as needed. Internationally, the Club has sponsored both Youth and Adult Exchange programs, a humanitarian service project called Hands to Honduras and its own international project with Shenyang Orphanage, Shenyang China.

New England College

The College supports twelve intercollegiate men's and women's athletic teams, including lacrosse, soccer, ice hockey, field hockey, softball, baseball, and basketball. More than two dozen student organizations are available, which hold educational and social events. Students publish a campus newspaper (the New Englander) and operate a campus radio station (WNEC). The College has a theater and art gallery that are open to the community as well. Cultural events, social events, and other co-curricular experiences are regularly scheduled by the Campus Activities Board (CAB) in collaboration with various Departments.

Issues, Goals, Recommendations

Issue: Providing community services and events that attract and encourage civic participation.

Goal: To continue to support new and emerging cultural organizations and events.

Recommendations:

- Work with cultural organizations to locate presentation and display spaces within the Town to highlight their work and/or programs.
- Work with cultural organizations to explore ways to meet the needs of residents not currently being served.

Strategies to Meet Historic and Cultural Resource Needs

Henniker has a rich historical legacy that is evident in its buildings, landscapes, and patterns of development. These resources contribute to the quality of life in the community and provide a sense of identity that many residents enjoy and find important to them. The strategies listed below can help ensure that these resources are protected and preserved for future generations to enjoy and learn from.

Barn Owner Tax Relief: RSA 79-D authorizes municipalities to grant property tax relief to barn owners who can demonstrate the public benefit of preserving their building and who also agree to maintain their structure throughout a minimum 10-year preservation easement. The law encourages barn owners to maintain and repair their buildings by granting them specific tax relief and assuring them that tax assessments will not be increased as a result of new repair work.

Certified Local Governments Program: The “Certified Local Governments” (CLG) program, enacted by the National Historic Preservation Act Amendments of 1980, is a partnership between municipal governments and the State historic preservation program, to encourage and expand local involvement in preservation-related activities. To be certified, a town must:

- 1) Enforce appropriate state or local legislation for designation and protection of historic properties (this means that the community must have a legally-adopted Historic District, and adequate regulations for administering the District Ordinance);
- 2) Establish an adequate and qualified Historic Preservation Review Commission (Historic District Commission or Heritage Commission, with Historic District responsibilities) under state law and local ordinance;
- 3) Maintain a system for the survey and inventory of historic properties;
- 4) Provide for adequate public participation in the local historic preservation program, including the process of recommending properties for nomination to the National Register of Historic Places; and,
- 5) Satisfactorily perform the responsibilities delegated to it by the State of Historic Preservation Officer under P.L. 96-515.

Local governments that are certified have specific responsibilities for review of National Register of Historic Places nominations for all properties within their community, not just within a historic district; they participate in the development of regional and statewide historic preservation goals; and they are eligible to apply for federal matching grants from a special “pass-through” fund set aside for the exclusive use of CLGs.

Citizens for New Hampshire's Land and Community Heritage: A coalition of organizations that are working to protect the special places that define our state. Technical assistance, outreach, and education are available to communities.

Cooperative Ventures with Private Organizations: When the interests of the Town to conserve historic or cultural resources match with the interests of a private organization, the potential for a cooperative partnership exists. This tactic will require some creative thinking and introductory discussions by Town officials with area organizations that have, or could develop, an interest in conserving such resources.

Grants from Foundations: The Town should research available grants and develop proposals to seek funding to conserve particular pieces of property or types of historic resources within Town. Funding could be sought from foundations at the local, state, regional, and national level.

Land and Community Heritage Investment Program (LCHIP): This State fund is designed to assist communities that want to conserve outstanding natural, historic, and cultural resources. There will be the requirement that the Towns match the State money from this fund with a 50% match from other sources, some of which can be an "in kind" match, as well as funds from other sources.

Land Trust: The Town should support non-profit land trusts that accept and pursue property and easements for land of local historic and cultural concern.

New Hampshire Main Street Center: Dedicated specifically to maintaining, strengthening, and revitalizing the physical, economic, and cultural characteristics of the state's traditional and historic downtown urban and village centers by supporting and working with Main Street programs. The Center provides technical assistance, education, and outreach to interested communities.

New Hampshire Preservation Alliance: The Alliance was founded in 1985 and works to preserve New Hampshire's historic buildings, landscapes, and communities through leadership, advocacy, and education.

Preservation Easements: Preservation easements are initiated by landowners who wish to protect their land from future development, while still retaining owner's rights. Farms, buildings and scenic and historic areas all have the right to be protected by an easement. Perpetual easements protect the land or structure through subsequent owners, while term easements have a set time period agreed to by the town and current owner. Perpetual easements often reduce the estate tax on large amounts of property, though the decision to award tax relief is officially decided by State Law, local officials, and town assessors.

Revolving Funds: Revolving funds help protect and preserve publicly significant historic properties by using options of purchase, direct acquisitions, or deeds of gift to acquire threatened or endangered properties. Profit from the sales are rolled back into the fund to help save other endangered properties and perpetuate the fund. The National Preservation Loan provides loans to establish or expand local and statewide preservation revolving funds.

State Historic Markers: The Historical Marker Program is one way that New Hampshire remembers its past. The New Hampshire Division of Historical Resources is responsible for approving the subject, location, wording, and accuracy of the state markers. The authorizing official of the historical marker program is the Commissioner of Transportation, who has the power to erect up to ten markers per year. The only way a marker can be placed in a Town is in response to a proposal and petition of twenty signatures from concerned citizens. These markers can be erected on State and local roads. However, the initial costs of the markers and on-going maintenance are local responsibilities.

Tax Rehabilitation Credits and Incentives: Income tax deductions may be granted for two types of historic properties, a historically important area, or a certified historic structure. A twenty percent tax credit is given by the government for rehabilitation of certified historic structures. The Bank of America Historic Tax Credit Fund grants equity investments for the rehabilitation of historic commercial and residential properties eligible for the federal and state historic tax credit, as well as the 10% non-historic federal tax credit.

Transportation Enhancement Funds (TE): Funding for the TE program is slightly more than \$3 million dollars annually. These funds are provided in an 80/20 match, with the State paying for the majority of the project cost. Typical examples of projects eligible for TE funds include:

- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, facilities
- Preservation of abandoned railway corridors
- Archaeological planning and research
- Establishment of transportation museums

Summary

The purpose of historic preservation is to enrich contemporary life by retaining historical assets and safeguarding them for the future. Often when people think of historic resources they think of one handsome old house, a cemetery, or site of a famous event. The historic resources of Henniker are much broader than individual buildings or sites. “Historic” encompasses space as well as buildings. The term includes farms and barns, churches and town greens, streetscapes, bridges, streets, stonewalls - in short, the architectural, cultural, and aesthetic heritage of the community.

Historic resources are among a community's most significant and fragile assets. They give character and memory to a place. They are easily violated, blighted, or destroyed by intensive development. Henniker must be an advocate to ensure that its historic and cultural resources are protected, enhanced, maintained, and preserved. This Chapter is a first step in that process by outlining what resources currently exist in Town and what steps could be taken to enhance those resources for the future. Historic and cultural preservation is part of an overall plan to promote a sense of community and general welfare in Henniker.

Chapter III Population and Economics

Introduction

The purpose of this Chapter is to delineate the elements that make up the economic life of the Town of Henniker and to consider how various elements should be managed to best achieve the type of community our citizens desire. The Master Plan Community Survey indicated that the citizens wish to retain the rural atmosphere and “high quality of life” of the Town and that growth of the Town be managed to encourage desirable industrial and commercial activities in properly zoned areas.

The need to maintain flourishing workplaces is of great importance to many communities throughout New Hampshire. A sustainable community includes a variety of businesses, industries, and institutions, which are environmentally sound and financially viable. Businesses need to provide reasonable wages and benefits to workers and provide those workers with opportunities to develop their skills through training, education, and other forms of assistance to prepare for the community’s future needs. Government, business, and public service organizations are all important in attracting new investment and in developing new businesses that suit the character of the community.

Goals and Objectives

Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective.

Goal: Have a healthy and diverse economic base that is appropriate in scale, services, and impacts which benefit the Town of Henniker.

Objective: Be proactive in the recruitment and retention of economic development opportunities in Henniker.

Strategies:

1. Research the possibility of Henniker applying for the New Hampshire Main Street Program in 2004.
2. Encourage the Henniker Business Association, Rotary Club, and other interested business/economic development organizations to continue discussions with residents and Town Officials on the economic well being of Henniker.
3. The Town should actively recruit desirable businesses to locate/expand with the community.

Objective: Support existing businesses that are located in Henniker.

Strategy:

1. The Town should adopt a policy that would require it to purchase supplies, equipment, and materials from local businesses, where possible and feasible.

Objective: Ensure that commercial and retail development has a positive impact on the environment, historic character, social character, and existing development patterns within the Town.

Strategies:

1. Adopt specific landscaping, lighting, and environmental performance standards into the Site Plan Regulations.
2. Review the boundaries of the current Commercial Zoning Districts to ensure that they appropriately reflect future planning goals.

Community Survey Results

A Master Plan Community Survey was distributed to all residential households and non-residential landowners in October 2000. Approximately 1,500 surveys were mailed out with 495 surveys being returned, resulting in a 33% response rate. The following survey questions relate to the Population and Economics Chapter.

Is your principal place of residence in:

	Total	%
Henniker	461	93.1%
Out of state	18	3.6%
Other NH city or town	11	2.2%
No Answer	5	1.0%
Grand Total	495	100.0%

Are you a New England College Student?

	Total	%
No	485	98.0%
Yes	5	1.0%
No Answer	5	1.0%
Grand Total	495	100.0%

How long have you lived in Henniker?

	Total	%
Less than 5 Years	110	22.2%
5 - 10 Years	67	13.5%
10 - 20 Years	119	24.0%
Over 20 Years	164	33.1%
No Answer	35	7.1%
Grand Total	495	100.0%

Please indicate the number of individuals in your household.

Total = 1,272

Please indicate the number of children and teenagers for each age group in your household:

Age Group	Total
Under 5 years old	65
5-8 years old	80
9-11 years old	60
12-17 years old	128

Please indicate the number of adults for each age group presently in your household:

Age Group	Total
18-34 years old	183
35-49 years old	369
50-64 years old	200
65 and over	114

*Full-Time Employees – Persons 16 years old or older – Where do you work?
(Please indicate the number of employed persons)*

Henniker	176	Antrim	3
Concord	132	Bradford	3
Manchester	48	Farm	3
Hillsborough	32	Claremont	3
Contoocook	21	Hanover	3
Massachusetts	14	Merrimack	3
Nashua	11	New Boston	3
Weare	11	New London	3
Bedford	9	Newport	3
Bow	9	Sutton	3
Hooksett	7	Warner	3
Boscawen	5	Franklin	2
Keene	5	Hudson	2
Salem	5	Lebanon	2
Londonderry	4	NH	2
Misc.	4	Pembroke	2
		Self-employed	2

Please indicate the type of employment for each person 16 years old or older in your household:

Professional	106	Education, Higher	38
Other	76	Building Trades	36
Retired	64	Student	31
Retail	60	Agriculture/Forestry	30
Education, K-12	60	Computers/High Tech	24
Manufacturing	57	Non-profit	24
Health	52	Homemaker	21
Business Services	42	Finance	15
Government	42	Unemployed	8
Telecommunications	39	Real Estate	7

Please indicate the highest level of education for each adult in your household:

	#	%
Some High School or Less	30	3.3%
High School Graduate/GED	175	19.5%
Technical or Junior College	58	6.5%
Some College	176	19.6%
College Graduate	272	30.4%
Post Graduate	185	20.6%
Total	896	100%

If your children attend daycare, where do they go?

Henniker	28
Concord	3
Manchester	3
Pembroke	3
Weare	3
Hopkinton	2
Dunbarton	1
Nashua	1

If your child attends daycare outside of Henniker, what is the reason for that decision?

Lack of Availability	7
Other	7
Want child closer to work	3

Does your child attend an after-school program?

	Total	%
No	122	90.4%
Yes	13	9.6%
Total	135	100.0%

How old are the children in your household that attend daycare/after-school programs?

<i>Age of Child</i>	<i># of Children</i>
1	9
2	2
3	4
4	6
5	13
6	2
7	8
8	1
9	2
10	1

Regarding commercial and industrial development, how important is each of the following:

	Very Important	Somewhat Important	Not Important
Local Full-Time Employment	304	110	37
Local Part-Time Employment	279	137	29
Commercial Enterprises	231	150	64
Home-Based Businesses	204	195	53
Increased Commercial and Industrial Zoning	136	148	150
Industrial Development Parks	123	125	180

How important is each of the following to your choice to live in Henniker?

	Very Important	Somewhat Important	Not Important
Rural Quality	384	66	8
Small New England Village	378	63	19
Reputation of Schools	258	88	97
Affordable Housing	260	121	66
Commuting Distance to Work or Other Opportunities	239	138	72
Town Services	193	193	51
Employment	134	129	172
Suburban Area	132	155	132
College Town	107	179	161
Born and/or Raised Here	87	42	281
Farming Opportunity	56	109	264

How should Henniker respond to prospects for growth in each of the following areas:

	Encourage	Stay As Is	Discourage
Farms	325	119	4
Professional and Business Shops	314	118	18
Small Manufacturing Firms	282	119	45
Child Care Centers	279	147	15
Retail Shops	271	150	33
Restaurants (sit down)	226	215	16
Building Trades	209	189	30
Hotels/Motels	126	231	93
Heavy Commercial/Industrial Firms	105	142	202
Gas Stations	83	285	85
Major Retail Stores	82	122	252
Restaurants (fast food)	76	96	287
Shopping Centers	71	107	283
Mini-Storage	48	260	143

Population Characteristics

Historical Population Trends

Changes in the population of any community are influenced by a variety of factors, ranging from changes in the local economic base to national events, such as wars and recessions. From 1790 to 2000, Henniker had seen a growth in population of 3,306 people, or approximately 16 people per year. However, as can be seen from the following chart, this is not a consistent rate and is subject to fluctuation.

Henniker Historical Population, 1790-2000

Year	Population	Percent Change
1790	1,127	--
1800	1,476	30.97%
1810	1,608	8.94%
1820	1,900	18.16%
1830	1,725	-9.12%
1840	1,715	-0.58%
1850	1,688	-1.57%
1860	1,500	-11.14%
1870	1,288	-14.13%
1880	1,326	2.95%
1890	1,385	4.45%
1900	1,507	8.81%
1910	1,395	-7.43%
1920	1,344	-3.66%
1930	1,266	-5.80%
1940	1,336	5.53%
1950	1,675	25.37%
1960	1,636	-2.33%
1970	2,348	43.52%
1980	3,246	38.25%
1990	4,151	27.90%
2000	4,433	6.54%

Source: US Census, NH Office of State Planning, CNHRPC

Regional Population Trends

During the period of 1970 through 2000, Henniker experienced a population increase of 89%, as can be seen below. Since 1970, the population has increased by 2,392 people, with the largest increase occurring between 1980 and 1990.

Henniker and Abutting Communities Population Trends 1970-2000

Town	1970 Population	1980 Population	1990 Population	2000 Population	% Growth 1970-2000
Henniker	2,348	3,246	4,151	4,433	89%
Bradford	679	1115	1405	1454	114%
Deering	578	1041	1707	1875	224%
Hillsborough	2775	3437	4498	4928	78%
Hopkinton	3,007	3,861	4,806	5,399	79%
Warner	1,441	1,963	2,250	2,760	91%
Weare	1,851	3,232	6,193	7,776	320%
Merrimack Co.	80,925	98,302	120,005	136,225	68.3%
State of NH	737,681	920,610	1,109,252	1,235,786	67.55

Source: 1970 Census, 1980 Census, 1990 Census, 2000 Census

Population Projections

Based on observed past population estimates, it is difficult to develop population projections for future years. As noted in the Community Facilities Chapter of this Plan, predicting future population growth is crucial for planning the expansion of community services and facilities.

Prediction of future population changes can only serve as an estimate of what may happen in the future. As noted previously, population trends are affected by numerous variables, including economic shifts and other similar events. The local population projections are based on a community's historical share of its' county's growth. These numbers can only serve as an estimate of what may occur over the next twenty years, with regards to population changes.

Henniker and Abutting Communities Population Projections, 2000-2020

Town	2000 Actual	2000 Projected	2005 Projected	2010 Projected	2015 Projected	2020 Projected	2000 – 2020 Projected Increase
Henniker	4,433	4,235	4,484	4,628	4,885	5,170	22.1%
Bradford	1,454	1,462	1,545	1,593	1,678	1,772	21.9%
Deering	1,875	1,878	2,063	2,199	2,491	2,785	48.5%
Hillsborough	4,928	4,869	5,267	5,541	6,104	6,670	35.3%
Hopkinton	5,399	5,105	5,485	5,545	5,829	6,144	20.4%
Warner	2,760	2,522	2,641	2,710	2,830	2,962	17.4%
Weare	7,776	7,945	9,355	9,900	11,136	12,328	55.2%
Merrimack County	136,225	130,476	137,322	141,326	148,388	156,115	19.7%
State of NH	1,235,786	1,228,794	1,306,638	1,358,750	1,441,668	1,527,873	24.3%

Source: October 1999 Population Projections, NH Office of State Planning, 2000 Census

As can be seen above, many of the projected Office of State Planning 2000 population figures were lower than the actual 2000 Census figures. These population projections should be looked at as a conservative estimate of future population growth in the region.

Population Densities

One common measure of community character and sense of place is population density (persons per square mile). These density figures are based on the total land area, not discounting for unbuildable land, roads, and permanently protected areas.

Population per Square Mile for Henniker and Abutting Communities, 1970 - 2000

Town	Land Area (Sq. Miles) *	Persons per Square Mile 1970	Persons per Square Mile 1980	Persons per Square Mile 1990	Persons per Square Mile 2000
Henniker	44.80	52	72	93	99
Bradford	35.92	19	31	39	40
Deering	31.23	19	33	55	60
Hillsborough	44.69	62	77	101	110
Hopkinton	45.08	67	86	107	120
Warner	55.47	26	35	41	50
Weare	60.09	31	54	103	129
Merrimack Co.	934.00	87	106	129	146
State of NH	8968.00	83	103	124	138

* Land are includes all buildable and unbuildable land

Source: 1970 Census, 1980 Census, 1990 Census, 2000 Census

As noted above, Henniker had 99 persons per square mile in 2000, which is in the middle range, as compared to abutting communities. However, approximately 2.34 square miles (1,500 acres) of the Town is composed of the Hopkinton-Everrett Flood Control Area, which is undevelopable and therefore, changes the person per square mile density to 104 people.

Age Characteristics

Knowing not only the number of people living in Henniker but also the characteristics of the residents, is key to adequately planning for Hennikers future needs.

Households with Children and Older Adults

By knowing the number of households with children, under the age of 18, and adults, over the age of 65, the community can better plan for the needs and wants of the residents.

Households with Children, 2000

Town	Households with People Under 18 Years Old, 2000		Households with No People Under 18 Years Old, 2000	
Henniker	620	39.1%	965	60.9%
Bradford	204	36.5%	355	63.5%
Deering	259	36.3%	454	63.6%
Hillsborough	707	38.8%	1,215	61.2%
Hopkinton	764	36.7%	1,320	63.3%
Warner	366	34.9%	682	65.1%
Weare	1,313	50.2%	1,305	49.8%
Merrimack Co.	18,677	36.0%	33,166	64.0%
New Hampshire	167,367	35.3%	304,459	64.7%

Source: 2000 Census

Households with Older Adults, 2000

Town	Households with People 65 Years Old or Older, 2000		Households with No People 65 Years Old or Older, 2000	
Henniker	280	17.7%	1,305	82.3%
Bradford	136	24.3%	423	75.7%
Deering	153	21.5%	560	78.5%
Hillsborough	428	22.8%	1,484	77.2%
Hopkinton	523	25.1%	1,561	74.9%
Warner	214	20.4%	834	79.6%
Weare	267	10.2%	2,351	89.8%
Merrimack Co.	11,309	21.8%	40,534	78.2%
New Hampshire	168,371	35.5%	303,455	64.5%

Source: 2000 Census

As can be seen in the two tables above, Henniker has the second largest percentage of households with people under the age of 18 and the second largest percentage of households with no people 65 years old or older.

Population by Age Group

Understanding population trends by age group can help communities allocate resources for public infrastructure and services to meet the needs of the population. As can be seen below, the age group in Henniker with the largest percentage of people in it is 25-34 years of age.

Henniker Population by Age Group, 2000

Age Group	2000 Population	Group as % of 2000 Population
Under 5	219	4.9%
5 to 9 Years	304	6.9%
10 to 14 Years	384	8.7%
15 to 17 Years	198	4.5%
18 and 19 Years	259	5.8%
20 to 24 Years	485	10.8%
25 to 34 Years	480	18.0%
35 to 44 Years	800	15.3%
45 to 54 Years	677	3.7%
55 to 59 Years	164	2.5%
60 to 64 Years	111	4.2%
65 to 74 Years	188	4.2%
Over 75	164	3.7%
Total	4,433	100%

Source: 2000 US Census

Employment, Education, and Commuting Characteristics of Residents

Labor Force, Employment, and Unemployment

The labor force of a community is defined as the number of people who are over the age of 16, regardless of their employment status. In 2000, the population of Henniker was 4,433 people, with a labor force of 2,502 people, which is approximately 56% of the population. In 1990, the population was 4,161 people, with a labor force of 2,040 people, constituting 49% of the population. This shows that the labor force has grown faster than the population over the last ten years. As can be seen below, the changes in labor force, employment, and the unemployment rate for Henniker are comparable with the surrounding communities.

1990-2001 Labor Force, Employment, and Unemployment Figures

Henniker	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	2,040	2,241	2,109	2,174	2,322	2,379	2,357	2,333	2,376	2,426	2,502	2,495
Employment	1,956	2,122	2,022	2,083	2,256	2,315	2,283	2,255	2,306	2,358	2,428	2,420
% Unemployment	4.1%	5.3%	4.1%	4.2%	2.8%	2.7%	3.1%	3.3%	2.9%	2.8%	3.0%	3.0%
Bradford	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	700	774	744	766	808	805	799	789	794	807	839	835
Employment	649	713	696	710	759	778	767	762	775	793	816	814
% Unemployment	7.3%	8.0%	6.5%	7.3%	6.2%	3.4%	4.0%	3.4%	2.4%	1.7%	2.7%	2.5%
Deering	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	766	833	865	898	930	956	949	966	988	999	1,034	1,041
Employment	749	809	848	873	812	935	922	941	966	988	1,017	1,014
% Unemployment	2.2%	2.9%	2.0%	2.8%	1.9%	2.2%	2.8%	2.6%	1.9%	1.1%	1.6%	2.6%
Hillsborough	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	2,280	2,549	2,571	2,660	2,756	2,802	2,799	2,741	2,803	2,854	2,933	2,964
Employment	2,179	2,369	2,428	2,503	2,643	2,712	2,674	2,667	2,729	2,791	2,873	2,864
% Unemployment	4.4%	7.1%	5.6%	5.9%	4.1%	3.2%	4.5%	2.7%	2.6%	2.2%	2.0%	3.4%
Hopkinton	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	2,333	2,585	2,557	2,626	2,842	2,895	2,869	2,818	2,911	2,979	3,075	3,057
Employment	2,235	2,468	2,445	2,546	2,772	2,844	2,805	2,774	2,847	2,911	2,997	2,988
% Unemployment	4.2%	4.5%	4.4%	3.0%	2.5%	1.8%	2.2%	1.6%	2.2%	2.3%	2.5%	2.3%
Warner	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	1,154	1,288	1,318	1,302	1,388	1,418	1,406	1,462	1,494	1,524	1,575	1,575
Employment	1,110	1,234	1,256	1,254	1,347	1,382	1,363	1,428	1,466	1,499	1,543	1,538
% Unemployment	3.8%	4.2%	4.7%	3.7%	3.0%	2.5%	3.1%	2.3%	1.9%	1.6%	2.0%	2.3%
Weare	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	3,724	3,755	3,716	3,747	3,846	3,910	3,811	3,921	3,937	4,063	4,228	4,193
Employment	3,548	3,489	3,460	3,557	3,683	3,779	3,694	3,836	3,863	3,986	4,127	4,086
% Unemployment	4.7%	7.1%	6.9%	5.1%	4.2%	3.4%	3.1%	2.2%	1.9%	1.9%	2.4%	2.6%
Merrimack County	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	61,011	66,308	65,731	66,259	69,934	71,381	70,573	71,744	73,423	74,038	76,669	77,072
Employment	57,824	61,878	61,560	63,027	67,622	69,393	68,445	69,920	71,684	72,471	74,895	75,019
% Unemployment	5.2%	6.7%	6.3%	4.9%	3.3%	2.8%	3.0%	2.5%	2.4%	2.1%	2.3%	2.7%

State of NH	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Labor Force	627,671	621,158	610,412	615,967	623,868	634,001	623,783	645,555	652,922	668,096	685,511	688,657
Employment	592,073	576,228	564,565	575,418	595,102	608,783	597,868	625,386	633,949	649,969	666,320	664,293
% Unemployment	5.7%	7.2%	7.5%	6.6%	4.6%	4.0%	4.2%	3.1%	2.9%	2.7%	2.8%	3.5%

Source: NH Department of Employment Security, 2002

Occupations

The chart below outlines what types of occupations the residents of Henniker were engaged in during 2000. The numbers below do not necessarily represent the types of occupations available in the Town of Henniker, but those occupations of Henniker residents. In 2000, the highest percentage of the Henniker work force was employed in the management, professional, and related occupations, while the lowest percentage of people were employed in farming, fishing, and forestry occupations. These results are comparable to the information gathered through the Master Plan Community Survey.

Occupations of Employed Henniker Residents, 2000

	Number Employed 2000	Percent Employed 2000
Management, professional, and related occupations	928	39.8%
Service occupations	307	13.2%
Sales and office occupations	658	28.2%
Farming, fishing, and forestry occupations	5	0.2%
Construction, extraction, and maintenance occupations	192	8.2%
Production, transportation, and material moving occupations	240	10.3%
Total Employer Persons over 16 years of age	2,330	100.0%

Sources: 2000 Census

Education Levels of Residents

Of the total population living in Henniker in 2000 25 years old and older, 90.8% of Henniker residents had a high school degree or higher and 42.8% had an bachelors degree or higher. These figures are higher than most of the abutting communities. For more detail regarding the educational levels of Henniker and abutting communities, please refer to the table below.

Educational Levels of Persons 25 Years and Older, 2000

	Henniker	Bradford	Deering	Hillsborough	Hopkinton	Warner	Weare	State
Less than HS Diploma	238 (9.3%)	74 (7.4%)	179 (14.1%)	364 (11.1%)	178 (4.8%)	259 (13.8%)	582 (12.0%)	103,754 (12.6%)
HS Diploma	548 (21.3%)	286 (29.2%)	442 (34.9%)	1,152 (35.1%)	775 (20.7%)	512 (27.5%)	1,502 (31.0%)	247,723 (30.1%)
Some College	474 (18.4%)	216 (22.1%)	244 (19.3%)	821 (25.0%)	684 (18.3%)	351 (18.8%)	1,057 (21.8%)	164,634 (20.0%)
Associates Degree	215 (8.3%)	86 (8.8%)	78 (6.2%)	295 (9.0%)	342 (9.2%)	158 (8.5%)	493 (10.2%)	71,772 (8.7%)
Bachelors Degree	771 (29.9%)	209 (21.4%)	202 (16.0%)	513 (15.6%)	1,008 (27.0%)	364 (19.5%)	853 (17.6%)	153,873 (18.7%)
Graduate / Professional Degree	331 (12.8%)	107 (10.9%)	121 (9.6%)	138 (4.2%)	749 (20.0%)	221 (11.8%)	362 (7.5%)	82,230 (10.0%)
% of Pop. with HS Degree or Higher	90.8%	92.4%	85.9%	88.9%	95.2%	86.1%	88.0%	87.4%
% of Pop. with Bachelor's Degree or Higher	42.8%	32.3%	25.5%	19.8%	47.0%	31.4%	25.1%	28.7%

Source: 2000 Census

Commuting Patterns of Residents

The table below shows that most of Henniker's employed residents work outside of Henniker, while 532 of the jobs in Henniker were occupied by a non-resident in 1990. Although the numbers are likely to have changed in the 2000 Census, the overall theme is anticipated to remain the same: the vast majority of residents leave Henniker for employment. This assessment is also consistent with the findings from the Community Survey.

Henniker Residents' Commuting Patterns, 1990

Number of Henniker Residents In the Labor Force	2,188
Total Number of Jobs in Henniker	1,623
Number of Henniker Residents Employed in Henniker	371
Number of Henniker Residents Commuting to Another Town for Employment	1,088
Where Henniker Residents Commuting to for Employment (Top 3 Locations)	Concord
	Manchester
	Hillsborough
Number of Nonresidents Commuting Into Henniker for Employment	523
Where Nonresidents Commuting into Henniker for Employment are From (Top 3 Locations)	Hillsborough
	Concord
	Weare

Source: 1990 Census

Income Characteristics of Residents

The income characteristics of households, families, and individuals tell a tale of the economic conditions within a community. Income and poverty levels of a community serve as indicators of the types of social services that a municipality may require.

Per Capita Income

As can be seen below, Henniker has the highest percent change in per capita income from 1980 to 2000, as compared to abutting communities.

Per Capita Income, 1980-2000

Town	1980 Per Capita Income	1990 Per Capita Income	% Change 1980-1990	1996 Per Capita Income	% Change 1990-1996	2000 Per Capita Income	% Change 1996-2000	% Change 1980-2000
Henniker	\$4,374	\$14,005	220.3%	\$18,630	33.0%	\$24,530	31.7%	460.8%
Bradford	\$6,160	\$17,234	179.8%	\$19,771	14.7%	\$22,240	12.5%	261.0%
Deering	\$6,850	\$14,238	107.9%	\$16,118	13.2%	\$20,856	29.4%	204.5%
Hillsborough	\$6,359	\$13,155	106.9%	\$15,776	19.9%	\$20,122	27.5%	216.4%
Hopkinton	\$10,842	\$23,872	120.2%	\$31,761	33.0%	\$30,753	-3.2%	183.6%
Warner	\$4,848	\$18,088	273.1%	\$23,056	27.0%	\$21,587	-6.4%	345.3%
Weare	\$4,895	\$15,728	221.3%	\$18,698	18.9%	\$22,217	18.8%	353.9%
Merrimack County	\$9,915	\$20,703	108.8%	\$25,733	24.3%	\$23,844	-7.3%	140.5%
State of NH	\$9,601	\$20,713	115.7%	\$26,522	28.0%	\$23,208	-12.5%	141.7%

Source: 1980 Census, 1990 Census, 2000 Census, NH Department of Revenue Administration, 2001

Median Household and Family Income

Household income is the total income of people living in one household. Family income is the total income of all family members who consider themselves members of one household.

Median income is the middle figure in a series from lowest to highest. As can be seen below, Henniker has a comparable median household and family income with communities.

Median Household Income 1980-2000

Towns	Median Household Income 1980	Median Household Income 1990	Median Household Income 2000	Median Household Income % Change 1980-1990	Median Household Income % Change 1990-2000	Median Household Income % Change 1980-2000
Henniker	\$15,911	\$36,951	\$50,288	132.2%	36.1%	216.1%
Bradford	\$14,773	\$36,667	\$49,018	148.2%	33.7%	231.8%
Deering	\$18,077	\$36,302	\$48,750	100.8%	34.3%	169.7%
Hillsborough	\$15,252	\$34,167	\$44,500	124.0%	30.2%	192.8%
Hopkinton	\$20,427	\$46,810	\$59,583	129.2%	27.3%	191.7%
Warner	\$15,962	\$37,917	\$44,142	137.5%	16.4%	176.5%
Weare	\$16,583	\$41,647	\$59,924	151.1%	43.9%	261.3%
Merrimack Co.	\$35,801	\$28,012	\$48,522	- 21.8%	73.2%	35.5%
State of NH	\$28,508	\$36,329	\$49,467	27.4%	36.2%	73.5%

Source: 1990 Census, 2000 Census, NH Department of Employment Security, 2001

Median Family Income 1980-2000

Towns	Median Family Income 1980	Median Family Income 1990	Median Family Income 2000	Median Family Income % Change 1980-1990	Median Family Income % Change 1990-2000	Median Family Income % Change 1980-2000
Henniker	\$20,826	\$45,153	\$59,527	116.8%	31.8%	185.9%
Bradford	\$16,767	\$41,106	\$57,083	145.2%	38.9%	240.4%
Deering	\$20,500	\$38,750	\$53,889	89.0%	39.1%	162.9%
Hillsborough	\$18,289	\$37,122	\$50,445	103.0%	35.9%	175.8%
Hopkinton	\$22,009	\$52,407	\$69,737	138.1%	33.1%	216.9%
Warner	\$17,261	\$43,317	\$50,926	150.9%	17.6%	195.0%
Weare	\$17,486	\$42,205	\$62,661	141.4%	48.5%	258.3%
Merrimack Co.	\$32,500	\$41,018	\$56,842	26.2%	38.6%	74.9%
State of NH	\$33,049	\$41,628	\$57,575	26.0%	38.3%	74.2%

Source: 1990 Census, 2000 Census, NH Department of Employment Security, 2001

Poverty

The Census Bureau uses a set of money income thresholds that vary by family size and composition to define poverty levels. If a family's total income is less than the Census Bureau's threshold, then that family, and every individual in it is considered below poverty level. The poverty thresholds are updated annually for inflation using the Consumer Price Index. The following table contains the poverty thresholds for 1980, 1990, and 2000 that the Census Bureau used for their calculations.

Poverty Thresholds, 1980-2000

1980		1990		2000	
Individual Person	\$4,190	Individual Person	\$6,652	Individual Person	\$8,794
2-Person Family	\$5,363	2-Person Family	\$8,509	2-Person Family	\$11,239
3-Person Family	\$6,565	3-Person Family	\$10,419	3-Person Family	\$13,738
4-Person Family	\$8,414	4-Person Family	\$13,359	4-Person Family	\$17,603
5-Person Family	\$9,966	5-Person Family	\$15,792	5-Person Family	\$20,819
6-Person Family	\$11,267	6-Person Family	\$17,839	6-Person Family	\$23,528
7-Person Family	\$12,761	7-Person Family	\$20,241	7-Person Family	\$26,701
8-Person Family	\$14,199	8-Person Family	\$22,582	8-Person Family	\$29,701
9+ Person Family	\$16,896	9+ Person Family	\$26,848	9+ Person Family	\$35,060

Source: US Census Bureau, 2001

By looking at the table below, you can see that Henniker had, in 2000, a fairly low percentage of families below poverty level but one of the highest percentage of persons below the level of poverty.

Poverty Data for Henniker and Abutting Communities, 1980-2000

Town	% of Families Below Poverty Level 1980	% of Families Below Poverty Level 1990	% of Families Below Poverty Level 2000	% of Persons Below Poverty Level 1980	% of Persons Below Poverty Level 1990	% of Persons Below Poverty Level 2000
Henniker	8.3%	3.0%	2.0%	15.0%	6.3%	7.0%
Bradford	8.4%	4.2%	2.5%	12.8 %	6.2%	4.1%
Deering	5.8%	4.7%	1.2%	13.6 %	6.1 %	4.0%
Hillsborough	7.3%	5.0%	6.7%	10.5%	3.9 %	9.8%
Hopkinton	6.6%	1.3%	0.7%	8.8%	2.3%	1.8%
Warner	10.2%	3.9%	5.0%	14.2%	5.6%	6.8%
Weare	7.8%	3.2%	1.5%	9.7%	3.8%	2.5%
Merrimack Co.	NA	NA	4.1%	NA	5.5%	5.9%
State of NH	NA	NA	4.3%	NA	6.4%	6.5%

Source: 1980 Census, 1990 Census, 2000 Census

Henniker Employers

Understanding historic trends in the local economic base can help the community better develop sound economic development strategies for the future. One key trend is the change in size and type of the local employment base. Local employment data (i.e. the number and types of jobs in community) is collected by various government agencies, including the Census Bureau and the New Hampshire Office of Employment Security. Using a classification system, the number of employment positions for each business in the community can be identified and tracked over time.

From 1991-2000, there has been an increase in the number of Henniker-based employers and number of employees in all employment categories. Private Services has seen the largest increase in the number of employers (14) and Private Manufacturing has seen the largest increase in the number of employees (75). The average weekly wage for most employment sectors has increased. For more detail, please refer to the table below.

Trends in the Henniker Employment Base, 1991-2000

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Private Finance, Insurance, and Real Estate										
# Employers	3	3	3	3	4	3	6	3	5	5
# Employees	8	9	6	6	6	4	9	6	7	6
Avg. Wk Wage	\$140	\$136	\$172	\$185	\$203	\$229	\$571	\$276	\$408	\$643
Private Services										
# Employers	11	8	8	8	23	24	31	24	22	25
# Employees	53	51	46	48	176	164	323	124	89	126
Avg. Wk Wage	\$256	\$262	\$272	\$264	\$205	\$244	\$569	\$291	\$349	\$350
Private Transportation and Public Utilities										
# Employers	0	0	0	0	0	5	5	4	4	5
# Employees	0	0	0	0	0	15	16	14	14	17
Avg. Wk Wage	0	0	0	0	0	\$505	\$489	\$545	\$595	\$533
Private Mining										
# Employers	0	0	0	0	0	0	0	0	3	3
# Employees	0	0	0	0	0	0	0	0	43	41
Avg. Wk Wage	0	0	0	0	0	0	0	0	\$812	\$915
Private Construction										
# Employers	6	5	4	7	6	5	6	0	5	1
# Employees	29	17	20	21	19	22	26	0	27	6
Avg. Wk Wage	\$341	\$359	\$342	\$374	\$402	\$463	\$450	0	\$461	\$506
Private Retail Trade										
# Employers	14	15	17	20	21	24	25	24	19	18
# Employees	192	206	211	221	200	216	223	214	189	195
Avg. Wk Wage	\$206	\$204	\$204	\$209	\$204	\$223	\$231	\$247	\$272	\$304
Private Manufacturing										
# Employers	5	5	5	6	6	7	6	7	7	7
# Employees	140	139	156	164	177	190	187	201	221	215
Avg. Wk Wage	\$360	\$449	\$574	\$556	\$561	\$484	\$546	\$622	\$569	\$585
Federal Government										
# Employers	1	1	1	1	1	1	1	1	1	1
# Employees	5	5	5	4	5	4	5	4	5	5
Avg. Wk Wage	\$667	\$735	\$722	\$796	\$689	\$883	\$715	\$936	\$814	\$818
New Hampshire State Government										
# Employers	1	2	2	2	2	2	2	2	2	2
# Employees	4	10	11	11	10	10	8	7	6	
Avg. Wk Wage	\$973	\$394	\$393	\$394	\$388	\$471	\$535	\$434	\$510	\$425
Local Government										
# Employers	3	3	4	3	3	2	2	2	2	2
# Employees	188	220	196	106	109	113	122	119	145	141
Avg. Wk Wage	\$373	\$500	\$466	\$476	\$492	\$510	\$395	\$516	\$456	\$523

Source: NH Department of Employment Security, 2001

Within Henniker, there are numerous businesses. Knowing the location and size of the employers in Henniker is important in determining the amount of traffic generated and the adequacy of the current zoning districts for commercial and industrial uses. For the purposes of the table below, “major employers” are defined as employing five or more persons on a full or part-time basis, which may also include seasonal help.

Major Employers* in the Town of Henniker, 2002

Type of Business	Number of Employers	Number of Employees (Est.)
Construction	7	174
Excavation and Forestry	9	259
Public/Institutional	7	70
Retail	12	187
Service	15	237
Professional	8	307

Source: GDT Technologies; Dunn and Bradstreet, 1999; Henniker Business Association, 2002

* Five or more employees

Wage Comparisons

To gain a better understanding of the types and quality of the jobs located in Henniker we can compare wages paid by employers in Henniker to those in the surrounding communities. Although the figures below show average annual weekly wages for people who work within the Town of Henniker, they do not represent the average weekly wage of a Henniker resident. See the table below for more detail.

Average Annual Weekly Wage - Private Industries and Government, 2000

	Henniker	Bradford	Deering	Hillsborough	Hopkinton	Warner	Weare
Private Industries							
# Employers	63	4	3	87	98	24	78
# Employees	600	17	3	691	769	160	364
Avg. Weekly Wage	\$450	\$189	\$544	\$363	\$618	\$317	\$622
Government							
# Employers	5	4	2	7	8	8	8
# Employees	154	77	29	276	271	115	326
Avg. Weekly Wage	\$589	\$539	\$454	\$565	\$616	\$500	\$523

Source: NH Department of Employment Security, 2001

As can be seen above, Henniker is in the middle range for private industry and government weekly wages, as compared to abutting communities.

Tax Characteristics

An examination of the tax rate helps to gauge the economic attractiveness of a community to businesses. As can be seen below, Henniker's total tax rates have decreased since 1997. However, Henniker has a higher total tax rate than abutting communities.

Breakdown of Henniker Tax Rates, 1997-2001

Year	Municipal Tax	Local Education	State Education	County Tax	Total Tax
1997	9.70	30.26		2.19	42.15
1998	9.36	31.24		2.15	42.75
1999	9.99	16.17	6.94	2.19	35.29
2000	9.89	17.63	6.82	2.55	36.89
2001	9.86	19.12	7.64	2.93	39.55

Source: NH Division of Revenue Administration, 2001

Tax Rates of Henniker and Abutting Communities, 2001

Town	Total Tax Rate
Henniker	39.55
Bradford	20.72
Deering	31.10
Hillsborough	34.88
Hopkinton	24.79
Warner	32.23
Weare	24.67

Source: NH Department of Revenue Administration, 2002

Zoning Regulations

In the Henniker Zoning Ordinance, there are four Commercial Districts: Heavy Commercial (CH), Medium Commercial (CM), Commercial Recreational (CR), Village Commerce (CV). The purpose of each District is listed below.

Heavy Commercial (CH) District – Provides a business and manufacturing area outside of the Village with good highway access for non-retail types of commerce operations. It is located so that it will not be a detriment to the residential areas and will not cause undue traffic through the Village Proper.

Medium Commercial (CM) District – Provides a business area outside of the Village with good highway access for light manufacturing types of commerce operations. It is located so that it will not be a detriment to the residential and manufacturing areas and be able to provide services to the surrounding community

Commercial Recreational (CR) District – Provides for commercial sales and services that complement the recreational nature of the area, such as lodgings, restaurants, and retail sales and services related to recreational uses.

Village Commerce (CV) District – Provides business sales and services to the center area of town that are typical to many New England Villages. These businesses serve the Village District as well as the community at large.

See the Current and Future Land Use Chapter for more detailed information on each of these Districts. The location of these can be seen on the **Current Zoning Map**.

Issues, Goals, Recommendations

Issue: Allowing and encouraging a diversity of businesses to locate and expand in Henniker will help to create a well-balanced and healthy community for all residents.

Goal: Have areas in Henniker be appropriately zoned for commercial development.

Recommendations:

- Review the areas that are currently zoned for commercial development to ensure that they are adequate and appropriate for that type of use.
- Look to assess whether there are areas that should be zoned for commercial and/or industrial development that are not currently zoned that way.
- Review the table of uses for each Commercial Zone to ensure that the permitted uses are compatible with the goal of the Zone and other uses allowed in the Zone.
- Investigate the creation of a commercial build-out analysis to see the potential of full development of the commercially zoned land within Town.

Goal: Commercial development should be compatible with the size and scale of the surrounding environment and the character of the community.

Recommendations:

- Adopt specific landscaping and screening requirements in the Site Plan Regulations that would be required of all new commercial and industrial development.
- Adopt specific access management and pedestrian facility requirements in the Site Plan Regulations that would be required of all new commercial and industrial development, where appropriate.
- Require all new commercial and industrial developments to submit a fiscal impact analysis, a community services impact assessment, and a traffic analysis as part of Site Plan review.

Home Occupations/Home Businesses

A growing and often unseen part of the local economy are home businesses. Having home businesses and occupations located in Town helps to ensure that those who live in Henniker have the opportunity to work in the community and contribute to the local economy as a resident and

as a business owner. In fact, 204 of the community survey respondents indicated that they wanted to encourage home businesses and home occupations in Henniker.

The Henniker Zoning Ordinance defines “Home Businesses” and “Home Business/Retail,” which are listed below.

Home Business – A use, that is not the primary use, by a resident to provide offices for his or her own recognized professions, such as physicians, architects, attorneys, real estate or insurance agents, or such home occupations as hairdressers, dressmakers and sewing, manufacture of craft products, home baking and antique shops, that conforms to Article XII.

Home Business/Retail – A secondary use by a resident to provide home occupations that provide retail outlets for resale of previously manufactured goods, that conforms to Article XII.

The Zoning Ordinance allows the establishment of home businesses and/or home business/retail in all Residential Zones by right or special exception. Article XII of the Zoning Ordinance outlines the provisions and regulations for the establishment of a home business in Henniker. However, there are no requirements for an analysis of traffic impacts, signage, or other site plan requirements as would be required of other businesses.

The ability to have local ownership of business is important to the economic health of a community. The more often money circulates within the community before leaving, the more the community benefits. Locally controlled businesses allow employees to have a voice in the decisions that affect them and encourages them to work, shop, and live all in one place.

Issue, Goal, and Recommendations

Issue: To support a diversity of economic development opportunities for business owners and residents.

Goal: To encourage the development of home businesses in Henniker that are appropriate in location, type, and scale.

Recommendations:

- Develop updated definitions, standards, and criteria for establishing a home business.
- Adopt into the Site Plan Regulations a two-tiered system for home businesses based on impacts (noise, traffic, etc.), with one level of use allowed by right and a more intensive level requiring a special permit and approval.

Site Plan Regulations

Commercial and industrial development may have significant impacts on the community. The existing zoning and site plan review regulations do not contain performance standards related to the aesthetic or environmental impact of commercial and industrial developments. Such

performance standards should be reviewed and considered by the Town as a way to retain the desirable qualities of Henniker.

All of the recommendations under this Site Plan Regulations section applies to non-residential development, thus excluding single-family and two-family development. This in no way impacts the development of individual homeowners in Henniker.

Signs

Issues, Goals, Recommendations

Issue: Signage can have a significant impact on the visual character of a community.

Goal: To have signage that complements the historical and aesthetic look of Henniker.

Recommendations:

- For free standing signs, require landscaping to re-establish ground cover where disturbed by sign installation and to screen the foundation of monument or pedestal signs without blocking the view of sign information.
- Encourage freestanding monument signs and directory signs to be placed perpendicular to approaching vehicular traffic.
- Signs should establish a visual continuity with adjacent building façades and should be oriented to emphasize pedestrian visibility.
- Review the current Sign Ordinance for adequacy and propose new language to ensure the visual elements and aesthetics of the Town are positively impacted by signage.

Parking Requirements

Issue, Goal, and Recommendations

Issue: Parking requirements impact a community in numerous ways, including pedestrian and driver safety, visual appeal, aesthetics of building design, and environmental impacts.

Goal: Encourage parking that will enhance economic vitality, personal mobility, and convenience while reducing costs, inconvenience, and environmental degradation.

Recommendations:

- Parking area designs shall adequately consider safe pedestrian circulation to and from parking spaces and shall maximize opportunities for the safe maneuvering of all vehicles.
- Parking areas that are visible from adjacent public roadways should employ landscaping strips, where feasible to soften the appearance of the parking areas.

- Encourage the use of alternative pavement materials other than asphalt and concrete, where appropriate. These materials could include brick, crushed stone, pea stone, stamped concrete, cobblestone, and other similar materials. Allowing the use of such materials will preserve the rural character of the community and add to the aesthetic appeal of smaller commercial developments.
- Consider adopting provisions that would allow for shared parking between separate lots. Such a requirement would allow the Planning Board, when feasible, to reduce parking requirements for each lot, provided that the peak parking demand of each land use does not occur during the same time periods.
- To reduce congestion of streets and minimize traffic safety hazards, consider requiring developments, at time of subdivision or site plan review, to provide rights-of-way to abutting parcels for the future interconnection of sites.
- The Conservation Commission should be notified about all proposals that would create new or expanded parking areas within the Town as to their environmental impact, where appropriate.
- All parking areas should be adequately lit for safety, while keeping in mind aesthetic and environmental concerns. See the Lighting Standards section of this Chapter for more information.

Landscaping

Issue, Goal, and Recommendations

Issue: Proper landscaping of a site can positively impact the community's visual, environmental, and aesthetic character.

Goals: To preserve and enhance the desirable qualities of the community by establishing landscaping design standards, which would be proportionate to the intensity of the proposed land use(s).

Recommendations:

- Ensure that each tract of land has an adequate buffer from other properties in order to preserve property values and improve the aesthetic values of properties.
- A landscape strip should be provided along the perimeter of A structure that is visible from abutting properties or the public right of way.
- To promote the aesthetic quality of streets, a street landscape strip should be considered for all commercial and industrial Site Plans.
- Side and rear landscape strips should be considered for developments to promote proper visual separation and adequate buffering between adjoining properties. Parking areas, driveways, and buildings shall not be located within any required Side or Rear Landscape Strip.

Exterior Building Façade

Issue, Goal, Recommendations

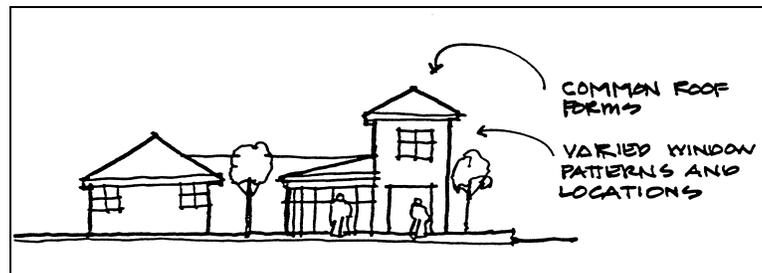
Issue: The outside façade of a structure tells the story and history of a community. Henniker has a rich history that is consistent with most small New England Villages. This is something to be proud of and encouraged.

Goal: Protect the aesthetic character of the community and to improve the quality of new development constructed within Town.

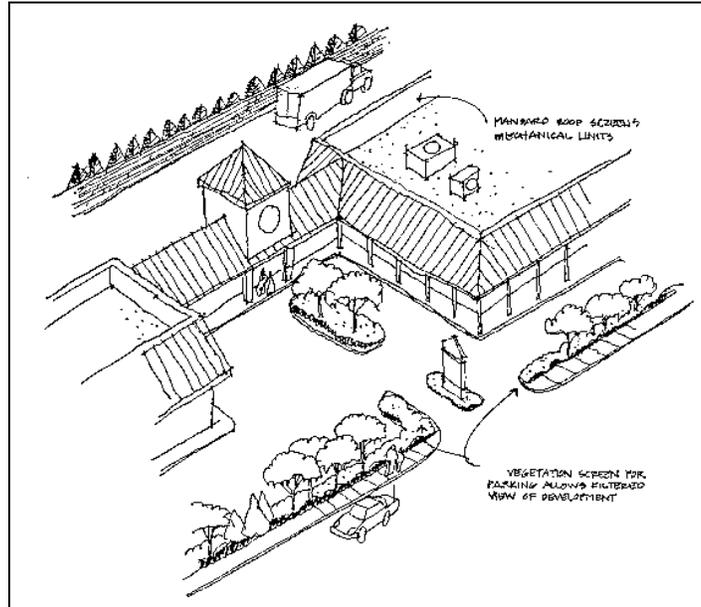
Recommendations:

- Ensure that the development of commercial and industrial structures are consistent with and improve the architectural character of the Town.
- Require that all rooftop mechanical equipment be screened from view with either building walls or roof forms. All sides visible to the public and abutters should have screen materials.
- New roof forms should relate to the roof forms of adjacent structures where appropriate, by duplicating the shape, pitch, and materials. A pitched roof should be provided for structures with a building footprint of 5,000 square feet or less in order to have new development better fit with the rural and residential character of the community. Common roof forms should be required to be duplicated on the primary structure whenever possible. For structures with a footprint larger than 5,000 square feet, flat roofs should be permitted, provided that mansard roof is employed. Please refer to sample graphics below for examples regarding common roof form and mansard roofs.

Common Roof Form Graphic



Mansard Roof Graphic for Structures with footprints of 5,000 sf and larger



- To ensure the development of commercial and industrial structures are consistent with, and improve the architectural character of the Town, varied offsets, roof heights and forms, and window placement should be incorporated into all new structures, or additions to existing structures. Please refer to the sample graphic for an example.

Varied Offsets, Roof Heights, and Window Graphic



- Consider adopting architectural performance standards in the Site Plan Regulations for the Town.

Screening

Issue, Goal, Recommendations

Issue: Screening is an important aspect of commercial and industrial development designs, can help preserve property values of abutting parcels, and can enhance the overall aesthetic impact of such developments.

Goal: Ensure that new commercial and industrial structures and uses in town are properly screened from abutting developments so as not to diminish property values and the visual character of the neighborhoods.

Recommendations:

- The ground level view of all mechanical equipment accessory to the building (not vehicles) with a footprint of fifty square feet or greater should be fully screened from contiguous properties and adjacent streets. Screening should be accomplished by architecturally integrating the equipment into the principle structure or by surrounding it with materials compatible with the principal structure.
- All exterior trash containers shall be screened on each side and shall not be visible from any street.

Lighting Standards

Issue, Goal, Recommendations

Issue: Lighting is a critical component of non-residential site design that is used for advertising, safety, and design purposes.

Goal: Consider enacting specific performance standards regarding lighting for non-residential sites that will meet the needs of the sites while protecting visual, environmental, and aesthetic goals.

Recommendations:

- Any lighting used to illuminate an off-street parking area, sign, or other structure, should be arranged as to deflect light away from any adjoining properties or from the public streets. Direct or sky-reflected glare should not be permitted.
- In order to minimize glare and other adverse effects, all exterior lighting fixtures shall be of a design that provides for luminaire cutoffs with a total cutoff at an angle of seventy- five degrees from the vertical. Further, all fixtures shall be positioned and/or installed in such a fashion as to prevent unwanted incidental illumination of abutting properties and streets.
- Any light or combination of lights from a commercial or industrial development that cast light on a public street shall not exceed one (1) foot-candle (meter reading) as measured from the centerline of the street. Any light or combination of lights, which cast light on a residential property shall not exceed 0.1 foot candles (meter reading) as measured from the property.

- The Zoning Ordinance and/or Site Plan Review Regulations should stipulate that all lighting fixtures be compatible to the architectural design of the proposed structures and abutting land uses.
- The Planning Board should require a detailed lighting plan for all non-residential site plans. Lighting plans should be required to incorporate standards and techniques included in the *Outdoor Lighting Manual for Vermont Municipalities*.

Environmental Performance Standards

Environmental performance standards should be developed in order to protect the long term environmental quality and overall vitality of Commercial and Industrial Districts. The variety of permitted uses, taken together with often intensive land use patterns and an inventory of environmental resources, necessitates environmental performance standards. Sample environmental performance standards are provided below:

Performance Standards Related to Odors

Uses and activities which produce continuous, regular, or frequent odors and/or emissions, detectable beyond the boundary of the property from which the odor originates, shall be prohibited, in whole or in part, if the odor or emission in question is a known health risk or danger or if the Planning Board judges such odor or emission to be harmful to the rights of others to enjoy their property(s).

This standard is not intended to discourage farming in any of the Zoning Districts, as long as the farms are following established best management practices and meeting all state and local health standards.

Performance Standards Related to Noise:

The Performance Standards governing noise are intended to ensure that the rights of property owners, as well as the overall health and general welfare of the community, are not diminished by unreasonable noise levels generated by commercial and industrial uses. Specific items that should be included in a noise performance standard include:

- 1) The maximum permissible sound level produced by any continuous, regular, or frequent source of sound or noise, produced by any permitted use or activity on the property and on abutting properties.
- 2) Methods for measuring noise levels.
- 3) Provisions allowing the use of Sound or Noise Abatement techniques.
- 4) An inventory of activities and devices exempt from the Noise Performance Standards, that get reviewed and updated periodically.
- 5) Hours of operation that the activity can take place.

Performance Standards Related to Vibration

Heavy industrial operations can create significant vibrations that may have a negative impact on abutting properties. When developing overall performance standards, the Town should consider implementing standards related to vibration in the Zoning Ordinance. The following graph represents the standards from the Town of Bow. Earthborne vibrations generally should not be permitted to exceed those levels listed below, as measured at the property line.

Frequency in Cycles per Second	Displacement in Inches
0 to 10	0.001
10 to 20	0.0008
20 to 30	0.0005
30 to 40	0.0004
40 and Over	0.0003

Source: Town of Bow Performance Zoning Ordinance, March 2001

Issues, Goals, Recommendations

Issue: Odors, noise, and vibrations from industrial and commercial businesses can have serious impacts on abutting properties, environmental quality, and the quality of life.

Goal: Ensure that all proposed non-residential development meets environmental performance standards.

Recommendation:

- Consider adopting specific environmental performance standards related to odors, noise, and vibrations into the Site Plan Regulations.

Community Support Services and Infrastructure

The type and availability of community support services and infrastructure can have a major effect on the development and economic health of Henniker. Henniker already has many amenities - a pharmacy, educational institutions, restaurants, and recreational opportunities – located in a highly concentrated and easily accessible environment. From the location of electric power and sewer lines necessary to supply industrial users to the availability of housing, child care, and quality schools to support workers, the issues discussed below are important to Henniker’s residents and commercial enterprises.

Roads and Highways

A safe and efficient transportation network is an essential component for the development of a prosperous community. Over the past several years, development trends in Henniker have been largely influenced by the location of NH114 and US202/NH9. It is likely that these will continue to play a major role in the future development of Henniker and the central New Hampshire region. See the Transportation Chapter for more information on this topic.

Railroads

There is no direct rail access to Henniker, passenger or freight, at this time.

Bus Transit

There is currently no bus service to or from Henniker, at this time. The nearest access to bus transport is in Concord or Manchester.

Airports

Commercial service is available via the Manchester Airport. General aviation services are also available via the Concord Airport.

Electric Power

Electric service is provided to the entire town by the Public Service Company of New Hampshire (PSNH) and there are currently no electric generators located in Henniker.

Telephone

There is one telephone company, or Incumbent Local Exchange Carrier (ILECs) that operates in Henniker, which is MCT Telecom.

Wireless Telecommunication

Three wireless telecommunications towers are located in Henniker, two are located at Pat's Peak and one is at the end of Falkner Hill Road. The locations are noted on the **Community Support Services and Infrastructure Map**.

By Federal law, a community cannot prohibit the introduction of cell towers within the town. However, as in many communities, the location and ultimate design of wireless telecommunications towers can be restricted. The Town must weigh the needs of the business and public that use wireless communications devices to an ever-increasing degree with those of local residents who do not wish to see the Town's hills and vistas marred by numerous towers.

The Town has worked to address these compelling desires through the adoption and use of the Personal Wireless Service Facilities of 2002. See the Current and Future Land Use Chapter for more information on this Zoning Ordinance.

Cable

AT&T Broadband provides cable television service to many Henniker households. The system operates at a level that is adequate for both cable television and Broadband Internet service. The initial contract was 25 years in length and is scheduled to terminate in 2005, with the option to renew for another 25 years if there was not a breach of contract by either party.

In the contract, the company agreed to service areas with 75 or more homes or 40 verified subscribers per mile. This condition creates areas of the community without access to cable service. The contract also states that the company will provide free service to every school building, police and fire station building, and one other town building.

It is important to note that the 1980 franchise agreement does not include provisions for a Henniker-based public-access channel or local facilities for use by local residents. In addition, as the agreement was negotiated before the advent of broadband cable availability, the agreement does not address Internet availability for schools and local government. These services are sometimes called "community infrastructure."

When the Town renegotiates its franchise agreement in 2005, the following issues should be discussed: future expansion to areas not currently within the service area; the creation of a local PEG (Public/Education/Government) channel, and local government/schools networking. Funding for some of these services could be provided through the initiation of a local franchise fee of up to 5%.

Internet

The availability of fast, inexpensive internet access is often spotty in smaller New Hampshire communities. Fortunately, the Town of Henniker is an exception. Henniker residents and business have two options available to them through MCT Telecom and AT&T Broadband.

Municipal Waste Water Treatment

The Henniker Wastewater Treatment Plant is an extended aeration type of secondary treatment facility, which is designed to handle the domestic waste from the Town and New England College, as well as waste from private septic systems delivered by private haulers. The plant is located east of Ramsdell Road, adjacent to the Town public works garage. The design capacity of the plant is 500,000 gallons per day (gpd) with a peak capacity of 750,000 gpd. The plant currently operates at an average of 250,000 gpd.

The Treatment Plant is funded through user fees from those tied into the system and from disposal fees paid by the private hauling companies. The area covered by the municipal waste water treatment plant can be seen on the **Community Support Services and Infrastructure Map**. See the Community Facilities Chapter for more information on this topic.

Municipal Water

The Cogswell Springs Water Works is the municipal water supply for the Town of Henniker. It provides water and fire protection service to the Village center and surrounding areas.

The original system was constructed in 1915 and consisted of one dug well, a distribution system with hydrants, and a 300,000 gallon concrete storage tank. The storage tank is still in service. The original well was replaced with a gravel-pack well in the early 1960's, due to the Army Corp. of Engineer's flood control project. The original distribution system is still in service with the addition of a new 500,000 gallon tank in 2002.

A long-term plan was completed in the early 1990's that identified long- and short-term improvements and replacements that needed to be completed. A study of potential new water sources was also conducted. If the existing water system was to be expanded, additional booster stations and storage facilities would be required due to the topography of the town. At this time, such an expansion would be cost prohibitive.

The area covered by the municipal water system can be seen on the **Community Support Services and Infrastructure Map**. See the Community Facilities Chapter for more information on this topic.

Emergency Services

The Fire Department and Rescue Squad provide fire and emergency medical services to all residents and businesses in Henniker, public education on fire prevention and CPR, provide life safety inspections, and have personnel who are specially trained in water, high angle, and dive rescues.

The Henniker Police Department currently has a mix of fifteen part-time and full-time staff, which provides 24-hour coverage for the residential, college, and business community in Henniker.

See the **Community Support Services and Infrastructure Map** for the locations of these facilities. See the Community Facilities Chapter for more information in this topic.

Schools

The Henniker Community School is the public school for the Town of Henniker, providing education to children from kindergarten through grade 8. The school serves a 2001 student population of approximately 600 pupils at one common site. The Henniker Community School offers a broad curriculum and meets full approval status from the New Hampshire Department of Education.

The John Stark Regional High School is the public school for grade 9 through grade 12 for Henniker students. It is a regional cooperative school district, combining the students from the contiguous town of Weare and was established under NH RSA:195. In 2001, John Stark enrolled 841 students, with approximately 1/3 coming of the population from Henniker.

See the **Community Support Services and Infrastructure Map** for the locations of these facilities. See the Community Facilities Chapter for more information on this topic.

Housing

The type of housing within a community is an important indicator of the quality of life within the community. Henniker has a variety of housing types, including single-family, multi-family, manufactured housing, and elderly housing, for residents to choose from. Having a diverse and plentiful stock of housing in a community can help attract new business and encourage others to expand because of available housing for employees.

See the Housing Chapter for more information on this topic.

Child Care

Child care is an economic development issue that often times is overlooked by businesses and town government. Not only are child care facilities businesses, they also provide a necessary service in order for parents to remain in the workforce. Henniker has three licensed child-care facilities, which can care for a total of approximately 112 children at a given time. See the **Community Support Services and Infrastructure Map** for the locations of these facilities.

New England College

New England College is an independent liberal arts college, which also offers professional programs. Maintaining a low student-teacher ratio, the college fosters close working and mentoring relations among faculty, staff, and students in an atmosphere of mutual care and respect. The College encourages community members to experience the wide variety of programs offered at the College, including educational classes, cultural programs, and entertainment opportunities.

Issues, Goals, and Recommendations

Issue: To encourage economic development within the community, basic services and infrastructure need to be provided and accessible. These services benefit the businesses, as well as the residents within the community.

Goal: To have community support services and infrastructure available to attract and retain desirable businesses.

Recommendations:

- Review the 1980 Cable Television Franchise Agreement before it needs to be renegotiated to identify areas the community would like to see improved upon.

Strategies to Promote Economic Development

Architectural and Design Performance Standards: Perhaps the most important issue to the residents of Henniker is the preservation of the unique rural character of the community. Residents are concerned that development of large structures, with significant amounts of impervious surface, would detract from the rural character of the community. The issue of aesthetic appeal and compatibility of commercial and industrial development with the Town's rural character has become increasingly important as growth in the community has increased.

In an effort to protect the character of the community, while providing opportunities for commercial growth, numerous municipalities in the State, including Concord, Bow, Meredith, and Wolfeboro, have adopted architectural ordinances or guidelines to help developers plan projects so that they are more compatible with the community character. Standards typically enacted by communities relate to landscaping, façade, and buffering.

Capital Regional Development Council (CRDC): CRDC is a non-profit organization that has been promoting economic development for the past 45 years. The organization serves Merrimack, Belknap, Grafton and Sullivan counties. The mission of CRDC is to create new and permanent jobs, enhance personal income of workers, and expand community tax bases through private investment. CRCD meets these goals through the developing land and the administration of various business loan programs, including the Small Business Administration (SBA) 504 debenture grant program.

Community Development Block Grants (CDBG): CDBG funds are a valuable resource available for funding a variety of public needs. In addition to funding affordable housing programs and community centers, CDBG funds can also be used for economic development purposes, such as the expansion of public waterlines. For 2001, there was approximately \$3.2 million dollars available in CDBG funds that, through the grant process, were allocated to communities across the State.

Community Development Finance Authority (CDFA): The Community Development Finance Authority (CDFA) was established by legislation (RSA 162-L) in 1983 to address the issues of affordable housing and economic opportunity for low and moderate income New Hampshire residents. The Authority provides financial and technical assistance to community development corporations, worker cooperatives, and certain municipal entities. The Authority is unable to assist a for-profit business directly, but can work with a nonprofit partner.

CDFA administers numerous programs. One such program is the Economic Development Ventures Fund. This fund is to be used to support unique opportunities that may appear from time-to-time. For example, the fund may be used to cover a short-term funding gap in the event that access by a nonprofit community development organization to other public funding is delayed. The fund may also be used as a source for equity investment in a cooperative venture or nonprofit business opportunity. Terms and conditions of the funding are determined on a case-by-case basis. Funding levels of this program will be determined on an annual basis.

CDFA finances major community development projects primarily with the Community Development Investment Program. The Community Development Investment Program enables New Hampshire's businesses to donate funds or property, either in lump sum payments or pledged over a predetermined period, to fund economic development and housing projects throughout the state. Contributions made by these business donors entitle donors to a 75% state tax credit when the tax returns are filed with the New Hampshire Department of Revenue Administration. For example, a donor making a \$10,000 cash donation to CDFA on behalf of an approved project will receive a tax credit for \$7,500. This credit may be applied directly on a \$1:\$1 basis against the following state business taxes: (1) Business Profits Taxes imposed by RSA 77-A, (2) Insurance Premium Taxes imposed by RSA 400-A, and (3) Business Enterprise Taxes Imposed by RSA 77-E.

New Hampshire Main Street Program: While commercial district revitalization can be addressed in many ways, the underlying premise of the Main Street approach is summed up in the program goals – to encourage economic development, within the context of historic preservation, that is appropriate to today's market place. This approach advocates a return to community self-reliance, empowerment, and the rebuilding of commercial districts based on its traditional assets: unique architecture, personal service, local ownership, and a sense of community.

The Main Street program should be seen as one of many tools that a community utilizes to generate economic and entrepreneurial growth. Also, while they may be an important component of an overall plan for downtown revitalization, communities should not confuse substantial public improvement projects for the Main Street program.

A local Main Street program is not designed to tackle the bigger issues of an entire community. The focus is limited to the revitalization of the central business district. This certainly takes into account that a healthy, economically viable, and attractive downtown is important to the overall health and vitality of the community at-large.

Both the public and private sectors of the community must be involved and committed for a local Main Street program to succeed. Each sector has an important role to play and each must understand the other's needs, strengths and limitations so that an effective partnership can be created.

Performance Zoning: This approach to zoning is an alternative to conventional zoning approaches for non-residential development. As opposed to developing a prescriptive zoning scheme, which dictates permitted uses and uses by special exception, performance zoning allows a wide range of uses, provided that such uses meet environmental, aesthetic, and other performance standards. In addition to providing specific performance standards, such ordinances also include incentives for developers to develop better projects. Common examples include density, height, setback, and other dimensional bonuses in exchange for greater landscaping; donation of off-site property for a public purpose; location of parking to side or rear of buildings, or construction of public art.

Tax Increment Financing (TIF): Tax increment financing (TIF) is an innovative tool that uses tax revenue from new developments, within certain designated areas of communities, to pay for new infrastructure to serve those new businesses, business expansions, and affordable housing projects.

TIF is a planning concept that was created in the 1970's and has been widely adopted by several states in the nation. The State of New Hampshire granted municipalities the authority to create tax increment finance districts in 1979, with passage of RSA 162-K: 1-15. Currently, nine (9) communities in State of New Hampshire have implemented tax increment finance districts. The most successful districts are located in the cities of Keene and Concord.

There are numerous legal and planning issues to consider when implementing tax increment finance districts. In New Hampshire, communities must adopt a TIF plan and development program to ensure that the community has a clear focus on what the TIF will accomplish. There are several legal considerations that communities must adhere to when instituting a tax increment finance district. These requirements are mandated by NH RSA 162-K: 1-15.

Also, before adopting a TIF, communities must establish the geographic boundaries of the proposed TIF district. In conjunction with this step, NH RSA 162-K: 6 requires that a development program be created for the proposed area. This program must contain "a complete statement as to the public facilities to be constructed within the district, the open space to be created, the environmental controls to be applied, the proposed reuse of private property, and the proposed operations of the district after the capital improvements within the district have been completed (RSA 162-K: 6)."

Furthermore, state law requires that the development program “provide for carrying out relocation of persons, families, businesses concerns, and others displaced by the project, pursuant to a relocation plan, including the method for relocation of residents in decent, safe, and sanitary dwelling accommodations, and reasonable moving costs, determined to be feasible by the municipality (RSA 162-K:6).” Essentially, the program development is a master plan for the area to consider the broad social, environmental, and fiscal impacts of a proposed TIF.

The second major requirement of TIF enabling legislation is that communities must have a TIF Plan. Mandated by RSA 162-K:9, the plan must contain the following: “costs of development programs, sources of revenue to finance those costs including estimates of tax increments, amount of bonded indebtedness to be incurred, and the duration of the program’s existence (RSA 162-k:9).” The plan must also contain “a statement of estimated impact of tax increment financing on the assessed values of all taxing Jurisdictions in which the district is located (RSA 162-K:9).” Prior to the adoption of this plan, State law requires that the County Commissioners and School Board or District be afforded the opportunity to meet with the governing body to voice concerns and understand how the tax burden will be shifted to maintain the revenue stream (NH RSA 162-K:1-15).

Tax increment financing is attractive to communities, as it can provide incentives for economic development in the community, without taking resources away from other projects and community needs. However, TIF is legally complex and requires the assistance from legal, planning, and financial experts to make it successful.

Summary

In summary, the economy of Henniker is healthy. In the long-term, Henniker desires to maintain and develop an economic base that complements the rural community character of the Town. Residents want to encourage well designed, aesthetically pleasing commercial and industrial developments. Businesses that are environmentally sound and financially viable, with reasonable wages and benefits, help to stabilize the community and should continue to form an important piece of Henniker’s economic base. Well-planned and well-placed retail, industrial, and commercial businesses contribute to the economic prosperity of Henniker and further attention should be paid to the location of future economic development within Town.

Chapter IV Current and Future Land Use

Introduction

Many factors have a direct impact on the landscape of every community. As we undertook the review and subsequent revision of the Master Plan, we carefully examined many of those factors: increased population growth, evolving housing needs, changing social and economic trends. We discussed throughout our meetings that land is a finite resource and thoughtful use of land is a critical issue for all communities. The way a community uses its land base has a direct impact on aesthetics, community character, transportation infrastructure, housing affordability, and on the tax base.

In this Chapter, we identify and explore land use trends in Henniker and discuss how regulations impact such trends. Recommendations are offered as to what regulatory steps should be taken in the future to meet the growing housing, economic, environmental, and land use needs of the community.

Henniker's historic development pattern was determined long before there were any land use regulations in the State or Town. Development occurred in those areas with good drainage, access to a water supply, transportation, and waterpower. Most of Henniker's current development is being driven by the economic expansion of southern New Hampshire. This pressure is being felt primarily in the areas of housing and community infrastructure, as Henniker is viewed as an attractive bedroom community to the Concord and Manchester areas. In order for Henniker to maintain its rural character, it is important for the Town to utilize progressive zoning techniques and plan for the future.

Goals and Objectives

Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective.

Goal – Henniker desires to establish regulations that allow it to ensure quality development, protect sensitive environmental features, provide opportunities for a variety of development types, and preserve its rural and historic nature.

Objective – Enhance the village center as the cultural, social, and commercial center of town.

Strategies:

1. Apply for the New Hampshire Main Street Program in 2004.
2. Develop a comprehensive pedestrian infrastructure that includes bicycle lanes, bicycle racks, and sidewalks to promote a walkable downtown.

3. Encourage the use of shared parking lots between retail uses and housing, where appropriate.
4. Allow for the development of new housing units above commercial and retail stores in the downtown.

Objective – Preserve and protect the open space and environmentally and/or culturally sensitive areas in town.

Strategies:

1. 100% of the land use change tax should be dedicated to a conservation fund, which can be used for education, land or easement purchase, or for leveraging additional funding for conservation and preservation efforts in Henniker.
2. Using the data collected in the Henniker Natural Resources Inventory, develop a Conservation and Open Space Plan for the Town.
3. Adopt a Historic District Overlay into the Zoning Ordinance.

Objective - To foster sound business development in appropriate areas within Town.

Strategies:

1. Adopt façade, architectural, landscaping, and signage regulations into the Site Plan regulations.
2. Ensure that the areas zoned for commercial development are the most appropriate in terms of community infrastructure, natural resources, and community character.

Objective – To foster sound residential development.

Strategies:

1. Adopt roadway and sidewalk design details into the Site Plan regulations.
2. Ensure the areas zoned for residential development are the most appropriate in terms of community services, land use, and environmental constraints.
3. Use developer incentives in the Subdivision and Zoning Regulations to maximize the best use of the land.
4. Adopt ordinances ensuring work is done in a timely, safe, and environmentally proper manner.
5. Encourage the development of neighborhoods through the Subdivision and Zoning regulations.

Objective – Revamp the towns planning function to better serve the community.

Strategies:

1. The Town should purchase Geographic Information Software (GIS) in order to utilize the maps and information available from the State, Regional Planning Commission, and this Master Plan in future planning efforts.
2. Have the Henniker tax maps digitized into a GIS layer, which could then be linked to the Assessors' database, for more accurate and accessible information.

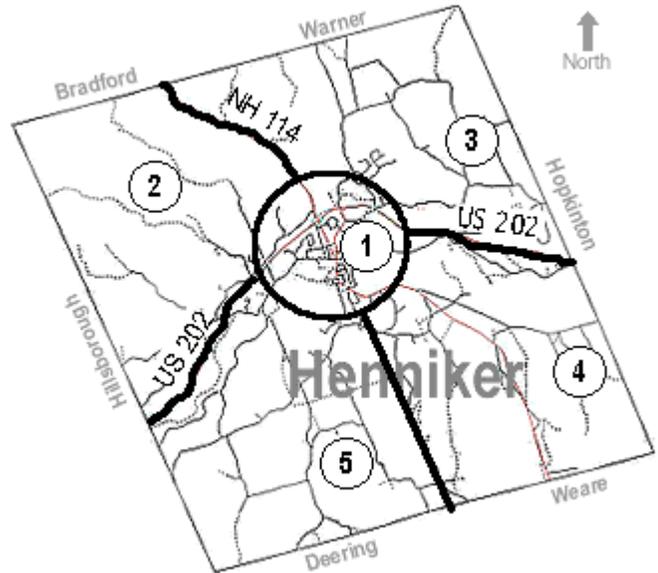
- Organize the Zoning, Subdivision, and Site Plan Regulations into one document with a comprehensive Table of Uses and Index, all necessary forms, and accompanying information.

Community Survey Results

A Master Plan Community Survey was distributed to all residential households and non-residential landowners in October 2000. Approximately 1,500 surveys were mailed out with 495 surveys being returned, resulting in a 33% response rate. The following eight survey questions relate to this Chapter.

Using the map below, please identify whether your residence is in area 1, 2, 3, 4, or 5.

	Total	%
1	202	43.0%
2	29	6.2%
3	106	22.6%
4	47	10.0%
5	56	11.9%
Not Sure	10	2.1%
No Answer	20	4.3%
Grand Total	470	100.0%



What type of housing do you currently live in?

	Total	%
Single-Family House on 1-5 acres	184	37.2%
Single-Family Home on less than 1 acre	95	19.2%
Single-Family House on 10+ acres	57	11.5%
Apartment with 2-10 units	34	6.9%
Single-Family House on 5-10 acres	34	6.9%
No Answer	28	5.7%
Other	21	4.2%
Working Farm	11	2.2%
Mobile Home	9	1.8%
Duplex	9	1.8%
Apartment with more than 31 units	7	1.4%
Apartment with 11-30 units	6	1.2%
Grand Total	495	100.0%

Which of the following methods would you support to balance growth with the preservation of sensitive areas? Please check all that apply.

- 295 Encourage Private Donation of Land and/or Development Rights
- 208 Current Use Assessment
- 207 Town Purchase of Land
- 204 Land Trusts
- 157 Town Purchase of Development Rights
- 145 Re-zoning
- 70 No Opinion

*What types of housing would you like to see developed in Henniker?
(Please check all that apply)*

	Total
Single Family	308
Elderly Housing	134
Cluster Developments (single family homes on smaller lots with remaining area as open space)	120
Condominiums/Town Houses	76
Conversion of Large Homes into Apartments	60
Two Family (Duplexes)	56
Multi-family units (3-4 units)	34
Mobile homes on individual lots	30
New Apartment Buildings (5+ units)	27
Mobile homes in Parks	25

In your opinion, which statement best characterizes Henniker's rate of residential growth (check one only):

	Total	%
Henniker is growing at an appropriate rate	228	46.1%
Henniker is growing too quickly	142	28.7%
No Opinion	70	14.1%
Henniker is growing too slowly	29	5.9%
No Answer	26	5.3%
Grand Total	495	100.0%

Regarding commercial and industrial development, how important is each of the following:

	Very Important	Somewhat Important	Not Important
Local Full-Time Employment	304	110	37
Local Part-Time Employment	279	137	29
Commercial Enterprises	231	150	64
Home-Based Businesses	204	195	53
Increased Commercial and Industrial Zoning	136	148	150
Industrial Development Parks	123	125	180

How important is each of the following to your choice to live in Henniker?

	Very Important	Somewhat Important	Not Important
Rural Quality	384	66	8
Small New England Village	378	63	19
Affordable Housing	260	121	66
Commuting Distance to Work or Other Opportunities	239	138	72
Employment	134	129	172
Suburban Area	132	155	132
Farming Opportunity	56	109	264

How should Henniker respond to prospects for growth in each of the following areas:

	Encourage	Stay As Is	Discourage
Farms	325	119	4
Professional and Business Shops	314	118	18
Small Manufacturing Firms	282	119	45
Child Care Centers	279	147	15
Retail Shops	271	150	33
Restaurants (sit down)	226	215	16
Building Trades	209	189	30
Hotels/Motels	126	231	93
Heavy Commercial/Industrial Firms	105	142	202
Gas Stations	83	285	85
Major Retail Stores	82	122	252
Restaurants (fast food)	76	96	287
Shopping Centers	71	107	283
Mini-Storage	48	260	143

Current Land Use

The existing land use pattern in Henniker is typical of many rural communities in New Hampshire; commercial land uses are located along heavily traveled regional roadways, while the majority of residential development is located in the back lands of the community. Please see the **Existing Land Use Map** for more detailed information. The following table is a summary of the current composition of land uses in Henniker.

Summary of Acreage use by Land Use Category

Category	Acres*	Percent of Total Land
Commercial Lands	750.5	2.6%
Industrial Lands	436.96	1.5%
Public / Institutional Lands	218.99	0.8%
Residential Lands	3,297.55	11.5%
Army Corp Land	1,768.45	6.2%
Conservation Lands	685.48	2.4%
Undeveloped Land	21,472.07	75%
Total	28,630	100%

Source: CNHRPC Geographic Information System (GIS), 2002

* Estimates based on GIS mapping for 2002 Master Plan

Commercial Lands

These land uses occupy less than 2.6% of Henniker's total land area. Commercial uses involve the sale or trade of goods and services, which can include restaurants, convenience stores, coffee shops, as well as New England College. Commercial uses are more concentrated in the downtown area north of the river

Industrial Lands

These uses occupy slightly more than 1.5% of the community's total land area. Industrial uses can be thought of as any land use where raw materials are processed, modified, or assembled to create a finished or value added product. The major locations for Industrial areas are along Old Concord Road, NH 114, and Amey Brook.

Public / Institutional Lands

Public and Institutional uses of land are primarily concentrated in the downtown area north of the river, and there are also a few Public/Institutional areas in the outer laying areas of Henniker. In total, these types of land uses occupy approximately .08% of the community's land area. Examples of such uses include the Town Hall, Transfer Station, Library, and local churches and cemeteries.

Residential Lands

Residential land uses are also scattered throughout the community, with greater concentrations located along major roadways. The residential multi-family homes are mostly located in the downtown area. In total, residential land uses occupy nearly 11.6% of the community's land area.

Army Corp. Lands

The Hopkinton-Everett Flood control area was constructed in the early 1960's as part of the U.S. Army Corps of Engineers flood control project for the Merrimack River. Two dams were constructed, the Hopkinton Dam along the Contoocook River, and the Everett Dam along the Piscataquog River. The two dams protect communities along the Merrimack River by holding up to 51.2 billion gallons of water, during both minor and major flooding. 1,768 acres, or approximately 6.2% of the land in Henniker, is composed of the Hopkinton-Everett Flood Control Area.

Conservation Lands

Conservation lands include land that has been permanently set aside for conservation and does not allow development on it. Such land can include Town forests, lands owned by private conservation organizations, as well as property with easements on it. Occupying nearly 2.4% of the community's total land area, the majority of conservation lands are located on Butter Road, Quaker Street, Dodge Hill Road, and Warner Road.

Undeveloped Lands

Undeveloped lands comprise 75% of the Town's entire land area. Some of these areas are located on land with steep slopes, limited road access, or other development constraints that make them much more difficult to develop. Land classified as undeveloped includes forested areas, fields, and agricultural lands.

Development Patterns, 1991 – 2001

Research and analysis of development patterns is important to help Henniker better plan for the future development of the Town. Development patterns make people aware of the true changes taking place within the Town, as well as in abutting communities. By looking at the number of subdivisions created or building permits allocated during the past ten years, the Town is able to accurately report trends.

Subdivision Activity

During the period of 1991 through 2001, a total of 27 subdivisions were approved in Henniker. Of that total, 3 were considered major subdivision consisting of four or more lots. The largest development consisted of 10 new lots in 1991 in the Crestwood development. Outside of this, the typical subdivision in the community consisted of creating one or two lots along existing road frontage, which is common among rural communities. As compared to abutting communities, Henniker had an average number of new lots created.

Number of New Lots Created, 1991-2001

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Total
Henniker	8	0	4	0	5	15	6	2	8	17	5	70
Bradford												
Deering	0	6	0	2	0	0	0	0	0			
Hillsborough	1	3	1	1	16	1	2	5	2	8	4	44
Hopkinton	53	6	12	15	9	2	3	16	13	24	2	155
Warner	4	12	0	9	1	4	1	2	2	3	3	41
Webster	5	2	10	6	5	8	24	8	4	4	1	77

Source: Annual Town Reports and Town Staff, 2002

Building Permit Activity

During the period of 1991 through 2001, Henniker issued 163 residential building permits for new home construction. As compared to abutting communities, this was in the middle-high range.

Number of Residential Building Permits Issued, 1991-2001

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	1991-2001 Total
Henniker	11	8	8	14	8	15	11	14	11	22	41	163
Bradford	8	4	0	1	1	3	2	9	11	17	13	69
Deering	4	5	5	3	9	12	5	5	12	16	13	89
Hillsborough	15	10	4	12	11	11	18	40	41	36	51	249
Hopkinton	13	16	19	23	15	38	44	52	39	23	19	301
Warner	6	7	5	4	7	11	12	12	10	13	23	87
Webster	6	3	5	9	16	12	15	14	9	18	19	126

Source: Annual Town Reports and Town Staff, 2002

Non-residential Site Plan Activity

From 1991-2001, there were 72 site plans submitted to and approved by the Town. These approved site plans included a change of use from one commercial or industrial use to another, as well as approvals for new commercial or industrial operations.

Land Transactions

The number of land transactions within a community helps to show the economic health of a community. These transactions include the sale of land, land and buildings, and manufactured housing. The following are the number of land transactions from 1991-2001 for the Town of Henniker.

Year	# of Transactions
1991	71
1992	69
1993	68
1994	79
1995	101
1996	89
1997	105
1998	102
1999	121
2000	132
2001	107
Total	1,044

Source: RealData, 2002

Current Use

Current use is one of the easiest and most popular methods of preserving undeveloped land, forests, and agricultural fields. Current use is a preferential tax program in which the land is taxed on its potential to generate income in its existing or current use. Henniker residents have continually participated in this program, as can be seen by the figures below.

Current Use Acreage for the Town of Henniker for 1998-2001

Type of Acreage	1998 Acreage	1999 Acreage	2000 Acreage	2001 Acreage	% Change 1998-2001
Farmland	1,405	1,389.53	1,345.59	1351.63	- 3.8%
Forest Land	14,032	14,399.14	14,469.59	14,494.58	3.3%
Unproductive Land/Wetlands	614	614.95	660.78	666.58	8.6%
Total	16,051	16,403.62	16,475.96	16,512.79	2.9%
% of Town in Current Use	55.9%	57.21%	57.46%	57.59%	-

Source: 1998-2001 Annual Town Reports

Current Zoning

The power to regulate private property is one of the most important powers allocated to local government. Used properly, zoning can be a powerful tool to improve the aesthetics of a community, protect the natural environment, and enhance the quality of life. Used improperly, zoning can serve special interests, diminish the natural environment, and increase disparities between socioeconomic classes.

In 1925, the New Hampshire State Legislature, using a United States Department of Commerce Model Standard Act, granted municipalities the ability to adopt zoning. Henniker first adopted zoning in 1973, after many years of unsuccessful attempts, and Site Plan regulations in 1992. However, the Town had adopted Subdivision Regulations in 1969 and a Mobile Home and Trailer Ordinance in 1971.

Today, Henniker relies on nine primary zoning Districts to regulate land use within the community. The following is a summary of current zoning Districts and their allowed land uses. The location of these Districts can also be seen on the **Current Zoning Map**.

Village Proper District (RV)

This Village Proper District provides a residential area in the built-up center of Town that is close to business and community services. This is typical of many New England villages.

The following are permitted uses in the RV Zone: home rental of up to 2 apartments, single-family dwellings, two-family dwellings, home businesses, agriculture, open space residential development, and a use accessory to a permitted use. The following uses are allowed by special exception: institutional, home rental of 3 or more apartments, home business/retail, multi-unit dwelling, commercial/professional, and an accessory use to a special exception use.

The minimum lot area for single-family and two-family dwellings are 20,000 sq.ft. with town water and sewer, 2 acres with no town water and sewer. Frontage must be a minimum of 100 feet. The minimum lot size and frontage for multifamily dwellings (3 or more units) are 20,000 sq.ft. (2 units) plus 10,000 sq.ft (each additional unit over 2) with town water and sewer, 2 acres (2 units) plus 1 acre (each additional unit over 2) with no town water and sewer, and 100 feet of frontage. The ratio of area of unimproved land to the total combined area of living area shall be 6:1. Frontage access for each acre of open space or common land shall be at least 25 feet wide.

Land on Class VI roads shall not be subdivided. Land on Class V roads with a gravel surface that are maintained by the Town, but do not meet Class A or B specifications, may be subdivided with a minimum 10-acre lot size. Land on Class V streets that are seasonally maintained by the Town may be subdivided with a minimum 10-acre lot size, as well.

Waterfront lots in all zones shall have a minimum shore frontage of 125 feet and minimum area of 2 acres. Waterfront lots shall have access to at least a Class B gravel road. No dwellings, buildings, or septic systems shall be within 75 feet of the shoreline.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of side or back lot boundaries.

Two parking spaces must be provided on the premises for each dwelling unit and one parking space for each 500 sq.ft. of floor space used for commercial/professional, home business, or home business/retail. No parking spaces/access driveways may be located within 10 feet of any side or back lot boundaries and no parking space shall be located within 10 feet of a public right-of-way. All driveways are to be located at least 75 feet from a street line intersection for all uses except one- and two-family dwellings.

Only one home business shall be permitted per lot, with appropriate off-street parking.

Residential Neighborhood District (RN)

The Residential Neighborhood District provides a mixture of single-family and two-family homes in neighborhoods removed from the Center Village.

The following are permitted uses in the Residential Neighborhood District: home rental of up to 1 apartment, single-family dwellings, two-family dwellings, agriculture, home business, manufactured housing, open space residential development, uses accessory to permitted uses. The following uses are allowed by special exception: multi-unit dwellings, home businesses/retail, institutional, home rental of 2 or more apartments, and uses accessory to special exception uses.

The minimum lot size and frontage for single-family and two-family dwellings are 2 acres, and 125 feet of frontage. The minimum lot size and frontage for multi-family dwellings (3 or more units) are 2 acres (2 units) plus 1 acre (for each unit over 2), and 125 feet of frontage. The ratio of area of unimproved land to the total combined area of living area shall be 10:1. Frontage access for each acre of open space or common land shall be at least 25 feet wide.

Land on Class VI roads shall not be subdivided. Land on Class V roads with a gravel surface that are maintained by the Town, but do not meet Class A or B specifications, may be subdivided with a minimum 10-acre lot size. Land on Class V streets that are seasonally maintained by the Town may be subdivided with a minimum 10-acre lot size.

Waterfront lots in all zones shall have a minimum shore frontage of 125 feet and minimum area of 2 acres. Waterfront lots shall have access to at least a Class B gravel road. No dwellings, buildings, or septic systems shall be within 75 feet of the shoreline.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of a side or back lot boundary.

Two parking spaces must be provided on the premises for each dwelling unit and one parking space for each 500 sq.ft. of floor space used for commercial/professional, home business, or home business/retail. No parking spaces/access driveways may be located within 10 feet of any side or back lot boundaries and no parking space shall be located within 10 feet of a public right-of-way. All driveways are to be located at least 75 feet from a street line intersection for all uses except for one- and two-family dwellings.

Only 1 home business shall be permitted per lot, with appropriate off-street parking. Two home businesses are allowed by special exception.

Rural Residential District (RR)

The Rural Residential District provides for a mixture of agriculture and low-density rural living outside of the built-up districts of the community, where public water and sewer services are not generally available. The low-density open areas complement and encourage agriculture uses, which are characteristic of the town.

The following uses are permitted in the Rural Residential District: home rental of 1 apartment, single-family dwellings, two-family dwellings, agriculture, manufactured housing, home businesses, open space residential development, and uses accessory to permitted uses. The following are uses allowed by special exception: home rental of 2 or more apartments, home businesses, institutional, manufactured housing park, excavation of land accessible to a state highway by traveling a distance no greater than 1,000 feet on secondary roads, and uses accessory to special exception uses.

The minimum lot size and frontage requirements for single-family and two-family dwellings are 5 acres, and frontage of 125 feet. Frontage access for each acre of open space or common land shall be at least 25-feet wide.

Land on Class VI roads shall not be subdivided. Land on Class V roads with a gravel surface that are maintained by the Town, but do not meet Class A or B specifications, may be subdivided with a minimum 10-acre lot size. Land on Class V streets that are seasonally maintained by the Town may be subdivided with a minimum 10-acre lot size.

Waterfront lots in all zones shall have a minimum shore frontage of 125 feet and minimum area of 2 acres. Waterfront lots shall have access to at least a Class B gravel road. No dwellings, buildings, or septic systems shall be within 75 feet of the shoreline.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of side or back lot boundaries.

Two parking spaces must be provided on the premises for each dwelling unit. No parking spaces/access driveways may be located within 10 feet of any side or back lot boundaries and no parking space shall be located within 10 feet of a public right-of-way. All driveways are to be located at least 75 feet from a street line intersection for all uses except one- and two-family dwellings.

No more than 2 home businesses shall be permitted per lot, with appropriate off-street parking.

Heavy Commercial District (CH)

The Heavy Commercial District provides a business and manufacturing area outside of the village with good highway access for non-retail types of commercial operations. It is located so that it will not be a detriment to the residential areas and will not cause undue traffic through the village proper.

The following uses are permitted in the Heavy Commercial District: commercial/manufacturing, commercial/recreational, commercial/retail, commercial/services, commercial/professional, commercial/services technical, commercial/light industry, junkyard, automotive service station, single-family dwelling, two-family dwelling, home business, home business/retail, home rental of up to 2 apartments, agriculture, manufactured housing, excavation, and uses accessory to permitted uses. The following uses are allowed by special exception: institutional, home rental of 3 or more apartments, manufactured housing park, kennel, sexually oriented business, and uses accessory to special exception uses.

The minimum lot size and frontage requirements for single-family and two-family dwellings are 2 acres, and 125 feet of frontage. The minimum lot size and frontage for multi-family dwellings (3 or more units) are 2 acres (2 units) plus 1 acre (for each unit over 2), and 125 feet of frontage. The ratio of area of unimproved land to the total combined area of living area shall be 10:1. Frontage access for each acre of open space or common land shall be at least 25-feet wide.

Land on Class VI roads shall not be subdivided. Land on Class V roads with a gravel surface that are maintained by the Town, but do not meet Class A or B specifications, may be subdivided with a minimum 10-acre lot size. Land on Class V streets that are seasonally maintained by the Town may be subdivided with a minimum 10-acre lot size.

Waterfront lots in all zones shall have a minimum shore frontage of 125 feet and minimum area of 2 acres. Waterfront lots shall have access to at least a Class B gravel road. No dwellings, buildings, or septic systems shall be within 75 feet of the shoreline.

No building or commercial enterprise is permitted within 1,000 feet of town-owned land used for the Cogswell Spring Waterworks except by special exception.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in-line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of side or back lot boundaries.

Two parking spaces must be provided on the premises for each dwelling until and one parking space for each 500 sq.ft. of floor space used for commercial, home business, or home business/retail. No parking spaces/access driveways may be located within 10 feet of any side or back lot boundaries and no parking space shall be located within 10 feet of a public right-of-way. Reduction of these requirements may be permitted by special exception. All driveways are to be located at least 75 feet from a street line intersection for all uses except one- and two-family dwellings.

Drive-through facilities may be permitted as accessory uses but only by special exception. No drive-through facility shall be permitted within 100 feet of a residential lot.

Medium Commercial District (CM)

The Medium Commercial District provides a business area outside of the village with good highway access for light manufacturing types of commerce operations. It is located so that it will not be a detriment to the residential and manufacturing areas and be able to provide services to the surrounding community.

The following uses are permitted in this District: commercial/recreational, commercial/retail, commercial/services, commercial/services technical, commercial/professional, commercial/light industry, manufactured housing, single-family dwelling, two-family dwelling, home business, home rental of up to 2 apartments, automotive service station, agriculture, excavation, and uses accessory to permitted uses. The following uses are allowed by special exception: multi-unit dwellings, home business/retail, home rental of 3 or more apartments, institutional, manufactured housing park, and uses accessory to special exception uses.

The minimum lot size and frontage requirements for single-family and two-family dwellings are 2 acres, and 125 feet of frontage. The minimum lot size and frontage for multifamily dwellings (3 or more units) are 2 acres (2 units) plus 1 acre (for each unit over 2), and 125 feet of frontage. The ratio of area of unimproved land to the total combined area of living area shall be 10:1. Frontage access for each acre of open space or common land shall be at least 25 feet wide.

Land on Class VI roads shall not be subdivided. Land on Class V roads with a gravel surface that are maintained by the Town, but do not meet Class A or B specifications, may be subdivided with a minimum 10-acre lot size. Land on Class V streets that are seasonally maintained by the Town may be subdivided with a minimum 10-acre lot size.

Waterfront lots in all zones shall have a minimum shore frontage of 125 feet and minimum area of 2 acres. Waterfront lots shall have access to at least a Class B gravel road. No dwellings, buildings, or septic systems shall be within 75 feet of the shoreline. Lots bordering on ponds with a surface of 10 acres or more and lots bordering the Contoocook River shall also follow these requirements.

No building or commercial enterprise is permitted within 1,000 feet of town-owned land used for the Cogswell Spring Waterworks except by special exception.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in-line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of side or back lot boundaries.

Two parking spaces must be provided on the premises for each dwelling unit and one parking space for each 500 sq.ft. of floor space used for commercial, home business, or home business/retail. No parking spaces/access driveways may be located within 10 feet of any side or back lot boundaries and no parking space shall be located within 10 feet of a public right-of-way.

Reduction of these requirements may be permitted by special exception. All driveways are to be located at least 75 feet from a street line intersection for all uses except one- and two-family dwellings.

Drive-through facilities may be permitted as accessory uses but only by special exception. No drive-through facility shall be permitted within 100 feet of a residential lot.

Commercial Recreational District (CR)

The Commercial Recreational District provides for commercial sales and services that complement the recreational nature of the area, such as lodgings, restaurants and retail sales and services related to recreational uses.

The following uses are permitted in the CR District: commercial/recreational, commercial/retail, commercial/services, commercial/professional, single-family dwelling, two-family dwelling, manufactured housing, home business, home rental of up to 2 apartments, agriculture, excavation, and uses accessory to permitted uses. The following uses are allowed by special exception: multi-unit dwelling, home business/retail, home rental of 3 or more apartments, institutional, and uses accessory to special exception uses.

The minimum lot size and frontage requirements for single-family and two-family dwellings are 2 acres, and 125 feet of frontage. The minimum lot size and frontage for multifamily dwellings (3 or more units) are 2 acres (2 units) plus 1 acre (for each unit over 2), and 125 feet of frontage. The ratio of area of unimproved land to the total combined area of living area shall be 10:1. Frontage access for each acre of open space or common land shall be at least 25-foot wide.

Land on Class VI roads shall not be subdivided. Land on Class V roads with a gravel surface that are maintained by the Town, but do not meet Class A or B specifications, may be subdivided with a minimum 10-acre lot size. Land on Class V streets that are seasonally maintained by the Town may be subdivided with a minimum 10-acre lot size.

Waterfront lots in all zones shall have a minimum shore frontage of 125 feet and minimum area of 2 acres. Waterfront lots shall have access to at least a Class B gravel road. No dwellings, buildings, or septic systems shall be within 75 feet of the shoreline. Lots bordering on ponds with a surface of 10 acres or more and lots bordering the Contoocook River shall also follow these requirements.

No building or commercial enterprise is permitted within 1,000 feet of town-owned land used for the Cogswell Spring Waterworks except by special exception.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in-line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of side or back lot boundaries.

Two parking spaces must be provided on the premises for each dwelling unit and one parking space for each 500 sq.ft. of floor space used for commercial, home business, or home business/retail. No parking spaces/access driveways may be located within 10 feet of any side or back lot boundaries and no parking space shall be located within 10 feet of a public right-of-way. Reduction of these requirements may be permitted by special exception. All driveways are to be located at least 75 feet from a street line intersection for all uses except for one- and two-family dwellings.

Drive-through facilities may be permitted as accessory uses but only by special exception. No drive-through facility shall be permitted within 100 feet of a residential lot.

Village Commercial District (CV)

The Village Commercial District provides business sales and services to the center area of Town that are typical to many New England villages. These businesses serve the village district, as well as the community at large.

The following uses are permitted in the CV District: commercial/recreational, commercial/retail, commercial/services, commercial/professional, single-family dwelling, two-family dwelling, home business/retail, home business, home rental of up to 2 apartments, agriculture, and uses accessory to permitted uses. The following uses are allowed by special exception: multi-unit dwellings, commercial/services/technical, home rental of 3 or more apartments, institutional, and uses accessory to special exception uses.

The minimum lot size and frontage requirements for single-family and two-family dwellings are 20,000 sq.ft with town water and sewer, 2 acres with no town water and sewer, and 125 feet of frontage. The minimum lot size and frontage for multifamily dwellings (3 or more units) are 20,000 sq.ft. (2 units) plus 10,000 sq.ft (each additional unit over 2) with town water and sewer, 2 acres (2 units) plus 1 acre (each additional unit over 2) with no town water and sewer, and 100 feet of frontage. The ratios of unimproved land to the total combined area of living area shall be 6:1. Frontage access for each acre of open space or common land shall be at least 25 feet wide.

Land on Class VI roads shall not be subdivided. Land on Class V roads with a gravel surface that are maintained by the Town, but do not meet Class A or B specifications, may be subdivided with a minimum 10-acre lot size. Land on Class V streets that are seasonally maintained by the Town may be subdivided with a minimum 10-acre lot size.

Waterfront lots in all zones shall have a minimum shore frontage of 125 feet and minimum area of 2 acres. Waterfront lots shall have access to at least a Class B gravel road. No dwellings, buildings, or septic systems shall be within 75 feet of the shoreline. Lots bordering on ponds with a surface of 10 acres or more and lots bordering the Contoocook River shall also follow these requirements.

No building or commercial enterprise is permitted within 1,000 feet of town-owned land used for the Cogswell Spring Waterworks except by special exception.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in-line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of side or back lot boundaries.

Two parking spaces must be provided on the premises for each dwelling unit and one parking space for each 500 sq.ft. of floor space used for commercial, home business, or home business/retail. No parking spaces/access driveways may be located within 10 feet of any side or back lot boundaries and no parking space shall be located within 10 feet of a public right-of-way. Reduction of these requirements may be permitted by special exception. All driveways are to be located at least 75 feet from a street line intersection for all uses except for one- and two-family dwellings.

Drive-through facilities may be permitted as accessory uses but only by special exception. No drive-through facility shall be permitted within 100 feet of a residential lot.

Educational District (ED)

The Educational District provides a zone in which educational organizations may be allowed to build or expand facilities. All parking, setback, and building height rules or any other zoning rules must conform to existing regulations. Fraternities, sororities and other permitted uses are allowed in this District and may require Site Plan review by the Planning Board.

The following uses are permitted in the Educational District: classrooms, dining halls, offices, libraries, health care facilities, fraternities, sororities, maintenance and storage buildings, agriculture, and uses accessory to permitted uses. The following uses are permitted by special exception: auditoriums, assembly halls, dormitories, theaters, churches, sport arenas and buildings, and uses accessory to special exception uses.

The total area (footprint) of building coverage and other impermeable surfaces shall not exceed 30% of the parcel. The applicant must meet parking requirements and lot coverage restrictions within a total planned area, which must be approved by the Selectmen.

The parking requirements for the ED District are as follows: 1 parking space for every 5 seats for classrooms and dining halls; 1 parking space for every 4 seats of gross assembly area for auditoriums and assembly halls; 1 parking space for every 300 sq.ft. of gross floor area for health care facilities, offices, and libraries; 1 parking space for every 500 sq.ft. of gross floor area for maintenance and storage buildings; and 1 parking space for every room in a fraternity and sorority.

No building shall be constructed more than 3 stories above grade level. No building may be constructed within 30 feet of a public right-of-way, except that a building may be constructed in-line with existing adjacent buildings that are within the same lot. No building shall be constructed within 15 feet of side or back lot boundaries.

Federal Lands District (FD)

The land in the Federal Lands District is owned by the US Army Corps of Engineers for storage of upstream floodwaters in connection with the operation of the Hopkinton Flood Control Dam. When the water level must be raised in the Elm Brook reservoir and at the dam to prevent downstream flooding, high water levels in the FD District often require the closing of town roads that traverse this land.

The US Army Corps of Engineers allows certain agricultural uses in parts of the District, through lease agreements with farmers. Conservation and recreation activities are allowed, with permission from the Army Corps. All uses and proposed structures must be specifically authorized by the Army Corp and must conform to the requirements in the Rural Residential District.

The following is a list of all of the Zoning Districts in Henniker and the approximate area of land located in each. The location of these Districts can also be seen on the **Current Zoning Map**.

Zoning District	Acres*	Percent of Total Land Area
Village Proper (RV)	501	1.7 %
Residential Neighborhood (RN)	3,414	11.9 %
Rural Residential (RR)	20,678	72.1 %
Heavy Commercial (CH)	535	1.8 %
Medium Commercial (CM)	595	2.0 %
Commercial Recreational (CR)	835	2.9 %
Village Commerce (CV)	126	0.4 %
Federal Lands (FD)	1,758	6.1 %
Educational District (ED)	188	0.6 %
Total	28,630	100%

Source: CNHRPC Geographic Information System (GIS), 2001

* Estimates based on GIS maps for 2002 Master Plan

Other Current Zoning Ordinance Provisions

In addition to the nine zoning Districts, Henniker has adopted numerous other land use regulations that influence and help shape the land use patterns in Town. Some of these Zoning Ordinances are specific to a District, while others can be applied to the entire Town, when certain criteria are met. The following is a summary of these other current zoning ordinance provisions.

Signs

The purpose of this article is to provide reasonable uniformity in the size and treatment of signs within the various zoning districts. Signs should not detract from the overall rural character, which the Town wishes to maintain. The Town recognizes the need to protect the safety and welfare of the public and the need for reasonable and adequate business identification and advertising. This Ordinance outlines the types of signs allowed, their placement, size, and permits required.

See the Population and Economics Chapter for more information on signs and for recommendations.

Home Businesses

The Zoning Ordinance allows the establishment of home businesses and/or home business/retail in all Residential Zones by right or special exception. A home occupation or profession shall consist of any use customarily conducted entirely within a dwelling or accessory building, by the principal occupant only, which use is clearly incidental and subordinate to the dwelling use. Article XII of the Zoning Ordinance outlines the provisions and regulations for the establishment of a home business in Henniker.

See the Population and Economics Chapter for more information on Home Businesses and for recommendations.

Natural Preserve Areas

This Zoning Ordinance provides for the purchase of space, designation, and regulation of natural preserve areas. Natural preserve areas are to remain wild, undeveloped areas of Henniker for managed forest resources, recreational values, wildlife habitats, and unspoiled natural beauty. Expected uses may include conservation, pedestrian trails, camping, swimming, and educational uses.

Lots owned by the Town of Henniker or otherwise determined to be areas set aside for the conservation by organizations are designated as natural preserve areas. The use of these lots shall be regulated by any covenants or deed restrictions related to these lots.

Manufactured Housing Parks

The purpose of this article is to provide reasonable uniformity in the size and treatment of manufactured housing in manufactured housing parks, within the various Zoning Districts, in order to promote the general health and welfare of the residents of Henniker.

Manufactured housing parks are allowed by special exception in the Rural Residential (RR), Medium Commercial (CM), and the Heavy Commercial (CH) Districts.

See the Housing Chapter for more information and recommendations on Manufactured Housing.

Floodplain Development

The Floodplain Development regulations apply to all lands designated as special flood hazard areas by the Federal Emergency Management Agency. The purpose of this Ordinance is to reduce the destruction of existing development and prevent new development in flood-prone areas.

For more information and recommendations on the floodplain development, see the Conservation, Preservation, and Open Space Chapter. See the **Surface Water, Wetlands, and Floodplain Map** for the location of the floodplain.

Wetlands Conservation

The purpose of this Ordinance is to protect the public health, safety, and general welfare by controlling and guiding the use of land areas that have been identified as wetlands.

It is intended that this regulation shall:

- Control and/or prevent the development of structures and land uses on wetlands that will contribute to pollution of surface and ground water by sewage, toxic and hazardous substances, or siltation;
- Prevent the destruction of or significant changes to wetlands that provide flood protection;
- Protect unique and unusual natural areas;
- Protect wildlife habitats and maintain ecological balances;
- Protect potential water supplies and existing aquifers and aquifer recharge areas;
- Prevent expenditures of municipal funds for the purposes of providing and/or maintaining essential services and utilities, which might be required as a result of unwise development or other misuse or abuse of wetlands, reconstructing or extending additional town sewer and/or treatment facilities; and
- Encourage those uses that can be harmoniously, appropriately, and safely located in wetlands.

For more information and recommendations on wetlands, see the Conservation, Preservation, and Open Space Chapter. For the location of wetlands in Henniker, see the **Surface Water, Wetlands, and Floodplain Map**.

Open Space Residential Development

The purpose of the Open Space Residential Development Ordinance is to permit greater flexibility in design and to discourage development sprawl; facilitate the economical and efficient provision of public services; provide a more efficient use of land in harmony with its natural characteristics; preserve more usable open space, agricultural land, tree cover, recreation areas or scenic vistas; and expand the opportunity for the development of affordable housing without increasing the development's overall density, all of which will be consistent with the character of the Town of Henniker.

See the Housing Chapter for more information and recommendations on Open Space Residential Development.

Sexually Oriented Businesses

The purpose of this Ordinance is to regulate the secondary effects of sexually oriented business in the following areas: protection of children, protection of property values, crime control, public health, and the prevention of urban blight.

Sexually oriented businesses include, but are not limited to, an adult arcade, bookstore, or adult video store; adult cabaret; adult theater; adult motel; nude motel studio or sexual encounter center; or any other business that meets the definition of "harmful to minors" and /or "sexual conduct" as set forth in RSA 571-B:1.

Sexually oriented businesses are allowed by special exception in the Heavy Commercial District. No sexually oriented business may be permitted within 750 feet of any residence, apartment or manufactured housing, church, place of worship, parish house, convent, school (public, private, or parochial), kindergarten, day-care center, or public sports/recreation park. Nor can the business be within 750 feet from the Town boundaries.

Wireless Communication Towers

These regulations have been enacted in order to establish general guidelines for the siting of personal wireless service facilities, including towers and antennas, and to enhance and fulfill the following goals:

- Preserve the authority of the Town of Henniker to regulate and to provide for reasonable opportunity for the siting of personal wireless service facilities, by enhancing the ability of providers of personal wireless services to provide such services to the community quickly, effectively, and efficiently.
- Reduce the adverse impacts that such personal wireless service facilities may create, including, but not limited to: impacts on aesthetics, environmentally sensitive areas, conservation lands, historically significant locations, ridgelines, scenic areas and vistas, airplane flight corridors, migratory bird flight corridors, health and safety by accidents to person and property, and prosperity through protection of property values.
- Provide for co-location and minimal impact siting options through an assessment of technology, current location options, future available locations, innovative siting techniques, and siting possibilities beyond the political jurisdiction of the town.
- Permit the construction of new personal wireless service facilities only where all other reasonable opportunities have been exhausted, and to encourage the construction of new facilities in a way that minimizes the adverse visual impact of such facilities.
- Require cooperation and co-location, to the highest extent possible, between competitors in order to reduce the cumulative negative impacts upon the Town of Henniker.
- Provide constant maintenance and safety inspections for all personal wireless service facilities.
- Provide for the removal of abandoned personal wireless service facilities.
- Provide for the removal of personal wireless service facilities.

Personal wireless service facilities shall be permitted as a principal or accessory use in all zoning districts within the Town of Henniker, other than the Residential Village (RV) and Commercial Village (CV) Districts.

All personal wireless service facilities must meet the minimum setback requirements in the Zoning Ordinance. In addition, facilities must be set back from all lot lines and public rights-of-way a minimum distance equal to 125% of the tower's height, provided that the facility is not enclosed in an existing structure, less than 35 feet in height, or camouflaged as specified in the Ordinance.

In general, a personal wireless facility may not exceed 150 feet in height. A facility located on a wooded area shall not project higher than 20 feet above the average tree canopy of the proposed site and must be camouflaged to blend in with the natural character of the site. If the facility is to be sited in a field or agricultural area, it must be appropriately camouflaged. If a facility is to be located in an existing structure, it must be adequately camouflaged and shall be architecturally compatible with the host building or structure.

Future Land Use

Preservation of the community's rural character is important for the future of Henniker. At the same time, reasonable opportunities should be available for expansion of the commercial tax base and housing. The current zoning and land use regulations could be expanded upon to provide more opportunities for the preservation of open space, prevention of sprawl, and creation of development more in keeping with Henniker's rural character.

The following sections can serve as a general guide to assist the community in thinking about the various zoning, subdivision, and site plan regulation changes that could be made. Background information is included, as well as specific recommendations, for each topic listed.

Zoning District Recommendations

Historic District Overlay

Historic Districts are designed to protect and enhance significant areas of a community, preserving “streetscapes” rather than individual buildings. Generally, a historic district will be characterized by a grouping of structures and/or sites which physically and spatially comprise a specific environment.

A Historic District is created through the passage of a Historic District Ordinance at Town Meeting and has two basic functions. The first function is to define the geographic limits of the District. The second function is to specify what restrictions are to exist in the District. As a general rule, a Historic District ordinance will “overlay” the provisions of other zoning districts. This means that the provisions of existing zoning districts will control most uses. Provisions of the Historic District will then be “superimposed” on the other restrictions on uses. Within the district, a municipality may be empowered to regulate the construction, alteration, repair, moving, demolition, or use of such structures and places.

At the 1975 annual Town Meeting, Henniker adopted Article 22, which stated: “Voted, that the Town designate the Old Town Hall as an Historic Building and the area bounded by Circle Street and Route 114 an Historic District.” This area was expanded at the 1976 Town Meeting when Article 32 was adopted, which stated: “Voted, that the cemetery area behind the Town Hall be incorporated into the Historic District.” As can be seen, the adopted ordinances did not provide the broad guidelines for administering the Historic District as they should have.

See the Historic and Cultural Resources Chapter for more information on the Historic District.

Recommendation:

- Adopt a Historic District Overlay District into the Zoning Ordinance.

Steep Slope Overlay District

Slope is a critical consideration in land use planning because it affects the capability and suitability of land to support building development, septic systems, building design costs. Also affected are environmental impacts such as runoff, erosion, sedimentation, and pollution. Slope is the ratio of change in vertical elevation in relation to the change in horizontal distance, multiplied by 100 percent. The percent of slope may indicate the potential for environmental problems.

Moderately to severely sloped land is subject to erosion during almost any type of land use activity. Development of this land may also create scenic degradation for those residents who viewed such scenic vistas prior to development. An Overlay District would cover the entire Town but only be applied where there is land that meets the requirements set out in the Ordinance.

See the Conservation, Preservation, and Open Space Chapter for more information on steep slopes.

Recommendations:

- Adopt a Steep Slope Overlay into the Zoning Ordinance that would apply to land with a slope greater than 15%.
- The Zoning Regulations should categorize land with a slope greater than 25% as “Unbuildable” land.

Elderly Housing Overlay District

In most cases, Elderly Housing Ordinances provide for a far higher density than allowed in the underlying Zone and contain a separate set of regulations and restrictions than those found in other Zones. Some of the types of regulations may include a provision for recreational and community facilities on-site, open space and walking trails, and on-site medical and management staff. Many times, when an elderly housing facility is developed by a non-profit entity, the town will negotiate a payment in lieu of taxes so that any increase in community services due to the development is not solely the responsibility of the town.

By encouraging empty-nester and/or elderly housing development, Henniker will be able to retain residents within the community who, for a variety of reasons, may be looking for a different type of housing arrangement. See the Housing Chapter for more information on elderly housing.

Recommendation:

- Create and adopt an Elderly Housing Overlay District into the Zoning Ordinance.

Wetlands Overlay District

Wetlands are typically defined by three parameters: drainage, soil type, and vegetation. The National Wetlands Inventory defines wetlands by hydrology, hydric soils, and vegetation, including trees and plants that dominate wetland areas and require wet conditions to grow. Wetlands are also defined as poorly or very poorly drained soils by the Natural Resources Conservation Service.

Wetlands have been viewed as areas with little economic value and have been subjected to filling, draining, and dumping with little regard for the consequences. However, science has shown that wetlands provide a number of benefits to the community.

Henniker has thirty-four known wetlands, a significant number considering that four of them are larger than 25 acres. Henniker is dotted with wetlands that were inventoried, field-checked, and mapped by the US Fish and Wildlife Service, between 1986 and 1990.

The primary impact facing wetlands in Henniker today are the effects of development within their buffers and within the wetlands themselves. In order to maintain the current variety and quantity of wetlands in Henniker and ensure that wetlands retain their functional values, the Town should provide for the comprehensive protection of the wetlands through regulatory efforts.

See the Conservation, Preservation, and Open Space Chapter and the **Surface Water, Wetlands, and Floodplain Map** for more information on wetlands.

Recommendations:

- Henniker should identify wetlands for protection based on their ecological importance, unique nature, and/or because of their location in the Town. Rather than focusing on gross wetland acreage, consider fragmentation, upland habitats, buffers, stormwater effects, and other such impacts.
- The Wetlands Ordinance should be revised to use the new site-specific standards from the Society of Soil Scientists of Northern New England (SSSNNE). Based on scientific justification, additional levels of protection through the Wetland Ordinance should be considered to address the specific resources found in Henniker.
- The Wetlands Ordinance should be an Overlay Zoning District that applies wherever wetlands condition are present, not according to a wetlands map, which is a static picture of the Town.

Educational District

The Educational District is in place to satisfy the current and future development needs of New England College (NEC) and the Henniker Community School. The District comprises the area of land that the College currently owns and some surrounding land, and the land where the Community School is located. This District does not take into consideration the selling of current NEC land to other entities or the acquisition of land by NEC in other areas of town not covered by the District. Nor does it take into account the expansion of the existing Community School, the relocation of the School, or the possible reuse of the building for uses other than educational uses. The Educational District needs to be improved in order to reduce confusion, ambiguity, and conflicts in the future.

Recommendations:

- Make the Educational District an Overlay District that will apply whenever an educational entity would like to develop within Town.
- Require that all development by NEC go through the Site Plan Review procedure.
- Clearly define all permitted and special exception uses, as well as accessory uses, in this District.
- Clarify that all changes of use and expansions of existing uses must go to the Planning Board for approval.
- Require, where appropriate, the use of shared parking lots for buildings and dormitories.
- Specify the lot sizes for this District, in addition to the percentage of impermeable surfaces.

Residential Lot Sizes

The minimum lot size of residential lots being developed has a major impact on the look and character of the community. By allowing a diversity of lot sizes within Town, developers can accommodate traditional neighborhood development, suburban neighborhoods, and rural development all within one community. The lot sizes should reflect how the town wants to see development look, not what it looks like currently.

There are many factors that can influence the appropriateness of various lot sizes for residential development. These factors include soil conditions, the presence of wetlands, septic and well areas, public water and sewer availability, and slope. Currently, Henniker allows for flexible lot sizes in some areas where water and sewer are available.

Recommendations:

- Consider reducing the lot size for one- and two-family homes where both municipal water and sewer service are available.
- Residential development within the Village Proper District (RV) and Village Commercial (CV) Zones should have a lot size less than 2 acres to encourage development to be in keeping with the traditional look and feel of the village.
- Consider reducing the lot size and ratio for multi-family development in order to encourage its development.

- The Planning Board should research implementing soil-based lot sizing requirements, in accordance with the latest data and recommendations available from NH DES, NH OSP, as well as other sources.

Village Proper District (RV)

This Village Proper District provides a residential area in the built-up center of Town, which is typical of many New England villages, that is close to business and community services.

Recommendations:

- Define what types of accessory uses are allowed within the District.
- Encourage parking areas/lots to be shared between businesses, with the proper parking easements in place, to discourage the creation of more paved parking areas in town.
- Allow for the development of housing on the upper stories of proposed and existing retail and commercial developments.

Residential Neighborhood District (RN)

The Residential Neighborhood District provides a mixture of single-family and two-family homes in neighborhoods removed from the Center Village.

Recommendations:

- Define what types of accessory uses are allowed within the District.
- Review the provisions for home business, with special emphasis on parking and the number and types of businesses allowed.

Rural Residential District (RR)

The Rural Residential District provides for a mixture of agriculture and low-density rural living outside of the built-up districts of the community, where public water and sewer services are not generally available. The low-density open areas complement and encourage agriculture characteristic of the town.

Recommendations:

- Define what types of accessory uses are allowed within the District.
- Require all excavation operations to have a buffer to protect residential development from the negative impacts of noise, dust, and day-to-day operations.
- Review the provisions for home business, with special emphasis on parking and the number and types of businesses allowed.

Village Commercial District (CV)

The Village Commercial District provides business sales and services to the center area of Town that are typical to many New England villages. These businesses serve the village district as well as the community at large.

Recommendations:

- Define what types of accessory uses are allowed within the District
- Develop architecture and façade design requirements to be included in the Site Plan Review regulations, for new commercial development in the Village, which would be in keeping with the look of traditional New England villages.
- Allow the development of new mixed-use development of retail (bottom floors) and housing (top floors) within the district in keeping with traditional New England villages.
- Require new development to make accommodations for pedestrian amenities to encourage the development of a walking village.

Commercial Recreational District (CR)

The Commercial Recreational District provides for commercial sales and services that complement the recreational nature of the area, such as lodgings, restaurants and retail sales and services related to recreational uses.

Recommendations:

- Define what types of accessory uses are allowed within the District.
- Review the boundaries of the Commercial Recreational District to ensure that the areas within the District are suited for the uses allowed.
- Review the allowed uses and revise the list to accurately reflect the highest and best use of the District.
- Require all excavation operations to have a buffer to protect residential development from the negative impacts of noise, dust, and day-to-day operations.

Medium Commercial District (CM)

The Medium District provides a business area outside of the village with good highway access for light manufacturing types of commerce operations. It is located so that it will not be a detriment to the residential and manufacturing areas and be able to provide services to the surrounding community.

Recommendations:

- Define what types of accessory uses are allowed within the District.
- Since commercial land is a valuable resource and can cause conflicts with surrounding development, housing should not be a permitted use in this District.
- Review and redefine the goals/purpose of the District.
- Require all excavation operations to have a buffer to protect residential development from the negative impacts of noise, dust, and day-to-day operations.

Heavy Commercial District (CH)

The Heavy Commercial District provides a business and manufacturing area outside of the village with good highway access for non-retail types of commerce operations. It is located so that it will not be a detriment to the residential areas and will not cause undue traffic through the village proper.

Recommendations:

- Since commercial land is a valuable resource and can cause conflicts with surrounding development, housing should not be a permitted use in this District.
- Define what types of accessory uses are allowed within the District.
- Review and revise the purpose of the District and the allowed uses within the District, where appropriate.
- Require all excavation operations to have a buffer to protect residential development from the negative impacts of noise, dust, and day-to-day operations.

Zoning Ordinance Recommendations

Growth Management

The timing of growth is an important issue for municipalities across New Hampshire. The purpose of this type of ordinance is to manage Henniker's rate of growth in relation to abutting communities and the region. This helps to establish timing and growth limitations in order to minimize financial burdens on the community, as caused by excessive and rapid growth.

A Growth Management Ordinance should contain the reasons for the Ordinance, the criteria necessary to have the provision of the Ordinance go into effect, and the growth management techniques that the Town would like to implement, if and when it becomes necessary.

Recommendations:

- Create and adopt a growth management ordinance, paying close attention to the criteria that must be met in order for the provisions of the Ordinance to go into effect.

Impact Fee Ordinance

A municipal impact fee represents a one-time, up-front charge on new development to pay for future public capital costs serving new development, or to recover past expenditures in capacity to accommodate that development. Impact fees are most commonly used in New Hampshire in the funding of schools, roads, and recreational facilities. However, impact fees are also being used for fire protection, Police Departments, libraries, solid waste, water and sewer, and municipal administrative facilities.

The amount of any assessed impact fee should be a proportional share of the municipal capital improvement costs, which are related to the capital needs created by the new development. The upgrading of existing facilities and infrastructure, the needs of which was not created by the specific new development, can not be paid for by these impact fees.

By having an impact fee ordinance and assessing these fees on new development, Henniker is ensuring that the increase in development and population utilizing Town services is being paid for by the associated development.

Recommendations:

- Adopt an Impact Fee Ordinance.
- Create an impact fee schedule, which would outline all fees required of new development.

Sexually Oriented Businesses

The purpose of this Ordinance is to regulate the secondary effects of sexually oriented business in the following areas: protection of children, protection of property values, crime control, public health, and the prevention of urban blight.

Recommendation:

- Amend the Ordinance to require that all windows of sexually oriented business are tinted so that the interior of the establishment is not visible from the outside.

Wireless Communication Towers

The regulations have been enacted in order to establish general guidelines for the siting of personal wireless service facilities, including towers and antennas, within Henniker. The Ordinance aims to protect the community from adverse impact from towers, while providing reasonable opportunity for their siting throughout Town.

Recommendations:

- Create a standard methodology for how to define and measure the average tree canopy of measured area.
- The height of the tower should be revised to be no higher than twenty feet higher than the average tree canopy of measured area.
- Require, as part of the Site Plan review process, that the Central New Hampshire Regional Planning Commission and the New Hampshire Division of Historical Resources are notified of any application for their review and comment.
- Review the Ordinance every year to ensure that it is keeping up with current technology and standards.

Natural Preserve Areas

This Zoning Ordinance provides for the purchase of space, designation, and regulation of natural preserve areas. Natural preserve areas are to remain wild, undeveloped areas of Henniker for managed forest resources, recreational values, wildlife habitats, and unspoiled natural beauty.

While the above mentioned purpose of the Ordinance is worthwhile, it is unnecessary to have a provision in the Zoning Ordinance allowing for the public or private purchase of land for conservation, preservation, or open space.

Recommendation:

- Remove Natural Preserve Areas from the Zoning Ordinance.

Open Space Residential Development

Open space residential development is one answer to curbing the sprawling landform created under conventional subdivisions. This is a new approach to subdivision design for rural areas. See the Housing Chapter for more information on this topic.

Recommendations:

- The density allowed should be greater than a conventional subdivision as an incentive for developers to use open space residential development guidelines.

- There should be no minimum land area required for the development of open space residential development.
- Specify the conditions required of common open space: as a percentage of total land area in the development, location within the development, and type of protection it will have from future development.
- Allow the creation of common, centrally located parking areas to be developed within open space residential developments.

Other Zoning Recommendations

Zoning Board of Adjustment

The essential function of the Zoning Board of Adjustment (ZBA) is to hear appeals by developers/applicants for the granting of special exceptions and/or variances.

Recommendations:

- Review the procedure for the granting of a special exception and include the provision for the ZBA to require additional information and studies it deems relevant for making a decision.

Building Codes

In the Spring of 2002, the New Hampshire legislature adopted statewide building codes that are to be enforced in every municipality. The adoption of a Statewide Building Code will insure that the state has a uniform, modern construction code, which will protect public health, safety, and welfare. The State Building Code applies to new construction or renovations after September 2003, but excludes single-family, two-family and town house style development. Please see the Housing Chapter for more information on this topic.

Recommendations:

- Research the requirements of the Town in the implementation and enforcement of the statewide building codes.
- Create a building code and inspection fee schedule that will help to offset, if not fully fund, a code enforcement officer for the Town.
- Research additional building codes that the town may want to adopt that go above the requirements of the statewide code.

Miscellaneous

Within the Zoning Regulations there are many items that do not fall within a District or Zoning Regulation but are necessary and impact development within the community. Some of these are administrative, some regulatory, and others are procedural.

Recommendations:

- Include the Excavation Regulations, the Road Standards, and the Driveway Regulations into the Zoning Ordinance Regulations.
- Create one comprehensive document that would include the Zoning, Site Plan, and Subdivision Regulations.
- Create a comprehensive table of uses for all Zoning Districts

- Put all definitions in the Definition Section of the Zoning Ordinance, not within individual sections.
- Revise the following definitions in the Zoning Ordinance: drive-through facility, child care, home business, accessory buildings, accessory use, auto service station, open space residential development, cluster development, kennel, manufactured housing, pre-site built housing, story, structure, student residence, variance, yard sale, home occupation, and home profession.
- Include the following definitions in the Zoning Ordinance: steep slope, gross floor area, elderly housing, loading space, lot of record, lot depth, lot non-conforming, sign, and commercial uses.

Site Plan Recommendations

Home Businesses

A growing and often unseen part of the local economy is the area of home businesses. Having home businesses and occupations located in Town helps to ensure that those who live in Henniker have the opportunity to work in the community and contribute to the local economy as a resident and as a business owner

The ability to have local ownership of business is important to the economic health of a community. The more often money circulates within the community before leaving, the more the community benefits. Locally controlled businesses allow employees to have a voice in the decisions that affect them and encourage them to work, shop, and live all in one place.

See the Population and Economics Chapter for more information on home businesses.

Recommendations:

- Develop updated definitions, standards, and criteria for establishing a home business.
- Adopt into the Site Plan Regulations a two-tiered system for home businesses based on impacts (noise, traffic, etc.), with one level of use allowed by right and a more intensive level requiring a special permit and approval by the Planning Board.

Miscellaneous

Within the Site Plan Regulations there are many items that do not fall within a specific regulation but are necessary because they impact development within the community. Some of these are administrative, some regulatory, and others are procedural.

Recommendations:

- Create a checklist of requirements for applicants to follow when preparing a Site Plan for review and include this checklist in the regulations.
- Put the Site Plan Regulations, Subdivision Regulations, and Zoning Ordinance in one document
- Clarify the Change of Use section of the document to make clearer when a change of use has occurred and when Site Plan review is necessary.
- Include all appendix items, which are referenced in the document, in the Site Plan Regulations document.

Subdivision Recommendations

Miscellaneous

Within the Subdivision Regulations there are many items that do not fall within a specific regulation but are necessary because they impact development within the community. Some of these are administrative, some regulatory, and others are procedural.

Recommendations:

- Create checklist of requirements for applicants to follow when preparing a subdivision for review.
- Redefine the definition for a Planned Unit Development (PUD).
- The pre-application design-review checklist needs to be included in the Subdivision Regulations.
- Put the Site Plan Regulations, Subdivision Regulations, and Zoning Ordinance in one document.

Strategies to Meet Future Land Use Goals

Agricultural, Scenic, Historic, and Conservation Easements: An easement is a permanent, legally binding agreement that ensures certain uses will never be allowed to occur on a piece of property that has an easement on it. Typically conservation, agricultural, historic, or scenic easements prevent development of land uses such as construction, subdivision, and mining, but allow uses such as agriculture, forestry, wildlife habitat, and education. The agreement exists between a willing landowner and a qualified recipient, which can be the Town, State government, or various non-profit organizations. Each easement is custom tailored to the interests of the landowner, the receiving entity, and the unique characteristics of the property. The land can be sold or deeded by the original owner and subsequent owners, but the restrictions of the easement are binding on all future owners.

Development Review Committee

The Town could organize a development review committee to review all development proposals before they are officially submitted to the Planning Board. This Committee should consist of the Planning and Zoning Coordinator, a representative of the Fire Department, representatives of the Water and Sewer Departments (as necessary), a representative of the Police Department, the Superintendent of Public Works, and the Town's consulting engineer. This Committee would be advisory only and would serve to be used to screen applications in order to identify potential issues and concerns before the application gets to the Planning Board. By having such a Committee, the development review process would be expedited and less confusing for applicants and the Town.

Incentive Bonuses: Often employed as part of a performance-zoning ordinance, incentives encourage developers to build projects above and beyond base-line standards included in the zoning ordinance. Incentive zoning is a voluntary exchange of development incentives for public benefits between a community and a developer. There are three basic categories of incentive bonuses: (1) intensity incentives, (2) use incentives, and (3) inclusionary incentives.

Intensity incentives allow developers a greater or more intensive use of the property. Such incentives usually allow developers to construct more units on a property, have greater amounts of impervious surface, or more square footage for commercial buildings. A typical example of an incentive usually included in this type of ordinance could be a density bonus in exchange for setting aside open space in a development for public use, construction of trails, or construction of recreational facilities.

Land use incentives permit mixing of uses in a development or provide for unspecified uses. For example, a convenience store may be permitted in a housing development, or residential units may be allowed as part of a retail development. In exchange for such benefits, developers are usually required to provide the town with construction of public infrastructure, such as parks, boat ramps, swimming areas, recreational facilities, pedestrian infrastructure, public parking spaces, or open space.

Lastly, inclusionary incentives (also known as inclusionary zoning) help implement public policy goals to expand housing for low-income or elderly segments of the population. The inclusion of a specified number of affordable housing units or elderly units is tied to a development incentive. For example, in exchange for constructing elderly units as part of a traditional subdivision or condominium development, a developer could be permitted to increase his overall density from one unit per acre to two units per acre.

New Hampshire Main Street Program: While commercial district revitalization can be addressed in many ways, the underlying premise of the Main Street approach is summed up in the program goals – to encourage economic development, within the context of historic preservation, that is appropriate to today's market place. This approach advocates a return to community self-reliance, empowerment, and the rebuilding of commercial districts based on its traditional assets: unique architecture, personal service, local ownership, and a sense of community.

The Main Street approach is incremental and will not produce wholesale, immediate change. Expensive improvements, such as pedestrian malls constructed with once plentiful public funds, often fail to address the underlying causes of commercial district decline and do not always produce the desired economic results. If a long-term revitalization effort is to succeed, it will require careful attention to every aspect of downtown – a process that takes time and requires leadership and local capacity building. The Main Street program should be seen as one of many tools that a community utilizes to generate economic and entrepreneurial growth. Also, while they may be an important component of an overall plan for downtown revitalization, communities should not confuse substantial public improvement projects for the Main Street program.

A local Main Street program is not designed to tackle the bigger issues of an entire community. The focus is limited to the revitalization of the central business district. This certainly takes into account that a healthy, economically viable, and attractive downtown is important to the overall health and vitality of the community at-large.

Both the public and private sectors of the community must be involved and committed for a local Main Street program to succeed. Each sector has an important role to play and each must understand the other's needs, strengths and limitations so that an effective partnership can be created.

Performance Zoning: Performance zoning establishes both the standards that must be met by development, as well as the process that determines the impact development would have on the physical, social, economic, and environmental conditions in the community. Performance standards establish definite measurements that determine whether the effects of a particular use will be within permissible levels. Performance standards commonly employed include standards related to noise, vibration, odor, illumination, signs, ground water, road impact (i.e., number of trips generated by a use), landscaping, multifamily- and commercial-building aesthetics, and school impact.

Transfer of Development Rights: Transfer of development rights (TDR) programs are designed to use market forces to transfer development from one area (the sending area) to another (the receiving area), thereby permanently preserving open space in the sending area. TDR programs allow a community to preserve open space without imposing significant financial loss on the private landowner.

To implement a TDR program a town must add a section to its zoning ordinance that defines the program. For a basic TDR program, the ordinance should describe the procedures for transferring development rights; define who is eligible to participate; specify the administrative procedures; define how TDRs will be allocated to “sending” properties and using “receiving” properties; and assign responsibility for overseeing and implementing the program.

In addition, the Planning Board might identify specific “sending” and “receiving” areas and may simultaneously change the zoning in the receiving areas to create an incentive for developers to purchase and apply TDRs.

Summary

Sound land-use policies are critical for the protection of community character, preservation of natural resources, economic stability of the community, protection of public health, as well as preservation and enhancement of the quality of life. Historically, Henniker has regulated land use in the community with a conventional approach. However, increases in population, development pressures, and changing economic needs of the community have shown that more dynamic land use regulations are now needed.

Henniker desires to ensure quality development, protect sensitive environmental features, and provide opportunities for a variety of development, including elderly and affordable housing. The community also wants to preserve its rural character and historic nature. The residents of Henniker value its small-town flavor and rural characteristics, and desire to maintain these qualities in the face of increasing pressure for residential and commercial growth.

Chapter V Housing

Introduction

The purpose of the Housing Chapter is to identify Henniker's current housing inventory, to discuss short-term housing needs, and to denote guidelines for the development of long-range plans for single-family, multi-family, elderly, and affordable housing. The type and availability of housing within a community are important indicators of the quality of life in that community.

The overall goal is to maintain and enhance the current quality of Henniker's housing while promoting the provision of other types of housing to meet the social and economic needs of current and future residents. The vision of the Town is to maintain its rural character and meet the needs of a growing population in a fair and acceptable manner.

Goals and Objectives

Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective.

Goal: To encourage sound housing development that meets the needs of current and future residents, while protecting the natural resources and rural character of the Town.

Objective: Ensure that current town regulations support sound housing development.

Strategies:

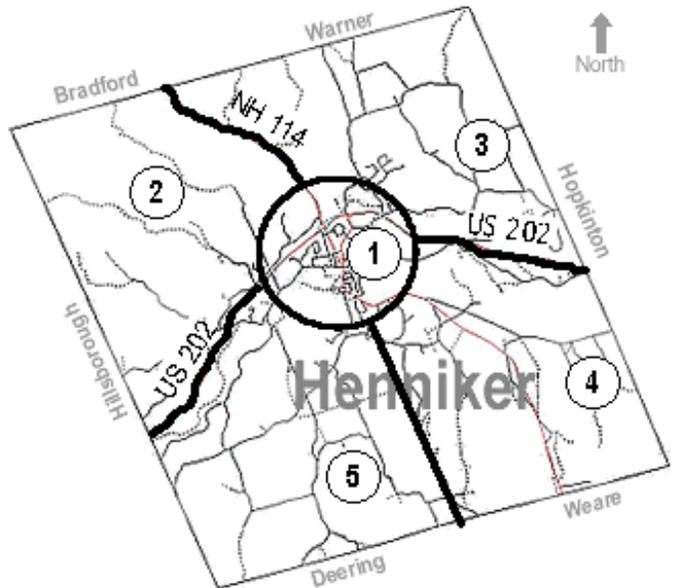
1. Consider adopting an Affordable Housing Ordinance, an Elderly Housing Ordinance, and an Inclusionary Zoning provision into the Henniker Zoning Ordinance.
2. Review and update the Manufactured Housing Ordinance, multi-family housing regulations, and the Open Space Residential Development Ordinance to ensure that they are meeting the stated goals of the regulations.
3. Adopt an impact fee ordinance in order to help pay for the cost of increased municipal services required by new development.
4. Prepare to enforce the statewide building code and other codes, as appropriate, at the municipal level through the hiring of a professional building inspector and adoption of a fee schedule.

Community Survey Results

A Master Plan Community Survey was distributed to all residential households and non-residential landowners in October 2000. Approximately 1,500 surveys were mailed out with 495 surveys being returned, resulting in a 33% response rate. The following survey questions relate to the Housing Chapter.

Using the map below, please identify whether your residence is in area 1, 2, 3, 4, or 5.

	Total	%
1	202	43.0%
2	29	6.2%
3	106	22.6%
4	47	10.0%
5	56	11.9%
Not Sure	10	2.1%
No Answer	20	4.3%
Total*	470	100%



* 25 people who filled out the survey were not legal residents of Henniker but owned property in Town, which makes the total respondents 470 instead of 495.

What type of housing do you currently live in?

	Total	%
Single-Family House on 1-5 acres	184	37.2%
Single-Family Home on less than 1 acre	95	19.2%
Single-Family House on 10+ acres	57	11.5%
Apartment with 2-10 units	34	6.9%
Single-Family House on 5-10 acres	34	6.9%
No Answer	28	5.7%
Other	21	4.2%
Working Farm	11	2.2%
Mobile Home	9	1.8%
Duplex	9	1.8%
Apartment with more than 31 units	7	1.4%
Apartment with 11-30 units	6	1.2%
Grand Total	495	100.0%

Are you a:

	Total	%
Home Owner	405	81.8%
Renter	62	12.5%
Other	5	1.0%
No Answer	23	4.6%
Grand Total	495	100.0%

If you rent, what is your monthly rent?
(October 2000 date)

Rent	Total	Rent	Total	Rent	Total
\$35	1	\$475	2	\$650	3
\$150	1	\$480	2	\$675	1
\$153	1	\$485	1	\$699	1
\$200	1	\$500	3	\$700	1
\$210	1	\$538	1	\$750	3
\$299	1	\$550	2	\$800	1
\$300	1	\$560	1	\$835	1
\$375	1	\$575	1	\$975	1
\$400	5	\$585	1	\$1,200	1
\$425	3	\$600	5	\$4,000	1
\$450	1	\$625	1		

What types of housing would you like to see developed in Henniker?
(Please check all that apply)

Total	
308	Single Family
134	Elderly Housing
120	Cluster Developments (single family homes on smaller lots with remaining area as open space)
76	Condominiums/Town Houses
60	Conversion of Large Homes into Apartments
56	Two Family (Duplexes)
34	Multi-family units (3-4 units)
30	Mobile homes on individual lots
27	New Apartment Buildings (5+ units)
25	Mobile homes in Parks

In your opinion, which statement best characterizes Henniker’s rate of residential growth (check one only):

	Total	%
Henniker is growing at an appropriate rate	228	46.1%
Henniker is growing too quickly	142	28.7%
No Opinion	70	14.1%
Henniker is growing too slowly	29	5.9%
No Answer	26	5.3%
Total	495	100.0%

How would you rate the current adequacy of the following services?

Municipal Services	Good	Fair	Poor	N/A
Building Code Enforcement	188	113	28	95

How important is each of the following to your choice to live in Henniker?

	Very Important	Somewhat Important	Not Important
Rural Quality	384	66	8
Small New England Village	378	63	19
Affordable Housing	260	121	66
Reputation of Schools	258	88	97
Commuting Distance to Work or Other Opportunities	239	138	72
Town Services	193	193	51
Employment	134	129	172
Suburban Area	132	155	132
College Town	107	179	161
Born and/or Raised Here	87	42	281
Farming Opportunity	56	109	264

Housing Demographics

1970-2000 Housing Units

By understanding past housing trends, Henniker can better predict future housing growth and needs. Since 1970, construction of new housing in Henniker has been growing. Over the past 30 years, Henniker has averaged 32 units per year in the 1970’s, 50 units per year in the 1980’s, and 12 units per year in the 1990’s. Since 1970, the total number of housing units has increased by over 125.4%. Compared to abutting communities, Henniker has not seen as large of a percentage increase in the number of housing units. See the table below for these comparisons.

Number of Housing Units, 1970 - 2000

Town	1970 Housing Units	1980 Housing Units	% Change 1970-1980	1990 Housing Units	% Change 1980-1990	2000 Housing Units	% Change 1990-2000	% Change 1970-2000
Henniker	745	1,060	42.3%	1,558	47.0%	1,679	7.8%	125.4%
Bradford	277	520	87.7%	757	45.6%	762	6.6%	175.1%
Deering	195	400	105.1%	757	89.3%	933	23.2%	378.5%
Hillsborough	1,015	1,620	59.6%	2,157	33.1%	2,323	7.7%	128.9%
Hopkinton	1,031	1,396	35.4%	1,924	37.8%	2,210	14.9%	114.4%
Warner	569	765	34.4%	1,039	35.4%	1,228	18.2%	115.8%
Weare	616	1,243	101.8%	2,417	94.4%	2,828	17.0%	359.1%

Source: 1970-2000 Census

Housing Stock Composite

A well-balanced housing stock is important for all communities. A diversified housing stock provides for housing opportunities for all members of the community at various income levels and personal needs. The figures below were compiled using 2000 Census figures. As of 2000, Henniker's housing stock estimate was comprised of 67% single family housing units, 5.6% manufactured housing units, and 27.4% multifamily housing units, which can be seen below.

Housing Composites for Henniker and Abutting Communities, 2000

Town	Total Units of Housing	# Single-Family Units	Single Family Units as % of Total	# Manuf. Housing Units	Manuf. Housing Units as % of Total	# Multi-Family Units	Multi-Family Units as % of Total
Henniker	1676	1124	67.0%	94	5.6%	458	27.0%
Bradford	762	680	89.2%	22	2.9%	60	7.9%
Deering	933	729	78.1%	177	19.0%	17	1.8%
Hillsborough	2323	1858	79.9%	59	2.5%	398	17.2%
Hopkinton	2210	1873	84.8%	123	5.6%	179	8.0%
Warner	1228	929	75.7%	134	10.9%	165	13.4%
Weare	2828	2333	82.5%	235	8.3%	260	9.2%

Source: 2000 Census

Since 1990, an average of 13 building permits for new homes have been issued each year in Henniker, with a majority of them for single-family residences.

Henniker Building Permits Issued, 1990-2000

Year	Single-Family Housing Building Permits	Multi-Family Housing Building Permits	Manufactured Housing Building Permits
1990	7	2	0
1991	10	0	0
1992	6	0	3
1993	6	1	1
1994	13	4	3
1995	5	5	2
1996	11	13	4
1997	8	3	2
1998	9	2	7
1999	14	2	0
2000	20	0	0

Source: New Hampshire Department of Employment Security, 2002, Town Reports

Owner-Occupied and Renter-Occupied Information

Knowing what percentage of the occupied housing units in a community is owner-occupied and what percentage is renter-occupied helps to create a picture of the types of housing options available. As can be seen below, Henniker has 68.3% of its occupied housing units owner-occupied and 31.7% renter-occupied, in 2000. These figures are different from abutting communities in that Henniker has a much larger percentage of renter-occupied housing units because of the large number of students in Town.

Breakdown of Occupied Housing Units, 1990-2000

Towns	1990			2000		
	Total Occupied Units	Owner-Occupied (%)	Renter-Occupied (%)	Total Occupied Units	Owner-Occupied (%)	Renter-Occupied (%)
Henniker	1,405	949 (67.5%)	456 (32.5%)	1,585	1,083 (68.3%)	502 (31.7%)
Bradford	757	409 (54.0%)	105 (13.9%)	803	444 (55.3%)	115 (14.3%)
Deering	757	526 (69.5%)	55 (7.3%)	827	647 (78.2%)	66 (8.0%)
Hillsborough	2,157	1,132 (52.5%)	428 (19.8%)	2,335	1,793 (76.8%)	542 (23.2%)
Hopkinton	1,759	1,525 (86.7%)	234 (13.3%)	2,084	1,799 (86.3%)	285 (13.7%)
Warner	845	675 (79.9%)	170 (20.1%)	1,048	797 (76.0%)	251 (24.0%)
Weare	2,125	1,864 (87.8%)	260 (12.2%)	2,618	2,278 (87.0%)	340 (13.0%)

Source: 1990 and 2000 Census

Household Size

The average household size in a community is an indicator of how the population is arranged. Henniker had an owner-occupied and renter-occupied average household size of 2.84 and 1.94, respectively, in 1990. This stayed fairly consistent into 2000, where there was an owner-occupied average household size of 2.80 and a renter-occupied average household size of 1.94, as can be seen below.

Average Household Size, 1990-2000

Town	1990		2000	
	Owner-Occupied Avg. Household Size	Renter-Occupied Avg. Household Size	Owner-Occupied Avg. Household Size	Renter-Occupied Avg. Household Size
Henniker	2.84	1.94	2.80	1.94
Bradford	2.83	2.37	2.65	2.24
Deering	2.75	2.70	2.54	2.33
Hillsborough	2.83	2.49	2.69	2.18
Hopkinton	2.80	2.26	2.70	1.92
Warner	2.77	2.19	2.68	1.98
Weare	2.95	2.66	3.03	2.59

Source: 1990 and 2000 Census

Age of Homeowners

As of 2000, the largest percentage of homeowners in Henniker (44%) were 45-64 years of age or older. See the table below for a comparison of homeownership trends between Henniker and abutting communities.

Age of Homeowners, 2000

Town	% of Homeowners 34 Years Old or Younger	% of Homeowners 35-44 Years Old	% of Homeowners 45-64 Years Old	% of Homeowners Over 65 Years Old
Henniker	10.6%	30.1%	44.0%	15.2%
Bradford	9.7%	21.4%	45.0%	23.9%
Deering	12.2%	26.4%	41.4%	19.9%
Hillsborough	10.7%	18.5%	31.0%	16.7%
Hopkinton	7.7%	22.5%	47.3%	22.4%
Warner	9.9%	25.8%	45.2%	29.1%
Weare	16.8%	37.1%	37.1%	9.0%

Source: 2000 Census

Age of Housing Stock (Units)

The largest percentage (33.1%) of the housing stock in Henniker was constructed during the period of 1980-1989. This is consistent with most communities in New Hampshire. The information below is an estimate of the age of the current housing stock using 1990 and 2000 Census data.

Summary of Age of Housing Stock for Henniker and Abutting Communities

Towns	Year Housing Built							Total Housing Units, 2000
	1939 or earlier	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-2000	
Henniker	425	55	67	125	325	556	123	1,679
	25.3%	3.3%	4.0%	7.4%	19.4%	33.1%	7.5%	100%
Bradford	N/A	N/A	34 *	25	109	346	248	762
	N/A	N/A	4.2%	3.1%	13.6%	43.1%	36.0%	100%
Deering	157	9	31	95	195	270	176	933
	19.0%	1.1%	3.7%	11.5%	23.6%	32.6%	8.5%	100%
Hillsborough	689	87	163	145	435	497	307	2,323
	29.5%	3.7%	7.0%	6.2%	18.6%	21.3%	13.7%	100%
Hopkinton	442	68	197	334	391	492	286	2,210
	20.0%	3.1%	8.9%	15.1%	17.7%	22.3%	12.9%	100%
Warner	493	37	62	94	141	212	189	1,228
	40.1%	3.0%	5.0%	7.7%	11.5%	17.3%	15.4%	100%
Weare	386	22	117	210	516	1,166	411	2,828
	13.6%	0.8%	4.1%	7.4%	18.3%	41.2%	14.5%	100%

Source: 1990 and 2000 Census

* 1959 or earlier

Home Size

The size of the housing units in a municipality is one measure of the quality of life and wealth of its residents. The Census defines rooms in a housing unit as: “living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger’s rooms.” In 2000, the largest percentage of homes in Henniker (19.2%) had 5 rooms, which is comparable to abutting communities.

Median Home Size in Henniker and Abutting Communities, 2000

Towns	Number 1-Room Housing Units (%)	Number 2-Room Housing Units (%)	Number 3-Room Housing Units (%)	Number 4-Room Housing Units (%)	Number 5-Room Housing Units (%)	Number 6-Room Housing Units (%)	Number 7-Room Housing Units (%)	Number 8-Room Housing Units (%)	Number 9 or more Room Housing Units (%)
Henniker	18 (1.1%)	74 (4.4%)	168 (10.0%)	271 (16.1%)	322 (19.2%)	264 (15.7%)	280 (10.7%)	121 (7.2%)	161 (9.6%)
Bradford	13 (1.7%)	13 (1.7%)	53 (7.0%)	153 (20.1%)	146 (19.2%)	146 (19.2%)	82 (10.8%)	82 (10.8%)	74 (9.7%)
Deering	28 (3.0%)	14 (1.5%)	85 (9.1%)	168 (18.0%)	246 (26.4%)	183 (19.6%)	112 (12.0%)	49 (5.3%)	48 (5.1%)
Hillsborough	27 (1.2%)	56 (2.4%)	190 (8.2%)	452 (19.5%)	573 (24.7%)	479 (20.6%)	285 (12.3%)	126 (5.4%)	135 (5.8%)
Hopkinton	0 (0.0%)	29 (1.3%)	93 (4.2%)	163 (7.4%)	335 (15.2%)	550 (24.9%)	355 (16.1%)	298 (13.5%)	387 (17.5%)
Warner	16 (1.3%)	34 (2.8%)	129 (10.5%)	235 (19.1%)	234 (19.1%)	235 (19.1%)	108 (8.8%)	113 (9.2%)	124 (10.1%)
Weare	0 (0.0%)	60 (2.1%)	130 (4.6%)	381 (13.5%)	527 (18.6%)	728 (25.7%)	524 (18.5%)	253 (8.9%)	225 (8.0%)

Source: 2000 Census

Vacancy Rates

Vacancy rates are important to monitor, as they reflect the amount of choice available to those seeking housing. Vacancy rates provide one gauge of how housing supply (available units) and demand (number of prospective renters or owners) match up – in other words, the availability of housing for people needing it. A very high vacancy rate can be disastrous for housing sellers and providers, as it may indicate a glut in the market, thus resulting in deflated housing prices. On the other hand, a very low vacancy rate can indicate an inadequate amount of housing available in the market, inflated housing prices, and the need to develop more housing opportunities.

Merrimack County has had a vacancy rate under 2% since 1996. For rental units, a vacancy rate below 2% is considered negligible, accounting for natural turnover in the units. In 2000, both rental and home ownership vacancy rates were below 1% in Merrimack County.

According to the 2000 Census, 1% of rental units were vacant in Henniker and 0.4% of owner-occupied units were vacant, as can be seen below. These figures are comparable to abutting communities and the State due to the housing shortage New Hampshire is currently experiencing.

Vacancy Rates for Henniker and Abutting Communities

Town	1990 Owner- Occupied Vacancy Rate	2000 Owner- Occupied Vacancy Rate	1990 Renter- Occupied Vacancy Rate	2000 Renter- Occupied Vacancy Rate
Henniker	1.7%	0.4%	2.2%	1.0%
Bradford	1.7%	2.0%	15.2%	1.7%
Deering	2.7%	2.6%	14.5%	4.3%
Hillsborough	4.5%	1.0%	23.4%	4.1%
Hopkinton	1.5%	0.9%	1.1%	0.3%
Warner	1.9%	0.9%	2.0%	0.7%
Weare	3.0%	0.8%	1.0%	0.5%

Source: 1990 and 2000 Census

Vacancy rates are constantly changing and the information presented above should be viewed as a snapshot of the conditions present at the time when the data was collected. Vacancy rates are influenced by a variety of factors, including the economy, land use regulations, and rate of new growth in the community and region as a whole. Henniker also has two other factors that influence vacancy rates, which are the presence of New England Collage and the seasonal populations shifts that accompany it.

Trends in the Cost of Housing

Since 1980, the cost of housing in the central New Hampshire region has increased significantly. This increase can be attributed to numerous factors, including market demand, interest rates, property tax rates, quality of community facilities, and location.

Since 1980, the median value for homes in Henniker has increased dramatically. Over the period of 1980 to 2000, the median home value in Henniker increased 136.5% from \$47,900 to \$113,300, as reported by the Census. This increase was comparable to abutting communities.

Comparison of Median Home Value* 1980-2000

Town	1980 Median Home Value	1990 Median Home Value	2000 Median Home Value	% Change in Median Home Value 1980-2000
Henniker	\$47,900	\$124,000	\$113,300	136.5%
Bradford	\$42,600	\$109,000	\$110,600	159.6%
Deering	\$36,600	\$115,200	\$104,800	186.3%
Hillsborough	\$40,100	\$97,700	\$92,100	129.7%
Hopkinton	\$59,600	\$149,000	\$146,400	145.6%
Warner	\$41,100	\$116,800	\$112,700	174.2%
Weare	\$47,600	\$124,000	\$123,800	160.1%

Source: 1980-2000 Census

* Value is the respondent's estimate of how much the property would sell for if it were for sale.

In 1999, the median new home price in New Hampshire was \$180,000 and the median existing home price was \$120,000. The tables below contain a sample of home sales, both new homes and existing homes, from January 2000 through April 2002, in Henniker and the amount of activity for primary homes.

Sample of Henniker Home Sales, January 2000 - April 2002

	1 Bedroom House	2 Bedroom House	3 Bedroom House	4 Bedroom House	5+ Bedroom House
2000					
Median Lot Size	2.45 acres	2.15 acres	1.63 acres	13.88 acres	0.60 acres
Median Selling Price	\$38,500	\$130,250	\$130,728	\$159,722	\$139,250
Sample Size	2	4	18	9	2
2001					
Median Lot Size	9.60 acres	7.79 acres	2.66 acres	22.00 acres	0.61 acres.
Median Selling Price	\$27,000	\$121,133	\$165,014	\$166,050	\$179,000
Sample Size	1	6	22	6	2
2002					
Median Lot Size	0	1.81 acres.	2.13 acres	2.89 acres	0
Median Selling Price	0	\$108,667	\$204,315	\$225,650	0
Sample Size	0	3	7	2	0

Source: Red Coat Realty, Henniker NH, May 2002

Primary Home Sales Transactions in Henniker, 1999-2001

Year	# of Transactions	Median Purchase Price
1999	55	\$114,933
2000	64	\$132,933
2001	46	\$138,000

Source: Real Data Inc. 2002

The price of rental housing has also increased significantly since 1980. In Merrimack County, the median rent for a two-bedroom apartment has increased from \$688 per month, in 1988, to \$832 per month, in 2001. This is an increase of 20.9% over thirteen years. From 1980 to 1990, the cost of rent in Henniker increased an average of \$289, or 136.3%, and from 1990 to 2000 it increased an average of \$159 or 37.1% . Rental figures for Merrimack County, the Town of Henniker, and abutting communities can be seen below.

Median Rent for a Two-Bedroom Unit in Merrimack County, 1988-2001

Year	Median Rent
1988	\$ 688
1989	\$ 680
1990	\$ 653
1991	\$ 595
1992	\$ 587
1993	\$ 660
1994	\$ 632
1995	\$ 616
1996	\$ 663
1997	\$669
1998	\$ 718
1999	\$ 748
2000	\$ 814
2001	\$ 832

Source: NH Housing Finance Authority 2001 Rental Cost Survey

Median Rent 1980 – 2000 for Henniker and Abutting Communities

Town	1980 Median Rent	1990 Median Rent	2000 Median Rent	% Increase 1980-1990 Median Rent	% Increase 1990-2000 Median Rent	% Increase 1980-2000 Median Rent
Henniker	\$186	\$429	\$588	130.6%	37.1%	216.1%
Bradford	\$206	\$425	\$634	106.3%	49.2%	207.8%
Deering	\$165	\$467	\$613	183.0%	31.3%	271.5%
Hillsborough	\$214	\$423	\$613	97.7%	44.9%	186.4%
Hopkinton	\$212	\$501	\$621	136.3%	24.0%	192.9%
Warner	\$272	\$450	\$573	65.4%	27.3%	110.7%
Weare	\$214	\$661	\$663	208.9%	0.3%	208.4%

Source: 1980-2000 Census

Housing Density

The density of housing is often employed as a measure of rural character. As of 2000, Henniker contained 38.06 housing units per square mile. This represents an increase of 7.8% since 1990, as can be seen below. The housing density for Merrimack County is 58.90 dwelling units per square mile, using 2000 Census figures.

Changes in Housing Density for Henniker and Abutting Communities, 1990-2000

Town	Land Area (Sq. Mi.)	# of Housing Units, 1990	Housing Units/Sq. Mi., 1990	# of Housing Units, 2000	Housing Units/Sq. Mi., 2000	% Change # of Housing Units/Sq. Mi. 1990-2000
Henniker	44.1	1,558	35.32	1,679	38.06	7.8%
Bradford	35.9	757	21.09	762	21.23	0.7%
Deering	31.2	757	24.26	933	29.90	23.2%
Hillsborough	44.7	2,157	48.26	2,323	51.97	7.7%
Hopkinton	43.3	1,924	44.46	2,210	51.07	14.9%
Warner	55.2	1,039	18.81	1,228	22.23	18.2%
Weare	59.1	2,417	40.93	2,828	47.89	17.0%

Source: 2000 Census, NH OSP

These densities should be viewed as an estimate because the land area figures include land that would not be considered as “available land” for housing. This unavailable land includes wetlands, steep slopes, the flood control area, and roads in the final land area figure.

Affordable Housing

Affordable housing is an issue that is considered and worked on by all levels of government. The Federal government has long been promoting affordable housing through various programs administered by the Department of Housing and Urban Development. State government has promoted affordable housing through the passage of several laws requiring communities to provide affordable housing. Furthermore, New Hampshire has also created several Commissions and Departments, such as the New Hampshire Housing Finance Authority, to examine and foster the development of affordable housing opportunities.

Affordable housing is just that – what a family can afford. The current standard states that housing should cost no more than 30% of a family’s gross income in order for there to be enough money for food, clothing, transportation, child care, medical care, etc. A homeowner with a mortgage and taxes of \$1,200/month needs an annual income of \$48,000 (\$23/hr.), while a renter with rent of \$832/month (the median cost of a 2 bedroom unit in 2001) needs an income of \$33,280 (\$17.53/hr) to remain below 30%. An estimated 30% of all households (renter and owner) in New Hampshire paid more than 30% of their income for housing in 2000.

State and Local Regulations

The New Hampshire Legislature has promoted the need for communities to develop affordable housing through the creation of NH RSA 674:2,III; RSA 672:1, IIIe; and RSA 674:32.

NH RSA 674:2, III, requires communities preparing Master Plans to include an analysis regarding the existing and anticipated affordable housing needs of the community. This portion of the Master Plan is to be based on the most recent regional housing needs assessment, as prepared by all Regional Planning Commissions, in addition to other pertinent data.

NH RSA 672:1, IIIe, specifies the purpose and benefit of local land use regulations and zoning. This section states:

“All citizens of the state benefit from a balanced supply of housing which is affordable to persons and families of low and moderate income. Establishment of housing which is decent, safe, sanitary, and affordable to low and moderate income persons and families is in the best interests of each community and the state of New Hampshire, and serves a vital public need. Opportunity for development of such housing, including so-called cluster development and the development of multi-family structures, should not be prohibited or discouraged by use of municipal planning and zoning powers or by unreasonable interpretation of such powers.”

Lastly, NH RSA 674:32, bars the regulatory prohibition of manufactured housing and sets specific standards for the location of such housing in all municipalities. This is discussed in more detail in the Manufactured Housing section of this Chapter.

Henniker’s Theoretical Fair Share of the Regional Affordable Housing Stock

As a result of the growing concern over access to affordable housing, all Regional Planning Commissions in New Hampshire have been charged by the Office of State Planning to develop affordable housing needs assessments for each community, within their region, every five years.

Because of the lack of 2000 Census data when the *Affordable Housing Needs Assessment* report was written (2000), CNHRPC determined that it would be more appropriate to develop estimates based upon a variety of data, rather than base the report on 1990 Census data. The vast majority of the data utilized in the preparation of this assessment was provided by the New Hampshire Office of State Planning, the New Hampshire Department of Employment Security, and the New Hampshire Department of Revenue Administration. The *Affordable Housing Needs Assessment* report will be redone by 2005 for the central New Hampshire region.

The analysis conducted in this report utilizes the following formulas and definitions.

Estimated Number of Households at 80% of Median Income

The Department of Housing and Urban Development defines low to moderate-income households as those that earn 80% of the communities median income, or less. To better estimate the number of low to moderate-income households in the central New Hampshire region, a proportion using 1990 census data and 1998 estimated population was developed.

$$\text{Formula} = \frac{\text{1990 Households @ 80\% of Median Income}}{\text{1990 Community Population}} \times \frac{\text{X}}{\text{1998 NHOSP Est. Community Pop.}}$$

Averaged Result

The “averaged result” factors the communities share of the regional population, the communities share of the regional job base, the communities share of the regional income (wages paid), and the communities share of the region’s total assessed property values. These figures are considered generation and capacity factors for affordable housing. These figures are added together and then averaged into a single figure for purposes of determining theoretical need.

$$\text{Formula} = \frac{(\text{Community Share of Regional Population}) + (\text{Community Share of Regional Employment}) + (\text{Community Share of Total Regional Wages Paid}) + (\text{Community Share of Regional Assessed Value})}{4}$$

Theoretical Community Share of Affordable Housing for CNHRPC Region

This figure uses the variables of the “averaged result” and the total number of low to moderate-income families, and generates a figure that explains how many affordable housing units a community should theoretically provide based upon generation and capacity figures existing in the community.

Formula = (Averaged Result for community) X (13,770*)

*Note that 13,770 is the most recent calculation estimate of the number of low to moderated income households in the Central New Hampshire Region.

Total Credits (a.k.a. the number of affordable housing units existing in the community)

Total Credits accounts for all housing in each community which is suspected to be affordable. The formula is dependent upon the assumption that all manufactured and multifamily housing units in a community are affordable.

Formula =

(2 X Number of Multifamily and Manufactured Housing in Community) +
(Estimated Number of Households at 80% of Community Median Income) / 3

Future Planning Goal

This figure indicates how many affordable housing units a community should strive to develop in the near future to meet its theoretical share.

Formula = (Theoretical Share) – (Total Affordable Housing Credits)

Based on the affordable housing need assessment conducted by CNHRPC, Henniker currently has more than its theoretical fair share of the affordable housing base for the central New Hampshire region. The formula used by CNHRPC indicates that Henniker contains approximately 557 units of affordable housing, which is more than its theoretical fair share of 493 units. The table below compares Henniker's affordable housing stock and future goals to all other communities in the central New Hampshire region.

Summary of Affordable Housing Needs for the Central New Hampshire Region

Town	Theoretical Community Share of Regional Affordable Housing Stock	Total Number of Existing Affordable Housing Units *	Future Planning Goal (Number of Units Community Should Develop)
Allenstown	392	1,054	0
Boscawen	308	490	0
Bow	1,072	176	896
Bradford	171	147	24
Canterbury	225	75	150
Chichester	236	149	87
Concord	6,150	8,849	0
Deering	167	192	0
Dunbarton	245	103	142
Epsom	415	448	0
Henniker	493	557	0
Hillsborough	563	648	0
Hopkinton	806	416	390
Loudon	502	402	100
Pembroke	735	996	0
Pittsfield	374	772	0
Salisbury	122	69	54
Sutton	190	107	83
Warner	310	317	0
Webster	158	87	71

Source: CNHRPC *Affordable Housing Needs Assessment*, May 2000

* Assumption that all manufactured housing and multi-family housing units are affordable

Although Henniker has met its theoretical fair share of affordable housing, it does not mean that the supply of affordable housing is adequate to meet the demand. In addition, the number of units counted as affordable within the community assumes that all manufactured housing and multi-family housing units are affordable, which may or may not be accurate. In order for Henniker to have a thriving economic and residential base, there needs to be a diversity of housing that is adequate to meet the needs of the current and future population.

Issues, Goals, and Recommendations

Issue: Many people are unable to pay the market-rate cost for housing and a community should try to provide housing options for all its residents.

Goal: To support the availability of a variety of housing types in Henniker that meet the needs of its citizens, regardless of their income levels.

Recommendations:

- Review current zoning ordinances and subdivision regulations to ensure that they do not discourage the development of affordable housing in town.
- Assess the local need for affordable housing to see whether it is being adequately met, regardless of whether Henniker is providing its theoretical fair share of the regional housing.
- Provide regulatory incentives to developers to build affordable housing stock in the community through new construction or rehabilitation of existing facilities.
- Henniker should conduct an analysis of its current housing stock, using local information, to track the number of theoretical affordable housing units located within the community. This data should be provided to CNHRPC to assist in their regional assessment.

Subsidized Housing

Subsidized housing comes in three forms:

- 1) Non-profit developers use Low Income Housing Tax Credits, CDBG funds, and others sources to create housing that will be permanently affordable (because the construction was subsidized and hence ongoing operating costs are lower). Usually residents have to income-qualify and pay full rent.
- 2) Public Housing, developed and owned by local or state housing authorities, provides housing to very low income families, seniors and people with disabilities. People pay the higher of
 - a) 30% of their monthly adjusted income;
 - b) 10% of their monthly gross income; or
 - c) Their welfare shelter allowance.
- 3) Section 8 vouchers for low income people can be used to rent apartments that meet HUD standards, which means landlords have to agree to participate. Tenants pay a portion of the rent based on their adjusted income and the voucher pays the balance of the Fair Market Rent.

There are standards that need to be met in order for federal and state funds to be used for these types of housing projects. All three forms of subsidized housing are important to a community as they provide different kinds of options. Because housing costs are so high, many working families qualify for subsidized housing as do many seniors and people with disabilities. As can be seen below, there are two subsidized housing developments located in Henniker.

Subsidized Housing Located in Henniker

Development Name	Henniker Knolls	Rush Square
Housing Type	Family	Elderly
Street Address	11 Gulf Road	27 Rush Road
# Total Units	40	40
# Subsidized Units	36	40
Administering Agency	Rural Development	NH Housing Finance Authority
Financing Program	Farmers Home Administration [Rural Development] 515 rental production program (FmHA 515)	Tax-Exempt Bond financed project
Rental Assistance	Housing assistance payments dedicated to the housing development through the Farmers Home Administration 515 program (FmHA Rent Assistance)	Housing assistance payments dedicated to the housing developer (Section 8)

Source: NH Housing Finance Authority, "2001 Directory of Assisted Housing"

Issue, Goal, and Recommendations

Issue: Many people at lower income levels need assistance in finding a safe and decent place to live.

Goal: To have a diversity of housing options available to those wanting to live in Henniker.

Recommendations:

- Review the current Zoning Ordinance to ensure that it is adequate and affords real opportunity to develop such housing options in Henniker.
- Work with State and Federal Agencies and non-profit organizations to ensure that proposed subsidized housing has a positive impact on the community in terms of aesthetics, community services, and available housing stock.

Manufactured Housing

In an effort to provide for affordable housing options, the Legislature has acted to increase opportunities for the siting of manufactured homes in New Hampshire municipalities. RSA 674:32 requires municipalities to provide "reasonable opportunities" for the siting of manufactured housing and prohibits the complete exclusion of manufactured housing from a municipality.

Manufactured housing is defined as:

“...any structure, transportable in one or more sections, which, in the traveling mode, is 8 body feet or more in width and 40 body feet or more in length, or when erected on site, is 320 square feet or more, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to required utilities, which include plumbing, heating and electrical heating systems contained therein.” (RSA 674:31)

Presite built housing is defined as:

“... any structure designed primarily for residential occupancy which is wholly or in substantial part made, fabricated, formed or assembled in offsite manufacturing facilities in conformance with the US Department of Housing and Urban Development minimum property standards and local building codes, for installation, or assembly and installation, on the build site.” (RSA 674:31-a)

This section in the Master Plan refers to manufactured housing, not presite built housing.

Municipalities have several options regarding the siting of manufactured housing within their community. They can choose to allow manufactured homes on individual lots “in most, but not necessarily all” Districts zoned for residential use. They can also permit manufactured housing parks or manufactured housing subdivisions where manufactured homes are placed on individually owned lots. If either or both of these options are chosen, the parks or subdivisions must be permitted “in most, but not necessarily all” Districts zoned for residential use in the town. Municipalities may also permit all three manufactured home options: individual lots, manufactured home parks, and manufactured home subdivisions.

Manufactured homes permitted on individual lots must comply with the same lot size, frontage requirements and space limitations as conventional single-family housing in the same District, and special exceptions or special permits can not be required of manufactured homes located on individual lots or subdivisions unless required for single-family homes. The provisions of the statute that prohibit treating manufactured homes differently from conventional single-family homes in the same District are important to keep in mind in the context of affordable housing.

Towns that permit manufactured housing parks “shall afford reasonable opportunities” for the parks development and expansion. Therefore, lot size, density requirements, and areas for such parks must be reasonable.

The Henniker Zoning Ordinance allows for the development of manufactured housing parks in the Heavy Commercial (CH), Medium Commercial (CM), and the Rural Residential (RR) zoning districts by special exception. The parks are required to maintain 33% of the total land area as open space. Manufactured housing is allowed in subdivisions and on individual lots in the Rural Residential (RR), Residential Neighborhood (RN), Heavy Commercial (CH), Medium Commercial (CM), and Commercial Recreational (CR). Manufactured housing in subdivisions and on individual lots is required to meet the same standards as “stick-built” housing.

Henniker currently has three manufactured housing parks, information on which can be seen below.

Name of Park	Birchwood Terrace	Wood Hill Village	Riverside Mobile Home Park
Street Address	Birchwood Terrace	Wood Hill Village	100 Western Avenue
Total Size of Park	6.02 acres	16.02 acres	0.56 acres
# of Homes in Park	12	35	9
Water/Sewer	Private	Private	Municipal

Manufactured Housing Cooperatives are becoming the preferred method of park structure here in New Hampshire. Cooperatives give residents control over their own housing situation and allow residents to function in a decision-making capacity. While there are a range of approaches being used around the country, two main objectives underlie New Hampshire’s cooperative financing and ownership structure: (1) to maximize the degree of resident control, and (2) to make membership accessible to all families, regardless of income.

Issue, Goal, and Recommendations

Issue: Manufactured housing is an affordable, convenient, and popular type of housing in New Hampshire.

Goal: To allow and support a variety of housing types to be located in Henniker.

Recommendations:

- Review the current Manufactured Housing zoning provision to ensure that it is adequate and affords real opportunity to develop such housing options in Henniker.
- Work with the New Hampshire Community Loan Fund, State agencies, and non-profit organizations to ensure that existing and proposed manufactured housing parks and subdivisions use best management practices.
- Encourage, through zoning and subdivision regulations, the creation of open space subdivision design for manufactured housing subdivisions.
- Consider removing manufactured housing as an allowed use in the Heavy Commercial, Medium Commercial, and Commercial Recreational zoning districts in order to have these areas be used for commercial development. This will also minimize some of the conflicts that arise when commercial and residential areas abut each other.
- Consider changing the open space requirement for manufactured housing parks from 33% of total land area to 25% of buildable land area.

Empty-Nester and Elderly Housing

Elderly housing Zoning Districts are increasingly becoming a way that communities are addressing the need for specialized housing for the elderly without allowing for general multi-family housing. These usually take the form of Overlay Zones. In a few communities, actual parcels of land have been zoned for elderly housing. One hundred and thirty-four (134) Community Survey respondents said that they would like to see Elderly Housing developed in Henniker.

In most cases, Elderly Housing Ordinances provide for a far higher density than allowed in the underlying Zone and contain a separate set of regulations and restrictions than those found in other Zones. Some of the types of regulations include a provision for recreational and community facilities on-site, open space and walking trails, and on-site medical and management staff. Many times, when an elderly housing facility is developed by a non-profit entity, the town will negotiate a payment in lieu of taxes so that any increase in community services due to the development is not solely the responsibility of the town. Empty-nester housing refers to housing for people 55 years old and above.

Henniker currently has one elderly housing development (Rush Square), which is a subsidized development. There are no zoning regulations pertaining to the development of elderly housing currently in Henniker.

By encouraging empty-nester and/or elderly housing development, Henniker will be able to retain residents within the community who, for a variety of reasons, may be looking for a different type of housing arrangement.

Issue, Goal, Recommendations

Issue: With the aging of the “baby boom” generation, the demand for quality elderly housing will continue to increase in Henniker.

Goal: To make available a variety of housing types within the community.

Recommendations:

- Research the zoning and tax revisions necessary to establish an Elderly Housing Overlay Zoning District and desired developments.

Multifamily Housing

Multifamily housing is the development of housing at a greater density than most other developments. Typically, multifamily housing consists of apartments, town houses, and condominiums and is developed in locations with access to municipal water, public or community sewer/septic systems, and major roadways.

A large percentage (27% in 2000) of Henniker's housing stock is multi-family housing. Most of this is due to the presence of New England College, including on-campus housing and housing provided by private entities for students. The current zoning ordinance does allow for the development of multi-family housing in all residential districts.

Issue, Goal, Recommendation

Issue: Multifamily housing is the foundation of the rental-housing base of the community that typically services students, elderly, young professionals, and those with limited incomes.

Goal: Ensure that the supply of multi-family housing meets the demands for all residents, not just one segment of the population.

Recommendations:

- Review the current zoning ordinance to ensure that there are no unreasonable deterrents to building multi-family housing in Henniker.
- Require specific site plan review regulations that cover landscaping, architectural façade, and lighting for multi-family housing.
- Review and amend the Village Proper and Village Commercial zoning districts to allow for the development of new multi-family housing units on the upper floors of retail/commercial businesses located within these districts, where feasible.
- Review the zoning and tax code issues to provide incentives to develop existing commercial structures into multi-family housing.
- Ensure that pedestrian infrastructure (sidewalks, bike lanes, etc.) is included as part of all multi-family development of a certain size that connect them with each other and the community.

Inclusionary Zoning

Inclusionary Zoning is a way of encouraging private developers to provide housing for moderate, low, and very low-income households in exchange for density development bonuses, frontage and side set-back changes, or other benefits. Generally under inclusionary zoning, a residential developer seeking a higher density or benefit than normally allowed under the zoning ordinance would be required to set aside a certain percentage of the units for lower-income households. The zoning could also require a certain percentage of the units to be designated for elderly or physically challenged households. The percentage of units that must be set aside for the various target groups can vary based on the local ordinance. Depending on the ordinance, developers interested in applying for a development under inclusionary zoning would apply either to the local Zoning Board of Adjustment or to the Planning Board. Most Inclusionary Zoning ordinances are voluntary and apply only where the municipality attempts to use zoning as an incentive to provide for a recognized need within the community. The developer receives an incentive, which provides the impetus for developing the desired housing type.

Some ordinances allow below market-rate units to be clustered within a portion of the development. Other ordinances encourage the below-market-rate units to be distributed throughout the development. Because most ordinances require the below market-rate units to be provided on-site, the maintenance, management and marketing of the units remains a private responsibility. Local ordinances usually include a provision requiring that below market units, whether rental or owner-occupied, remain at below market levels for a fixed period of time that is usually consistent with the requirements that funding sources received by the developer have in place.

Henniker does not have any provisions for inclusionary zoning in its zoning ordinance.

By including a small number of moderate and low-income units within a mix of market rate units, the community avoids the problems associated with over concentration. The families that occupy the units are integrated with the greater community, and are provided with the same level of maintenance and the same public facilities and services as the general population.

Issue, Goal, Recommendation

Issue: To have a well-balanced community, a variety of housing types need to be developed.

Goal: To provide regulatory incentives to develop a variety of housing types within the community.

Recommendations:

- Review inclusionary zoning ordinances from other communities in New Hampshire to see how successful they have been.
- Create an inclusionary zoning district that has a variety of incentives for developers, where appropriate and feasible.

Open Space Residential Development

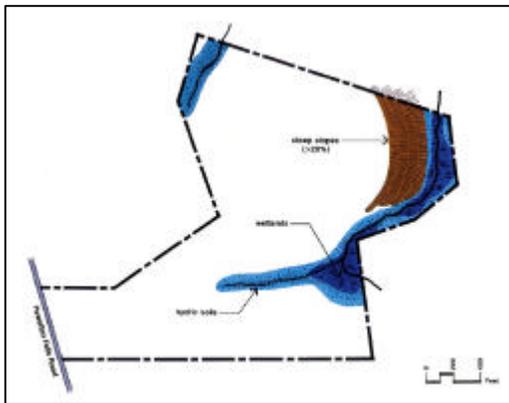
An answer to the sprawling landform created under conventional subdivisions is a new approach to subdivision design for rural areas, as outlined in the book entitled *Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks*, by Randall Arendt (Island Press, 1996). One hundred and twenty (120) respondents to the Community Survey indicated that they would like to see cluster/conservation subdivision design housing developed in Henniker.

The current regulations do not reflect the Town's desire to preserve its rural character and open space. In order to preserve significant cultural, scenic, and natural features, as well as rural Town and neighborhood character, the Open Space Residential Development zoning ordinance should be revised.

The figures below shows graphics from Arendt's book depicting the typical scenario for the development of a parcel under the conservation development design process. In its most basic form, the conservation development process can be broken into six logical steps, which are not the steps taken for a conventional subdivision. The six steps are as follows:

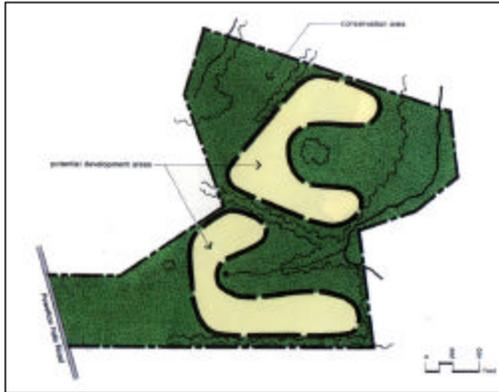


1) Create a "yield plan" for the site that assesses the number of viable building lots on the site under a conventional subdivision design. This plan establishes the density for the conservation development design. Although a yield plan is conceptual, it must be consistent with Town ordinances and regulations already in place.

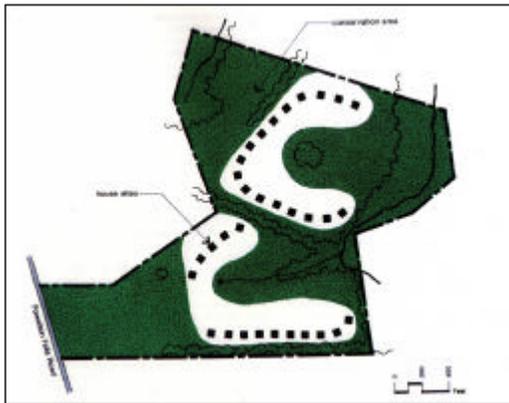


2) Prepare a conservation site analysis plan that identifies prominent open spaces and important natural features broken out into primary and secondary conservation areas. Primary conservation areas are those resources for which development should be excluded almost without exception. Secondary conservation areas are those that should not be developed, if at all possible.

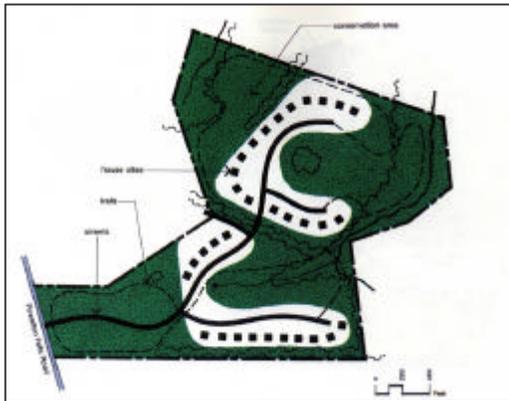




3) After evaluating the primary and secondary conservation areas, locate the portions of the site most suitable for development.



4) Locate dwelling unit sites using innovative arrangements to maximize views of open space and resources.



5) Locate and design the roadway and pedestrian travel ways. Maximize the protection of viewsheds and natural terrain in the design. Locate septic fields.



6) Delineate lot lines.

(Note: These graphics are to be used as examples only)

Under this approach, increased residential density can be achieved while maintaining open space and the look of a rural community. This type of development is also beneficial in encouraging affordable housing and elderly housing development. The town regulations currently do not allow for housing density above what would be allowed under a conventional subdivision. Nor do the regulations specifically encourage these developments to be anything other than market-rate single family detached housing units.

Primary conservation areas may include wetlands, steep slopes, aquifer recharge zones, and floodplains. Secondary conservation areas may include stonewalls, viewsheds, prominent vegetation, prominent landforms, prime agricultural soils, historic sites and features, archeological sites, and communities and species identified in the Natural Heritage Inventory. The natural areas set aside should include recreational areas, both passive (walking trails) and organized (soccer fields), as an amenity for the neighborhood.

To help ensure successful conservation subdivision designs, the following provisions should be included in the Ordinance:

1. Clearly state the goals and objectives of the regulation.
2. Clearly explain how much of the unbuildable land can be used towards the minimum open space requirement.
3. Require that the conservation land have good access and be well marked.
4. Provide performance standards to ensure a quality development.
5. Ensure workable tax collection on common land.
6. Secure developer follow-through on plan commitments.
7. Clarify application requirements to encourage more desirable plans and avoid unnecessary costs for the developer.

Issue, Goals, Recommendations

Issue: New housing construction has historically not been designed and planned with conservation as a priority. The Open Space Residential Development zoning ordinance allows both of these objectives to be met.

Goal: To encourage the development of residential housing that preserves the natural features present in the community.

Recommendations:

- Employ all possible measures to create open space that is protected in perpetuity through conservation easements, an association of all the home owners, or by deeding the land to the Town or to a conservation organization.
- Ensure that the open space is usable for the desired use, such as farming, recreation, and/or wildlife habitat.
- Allow more flexibility in the minimum lot size, lot frontage and the side, rear and front setbacks.
- Consider creating a sliding scale for lot density in exchange for more open space.
- Review density requirements and consider allowing an increase in density as an incentive for developers to use Open Space Residential Design.

- Roads within Open Space Residential development should allow for flexibility in width, material, and development in order to relate to the rural and conservation feel of the subdivision.

Accessory Apartments

An accessory housing unit (apartment) is generally defined as a small additional housing unit located within what is otherwise a single-family home. Accessory apartments are increasingly allowed in single-family zoning districts as a means of providing inexpensive housing, usually for older or younger single relatives of the resident of the home. Because such units are frequently intended for related individuals, they are sometimes known as “in-law apartments”. Zoning Ordinances allowing for accessory housing usually include a number of restrictions on their development.

Municipalities allowing for accessory housing do so in all residential areas, by special exception, or by right in certain zones. Generally, such units have a maximum square footage requirement to discourage more than one resident in the unit, and are often not allowed to have a separate entrance, or are required to have an entrance to the side or rear. Frequently, separate addresses and mailboxes are not permitted. These restrictions are usually intended to maintain the character of the area as a single-family neighborhood. Although accessory dwelling units are usually intended for relatives of the occupant of the principal residence, it is essential that provisions be included in the ordinance to maintain the single-family character of the area.

Henniker allows by right and by special exception the home rental of one or two apartments, home rental of three or more apartments, and any use accessory to a permitted use in all zoning districts. This creates a wide variety of options for the creation of accessory apartments without undue burden. However, because the regulations are so broad, care must be taken to ensure that the intent of the ordinance is not violated.

Accessory dwelling units provide a housing alternative that can serve a wide range of needs. For the elderly, an accessory apartment can allow the individual to maintain a degree of independence while still receiving the support of family members. The same is true for younger family members. Where student housing is scarce, accessory dwelling units can provide a housing alternative within a family setting. For older or younger homeowners, the modest rent may make home ownership a possibility that would otherwise not exist. Provisions restricting the size of the units, its entrance, and other restrictions keep the unit from being rented as a traditional apartment thus maintaining the single-family character of the area. Furthermore, because such units are not separated from the principal residence, they can readily be reincorporated into the main dwelling.

Issue, Goal, Recommendations

Issue: Accessory apartments can be used to retain the rural character of a neighborhood or community while allowing for a variety of housing types to be developed.

Goal: To provide a variety of housing options in Henniker.

Recommendations:

- Review current zoning regulations and create specific definitions and requirements for accessory housing units.

Impact Fees

A municipal impact fee represents a one-time, up-front charge on a new development to pay for future public capital costs serving new development, or to recover past expenditures in capacity to accommodate that development. Impact fees are most commonly used in New Hampshire for the funding of schools, roads, and recreational facilities. However, impact fees are also being used for fire protection, police department, library, solid waste, water and sewer, and municipal administrative facilities.

The amount of any assessed impact fee should be a proportional share of the municipal capital improvement costs, which are related to the capital needs created by the new development. The impact fees must not be spent on upgrading, replacing, or maintaining existing facilities and services, which already exist prior to any new development. The Town has six years in which to spend the collected fee. If it is not used within that period of time the money must be returned to the property owner.

By having an impact fee ordinance and assessing these fees on new development, Henniker is ensuring that the increase in development and population utilizing Town services is being paid for by the associated development.

Issues, Goals, Recommendations

Issue: As development increases in Henniker, the pressure for increased municipal services, and their associated costs, will continue to rise.

Goal: Ensure that adequate and appropriate facilities are available to individuals who may come to be located in the Town of Henniker. Provide for the harmonious development of the municipality and its environment.

Recommendation:

- Adopt an impact fee ordinance.
- Develop and implement a formal impact fee schedule.

Building Code and Inspection

In the Spring of 2002, the New Hampshire legislature adopted statewide building codes that are to be enforced in every municipality. The Statewide Building Code includes the model codes of the International Building Code 2000, the International Plumbing Code 2000, the International Mechanical Code 2000, the International Energy Conservation Code 2000, and the National Electric Code 1999. The adoption of a Statewide Building Code will insure that the state has a uniform, modern construction code, which will protect public health, safety, and welfare.

The State Building Code applies to any new construction or renovations after September 2003 in the state of New Hampshire, other than single-family, two-family, and town house style developments. The issuance of permits and the collection of fees related to the state building code is reserved for the municipalities. If Henniker does not adopt an enforcement mechanism for the state building code, the contractor of the building/structure shall notify the state fire marshal and be required to meet the minimum requirements of the building code. The municipality will not be held liable for any failure on the part of the contractor to comply with the provisions of the state building code in that situation. The Henniker Selectmen have the power to adopt any additional regulations provided that the regulations are not less stringent than the requirements of the State Building Code or the State Fire Code.

Issue, Goal, Recommendations

Issue: Building Codes are the best way to ensure the development of safe, sanitary, and quality development within a community.

Goal: To implement and enforce the statewide building codes as a minimum.

Recommendations:

- Research the requirements of the Town in the enforcement and implementation of the statewide building codes.
- Create a building code and inspection fee schedule that will help to offset, if not fully fund, a code enforcement officer for the Town.
- Research additional building codes that the town may want to adopt that go above the requirements of the statewide code.
- Review current Town policies to ensure that they are not in conflict with the adopted State building codes.

New England College

Since the early 1950s, New England College (NEC) has been an integral part of the Henniker Community. A four-year residential college, NEC impacts the greater Henniker community in several ways, including employment for many local residents, cultural and arts events, and providing a home for hundreds of college students.

The College currently offers housing to over 500 students and staff members in its eight (8) residential buildings. The number of campus residents has risen steadily in the last five years, corresponding with the rise in overall enrollments at the College. To this point, the College has been able to accommodate growth with its current housing stock. Estimates for the Fall 2002 semester indicate that the College will continue to be able to accommodate its recent growth for one or two additional academic years.

With the College setting a goal for increasing enrollments over the next several years, initial discussions and research have begun regarding expansion of College housing. Taking into consideration current placement of town and College utilities and services, the College is exploring ways to develop new housing options in a measured and gradual manner. Recent rates of overall student population growth (4.96% average growth over the last few years) indicate a moderate growth that allows for intentional and careful planning to avoid a “shock” either to the College or greater Henniker community due to overly rapid expansion. As the table below indicates, current housing options will reach capacity within the next three academic years, and plans for housing expansion will become a main focus during the next academic year.

Data on Campus Residents:

Year	Campus Residents	Housing Stock	Percent Occupied
1999	462	536	86.2%
2000	514	553	92.9%
2001	557	600	92.8%
2002 projections	588	634	92.7%
2003 projections	609	643	94.7%
2004 projections	637	643	99.1%

NEC College Staff, 2002

Analysis of recent student and housing data indicates that the College supplies housing to an increasing large percentage of its students – 66% of all undergraduate students lived in campus housing in 1997, versus 76% this past academic year (2001-2002). As a result, the actual number of students living in off-campus accommodations has actually decreased in the last several years, despite the overall growth of the College. This is likely due to recent renovations and improvements to the College residences as well as the tightening rental housing market in the Henniker community. Analysis of the local rental housing stock indicates that the Henniker community would, at present, be unable to absorb any significant portion an increase in the NEC student body, and College housing planning will take into account the realities of the local rental market.

Issue, Goal, Recommendation

Issue: New England College plans to expand its student enrollment in the near future, which can have positive impacts on the community.

Goal: Ensure that future growth of New England College is done in a manner that positively benefits the housing and land use patterns of the Town.

Recommendations:

- Continue to coordinate expansion efforts of NEC with the Town to ensure that proactive planning efforts are taken.

Strategies to Promote Housing Goals

Community Development Block Grants (CDBG): Administered by the Office of State Planning, the New Hampshire CDBG Program receives several million dollars annually, which communities may compete for to finance affordable housing projects, including rehabilitation of affordable housing units, or expansion of infrastructure to serve affordable housing units. Since its inception in 1983, the CDBG program has renovated or purchased over 8,500 dwelling units in New Hampshire.

Common CDBG projects include:

- Acquisition and rehabilitation of properties through Housing Trusts;
- Single family housing rehabilitation loans and grants;
- Loans and grants for land lords that provide decent, safe, and sanitary affordable housing to low to moderate-income renters; and
- The acquisition and rehabilitation of structures to provide alternative living environments, such as elderly homes, group homes, and boarding houses.

Communities that apply for CDBG funds are required to have a properly adopted Community Housing Plan. Such a plan must be adopted by the Selectmen or Town / City Council at a properly noticed public hearing, and is considered valid for 3 years by the NHOSP CDBG program.

Concord Area Trust for Community Housing (CATCH): The Concord Area Trust for Community Housing is an independent, non-profit organization dedicated to creating and preserving affordable housing, and to helping renters become owners, throughout Merrimack County. CATCH helps communities by increasing the housing stock within a community, educating and supporting residents looking to buy their first home, and maintaining the properties they already own. CATCH accomplishes these goals through the initiative and dedication of local members and volunteers.

Department of Housing and Urban Development (HUD): The Federal Department of Housing and Urban Development (HUD) has been fostering affordable housing in many of the nation's communities since its inception in 1965. HUD administers numerous programs to provide housing for low to moderate-income families.

Popular rental assistance programs include:

- Section 8 Housing: Program whereby private landlords enter into a contract with the federal government where, in exchange for providing sub-market rent to low to moderate-income families, the landlord receives a government subsidy.
- Public Housing: Program in which the federal government provides resources for the operation of housing units owned and operated by a local, state, or federal entities.
- Subsidized Private Housing: Program in which housing units are owned and operated by a private entity, but are partially funded with public resources to reduce rent. This is similar to the Section 8 Housing program.
- HOME Grant Program: A program created to provide local and state entities with start-up money to develop affordable housing projects.

HUD also administers several popular home ownership programs for low to moderate-income families.

Housing Development Trust: The Housing Development Trust is a broad based funding program that provides funding for either owner-occupied or rental housing to benefit lower-income households. The program is intended to support projects that could be financed through conventional means. Funds are to be targeted to very low-income groups and the NH Housing Finance Authority gives priority to projects meeting the following qualifying standards:

- 1) Projects containing the highest percentage of housing units affordable to very low income people.
- 2) Projects based on the longest commitment to very low-income people.
- 3) Projects addressing demonstrated housing needs.
- 4) Projects containing the highest possible proportion of units available for families with children.

In addition to the criteria outlined above, the following types of projects are eligible for funding:

- a) Multi-family limited equity cooperatives
- b) Manufactured housing cooperatives
- c) Group homes for the disabled
- d) Multi-family rental
- e) Transitional housing for the homeless
- f) Emergency shelters
- g) Elderly congregate care

New Hampshire Community Development Finance Authority: The Community Development Finance Authority (CDFA) is also an important public source for the purchase and/or rehabilitation of low to moderate-income housing. CDFA provides funds by “pooling” money from various banks and lending institutions to provide grants or very low interest loans to groups developing affordable housing. In addition to this source, CDFA has the unique ability to grant tax credits to private developers who provide properties for rehabilitation into low to moderate-income housing.

New Hampshire Community Loan Fund: Founded in 1983, this organization helps connect low-income households with lending institutions willing to invest in housing projects to serve low-income housing opportunities. In 1999, the organization loaned \$2,130,643 to start 12 low-income housing projects throughout New Hampshire. Projects which this organization has helped to develop include Meadow Brook Elderly Housing in Epsom and the Riverbend Special Needs Housing Facility in Boscaawen.

New Hampshire Housing Finance Authority: Created in 1981 by the State Legislature, the New Hampshire Housing Finance Authority (NHHFA) is a nonprofit entity committed to developing affordable housing opportunities in New Hampshire. NHHFA is funded through the sale of tax-exempt bonds. The authority has created several multifamily housing development programs which provide investors with incentives such as tax credits, deferred mortgage payments, low interest loans, and grants. In recent years, the NHHFA has been involved in the creation of Mobile Home Park Coops, as well as construction and rehabilitation of rental housing and single family homes.

Public Land/Affordable Rental Housing Program: The Public Land/Affordable Housing Rental Program is a State program passed by the General Court in 1986. The program allows surplus public land to be leased at no consideration to the NH Housing Finance Authority for the development of low-income housing. The intent of the program is to remove the land cost of development to allow for the construction of low-income housing that can be economically feasible. The NH Housing Finance Authority will self-finance, construct, and manage the housing. The greatest limitation facing the program is the availability of properly zoned surplus lands.

Single-Family Mortgage Program: The Single-Family Mortgage Program is by far the most significant State housing program. The program provides low-interest loans for first-time homebuyers within the established housing price and income guidelines. The program is financed through the issuance of tax-exempt bonds by NH Housing Finance Authority. In general, a first-time homebuyer applies for a NH Housing Finance Authority loan through a conventional mortgage institution. If the applicant, as well as the home qualifies, the NH Housing Finance Authority takes over the mortgage from the lending institution. The program provides assistance to a large number of first-time home buyers; however, the limits placed on purchase prices together with stringent income guidelines exclude nearly all families below the median income level.

US Department of Agriculture – Rural Housing Service (RHS): Like HUD, the U.S. Department of Agriculture (USDA) also has affordable housing programs for low to moderate-income families located in rural communities. Each year the USDA helps 65,000 low to moderate-income families find decent affordable housing. Popular affordable housing programs that the USDA administers include:

- Home ownership loans which require no down payment and have below market interest rates;
- Self Help Housing Programs through which USDA provides materials to families who build their own homes while working with other families;
- Rural Rental Housing Loans which assist developers financing low to moderate-income rental housing;
- Farm Labor Housing Loans for the repair of construction of farm worker housing;
- Housing Preservation Grants
- Housing Subsidies; and,
- Community Facilities Loans, Grants, or Loan Guarantees.

Summary

Evidenced by the Town's Community Survey feedback, maintaining the rural character of Henniker, while providing for a safe and sanitary environment, is paramount to future housing plans. With attention toward providing safe housing, Henniker can better meet its vision of providing housing for all income levels and population strata, while maintaining the character of the community. Continued sensitivity regarding affordable housing objectives and housing needs for our aging population, coupled with our desire to balance the costs of growth, will serve as the premise for sound, long-term housing plans. The recommendations on the findings in this Chapter reflect that commitment to a rural Henniker.

Chapter VI Transportation

Introduction

A safe and efficient transportation network is an essential component for the development of a prosperous community. Over the past several years, development trends in Henniker have been largely influenced by the location of New England College and US202/NH9. It is likely that these will continue to play a major role in the future development of Henniker and the central New Hampshire region.

This Transportation Chapter reaffirms a commitment to the preservation of the rural and open space character of Henniker and seeks to provide an integrated system of transportation for the 21st Century that will minimize traffic congestion, reduce vehicle-generated air pollution, and promote an attractive entry corridor and a vibrant, viable downtown business core. This Chapter promotes the concept of a safe, pedestrian-friendly Town and considerations for commuters, college students, as well as those with special needs.

Rural character and sense of place are important components to a high quality of life in Henniker. Henniker's rural atmosphere is defined by its recreational trails, rustic gravel roads, historic stonewalls, and distinct downtown Village. Henniker residents enjoy and treasure the ability to walk throughout the Village and cross-country ski on the quiet back roads. These features are equally important in the fabric of the identity of the community and need to be protected and preserved. However, as development continues, many are concerned that Henniker's traditional rural atmosphere and unique sense of place will slowly erode as the Town becomes a "cut-through" to other communities. This Chapter hopes to identify these important transportation infrastructure resources and propose strategies to preserve and enhance them.

This Chapter favors alternative transportation modes and routes where appropriate, and supports the continued development of an intermodal transportation strategy for the integration of pedestrians, bicycles, buses, car-pools, and park-and-ride facilities. These will help reduce the number of single occupancy vehicles, while remaining sensitive to the needs of vehicular access to the downtown business district and college campus.

This Chapter favors adding traffic calming devices on some Town roads, both in the downtown area and outside the downtown, as necessary. This may include such methods as installing "roundabouts", reducing speed limits, or installing speed tables, while at the same time, keeping road aesthetics by honoring scenic environments and historic areas. To retain the residential character of existing neighborhoods, traffic calming measures plus signage for "residential traffic" may be an appropriate solution to the safety concerns voiced by residents.

Planning for future transportation needs should be carried out in a manner that not only accommodates anticipated future growth of the Town, College, and local businesses, but will also help insure that development will occur in a responsible manner. Through comprehensive planning and construction of identified roadway improvements, the Town will develop a

transportation network that will foster economic development and meet the needs of the community for the foreseeable future. Sound and thoughtful transportation planning is an essential part of guiding development in order to preserve valued features of the community and achieve and enhance community goals.

The purpose of this Chapter is to provide an inventory and assessment of Henniker's transportation network, detail sources of funding for projects, identify new alternative modes of transportation for the Town's population, and provide policy recommendations to improve the existing transportation network and achieve the overall community transportation goals.

Goals and Objectives

Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective.

Goal - To promote the improvement of public roads in Town; encourage a system of transportation that will meet the mobility needs of all local residents by providing for the efficient movement of people, goods, and services within Henniker and throughout the region; maintain a commitment to the rural and historic character of the community; and provide a well-maintained and safe transportation system that meets the functional and aesthetic needs of the community, in a cost-effective manner.

Objective - Provide a highway and street system that will allow the safe and efficient movement of people and goods throughout Henniker.

Strategies:

1. Establish a standard of 25 mph or less speed limit for densely developed residential neighborhoods in Town with a history of traffic accidents.
2. Minimize adverse traffic impacts of "through traffic" on residential streets wherever viable alternatives can be provided.
3. Identify and prioritize intersections that need improvement.
4. Use traffic-calming measures to reduce speed and to direct traffic around neighborhoods.

Objective - Improve the commuter habits and traffic patterns within the Henniker community.

Strategy:

1. Investigate sites for potential park-and-ride facilities to help reduce congestion on major roads through Town. Ensure that the character of the areas considered for such facilities can be protected through proper design.

2. Identify roads in Town that are used as "cut-through" routes through residential neighborhoods and discourage this practice by lowering the speed limit, increasing enforcement of traffic regulations, and/or installing traffic-calming measures in areas of concern.
3. A local bicycle network should be developed that would connect significant areas of Town and important places (i.e. schools, Town Hall, fire station) to the regional and state bicycle networks.

Objective - It is important to sustain and promote a safe walking core and bicycle system for Henniker and provide high quality walking places beyond the core of the Town. These would be part of a larger interactive network of safe and aesthetic walking paths and bike lanes as part of Henniker's transportation infrastructure.

Strategy:

1. Promote a pedestrian route system and "Share the Road" campaign to maximize healthful recreational and transportation opportunities in and around Henniker.
2. Henniker should support the creation of the state and regional bicycle networks that pass through Town.

Objective - Protect the rural character of Henniker's roads that are gravel and have scenic attributes.

Strategies:

1. Develop road and entrance standards for Henniker's more rural and scenic roads. These standards should be consistent with the character of these roadways, balancing scenic characteristics, safety, and sight lines.
2. New roads in rural areas should be consistent in design with the rural collector roads off which they are being built.
3. Consider roads in Henniker that may qualify as locally Scenic Roads, as defined by New Hampshire state statute, and peruse Scenic Road designation.

Objective - The Town should develop and fund a long-term road repair and replacement program.

Strategies:

1. Explore revenue generating options for transportation projects that can be used for local transportation projects or for local match funding for State and Federal projects.
2. Establish a road resurfacing and improvement schedule that is recommended to and endorsed by the Planning Board and the Board of Selectmen.

Objective - The Town should address safety, maintenance, and development concerns on Class V and Class VI roads, on a priority basis.

Strategies:

1. Shared drives should be encouraged, under the Subdivision Regulations, for new subdivisions along Class V roads in Henniker, to not only improve safety, but to keep the rural character of the area.
2. Class VI roads are important recreational assets, provide excellent walking opportunities, and should not be upgraded to Class V roads.
3. The Town should investigate the designation of Class VI roads, that meet certain criteria, to Class A trails.

Objective - The Town should evaluate the transportation impact of any proposed development that requires subdivision or site plan review and to recommend action in a timely manner.

Strategy:

1. As part of the Site Plan Regulations, require developers working in Town to provide parking for bicycles (e.g., bike racks), just as there are parking requirements for automobiles.
2. As part of the Site Plan Regulations, require developers working in Town to provide bicycle paths and bicycle lanes along the property to connect with existing or proposed lanes and/or trails, where appropriate.
3. As part of the Site Plan Regulations, require developers working in Town to provide for shared driveways and parking areas with neighboring buildings.
4. Require new developments to create and/or extend the existing sidewalk network, in appropriate areas, to create an incremental expansion of the Town's sidewalk network.
5. Implement a policy to permit cross-access easements for commercial lots abutting one another so a driver does not need to exit onto the road in order to get to the neighboring property.

Community Survey

A Master Plan Community Survey was distributed to all residential households and non-residential land owners in October 2000. Approximately 1,500 surveys were mailed out with 495 surveys being returned, resulting in a 33% response rate. The following three survey questions relate to the Transportation Chapter of the Master Plan.

How would you rate the current adequacy of the following services?

Municipal Services	Good	Fair	Poor	N/A
Road Maintenance	241	175	50	5
Snow Removal	329	100	19	20
Speed Limits	307	114	38	5
Sidewalks	168	194	74	25
Traffic Control (lights, signs, etc.)	206	164	72	14

While there is overall satisfaction with the municipal services being provided with regards to roads, there is a feeling among respondents that sidewalks and traffic controls have room for improvement.

How important is each of the following to your choice to live in Henniker?

	Very Important	Somewhat Important	Not Important
Commuting Distance to Work or Other Opportunities	239	138	72
Rural Quality	384	66	8
Small New England Village	378	63	19
Suburban Area	132	155	132
Town Services	193	193	51

An overwhelming majority of respondents indicated their reason for living in Henniker is the Town's rural quality and the feel of a small New England Village. The transportation system within a town largely shapes the rural quality and feel that residents value, as is the case in Henniker.

*Employment Data - Persons 16 years old or older
(please indicate the number of employed persons)*

Henniker	176	Salem	5	New London	3
Concord	132	Boston	5	Self-employed	2
Manchester	48	Keene	5	Sutton	2
Hillsborough	32	MA	5	Andover, MA	2
Contoocook	13	Various	4	Claremont	2
Nashua	11	Londonderry	4	E. Boston	2
Weare	11	Warner	3	Franklin	2
Bedford	9	Antrim	3	Hudson	2
Bow	9	Hanover	3	Lebanon	2
Hopkinton	8	Merrimack	3	NH	2
Hooksett	7	New Boston	3	Pembroke	2
Boscawen	5	Newport	3		

Of the survey respondents, 33% work within Henniker full-time. Concord is where 25% of the respondents work, which is not surprising given the large number of jobs located in Concord. Manchester (9%), Hillsborough (6%), and Hopkinton/Contoocook (4%) are the other major destinations of Henniker workers. Based on the above results, priority should be given to improving the transportation system to facilitate within Town traffic and getting workers to and from Concord efficiently and effectively.

State and Federal Classifications for Highways

Functional Highway Classifications

One method by which public roadways are classified, relevant to long range planning of roadway improvements, is on the basis of primary function, type of service, or the roadway's relation to the community transportation system as a whole. These divisions are used to determine roadway design standards. The five basic functional classifications are described below.

- 1) *Principal Arterial*: Principal arterial roadways form the basic framework of the State roadway system. They primarily function as the main routes for interstate commerce and traffic. In addition, they also link major geographic and urban areas to economic districts of the State. Ideally, access to these roads by abutting parcels is not permitted. Henniker does not have any Principal Arterial highways.
- 2) *Minor Arterial*: These roadways serve as long distance traffic movements and are secondary to primary arterial roadways in that minor arterial primarily serve as links between major population areas, or between distinct geographic and economic regions. NH 114, south of US202/NH9, is considered a minor arterial highway.
- 3) *Major Collectors*: These roadways differ from arterial roadways due to size and general service area. Collectors serve traffic in a specific area, whereas arterials generally serve traffic moving through an area. Thus, average trip lengths on collectors are shorter than trips on arterials. Furthermore, collectors gather traffic from local roads and streets and distribute them to the arterial. NH 114, south of Main Street, is considered a major collector highway.
- 4) *Minor Collector*: These roads provide access to smaller communities within a geographic area or economic region. They may link locally important trip generators, such as shopping centers, to surrounding rural areas. They also serve as links between two or more major collectors. Maple Street is considered a Minor Collector.
- 5) *Local Roads*: These roads and streets are used primarily to provide access to adjacent properties. These roads have numerous turning movements in and out of abutting driveways and curb cuts. Tanglewood Drive and Western Avenue are examples of local roads.

State Aid Highway Classification

Another system used to classify roadways in New Hampshire is the State Aid Highway Classification System. This system was created under the requirement set forth by RSA 229-231, to determine the responsibility for the reconstruction and maintenance of roadways located in the State. This system is also used to determine the eligibility of roads for State funding. This classification system is broken into six categories (Class I through Class VI highways). See the **Highway Classification Map** for more detail.

- *Class I, Trunk Line Highways*: This classification consists of all existing and proposed highways on the primary state system, except all portions of such highways within the compact sections of communities, providing said sections are Class I highways. Route 202/9 through Henniker is considered a Class I highway.
- *Class II, State Aid Highways*: This classification consists of all existing and proposed highways on the secondary state systems, except those in compact sections of cities and towns. All sections of these roadways must be improved to the satisfaction of the NHDOT and are maintained and reconstructed by the State. The Town must maintain all unimproved sections of these roadways, where no state or federal moneys have been expended, until they are improved to NHDOT satisfaction. All bridges maintained with state or federal funds shall be maintained by the State, while all other bridges shall be the responsibility of the municipality. Route US202/NH9 is a Class II Highway.
- *Class III, Recreational Roads*: This designation is assigned to all roads leading to, and within, state reservations designated by the New Hampshire Legislature. The NHDOT assumes all responsibility for construction and maintenance. Henniker does not have any Class III highways.
- *Class IV, Urban Highways*: This designation is assigned to all highways within the compact areas of municipalities listed in RSA 229:5, V. The compact section of any city or town shall be the territory within such city or town where the frontage on any highway, in the opinion of the DOT Commissioner, is mainly occupied by dwellings or buildings where business is conducted, throughout the year. No highway reclassification from Class I or II to Class IV shall take effect until all rehabilitation needed to return the highway surface to reputable condition has been completed by the State. Henniker does not have any Class IV Highways.
- *Class V, Rural Highways*: This classification consists of all traveled highways that the town or city has the duty to maintain regularly. Craney Pond Road, Hillside Drive, and Patterson Hill Road are examples of Class V roads in Henniker.
- *Class VI, Unmaintained Highways*: Roads under this category consist of all other public ways, including highways subject to gates and bars, and highways not maintained by the Town in suitable condition for travel for more than 5 years. Whitney Road is an example of a Class VI highway.

The following table shows the breakdown of the six different classes of roads, by mileage, in the Town of Henniker.

Henniker Roadway Mileage by Classification

Road Classification	Description	Miles 1998
Class I	Trunk Line Highway	17.1
Class II	State Aid Highway	1.7
Class III	Recreational Roads	0.0
Class IV	Urban Highways	0.0
Class V	Rural Highways	74.1
Class VI	Unmaintained Highways	20.1
Total		113.0

Source: NHDOT 1/1/98 Report

Current Traffic Conditions for Roads with Count Data

Since the 1980s, the New Hampshire Department of Transportation (NHDOT) has conducted annual or semi-annual traffic counts on State roadways in an effort to gauge the use of roadways by hourly, daily, weekly, and monthly increments. Most major roads in the community are monitored on a staggered basis, generally in 3-year increments.

As of 2000, NHDOT and the New Central New Hampshire Regional Planning Commission (CNHRPC) monitored traffic at 42 locations in Henniker. The table below shows the location of traffic counts done on Henniker roads and what the counts were. The **Road Count Location Map** gives a better understanding of where these counts were conducted in the community.

Traffic Counts for Henniker Roads

Route	Location	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Colby Crossing	Over Old RR Bed		20	30							
Commercial Street	South of Main Street							190			
Commercial Street	Over Contoocook River							200			
Craney Hill Road	South of Flanders Road							250			
Depot Hill Road	East of Patterson Hill Road							340			
Frenchs Pond Road	North of West Hopkinton Road							410			
Hillsborough Road	East of Liberty Hill Road							1,700			
Hillsborough Road	Over Contoocook River		830	750				810			
NH 114	Weare Town Line	2,500		2,100		2,600		2,700			
NH 114	South of Commercial Street				3,700				3,800		
NH 114	North of US 202 & NH 9		3,800	4,000				4,000			3,700
NH 114 (Maple Street)	N.of Old US 202 & NH 9 (Main St)	4,600		4,300				5,000	4,800		5,232
Old Concord Road	Hopkinton Town Line				1,200				1,400		
Old Concord Road	Over Amey Brook		2,300	2,000				2,000			2,000
Old Hillsborough Road	Over US 202 & NH 9		350	240				280			320
Old NH 114 (River Road)	Over Chase Brook							60			430
Patterson Hill Road	South of Depot Hill Road							190			

Traffic Counts for Henniker Roads (cont.)

Route	Location	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Patterson Hill Road	Over Contoocook River		100	130							
Ramsdell Road	Over Contoocook River		410	310							580
US 202 & NH 9	West of Colby Road										11,000
US 202 & NH 9	West of Hopkinton Road		8,900	11,000				10,000			10,000
Warner Road	Over Amey Brook		1,000	870	890				1,100		
Water Street	East of John Stark Highway							110			
West Hopkinton Road	East of Frencks Pond Road							420			
Bacon Road	Intersection w/ Davison/ Liberty Hill						652		590		
Craney Hill Road	Off Flanders						204				
Davison Road	West of NH 114						1,051		1,059		
Hall Avenue	North of Prospect Road				530				1,522		
Hall Avenue Extension	West of NH 114				640						
Liberty Hill Road	North of Entrance to Autodesk Co.								339		
NH 114	South of US 202 & NH 9			4,500						5,651	5,600
Old Concord Road	At Stone Falls Road			1,080							
Old Concord Road	At Highland Cemetery			2,370			2,153		1,860		
Old Hillsborough Road	West of Bacon Road				540						

Traffic Counts for Henniker Roads (cont.)

Route	Location	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Old Hillsborough Road	Western Ave to Bacon Hill Intersection						305		609		
Patterson Hill Road	At Bridge			150							
Patterson Hill Road	Western Avenue Side Approach			160							
River Road	East of NH 114										
Rush Road	North of Prospect Road								1,545		
Rush Road	South of Rush Sq Apts									1,701	
Tanglewood Road	At Foster Hill Road									277	
Tanglewood Road	At Warner Road									398	
Western Avenue	At Telephone Company			3,980						1,916	
Western Avenue	At Hall Avenue										

Source: 1991-2000 NHDOT and CNHRPC Traffic Counts

Issues, Goals, Recommendations

Issue: Regular monitoring of traffic during peak times is critical in the planning process, as accurate projections are required for logical transportation and land use planning.

Goal: Utilize this data to begin to identify corridors that may become impacted in the future by current development trends.

Recommendations:

- ? In locations where traffic has increased significantly, land use trends and access management policies should be closely examined, adopted, and modified to best maintain and promote an efficient transportation network.
- ? Henniker should work with NHDOT and CNHRPC to identify and conduct traffic counts on roads of concern in the community on an annual basis.
- ? The Highway Superintendent should publish the traffic count data annually.

Commuting Patterns

The 1990 Census is a good source of information on commuting patterns in the central New Hampshire region. As can be seen below, in 1990, 55% of Henniker residents were commuting out of Town to work, while 252 people were commuting into Henniker for work.

The 1990 data can be compared to the 1980 commuting patterns, which were reported in the 1990 Census as well. Of those reporting in 1980, 48% commuted out of Henniker to work. From 1980 to 1990, there has been an approximate 7% increase in residents commuting out of Henniker for employment opportunities.

Commuting Patterns in Henniker and Neighboring Communities 1990 and 1980

1990 Data	Henniker	Hopkinton	Concord	Hillsborough	Warner	Weare
# Reporting	1,991	2,397	17,775	2,249	1,192	3,089
# Working in Town of Residence	903	615	12,159	1,019	309	593
#Commuting Out of Town	1,088	1,782	5,616	1,230	883	2,496
1980 Data	Henniker	Hopkinton	Concord	Hillsborough	Warner	Weare
# Reporting	1,221	1,648	13,490	N/A	825	N/A
# Working in Town of Residence	636	660	11,160	N/A	232	N/A
#Commuting Out of Town	585	988	2,330	N/A	593	N/A

Source: 1990 Census

1990 Commuting Patterns for Henniker and Neighboring Communities

Commuting To	Commuting From					
	Henniker	Concord	Hillsborough	Hopkinton	Warner	Weare
Henniker	903	-	151	38	18	45
Bedford	57	-	8	42	-	161
Weare	7	-	18	7	-	593
Hillsborough	103	-	1019	35	9	56
Concord	295	12159	152	1033	360	303
Bradford	31	-	35	0	16	-
Hopkinton	88	164	41	615	71	-
Bow	47	456	-	89	39	-
Hooksett	18	262	-	24	-	-
Pembroke	-	259	-	6	-	-
Manchester	186	1747	136	201	80	803
Nashua	37	353	19	27	27	115
Warner	0	21	-	6	309	-
Deering	43	-	42	8	-	39

Source: 1990 Census

When comparing the 1980 and 1990 Census data to the Master Plan survey data collected in 2000, the number of residents working in Henniker has decreased from 52% in 1980, 45% in 1990, to 33% in 2000. While 33% is still a significant number of people living and working in the community, more and more residents are looking outside of Henniker for work. Concord has probably seen the largest increase in workers from Henniker, 15% in 1990 and 25% in 2000.

Issues, Goals, Recommendations

Issue: Understanding the commuting patterns of the labor force in the community can assist in planning roadway improvements that will make important travel routes more efficient, safe, and promote sound economic growth.

Goal: Identify major commuter roads used to enter and exit the community and work to make them more efficient and safe.

Recommendations:

- Henniker should identify local residential roads, that are not suited for heavy commuter traffic, and work to minimize this "through traffic" wherever viable alternatives can be provided.
- Traffic counts should be reviewed and analyzed to identify roads that have shown an increase in traffic over the years.
- Henniker should continue to have yearly traffic counts done on roads that they feel are of concern.

Goal: Investigate alternative modes of transportation to move people to and from their place of employment that are not single occupancy vehicles.

Recommendations:

- Henniker, in conjunction with NHDOT, New England College, and major employers, should investigate the creation of a Park and Ride facility to help reduce congestion on Town roads.
- Henniker should encourage and promote the State and Regional bicycle and pedestrian networks.
- Henniker, in conjunction with CNHRPC, New England College, and major employers, should assess the public's interest in the expansion of public bus service into Henniker.

Goal: Create an infrastructure that allows people who work in Town to get to and from their place of employment in an economical, environmentally efficient, and timely manner.

Recommendations:

- A local bicycle and pedestrian network should be developed that allows residents to access major points of interest in Town safely and efficiently.
- Henniker should look into developing and supporting educational efforts to improve commuter habits and traffic patterns that occur within the community.
- Henniker should look into the feasibility of a "Town" bus/shuttle service that transports people within Town and the College, hitting the local "hot-spots" of interest for people to get to and from without using single-occupancy vehicles.

Access Management

Access management has become an increasingly important issue for new developments in rural and suburban communities. Access management works to do the following:

- 1) Limit the number of places vehicles are turning and entering the roadway
- 2) Reduce deceleration in travel lanes, thus promoting efficiency
- 3) Remove turning vehicles from travel lanes

By accomplishing these three major goals, access management prevents roadways from becoming snarled with congestion, thus helping to ensure roadways will meet transportation needs for years to come.

Issues, Goals, Recommendations

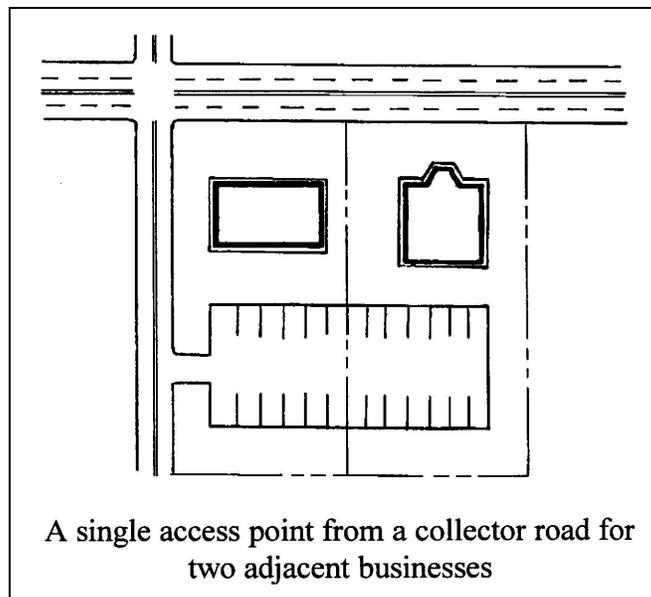
Issue: Areas along Route 114, north and south of the Downtown Village area, are considered to be prime commercial and/or industrial land in Henniker. Currently, the land within those important road corridors are zoned for commercial development. As the greater Concord area continues to be developed, pressure on these routes will continue to increase. Therefore, a balance needs to be established to help meet both the economic and transportation needs of the community regarding these important corridors.

Goal: The Henniker Site Plan Regulations contain very few requirements pertaining to access management of commercial sites. Access management techniques need to be employed in order to alleviate traffic congestion and inefficient systems currently in place. Amending the Site Plan and Subdivision Regulations will allow a more efficient, safe, and cohesive transportation system to be developed.

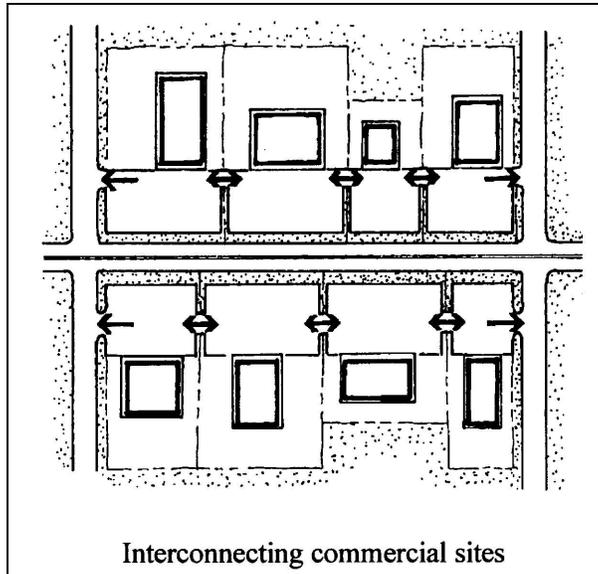
Recommendations:

- The Planning Board should review and consider the adoption of the following requirements into their Site Plan and Subdivision regulations.

SHARED ACCESS POINTS: All new site plans on heavily traveled roadways should have shared access points with abutting parcels. This will reduce the number of driveways (curb cuts) on major roadways, and improve traffic movement and safety conditions.



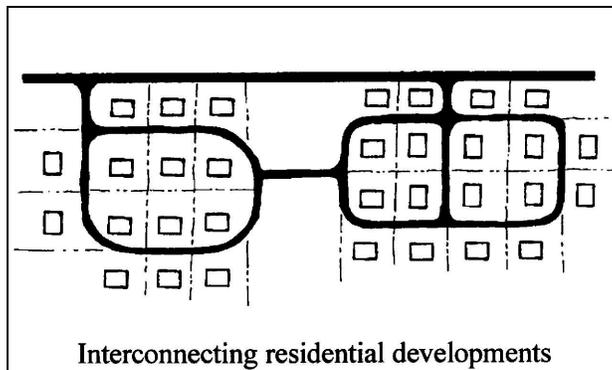
INTERCONNECT SITES: Developers should provide rights-of-way to connect commercial and multifamily sites, thus creating parallel access roads along major roadways, which will help to reduce congestion, and slow the need to expand highway capacity.



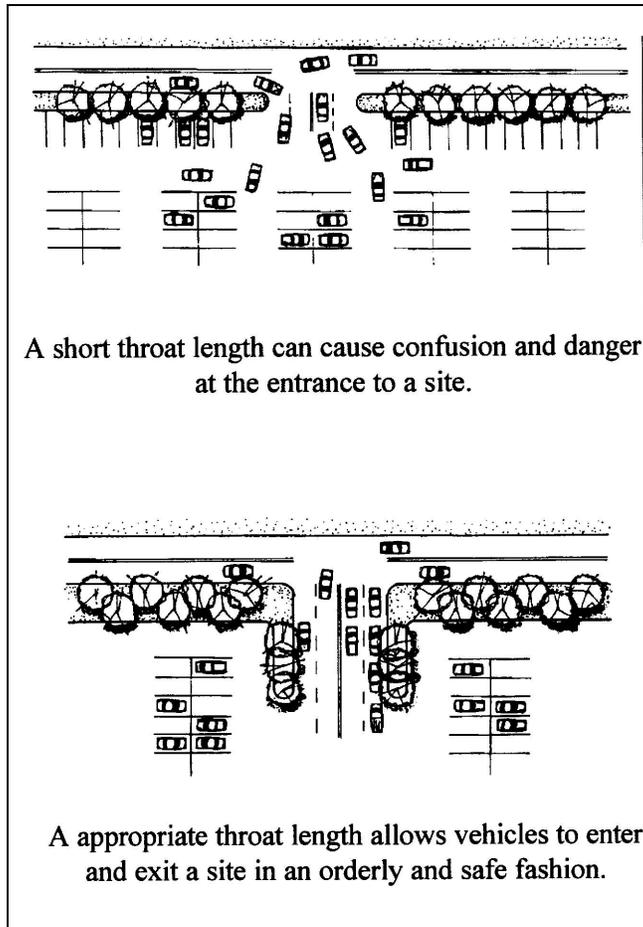
DISTANCE BETWEEN DRIVEWAYS: A minimum distance between commercial and multifamily driveways on major roadways should be set in order to better stream-line turning movements and improve safety.

NUMBER OF DRIVEWAYS PER LOT: The Planning Board should limit the number of driveways for parcels fronting major collector or arterial roadways. Furthermore, continuous, undefined driveways should be prohibited, as such driveways often confuse drivers and contribute to accidents.

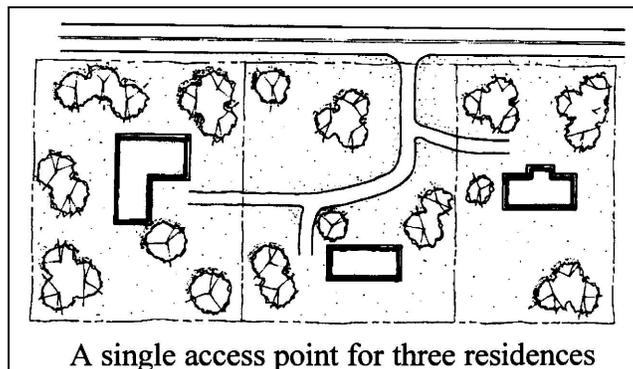
CONNECT ADJACENT ROADWAYS: Developers should design subdivisions to connect with other public roadways in other subdivisions.



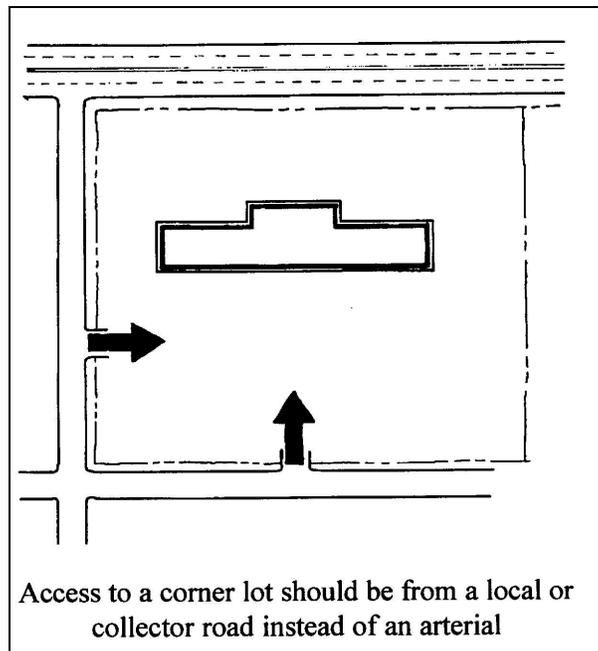
MINIMUM DRIVEWAY THROAT LENGTHS: A minimum driveway throat length should be defined for commercial and large multifamily developments in order to help better define internal traffic movements at those sites.



SHARED DRIVEWAYS: Shared driveways should be constructed for subdivisions and multi-family housing on major roadways. This would improve traffic flow and safety conditions of the roadway. The Planning Board, when reviewing developments proposing shared driveways, should require all proper easement and maintenance agreements to be incorporated into the deed of each parcel.



CORNER LOT ACCESS POINTS: All corner lots fronting a major road should be accessed from the adjacent local or collector road, not the major roadway. Again, this will reduce congestion and improve safety.



Pedestrian Infrastructure

Pedestrian facilities, such as paved sidewalks and gravel walking paths, are critical features for roadways with high volumes of traffic or high speeds. The primary purpose of sidewalks is to improve safety for pedestrians by separating them from the travel lanes of roadways. In addition to this, sidewalks can also serve as a source of recreation for residents, a non-motorized mode of travel, serve to beautify an area, or stimulate economic activity in rural and village settings.

Local pedestrian infrastructure improvements, for 2001 in Henniker, include adding eighteen new lamp posts and sidewalks along Bridge Street (NH114) from the Henniker Pharmacy to the Simon Center. This will allow a safer walkway from the Village to New England College to be created and encouraged. Another improvement will be to replace three lamp posts in the Community Park near the Masonic Building, which will again encourage a more safe and inviting pedestrian network.

Speed limits have been the usual method of improving pedestrian safety and other non-motorized modes of travel. In both rural and urban areas, the minimum speed limit a town can impose is 25 miles per hour. Limits can be made lower at intersections (RSA 265:63, (a)) and in school zones (265:60, II (a)). Crosswalks are a form of traffic regulation and therefore, must be approved by the Board of Selectmen. There are currently fourteen crosswalks in Town, mainly located in the Downtown Village area. Crosswalks located on State roads must be

approved and installed by NHDOT, while the Town is responsible for those located on Town-owned and Town-maintained roads.

Many communities in the United States are now exploring ways to safely encourage pedestrians and other non-motorized modes of travel to share roads with motorized traffic. These measures, collectively called traffic calming, use the physical design of the roadway to prevent inappropriate automobile speeds. They are not intended for roads where the primary objective is to move traffic quickly through an area. Most often they are used in residential or downtown areas where residents see the road as part of their neighborhood and a place where walking, recreation, and social interaction can safely coexist with motorized traffic.

Traffic calming suggests road design techniques using active or physical controls (bumps, barriers, curves, rumble strips, etc.) and passive controls, such as signs and traffic regulations, to reduce speeds. Traffic calming measures foster safer and quieter streets that are more hospitable to cyclists, pedestrians, and joggers and enhance neighborhoods and downtown environments. The potential benefits of traffic calming include reduced traffic speeds, reduced traffic volumes - by discouraging "cut-through" traffic on residential streets - and often improved aesthetic quality of streets. An example of some traffic calming techniques include:

Speed Humps, Speed Tables, and Raised Crosswalks - All of these techniques involve raising the height of the pavement in a more subtle fashion than with a speed bump, allowing vehicles to pass over them at the intended speed of the road, but preventing excessive speeds and alerting drivers to the existence of non-motorized users.

Chicanes or Medians - These effectively narrow road width and slow down traffic by placing a physical impediment either in the middle of the road (median) or on the side of the road (chicane). These lend themselves to landscaping and improve the visual experience for all users of the road, as well as reducing speeds. Both techniques can provide additional safety for crossing pedestrians. Medians may serve as a refuge by allowing pedestrians to cross one lane of travel at a time, while chicanes provided at crosswalks (curb bulbs) reduce the overall distance from one side of the road to another and slow down traffic at those crossings.

Modern Roundabout - Not to be confused with a traditional high-speed rotary or traffic circle, this is an intersection treatment that forces motorized traffic to slow down to speeds under 25 mph in order to negotiate a center island that can be landscaped. Such speeds allow pedestrians to safely cross around the perimeter of the roundabout and cyclists to safely become a part of the circulating traffic.

Henniker does have some existing pedestrian infrastructure within Town, although it is sporadic. The **Pedestrian Infrastructure Map** shows existing crosswalks and sidewalks, recommended locations for crosswalks and sidewalks, and areas of Town that may benefit from traffic calming measures.

Issues, Goals, Recommendations

Issue: Residents of Henniker value the rural and country atmosphere of the Town, yet there is a threat to that atmosphere from the increasing numbers of cars on the road and their associated speed, especially in the residential neighborhoods and in the downtown.

Goal: To create a pedestrian infrastructure that would allow and facilitate safe, efficient, reliable, and continuous travel throughout Town.

Recommendations:

- Promote a pedestrian route system and "share the road" campaign to alert drivers of the location of sidewalks and crosswalks within the Town.
- Identify and prioritize areas with existing pedestrian facilities for regular maintenance and propose new areas for facilities that will extend and connect the existing infrastructure, if needed.
- Henniker should work with NHDOT regarding the placement and maintenance of crosswalks on State roads within Town.
- Use innovative methods to increase safety, which could include such things as raised crosswalks, striped or colored sidewalks, increased signage, or walking paths separated from the road by landscaping.
- The Police Department should increase their efforts on the education and enforcement of local and state pedestrian laws within Town.
- Henniker should research the posting of a Police Officer in the downtown area, during peak travel times, to ensure pedestrian safety and access.

Goal: To reduce the travel speed, as well as the volume, of motor vehicles on residential neighborhood roads within Town.

Recommendations:

- Investigate the use of appropriate traffic calming measures to discourage high speeds and to direct traffic around neighborhoods.
- Henniker should investigate establishing a standard of 25 mph or less in densely developed or rural residential neighborhoods that have seen a large increase in traffic and numerous motor vehicle accidents.
- Promote a pedestrian route system to maximize transportation opportunities in and around Henniker that would reduce the amount and necessity of automobile traffic.

Accident Data and Analysis

One of the most obvious methods of identifying where transportation improvements are needed is to analyze the location, frequency, and type of accidents that occur at various locations in the community. The list below, as well as the **Accident Location Map**, provides a quick picture of known automobile accident locations, which may be due, in part, to the conditions of the road. The list below contains the names of roads where accidents were reported and the number of accidents reported from January 1997 through December 2000.

Accidents in Henniker 1/01/97 - 12/31/00

Location	# of Accidents		Location	# of Accidents
Bacon Road	6		Liberty Hill Road	4
Bear Hill Road	1		Longview Drive	1
Bradford Road	6		Main Street	13
Bridge Street	12		Maple Street	12
Butter Road	2		NEC Service Road	1
Buxton Industrial Drive	1		Old Concord Road	19
Circle Street	1		Old Hillsborough Rd.	9
College Hill	2		Old Warner Road	1
Craney Hill	4		Old West Hopkinton	1
Craney Pond Road	1		Patterson Hill Road	3
Davison Road	1		Quaker Street	3
Depot Hill Road	10		Ramsdell Road	1
Dudley Pond Road	1		Ray Road	3
Evergreen Circle	1		River Road	1
Farrar Hill Road	3		Route 114	38
Flanders Road	3		Route US202/NH9	76
Foster Hill Road	6		Rush Road	7
French Pond	1		Shaker Hill Road	1
Gould Hill	1		Shore Drive	1
Gould Pond Road	5		Union Street	1
Gulf Road	8		West Main	1
Hall Avenue	4		Warner Road	6
Hemlock Corner	2		Weare Road/NH114	16
Hemlock Corner Loop	1		Western Avenue	39
Hillside Drive	1			

Source: Henniker Police Department, 2001

Issues, Goals, Recommendations

Issue: There were 342 reported accidents in Henniker from January 1997 - December 2000, some of which were due, in part, to the conditions of the road at that time.

Goal: To reduce the number of accidents in Town that may be caused by unsafe road conditions or poor transportation infrastructure.

Recommendations:

- Henniker should identify and prioritize intersections that need improvement because of safety issues.
- The Police Chief, Fire Chief, and Town Highway Superintendent should annually review accident locations and determine enhancements that could be made to improve safety. This list of enhancements should be submitted to the Town Highway Safety Committee, Planning Board, and Board of Selectmen for review and endorsement.
- The Police Department and Public Works Department should establish a system for the public filing of complaints/comments on the condition of roads, snow removal, icy conditions, intersections, and signage to better prioritize roads within Town that may require safety enhancements.
- The Town and the NH Department of Transportation should work together to evaluate adequacy and safety of the intersection of Western Avenue, Bridge Street, Maple Avenue, Rush Road, and Main Street.

Town Road Construction Standards

How streets are designed and built is a key part of well-planned, orderly growth. The design and construction of roads affects the visual quality of communities, public safety, and quality of life for years to come.

Different streets have different functions, thus requiring different designs. Road design standards should have built-in flexibility that fits with natural contours, that preserves natural features, and meets other community objectives. Rigid design standards can lead to over-designed roads, which encourage excessive vehicle speeds, and present a less attractive neighborhood streetscape. Sound road design considers topographic features, to assure proper road functions and to minimize impacts to vegetative and other natural features. Flexible street alignment and design standards allow new roads to fit well with the land, and preserve the natural features to the area as much as possible.

Residential street standards provide the basis for safe, efficient, and economical access to these areas. Safe residential streets are attained by specifying street geometrics that discourage excessive speeds and emphasize access. Residential houses are efficiently accessed with lower travel speeds on streets that are safer for bicyclists and pedestrians. The purpose of residential streets is to serve the land that abuts them. In doing so, residential streets should promote the safe and efficient movement of vehicular and pedestrian traffic and take into consideration land use, construction, and future maintenance.

The Town currently divides streets into three classifications. Descriptions of these classifications are listed below.

Class A - A Class V paved road that meets Town standards. The Town maintains these roads.

Class B - A Class V gravel road that meets Town standards. The Town maintains these roads.

Class C - A Class V gravel road that does not meet Town standards. The Town maintains these roads.

Although Henniker divides its streets into three classifications, there is still only a "one-size-fits-all" road design standard when new roads are to be built. Many communities are taking the position that smaller, "less built" roads, servicing residential areas help to preserve the residential "community feel" of a neighborhood, rather than a cut-through to other areas of Town. By allowing for smaller, narrower roads, that meet all necessary pedestrian, bicycle, and vehicular safety and transportation standards, Henniker can retain the small-town feel that it cherishes.

Provisions for flexible design requirements for Town roads will allow the Planning Board and developer the necessary flexibility to design, approve, and build roads that are at the appropriate scale. Keeping pavement and travel lanes to a minimum width, relative to a streets function, helps keep speed down, preserves a more appealing streetscape, reduces costs to the developer and Town, and allows the Town to retain its rural look and feel while accommodating growth.

Issues, Goals, Recommendations

Issues: The current Town Road Construction Standards are an approach that may not allow for the retention of the rural small-town feel in road construction or design that Henniker values.

Goal: To have town road construction standards that allow for and encourage a variety of road types that enhance the uniqueness of Henniker's current and future transportation infrastructure.

Recommendations:

- The Town Highway Superintendent and Highway Safety Committee should compare the existing Town Road standards to that of other Towns similar to Henniker and make recommendations for changes/modifications based on that review.
- The Planning Board should review and evaluate its current road standards as to its appropriateness.
- All streets, regardless of if they are public or private, should be built according to standards adopted by the Town, with flexibility allowed for certain cases.
- When reviewing road plans, the Planning Board should look at how the road design relates to the terrain and topographic features present at the site and require, where feasible, that the road follow these features.

- The design and planning of residential streets should follow natural contours and preserve natural features whenever practical; minimize traffic speed, volume, noise, congestion, and hazards to pedestrians; and minimize the amount of paved area to reduce storm water runoff, and thereby protecting water resources and reducing construction costs.
- Aesthetic and landscaping requirements should be researched by the Planning Board, in conjunction with the Highway Superintendent, and incorporated into the Town Road Construction standards.
- Henniker should research the idea of having new roads in rural areas be consistent in design with the rural collector roads that they are being built off of.
- Henniker should research the creation of pedestrian and wildlife underpasses, where appropriate and feasible, when roads/bridges are being built or reconstructed.
- Henniker should work with NHDOT and the local utility company to explore the idea of burying utility lines or staggering utility poles, when roads are reconstructed or built.
- Henniker should analyze the associated cost of the different types of roads currently in Town to ensure that the Town is balancing fiscal concerns with those of aesthetics, residential preference, and safety.

Private Roads

Private roads are roads that have been constructed but for various reasons, are not maintained by the Town or considered town-owned roads. The Town allows for the subdivision of land that is located on a Private Road, where the Town does seasonal maintenance, to be a minimum of ten acres. There is currently no specific Town adopted policy regarding private roads, their construction, maintenance, or the Town's acceptance of them.

The following is a list of private roads within the Town of Henniker. These can also be seen in the **Private Road and Class V Gravel Road Location Map**.

Atha's Way	Buxton Industrial Drive
Chelsea Court	Cinnamon's Reach
Eastside Road	Hemlock Lane
West Road	Westside Road
White Birch Road	Keyser Boat Road

Issues, Goals, Recommendations

Issue: The Town of Henniker has ten roads that are currently classified as private roads. Because these roads are private, the Town does not have any authority over their construction, maintenance, or quality. However, these roads are still part of the Town's transportation infrastructure.

Goal: To ensure the quality of all roads within the Town of Henniker, regardless of whether they are public or private.

Recommendations:

- Henniker should create a Private Roads Policy that would outline construction standards, maintenance, and conditions under which the Town would consider accepting an already existing private road as a Town road.
- The Highway Superintendent, Police Department, and Fire Department should work with the residents of private roads and annually review all private roads to make sure that they meet safety standards.
- Henniker should consider establishing a private roads policy that outlines road construction standards for new private roads.

Gravel and Scenic Roads

A major component of a Town's rural character are its gravel and scenic roads. These roads help to retain a sense of history and rural quality that residents have indicated a strong desire to maintain in Henniker.

The Town of Henniker has a mix of paved and Class V gravel roads on which to travel. This diversity allows Henniker to retain its historic past while, to some extent, acknowledging growth and infrastructure needs. Land along Class V gravel roads that are maintained by the Town, but do not meet Town Class A or B road specifications, may be subdivided with a minimum lot size of ten acres. This provision helps to retain the rural atmosphere of the area.

Henniker, unlike many communities, has both Class V and Class VI gravel roads. The preservation of gravel roads will help to ensure that the Town honors its history and original design. The following list is of Class V roads in Henniker that are gravel or are a mix of gravel and paved. The **Private Road and Class V Gravel Road Location Map** shows the location of the Town's gravel/paved roads and gravel roads.

Gravel/Paved and Gravel Class V Roads

Baker Road	Bear Hill Road	Blanchard Drive
Bound Tree Road	Butter Road	Colby Hill Road
Colby Hill Extension	Colleague Pond Road	Craney Pond Road
Dodge Hill Road	Dudley Pond Road	Emery Hill Road
Emerson Way	Ezekiel Smith Road	Farrar Road
Faulkner Hill Road	Foster Hill Road	Fredman Colby Road
French Road	Gould Pond Road	Hemlock Corner Loop
Hope Road	Huntington Road	Liberty Hill Road
Line Hill Road	Locust Lane	Lone Pine Road
Lyman Road	Matthews Road	Morrison RoadMt.
Hunger Road	Newton Road	Patch Road
Patterson Hill Extension	Pearl Street	Peasley Road
Pike Street	Quaker Street	Rand Road
Robertson Road	Ryan Road	Shaker Hill Road
Temple Road	The Oaks	Warner Road

In New Hampshire, communities have the ability to protect the character of specific scenic roads by enacting the provisions of RSA 231:157 at annual Town Meeting. Any Class IV, V, or VI highway can be designated a Scenic Road using the procedure in RSA 231:157. Ten people who are either Town voters, or who own land abutting the road (even though not voters) may petition. The voters of the Town may, at any annual or special town meeting, by vote designate the road as a Scenic Road. A town may rescind its designation of a Scenic Road using the same procedure.

The effect that Scenic Road designation does have is to legally require a hearing, review, and written permission by the Planning Board before the Town, or a public utility, can remove (or agree to the removal of) stone walls, or can cut and remove trees with a circumference of 15 inches, at 4 feet from the ground. However, this Planning Board requirement is full of exceptions. The Planning Board can be bypassed - and only Selectmen permission is needed - if the Highway Agent wishes to cut trees that have been declared a "nuisance" under RSA 231:145-146, or which, in the Highway Superintendent's opinion "pose an imminent threat." Moreover a public utility can cut the trees for the "prompt restoration of service" without anybody's permission (RSA 231:158, II). The Scenic Road law does not prohibit landowners from the cutting of trees or removal of stone walls (RSA 231:158, IV).

In recognition of the fact that State law itself is not very stringent, the New Hampshire Legislature added RSA 231:158, V, in 1991, which gives a town broad power to impose scenic road regulations that are different from, or in addition to, those contained in the State law. These additional regulations could include giving protection to smaller trees or by inserting criteria for the planning board to use in deciding whether to grant permission. Though some critics of the law believe it to be too weak, RSA 231:157 remains one of the few techniques available for the preservation of culturally important and scenic roads.

The Town of Henniker, although it contains many roads with scenic attributes that would be good candidates for Scenic Road designation, does not currently have any designated Scenic Roads.

Issues, Goals, Recommendations

Issue: The diversity of roads in Henniker contributes to the Town's unique and historic atmosphere. Maintaining the gravel roads and roads with scenic attributes will further enhance the character of the community.

Goal: Protect and preserve the existing gravel roads within Town.

Recommendations:

- Henniker should encourage the rural quality of gravel roads by limiting the size and scope of development that can occur on and adjacent to the gravel roads, where deemed appropriate by the Planning Board.
- Gravel roads should be assessed as to their level of safety and traffic, by the Highway Superintendent, Police Chief, and Highway Safety Committee, before decisions are made whether or not to pave them.

- Henniker should consider the idea of returning some currently paved roads into gravel roads based on financial, safety, and aesthetic conditions and resident concerns.

Goal: Preserve roads in Town with scenic attributes.

Recommendations:

- Henniker should do outreach and education about the State Scenic Road Law and what such designation means.
- Henniker should consider identifying roads with scenic vistas and aesthetic qualities, such as stone walls, historic buildings, and farms. Research methods of protecting and preserving such areas.
- Henniker should annually research potential roads as candidates for Scenic Road designation.

Class VI Roads and Trails

Class VI roads are roads that are not maintained by the Town, may be subject to gates and bars, and are almost always gravel. A Class V road can become a Class VI road if the Town has not maintained it for five years or more. The Town of Henniker does not allow the subdivision of land on Class VI roads. The Town defers to RSA 674:41 regarding building on a Class VI road. Under RSA 674:41, I(c), for any lot whose street access (frontage) is on a Class VI road, the issue of whether any building can be erected on that lot is left up to the "local governing body" (Town Selectmen) who may, after "review and comment" by the planning board, vote to authorize building along that particular Class VI road, or portion thereof. Without such a vote, all building is prohibited. Even if the Board of Selectmen does vote to authorize building, the law states that the municipality does not become responsible for road maintenance or for any damages resulting from the road's use. The purpose of RSA 674:41, I(c) is to prevent scattered and premature development.

Across the State, many communities are beginning to look at Class VI roads as candidates for designation as Class A Trails because they have little or no development associated with them, are scenic, have no inherent liability concerns, public access is already allowed, and they serve to connect large areas of open space, conservation, and/or agricultural lands. By reclassifying certain roadways that meet this criteria to Class A Trails, the community could be taking a step in creating a community-wide system of greenway trails. Unlike Class VI roads that the Town does not maintain, Towns, at their option, may conduct maintenance on Class A Trails. For more information on the conversion of Class VI roads to Class A Trails, see the *Open Space Trail System Plan for the Town of Henniker, New Hampshire, July 1999*.

It is important to stress that reclassification of Class VI roads to Class A Trails will not inhibit the access rights of landowners along the roadways. In the case of a Class A trail, landowners can continue to use the trail for vehicular access for forestry, agriculture, and access to existing buildings. However, under such classification, new building development as well as expansion, enlargement, or increased intensity of the use of any existing building or structure is prohibited

by New Hampshire Statute. The Town and owners of properties abutting Class VI roads are not liable for damages or injuries sustained to the users of the road or trail.

Class VI roads are an important component of a Town's transportation infrastructure because they personify the community's rural character and provide vast recreational opportunities. The **Class VI Road and Trail Location Map** will provide information as to where current trails exist, where Class VI Roads are located, and which Class VI Roads may be good candidates for Class A Trail designation. The Conservation, Preservation, and Open Space Chapter of the Master Plan contains information on Greenways and Trails as well.

Issues, Goals, Recommendations

Issues: Class VI roads are important cultural, historical, and recreational resources that need to be protected and preserved.

Goal: To encourage, support, and expand the Town's trail network.

Recommendations:

- Henniker, with the help of the Conservation Commission, should identify Class VI roads, as well as rail road beds, existing paths, and areas along the various water bodies in Town, that connect open space, forest, conservation, and/or agricultural land, that would help create a greenway trail network.
- Henniker should create a public education campaign that highlights the benefits of a Town greenway system.
- Investigate the location of railroad segments, with landowner permission, that could be used in the linking of existing and future greenway trails in the community.
- Identify for designation, as Class A Trails, some of the Class VI roads within Town by working with abutting landowners.
- The Town should work with abutting landowners to share maintenance and monitoring duties of formal trails or informal greenway networks that are on Class VI roads.
- The Town should follow-through with the recommendations outlined in the *Open Space Trail System Plan for the Town of Henniker, New Hampshire, July 1999*.

Goal: Discourage inappropriate and scattered and premature development along Class VI roads.

Recommendations:

- Henniker should adopt building policies for all Class VI roads. Any Class VI road policy the Planning Board adopts should distinguish between building on existing lots and creating new lots.
- The subdivision regulations should be clarified to ensure that any subdivision on a Class VI road will be deemed "scattered and premature" unless and until some provision is made, via a decision of the Selectmen, to improve the road.

- Henniker should encourage, through an overlay district in the zoning ordinance, agricultural and forestry operations on parcels of land that are solely accessed by a Class VI road.

Parking and Public Transportation

Parking and public transportation are usually the two issues that most towns spend the least time planning, studying, or regularly setting aside money for, yet they are the very issues that most residents will identify as areas in Town that need improvement.

In the 1998 Henniker Household and Business survey, many of the respondents said that they would like to see the development of public transportation service in Henniker. The support of public transportation expansion into Henniker was also discussed at the Community Profile Workshops in 1998. There is currently a volunteer Dial-A-Ride program in Town, however, this program does not meet all of the needs of residents in Town who wish to have public transportation available to them for employment or recreational trips.

Safe and adequate parking facilities, or the lack thereof, is one of the most voiced concerns facing the downtown area. The key to a vibrant downtown is to not only have a pedestrian infrastructure in place but to also have accessible and convenient parking available. Henniker has a thriving downtown to be proud of but there needs to be more of an emphasis placed on the creation and expansion of a parking infrastructure.

Overall parking capacity does not seem to be a significant problem for New England College, but the issue of its distribution on campus is often mentioned. Parking close to the campus core buildings is the primary concern and limited capacity is a problem during events. An effort has been placed on insuring that construction projects be designed in the future not to reduce the available parking supply, and opportunities should be found to increase it if feasible. There have been several sites suggested for parking lot improvement and expansion, the locations of which are listed below.

- * Center for Educational Innovation
- * Theater Complex
- * Athletic Fields
- * Athletic Complex
- * New Residential Hall Complex

The ability for all residents to move freely around Town encourages a greater sense of community, as well as fostering economic development and vitality.

Issues, Goals, Recommendations

Issue: The lack of adequate and safe parking facilities, as well as the ability of all residents to get around Town, can inhibit economic growth, reduce the sense of community, and weaken the overall comprehensive transportation infrastructure.

Goal: To ensure that transportation options and services are available to all residents of Henniker.

Recommendations:

- Henniker should investigate if there is a need and interest in creating regularly scheduled public transportation service into Henniker.
- Henniker should continue to support the Dial-A-Ride public transportation service currently being offered within Town by White Birch Community Center.
- Henniker should research the possibility and feasibility of implementing a ride-sharing, carpool, or shuttle program from Henniker to Concord, as well as surrounding towns. This would be especially beneficial if a Park-and-Ride is built in Henniker in the future.

Goal: To have adequate and safe parking areas in key locations in Town to encourage economic activity and ease of use and access to facilities and buildings.

Recommendations:

- Henniker should consider inventorying all existing parking areas within Town and ranking them as to their safety, adequacy, and usefulness. This inventory could also identify potential new parking spaces that could be created to enhance or replace existing parking areas.
- The Highway Superintendent, in conjunction with the Police Department, should create a method for recording resident complaints about unsafe public parking areas or those in need of maintenance.
- Henniker should make sure that its parking facilities throughout Town meet the Americans with Disabilities Act (ADA) requirements.
- Parking facilities should be adequately illuminated and landscaped to provide for an attractive infrastructure improvement.
- Henniker should undertake a supply and demand study to assess the current and future needs of public parking within Town.
- Henniker should research the reconfiguration of parking in the downtown area to encourage compact car parking or eliminating parking, in certain areas, because of safety concerns.
- The Planning Board should review the current parking regulations for adequacy.

Local Bicycle Infrastructure

Planning for a bicycle network requires a different approach from that of motorized transportation planning. Bicyclists have different needs from those of motorists, including wider shoulders, better traffic control at intersections, and stricter access management. Often, roadways are designed solely with motor vehicles in mind and Henniker is no exception to this. Henniker has a local ordinance that prohibits the riding of bicycles on sidewalks but without the proper bicycle infrastructure in place, those who wish to travel by bicycle are forced to do so illegally on the sidewalk or unsafely in the travel lanes.

Transportation decisions are usually made solely for those who can drive and have access to an automobile. This leaves out transportation options for those who can not or choose not to drive, those who choose not to own or can not afford to own reliable automobile transportation, and those who would prefer to combine recreation and exercise with transportation. Henniker is in a unique situation because of the presence of New England College and the associated number of young residents. Many college students do not have cars and rely on bicycles for transportation. With the anticipated growth of the College over the next few years, the number of bicycles and the demand for a safe and reliable infrastructure will increase.

By creating a local bicycle infrastructure, members of the community have the ability to travel within Town for employment, shopping, and recreational purposes without driving. The **Bicycle Infrastructure Map** shows the State and Regional bicycle networks, as well as the proposed local bicycle network here in Henniker.

Issues, Goals, Recommendations

Issue: As the concern over air quality, traffic congestion, and other issues increases, the need and desire for a well-maintained and safe bicycle route system will continue to grow from a luxury into a necessity.

Goal: Encourage the planning and development of a safe, accessible, and efficient regional and local bicycle route system for commuting and recreational purposes.

Recommendations:

- Henniker should adopt and support the statewide and regional bicycle networks and take all available steps to help implement them within Town.
- A local bicycle network should be developed that connects with the regional network and incorporates key locations within Town, such as the library, police station, schools, College buildings, etc.
- A local advisory committee should be developed to oversee the creation of this local network that includes representatives from the Police Department, Highway Safety Committee, New England College, White Birch Community Center, and the School System.
- Henniker should research funding options for creating and maintaining a local bicycle network.
- The Highway Department should consider widening, striping, and paving the shoulders of Town roads to accommodate bike lanes

Goal: Create an environment in which bicycling is an attractive alternative to motorized modes of traffic.

Recommendations:

- Henniker should work with the Police Departments, School Departments, and the College to promote and educate the public on bicycle safety and transportation.
- Henniker could encourage, through its Site Plan Regulations, the placement of bicycle racks at businesses and multi-family developments, where appropriate.

- Henniker should work with other groups and organizations to help promote public awareness, acceptance, and the possibility of bicycling as a viable mode of transportation in Henniker.
- Henniker should encourage the College to place bicycle racks at academic and residential buildings.

Bridge Network

Bridges are a key component of the highway system, as they connect road segments across streams, lakes, rivers, and other roads. Bridges are the most expensive sections of roads and the lack of adequate bridges creates transportation bottlenecks. Currently, there are a total of 19 bridges in the Town of Henniker.

The NHDOT maintains an inventory of all bridges in New Hampshire using Federal Sufficiency Ratings (FSR), a nationally accepted method for evaluating bridges. A FSR represents the relative overall effectiveness of a bridge as a modern day transportation facility. A FSR greater than 80 means that the bridge is in overall good condition. A bridge having an FSR between 50 and 80 is eligible for Federal bridge rehabilitation funding. A bridge with an FSR less than 50 is eligible for either Federal bridge replacement or rehabilitation funding.

Functionally Obsolete (FO) refers to a bridge with substandard deck width, under clearance, approach roadway alignment, or inadequate waterway. Structurally Deficient (SD) refers to a bridge with one or more deteriorated components whose condition is critical enough to reduce the safe load carrying capacity of the bridge.

The table below, as well as the **Bridge Network Map**, provides more detailed information on the nineteen bridges located in Henniker.

Henniker Bridge Network

Bridge	Feature Crossed	FSR	Obsolete or Structurally Deficient	Year Built	Owner
Old Hillsborough Road	Brook	69.4	-	1982	Town
US202/NH9	Brook	90.5	-	1974	State
Old Hillsborough Road	US202/NH9	98.0	-	1974	State
Old Hillsborough Road	US202/NH9	N/A	-	1974	State
Western Avenue	Contoocook River	78.1	FD	1933	Town
Western Avenue	Canal	46.1	SD	1929	Town
Patterson Hill Road	Contoocook River	21.8	SD	1913	Town
NH 114	Amey Brook	89.5	-	1951	State
US202/NH9	Liberty Hill Road	97.0	-	1974	State
NH 114	US202/NH9	95.0	-	1974	State
NH 114	US202/NH9	N/A	-	1974	State
NH 114	Contoocook River	69.7	FO	1939	State
Ransdell Road	Contoocook River	52.2	FO	1937	Town
US202/NH9	Rush Road	91.2	FO	1962	State
Warner Road	Amey Brook	89.3	-	1935	State
US202/NH9	Amey Brook	96.3	-	1962	State
Bennett Road	Chase Brook	83.6	-	1929	Town
Concord Road	Amey Brook	38.0	SD	1938	Town
Colby Crossing Road	Old RR Bed	32.0	SD	1930	Town

Source: NHDOT Mini Bridge List, 1997

Issues, Goals, Recommendations

Issue: The Bridge Network, which encompasses Town-owned and State-owned bridges, is an important and necessary component of the comprehensive transportation infrastructure.

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

Recommendations:

- Henniker should work with NHDOT to repair, replace, and/or upgrade bridges that have a FSR of less than 80.
- The Town Highway Superintendent should annually inspect the bridges in Town that are Town-owned and provide a status report to the Planning Board, Board of Selectmen, and NHDOT for their review.

New England College

New England College, unlike many colleges, does not have a campus separate from the Town. Instead, the campus has several areas of concentrated use scattered throughout the Town. The core of the New England College campus is located on the south side of the Contoocook River, across from the Town's commercial center on Main Street. The block to the west of Bridge Street is the central focus of campus life. To the east of Bridge Street are residence halls and academic program buildings.

The creation and maintenance of a pedestrian network on and around the College is a necessary component to reinforce the small-town atmosphere. Components of this network need to include landscaping, exterior signage, lighting, and continuous maintenance, all of which the College has identified as a necessary priority. A safe, secure, handicapped-accessible pedestrian network is important for effective campus circulation and to disguise the fact that the campus buildings are not all in one central location. Encouraging a pedestrian-friendly College also benefits the Town by exposing students, faculty, and staff to the Town and making them feel part of the community in which they work and reside.

Issues, Goals, Recommendations

Issue: New England College is a major part of the Town of Henniker and the integration and cooperation between the two is important in order to retain the picturesque small-town environment, while acknowledging future growth and the expansion of both.

Goal: To ensure that the transportation infrastructure in Town is enhanced by the presence of New England College.

Recommendations:

- The College should work with the Town to create and promote a car-pool program for its faculty, staff, and students to reduce the number of single occupancy vehicles in Town.
- The College, in coordination with the Town, should study the feasibility of creating a "park-and-ride" facility that would shuttle people from the facility to points of interest on campus or within the Town.
- The College should work to make its campus as pedestrian-friendly as possible through sidewalks, lighting, signage, and landscaping.

Pat's Peak Ski Area

Each year, more than 100,000 skiers, snowboarders, snowtubers, and summer visitors visit the Pat's Peak facility. Pat's Peak generates a tremendous amount of vehicle traffic for the Henniker area and is interested in making the experience as positive and smooth as possible.

Starting around the first week of December, Pat's Peak opens its ski slopes to the public and generates the following traffic patterns:

January and February - Midweek there are approximately 800 cars, on a rotating basis, throughout the day (9am - 9pm). The parking lot turns over about 1.5 times during the day, as most people use the facility for an average of five hours. There are also 30-50 motor coaches and school buses parked at the facility each day. Approximately 60% of the midweek business is in the form of mass transit.

Christmas Vacation Week, February Vacation Weeks (MA and NH), and Weekends in March and Early December – During these times, the ski area averages approximately 700-900 cars and 8-10 motor coaches/school buses each day.

Pat's Peak is a major entity in the Town of Henniker and the cooperation between the two is important in order to retain the picturesque small-town environment, while acknowledging future growth, demand for increased services, and the expansion of the Ski Area.

Issues, Goals, Recommendations

Issue: Pat's Peak is a major employment and recreation destination for people who travel through Henniker, especially in the winter months. Their continued success relies on the ability for people to easily get to and from the ski area in a safe and efficient manner.

Goal: To ensure that the continued operation and growth of the Ski Area will not negatively impact the transportation infrastructure in Town.

Recommendations:

- The Ski Area should coordinate with the Town to ensure that its operation complements the traffic patterns and transportation infrastructure.
- The Ski Area, in conjunction with the Town, should study the feasibility of creating a Park-and-Ride facility that would shuttle skiers from the facility to the ski area, thus reducing the number of cars traveling within Town to the same destinations.
- The Ski Area should investigate the possibility and desirability of creating and promoting a car-pool program for its employees.
- The Town, NHDOT, and the Ski Area should begin to talk about future improvements that may be necessary at the NH114 and Flanders Road intersection.

Projects in the State Transportation Improvement Program

The Transportation Improvement Program (TIP) functions to link the statewide transportation planning process with that of the Central NH Regional Planning Commission (CNHRPC) region and local municipalities. The program enables the needs and desires of both small and large municipalities to be discussed in an open forum and then be brought, in a refined form, to the appropriate State and Federal agencies for funding consideration. The TIP process provides a vital link between municipalities, the Region, and the State in the transportation planning process.

The TIP is a comprehensive program that involves municipalities, regional planning commissions, the NHDOT, the Governors Advisory Council on Intermodal Transportation (GACIT), the New Hampshire Governor and Legislature, and the Federal government. The regional TIP culminates in a document that contains proposed transportation projects in the central New Hampshire region that are recommended for inclusion into the New Hampshire 10 year Statewide Transportation Improvement Program (TIP). The TIP process typically starts at the regional planning commission level, although it is beneficial if the process is first introduced at the municipal level. All regional planning commissions within New Hampshire prepare a TIP every two years based on input from local municipalities, NHDOT, and each planning commissions Transportation Advisory Committee (TAC). The NHDOT then takes the regional TIPs and incorporates the projects with the highest level of support into the 10 year TIP, adding their own input and special projects. The 10 year TIP then becomes the transportation project guide for the upcoming years.

In the 1993 NHDOT report on the Status of the 10-Year Transportation Improvement Plan, three projects were listed that impacted the Town of Henniker. These three projects are listed below.

Status of NH DOT 10-Year Transportation Improvement Plan

Project #	Improvement	Year	Project Estimate
10671	Replace Bridge over Contoocook River	1992, 1994, 1995	\$ 950,000
13096	Rt.114, leveling and doing a 1" overlay from NH 103 intersection to US 202 (approximately 6.3 miles)	2000	\$ 205,000
12892	Providing a pedestrian/bike path on Old Concord Road to access the athletic fields and Amey Brook Park	2000	\$ 1,350,000

The most recent Transportation Improvement Plan for the central New Hampshire region, which was submitted in April 2001, did not have any projects listed for the Town of Henniker.

Issues, Goals, Recommendations

Issue: The TIP serves as a funding source for major transportation projects across the State and the Town of Henniker has underutilized its ability to fund local transportation projects through the TIP.

Goal: To have more transportation projects proposed to and included in the TIP.

Recommendations:

- Henniker should be proactive and creative in seeking TIP funding.
- Henniker should work with CNHRPC to help create proposals to submit in the next funding cycle for the TIP.

- Henniker should consider establishing a local committee to help solicit ideas and create proposals for the TIP in conjunction with the Planning Board, Selectmen, and Town Administrator.
- Henniker should coordinate with major employers, New England College, and NHDOT to submit a proposal in the next TIP for a Park-and-Ride facility to be located in Henniker.

Road Management Plan

The Henniker Highway Department has a five-year road management plan that they use to help guide the activities of the Department and help plan for future activities. This five-year plan is intended for use as a guide for major highway improvements. It may become necessary to change or modify the plan for certain projects. Damaging storms, budget restrictions, or unexpected situations can have an impact on the timing of projects. Though projects in the five-year plan are important, they may not always be accomplished.

The process for developing the plan is as follows. All Town-owned and maintained roads are inventoried in a Roads Surface Management System (RSMS), which was developed by the University of New Hampshire. T2 Square is also utilized. This is an inventory of all road lengths, surface and drainage conditions, locations, traffic loads and counts, and topography. Winter maintenance of roads is also a good indicator of future projects in that a road in good condition is easier to maintain in snow and ice. The Highway Department monitors and updates this program annually to ensure that they are using the most reliable data in their decision-making process. After a final inspection of projects in the spring, the road management plan is submitted to the Board of Selectmen for their review and input.

The following is the list of proposed 2000-2001 road management activities in Henniker.

2000 - 2001 Proposed Highway Department Activities

Activity	2000	2001
Road Reconstruction	Tanglewood Drive, Old Mill Pond Circle, Evergreen Circle, Westwood Lane, Checkerberry Lane, Shore Drive	Quaker Street, Bear Hill Road
Surface Work	Old Concord Road, Gulf Road, Flanders Road, Foster Hill, Bennett Road, Longview Drive	Goss Drive, Fairview Avenue
Asphalt Sealing	Davison Road, Bacon Road, Pine Hill Road	N/A
New Gravel	N/A	Liberty Hill Road, Quaker Street, Huntington Road, Mount Hunger Road, Butter Road, Hall Avenue
Shimming	N/A	Old West Hopkinton Road, Gulf Road, Cote Hill Road

Source: Henniker Annual Town Report, 2000

Issues, Goals, Recommendations

Issues: The financing of and planning for transportation maintenance and improvements can be difficult to accomplish in small communities with limited resources.

Goal: Henniker should use a variety of financing options to reduce the burden on taxpayers for the financing of local transportation maintenance and improvements.

Recommendations:

- Henniker should research available funding options for maintenance and improvements to the transportation infrastructure.
- Henniker should work with regional, state, and federal agencies and programs to prepare a comprehensive transportation plan that includes funding availability for the desired projects and programs.

Goal: To have a more defined, active, and public role for the Highway Safety Committee.

Recommendations:

- The Highway Safety Committee should have an established number of members, a cross-section of representation from the community on the Committee, terms lengths for members, noticed and posted meeting times and meeting minutes, and members should be selected by the Town Highway Superintendent with review by the Planning Board and Selectmen.
- The Highway Safety Committee should be consulted when there is a subdivision application before the Planning Board, when the Town is considering upgrading a Class VI Road to a Class V Road, when the Town is considering accepting a Private Road as a Town Road, or when the Town is considering accepting an upgraded Class VI to Class V road that the Town did not undertake.

Goal: Henniker should have a comprehensive and up-to-date road management plan.

Recommendations:

- The Town Highway Superintendent, in conjunction with the Town Highway Safety Committee, should review and amend the 5-year plan on an annual basis.
- Before the Planning Board considers any subdivisions, they should consult with the Road Management Plan to ensure that the proposed plans are in accord with the Plan.

Common Transportation Mistakes, Myths, and Assumptions to Avoid

Myth: The sole purpose of streets is vehicle traffic.

If roads are only looked at for moving traffic and vehicle access then we end up designing streets fit only for cars. This is acceptable for the interstate, but not for streets whose main function is as a setting around which residential and business life is built.

Assumption: The aim of road design is to serve the interests of travelers.

The needs of people who want to travel quickly through Town are met well by the State highways. Local roads, on the other hand, are for the people who live in a Town. The more local a street is in the road "hierarchy", the more it should be designed around the rights and needs of the people of live and work along it - their safety and quality of life should come first.

Myth: Roads must be designed to meet traffic.

If a Town makes a commitment to upgrade a road to meet traffic projections, the Town is committing to a goal that says present trends are acceptable and should continue.

Mistake: Failure to recognize that road upgrades cause traffic.

Road "improvements" can be a vicious circle - upgrades attract development, causing more traffic, thus upping those "traffic trends", thus raising "future traffic projections", creating a push for even more upgrades, and so on. Traffic will eventually expand to fill available road space. If a town truly wants a local village or neighborhood road, build it to the minimum level for meeting the current local need.

Myth: Wider and straighter equals better.

Unexpected bad spots in the road that catch a driver off guard should be looked at if safety is in question. But if an entire stretch of road is "upgraded" all that will happen is that drivers on that road will drive faster and take more risks. Speed limit signs have proven the least effective way to slow people down and there is no evidence that accident rates go down due to overall road upgrades.

Mistake: Failure to include deliberate slow-down features in road design standards.

Slow-down design techniques could include: reduced road width; reduced straight-away length; reduced driver sight lines through curves in the road, both horizontal and vertical, especially those that honor "natural" topography; cul-de-sacs or shared driveways; and landscaped roundabouts.

Mistake: Design standards that ignore road landscaping.

Most site plan regulations include landscaping for a development itself, why not landscaping standards for roads? Trees clearly add to livability and a sense of neighborhood. But more than that, trees within the right-of-way contribute to a slower "psychological speed" or "feel" to a street, thus reducing speeds. Of course the cheapest and most natural landscaping is to conserve the existing trees when a road is built or altered.

Mistake: Ignoring the interests of bicyclists and pedestrians.

Good transportation planning should encourage walking and biking. These activities occur, and will continue to do so, whether or not proper consideration and accommodations have been made for them. Ignoring their use of the road may create safety hazards on the roadways for drivers, walkers, and bicyclists.

Mistake: Uniform and stringent road specifications.

Success at getting livable neighborhood streets requires not only managing those roads for slower speeds, but also managing other roads for taking through-traffic. Requiring every street to be built like a thoroughfare is a guarantee of failure at creating this livability. A road "hierarchy" should be created that matches roads to their function in order to have appropriate roads built for each level of the hierarchy. Low order in the hierarchy should not be thought of as low quality. On the contrary, if "quality" relates to the roads function within the overall system, narrower and cheaper is often better. Spell out the hierarchy and associated standards in the Towns regulations.

Strategies to Meet Transportation Needs

Transportation, which includes bicycle lanes, bridges, trails, as well as roads, is a very important part of the communities infrastructure. The creation, maintenance, and improvements of these systems is necessary for Henniker to meet the needs of its residents and provide a reliable transportation network. The following strategies should be reviewed by the Town as potential opportunities to meet the transportation goals set out in this chapter of the Master Plan.

Transportation Equity Act for the 21st Century (TEA 21): Enacted in June of 1998, this multi-billion dollar federal legislation authorizes the Federal Surface Transportation Programs for highways, highway safety, and transit for a six year period (1998-2003). Essentially, this act served to reauthorize and expand ISTEA, which expired in 1997. TEA-21 is the parent legislation that funds a variety of transportation programs including the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Transportation Enhancement (TE) Program.

Federal Aid Bridge Replacement Funds: These funds are available for the replacement or rehabilitation of town-owned bridges over 20 feet in length. Matching funds are required and applications for funding are processed through the NHDOT municipal highways engineer.

Highway Block Grants: Annually, the State apportions funds to all cities and towns for the construction and maintenance of Class IV and V roadways. Apportionment "A" funds comprise not less than 12% of the State Highway budget and are allocated based upon one-half the total road mileage and one-half the total population as the municipality bears to the state total. Apportionment "B" funds are allocated in the sum of \$117 per mile of Class V road in the community. Block grant payment schedules are as follows: 30% in July, 30% in October, 20% in January, and 20% in April. Any unused funds may be carried over to the next fiscal year. Henniker received approximately \$130,000 of highway block grant money in 2001.

Transportation Enhancement Funds (TE): The Transportation Enhancements Program (TE) is another viable source for improving roads in communities. Funding for the TE program is slightly more than \$3 million dollars annually. These funds are provided in an 80/20 match, with the State paying for the majority of the project cost. Typical examples of projects eligible for TE funds include:

- Facilities for bicyclists and pedestrians;
- Safety and education activities for bicyclists and pedestrians;
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs;
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, and facilities;
- Preservation of abandoned railway corridors;
- Control and removal of outdoor advertising;
- Archaeological planning and research;
- Some types of environmental mitigation; and,
- Establishment of transportation museums.

State Bridge Aid: This program helps to supplement the cost to communities of bridge construction on Class II and V roads in the State. Funds are allocated by NHDOT in the order in which applications for assistance are received. The amount of aid a community may receive is based upon equalized assessed valuation and varies from two-thirds to seven-eighths of the total cost of the project.

Town Bridge Aid: Like the State Bridge Aid program, this program also helps communities construct or reconstruct bridges on Class V roads. The amount of aid is also based upon equalized assessed valuation and ranges from one-half to seven-eighths of the total cost of the project. All bridges constructed with these funds must be designed to support a load of at least 15 tons. As mandated by State Law, all bridges constructed with these funds on Class II roads must be maintained by the State, while all bridges constructed on Class V roads must be maintained by the Town. Any community that fails to maintain bridges installed under this program shall be forced to pay the entire cost of maintenance plus 10% to the State Treasurer.

Local Option Fee for Transportation Improvements: New Hampshire RSA 261:153 VI (a) grants municipalities the ability to institute a surcharge on all motor vehicle registrations for the purpose of a funding the construction or reconstruction of roads, bridges, public parking areas, sidewalks, and bicycle paths. Funds generated under this law may also be used as matching funds for state projects. The maximum amount of the surcharge permitted by law is \$5, with \$.50 allowed to be reserved for administering the program. Based upon the approximate number of motor vehicles registered in Henniker in 2000 (5,477 vehicles), this could yield \$24,645 annually in additional funding without increasing property taxes.

Impact Fees: Authorized by RSA 674:21, communities can adopt impact fee programs to offset the costs of expanding services and facilities communities must absorb when a new home or commercial unit is constructed in town. Unlike exaction's, impact fees are uniform fees administered by the building inspector and are collected for general impacts of the development, as opposed to exaction which are administered by the planning board and are collected for specific impacts unique to new site plans or subdivisions on Town roads. The amount of an impact fee is developed through a series of calculations. Impact fees are charged to new homes or commercial structures at the time a building permit is issued. When considering implementing an impact fee ordinance, it is important to understand that the impact fee system is adopted by amending the zoning ordinance. The law also requires that communities adopting impact fees must have a Capital Improvements Program (CIP). Lastly, State law also stipulates that all impact fees collected by a community must be used within 6 years from the date they were collected, or else they must be refunded to the current property owners of the structure for which the fee was initially collected.

Capital Reserve Funds: This is a popular method to set money aside for future road improvements. RSA 35V mandates that such accounts must be created by a warrant article at town meeting. The same warrant article should also stipulate how much money will be appropriated to open the fund, as well as identify what Town entity will be the agent to expend the funds. Once established, communities typically appropriate more funds annually to replenish the fund or be saved and thus earn interest that will be put towards large projects or expenditures in the future.

Summary

Bearing in mind the commitment to the preservation of the rural and open space aesthetic character of Henniker and the disruption to the quality of life that comes from vehicular congestion, this Chapter supports a principle that maximizes incentives for the use of alternative transportation modes and routes. This commitment takes the form of support for traffic demand management, traffic calming, narrower roads, slower speeds, preservation of the character of roads with scenic attributes, development of bike and pedestrian facilities, proper consideration of road networks as part of neighborhoods, and pedestrian paths and passageways. Movement in Henniker in all of these directions would result in the improvement of the transportation infrastructure and the protection and preservation of the open space and rural aesthetic character valued by the community.

The overall goal of the Chapter is to maintain a convenient and efficient transportation network to allow the safe transfer of goods and people throughout Henniker, while protecting the aesthetic and scenic qualities of roads within Town. The thrust of the work in the Transportation Chapter is an attempt to articulate a vision and a means by which that vision can be achieved for the Town.

Chapter VII Community Facilities

Introduction

Historically, rural communities in New Hampshire have had very few community services. In many cases, these services were limited to only a Town Hall and public school. However, as the population of New Hampshire increased, more services were added to meet the needs of the citizenry. Today, communities are expected to provide police protection, fire protection, as well as highway crews, recreational facilities, and professional staff to manage the daily operations of Town government.

Henniker is unique in the makeup of its community. It is a rural town, but is impacted by its proximity to Concord, and by two main attractions that draw large numbers of people into the community. The first attraction is New England College. The location of the College is beneficial to the Town – culturally, economically, and demographically – but it also increases the population of the Town, and consequently the level of services the Town provides. The second attraction is Pat’s Peak Ski Area. The ski area has peak access times during the winter months, with a special emphasis on weekends, holidays, and school vacation weeks. Because of these factors, the community facilities and services offered by Henniker are not always easily comparable to the abutting communities or the region. The Town is enriched by having these two entities in its community and feels the services provided are equally enjoyed among all residents.

The purpose of this Chapter is to inventory and assess current town facilities, identify publicly sponsored programs, identify and assess the adequacy of existing equipment, and to also identify current and long-term staffing needs. In order to provide services in an efficient and effective manner to meet the needs of the community, the Town must assess its current and future needs in order to anticipate future demands and services for the various Departments. By having community facilities that are up-to-date, responsive to residents needs, and operating in the most effective and efficient manner, Henniker will be able to retain its small-town essence while providing high-quality amenities to its residents and businesses.

Goals and Objectives

Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective.

Goal – To have all community facilities in Henniker meet the current and future needs of the community in an efficient, safe and effective manner.

Objective – Increase public education, involvement and participation in the various community facilities and Departments in Town.

Strategies:

1. Regularly schedule and publicly notice meetings to encourage public involvement, participation, and input on the various Town Departments.
2. Continue to coordinate with New England College for Town services.
3. Increase public awareness about fire, police, and highway safety by working with local schools, civic organizations, and businesses.
4. Solicit the community for volunteers, with a special emphasis on New England College and the business community, to participate in various Town programs and Departments.
5. Educate the public about the services and programs offered by each Town Department.
6. Ensure that all Committees and Boards comply with the New Hampshire Right to Know Law.
7. Regularly hold Town-wide Department meetings to increase communication and coordination between the various Town Departments.

Objective – Continue to plan for the development of new community facilities that will fill a need within Town.

Strategies:

1. Research the need and feasibility of community facilities that currently are not located in Town – i.e. pool, public beach, theater, etc.
2. Create a reuse plan for the Town-owned Masonic Hall that incorporates public input and needs, while maintaining the historic characteristics of the building.

Objective – Proactively plan and budget to ensure that Town Departments are well staffed and have adequate facilities for the future.

Strategies:

1. The Town should create appropriate capital reserve funds for various Departments to help offset the anticipated cost of equipment and facility expansion in order to ensure that there is funding available.
2. It is important that staffing levels are adequate to effectively maintain Town services. There should be an analysis done every year to ensure that the Town Departments have enough staff to maintain the quality of services.
3. Work with New England College to ensure that planned expansions will be adequately serviced by existing Town facilities and services.
4. Research alternative financing options, besides taxes, to help pay for Town Department staff, facilities, equipment, and programs.

Community Survey Results

A Master Plan Community Survey was distributed to all residential households and non-residential landowners in October 2000. Approximately 1,500 surveys were mailed out with 495 surveys being returned, resulting in a 33% response rate. The following survey question relates to this Chapter.

How would you rate the current adequacy of the following services?

Municipal Services	Good	Fair	Poor	N/A
Access to Public Waters	210	113	84	49
Animal Control	245	116	38	55
Building Code Enforcement	188	113	28	95
Cemetery Care	303	59	1	91
Fire Protection	415	24	2	27
General Recreation	250	132	58	23
Historical Preservation	304	111	18	27
Land/Wetland Conservation	229	128	36	54
Library	351	72	18	20
Planning and Zoning	178	159	38	62
Police Protection	355	77	12	21
Recreational Trails	242	141	35	36
Recycling	323	96	32	14
Rescue Squad	409	22	3	28
Road Maintenance	241	175	50	5
Schools-Henniker Community School	298	67	8	71
Schools-John Stark Regional High School	196	110	37	96
Snow Removal	329	100	19	20
Speed Limits	307	114	38	5
Sidewalks	168	194	74	25
Town Administration	237	142	13	49
Town Sewer	200	46	5	184
Town Water	213	43	8	170
Traffic Control (lights, signs, etc.)	206	164	72	14
Trash Disposal	239	75	29	100
Youth Recreation	171	112	60	94

According to the survey responses, the three areas in which the Town has room to improve its services include recreation (access to public water and youth recreation), transportation (sidewalks and traffic control), and Planning and Zoning.

Discussion of Population Trends and Impacts on Community Facilities

Understanding population trends is crucial to establishing service priorities for municipal departments, as well as trying to predict future stresses on community infrastructure.

The population of Henniker has grown from 2,348 in 1970 to 4,433 individuals in 2000. This represents an increase of 88.8%. Based upon these trends over the past 30 years, it is estimated that Henniker will grow to a total population of roughly 5,170 individuals by 2020. This represents a 16.6% increase over the current population of the community.

<u>Year</u>	<u>Population</u>
1970	2,348
1980	3,246
1990	4,151
2000	4,433
2010 (projected)	4,628
2020 (projected)	5,170

The 1970-2000 figures are US Census population counts and the 2010-2020 projections are from the New Hampshire Office of State Planning, which were calculated before the 2000 Census information was available. The population projection estimates are based on a community's historical share of its respective county's growth. The figures can only serve as an estimate of what may occur over the next twenty years. By reviewing population projection for the Town of Henniker, the various Town Departments and elected officials can better plan and budget for anticipated future needs.

Highway Department

The role of the Henniker Highway Department is to maintain town roadways and make improvements that are necessary to provide safe and convenient travel. Maintenance duties of the Department include road grading, paving, snow removal, drainage improvements and other repairs, as they are needed. The Department purchases equipment as approved at Town Meeting and performs most repair and maintenance in-house at the Town garage.

Comparison with Other Communities

Compared to abutting communities, the Highway Department has the third highest number of Town-owned miles of highway to maintain per employee, with the lowest Highway Department expenditure per mile.

Comparison of Neighboring Highway Department Statistics

Town	Population 2000	Miles of Town- Owned Roads 1998 Class V	Total Highway Expenditure 2000	Highway Dept. Expenditures Per Mile, 2000	# of Highway Dept. Employees 2000	# of Town- Owned Miles per Highway Dept. Employee 2000
Henniker	4,433	74.136	\$486,468	\$5,164	6	12.36
Deering	1,875	47.400	\$273,445	\$5,769	4	11.85
Hillsborough	4,928	62.433	\$540,627	\$8,499	5	12.49
Bradford	1,454	46.898	\$432,600	\$5,736	5	9.38
Warner	2,760	62.574	\$508,228	\$8,122	6	10.43
Hopkinton	5,399	78.066	\$688,055	\$7,662	7	11.15
Weare	7,776	90.00 (aprox.)	\$685,000	\$7,611	14	6.43

Source: 2000 Census, NHDOT 1998 Town Mileage Report, 2000 Town Reports

Facility and Equipment Needs

The Highway Department facility is located at Ramsdell Road and is approximately 5,904 square feet in size, which includes the office area, garages, and salt storage. The Department is looking towards the immediate future and the purchasing of two new pieces of equipment, as can be seen in the table below. Also, within the next 5-10 years it is anticipated that the salt storage facility will need to be replaced.

Inventory of Highway Department Equipment

Make/Model	Description	Year	Miles/Hour	Condition	Expected Service Life	Est. Year to Replace	Est. Cost to Replace
Ford 655-A	Back-hoe /Loader	1989	4,200 hrs	Fair to Poor	15 Year	2017	75,000
Chevy 2500	Pick-Up Plow	1990	106,000 miles	Poor	8 Year	2010	29,000
Ford L Series	Dump, Plow, Sander	1986	89,000 miles	Good to Fair	12 Years	2003	80,000
International S Series	Dump, Plow, Sander	1989	72,000 miles	Good to Fair	13 Years	2004	80,000
Ford F-350	Pick-up, Plow	1995	46,000 miles	Good	8 Years	2005	32,000
Toyota Skid Steer	Blower, Forks, Broom	1990	3,500 miles	Good	15 Years	2006	30,000
Freightliner FL-112	Ten-Wheel Dump Truck	2001	11,000	Excellent	12	2013	135,000
Freightliner FL-80	6x6 Dump Truck	2000	9,000	Excellent	12	2014	125,000
International 4800	6x6 Dump Truck	1993	61,000	Good	12	2005	125,000
CAT 938-F	Front-End Loader	1995	4,000 hours	Good	15	2010	180,000
John Deer 772-CH	Motor Grader	1998	3,400 hours	Good	15	2013	200,000
Bandit	Brush Chipper		1,500	Good	15		30,000
	5-Ton Utility Trailer	1991		Good	15		3,000

Source: Henniker Public Works Department, 2001

Staffing Needs

The Highway Department currently has 6 full-time employees and there are no anticipated staffing needs for the next five years.

Issues, Goals, Recommendations

Issue: The services that the Highway Department oversees are expected, by the residents, to be provided by the Town.

Goal: To have the Highway Department meet all of the current and anticipated needs of the community in an effective, efficient, and safe manner.

Recommendations:

- Over the next ten years it is anticipated that the Highway Department will have to acquire new equipment and replace existing equipment in order to meet the needs of the community. The Town should create a Highway Department capital reserve fund to help offset these anticipated costs and ensure that there is adequate funding available for such purchases.
- As more development occurs in Henniker and new roads are built and accepted by the Town, the demands on the Highway Department will continue to increase. It is important that staffing levels are adequate to effectively maintain Town roads. There should be an analysis done every year to ensure that the Highway Department has enough staff to maintain all existing and proposed Town roads.
- Regularly schedule and publicly post meetings to encourage public involvement, participation, and input on highway and transportation safety issues.

Fire Department & Rescue Squad

The Henniker Fire Department was incorporated in 1899 and the Rescue Squad was founded in 1969. These two Departments provide fire and emergency medical services to all residents and businesses in Henniker, public education on fire prevention and CPR, life safety inspections, and have personnel who are specially trained in water rescue, high angle rescue, and dive rescues.

Calls for Service

Since 1990, the volume of work the Fire Department and Rescue Squad has responded to has increased, as can be seen below. The number of calls for service for the Fire Department and Rescue Squad has increased by 41.6% since 1990, to over 545 calls per year in 2000.

Calls for Service 1990 - 2000

Year	Total Calls for Service
1990	385
1991	361
1992	389
1993	416
1994	376
1995	453
1996	468
1997	501
1998	602
1999	557
2000	545

Source: 1990-2000 Henniker Town Reports, Rescue Squad and Fire Department Personnel

Response Time

Response time is a critical component of providing effective emergency services. Currently, the average response time is approximately 5.34 minutes for general Fire Department calls. There is no estimated average response time for the Rescue Squad. As response time to emergency calls increases, the likelihood of increased property damage or loss of life increases. It should remain a priority of the Fire Department and Rescue Squad to keep their response time as low as possible.

Comparison with Other Communities

As compared with neighboring communities, the Fire Department and Rescue Squad have a low to average volume of calls with a similar number of staff/volunteers. They also have an average cost per call and an average number of calls per fire fighter and rescue squad staff/volunteers.

Cost per Call 2000

Town	Total Number of Calls	Total Budget Expended for Fire Department and Rescue Squad *	Cost Per Call
Henniker	545	\$106,555	\$195.51
Deering	53	\$45,575	\$859.91
Hillsborough	706	\$84,627	\$119.87
Bradford	224	\$120,483	\$537.87
Warner	436	\$96,884	\$222.21
Hopkinton	1,594	\$152,242	\$95.51
Weare	738	\$147,326	\$199.63

Source: 2000 Town Reports

* Total budget minus revenue

Calls per Capita 2000

Town	2000 Population	Total Number of Calls for Fire and Rescue	Calls Per Person
Henniker	4,433	545	.12
Deering	1,875	53	.03
Hillsborough	4,928	706	.14
Bradford	1,454	224	.15
Warner	2,760	436	.16
Hopkinton	5,399	1594	.30
Weare	7,776	738	.09

Source: 2000 Census, 2000 Town Reports

Calls per Fire Fighter and Rescue Squad Staff/Call Personnel 2000

Town	Total Number of Calls for Fire and Rescue	Number of Staff/Call Personnel	Calls per Staff/Volunteers
Henniker	545	46	11.9
Deering	53	22	2.4
Hillsborough	706	34	20.8
Bradford	224	58	3.9
Warner	436	N/A	N/A
Hopkinton	1,594	52	30.7
Weare	738	49	15.1

Source: 2000 Town Reports

Review of Facility Needs

The Fire Department and Rescue Squad are located at 46 Maple Street, which has approximately 10,240 square feet of office and garage space. The facility was built in 1994 and is designed to meet the needs of the community for the next 15 years.

Review of Fire Department Staffing Needs

As of 2001, the Fire Department and Rescue Squad have 2 paid staff and 46 on-call paid staff (35 fire, 20 rescue, and 9 that do both). Call personnel recruitment and retention is the most pressing staff need of both Departments at this time.

Review of Equipment Needs

The Fire Department and Rescue Squad have a few equipment items that they anticipate having to replace within in the next couple of years, including a quint, an ambulance, and a defibrillator. The remaining equipment items will not need to be replaced until 2010.

Fire Department and Rescue Squad Equipment and Anticipated Replacement Date

Make/ Model	Type of Equipment	Year	Miles or Hours	Condition	Estimated Year to Replace	Estimated Cost to Replace
58 M1	Pumper	1991	2,215 miles	Good	2012	\$250,000
58 M2	Pumper	1980	26,114 miles	Fair	2003	---
58 K1	Tanker	1999	194 hours	Excellent	2022	\$140,000
58 K2	Tanker	1983	19,730 miles	Good	2010	\$140,000
58 U1	Utility Truck	1998	286 hours	Excellent	2020	\$150,000
58 O1	Forestry Truck	2001	---	Excellent	2025	\$60,000
Extrication – Lukas	Tools	1993	---	Good	2008	\$15,000
58 X1	Ambulance	1998	28,359 miles	Good	2010	\$150,000
58 X2	Ambulance	1991	65,612 miles	Fair	2003	\$125,000
HP Codemaster	Defibrillator	1998	---	Good	2003	\$20,000
58L1	Quint	2002	---	---	2003	\$600,000

Source: Henniker Fire & Rescue Department, 2001

Issues, Goals, Recommendations

Issue: The services that the Fire Department and Rescue Squad provide are an expected and necessary service to be offered by the Town.

Goal: The Fire Department and Rescue Squad should meet all of the current and anticipated needs of the community in an effective, efficient, and safe manner.

Recommendations:

- Institute Planning Board Review with the Fire Chief for all proposed developments to insure that proper fire fighting considerations are made in the proposals.
- Continue to utilize the Capital Reserve Account for replacing or purchasing emergency medical response and fire fighting equipment and vehicles, which will help stabilize the tax rate and ensure funding.
- Response time should be monitored for Fire and Rescue calls. If large increases in response time are observed, methods to reduce response time should be reviewed and considered.
- Continue public awareness about fire safety and prevention by working with local schools, civic organizations, and businesses.

Police Department

The Mission statement of the Police Department is as follows:

“In cooperation with the people of Henniker and in partnership with other public and private agencies, to assume a leadership role through a problem solving approach to preventing crime and disorder, reducing citizen fear of crime, providing for the safe and efficient flow of traffic, providing a variety of non-criminal activities, and improving the quality of life as we work together to make Henniker truly New Hampshire’s outstanding ‘all-American town’.”

From 1990 to 2000, the Police Department has had a fairly constant activity level, which can be seen below.

Summary of Police Activity, 1990-2000

Year	Motor Vehicle Accidents	Dispatch Calls
1990	97	
1991	103	26,217
1992	108	18,646
1993	97	17,958
1994	101	18,246
1995	107	19,517
1996	116	18,574
1997	100	19,819
1998	87	21,370
1999	86	22,193
2000	98	20,445

Source: Henniker Town Reports, 1990-2000

Comparison with Other Communities

One common technique used to measure the efficiency of a Police Department is cost per report filed. As compared to all abutting communities, Henniker has the second highest cost per report filed. One reason for a higher than average cost per call is that Henniker maintains full-time Police Department coverage 24-hours a day, which is not the case in some of the abutting communities.

Police Department Cost per Reports Filed 2000

Town	Total Number of Reports Filed	Total Budget Expended	Cost Per Call
Henniker	5,098	\$581,224	\$114.21
Deering	1,238	\$134,555	\$108.69
Hillsborough	4,274	\$671,685	\$157.16
Bradford	6,764	\$174,224	\$25.76
Warner	8,257	\$241,100	\$29.00
Hopkinton	4,077	\$390,431	\$95.76
Weare	N/A	\$121,955	N/A

Source: 2000 Town Reports

Another technique used to compare the workload of the Department versus other communities is the number of reports filed per capita. The Henniker Police Department has a rate of approximately 1.15 reports filed per person, which is in the middle range of per person reports filed for abutting communities.

Police Department Reports Filed per Capita, 2000

Town	Population	Total Number of Reports Filed	Reports Filed Per Person
Henniker	4,443	5,089	1.15
Deering	1,875	1,238	0.66
Hillsborough	4,928	4,274	0.87
Bradford	1,454	6,764	4.65
Warner	2,760	8,257	2.99
Hopkinton	5,399	4,077	0.75
Weare	7,776	N/A	N/A

Source: 2000 Census, 2000 Town Reports

Reports filed per officer is also a common tool employed to measure the workload of police officers. For 2000, each Henniker officers handled an average of 391 reports filed each (full and part-time staff). This was lower than most of the number of reports filed per officer for abutting communities.

Reports Filed per Police Officer, 2000

Town	Total Number of Reports Filed	Number of Police Officers (Full- and Part-Time)	Reports Filed per Police Officer
Henniker	5,089	13	391
Deering	1,238	N/A	N/A
Hillsborough	4,274	14	305
Bradford	6,764	13	520
Warner	8,257	5	1651
Hopkinton	4,077	8	509
Weare	N/A	7	N/A

Source: 2000 Town Reports

Existing Facilities

The Police Department is currently located at 64 Western Avenue. It has an office area of 2,872 square feet and a garage of 728 square feet, for a total Department size of 3,600 square feet.

The Department anticipates that within the next five to ten years there will be a need for more space for offices, storage space, and space for storing evidence. It is possible to accommodate the need for additional storage space by making the second story of the existing station available. If that is not feasible, an addition or additions will have to be constructed to meet the future needs of the Police Department.

Review of Current and Future Equipment Needs

Most of the future equipment needs of the Department are based on a consistent replacement schedule, as can be seen below.

Police Department Equipment and Anticipated Replacement Date

Equipment	Year Purchased	Miles/Hours	Condition	Est. Year to Replace	Est. Cost to Replace
2001 Ford Cruiser	2001	2,400	Good	2005	\$22,500
2000 Ford Cruiser	2000	43,000	Fair	2004	\$22,500
1999 Ford Cruiser	1999	85,000	Poor	2003	\$22,500
2002 Ford Cruiser	2002	NA	Excellent	2005	\$24,000
Telephone System	1995	N/A	Good	2007	NA
Firearms (13) S&W M-4566	1991	N/A	Excellent	2011	\$6,500

Source: Henniker Police Department, 2001

Staffing Standards and Needs

The Henniker Police Department currently has a mix of part-time and full-time staff, as can be seen in the table below.

# of Employees	Job Title
1 Full-Time	Chief of Police
1 Full-Time	Sargent
1 Full-Time	Detective
1 Full-Time	Patrolman/Fire Arms Instructor
3 Full-time, 4 Part-Time	Patrolman
1 Part-Time	Parking Enforcement Officer
1 Part-Time	Animal Control Officer
2 Full-Time	Administrative Personnel

Source: Henniker Police Department, 2001

The Department is currently looking to hire one part-time Officer and it is anticipated that the Department will have to hire one additional full-time Officer to keep the same level of service that is currently being provided to the Town in 2002.

Issues, Goals, Recommendations

Issue: The services the Police Department provides to the residents and businesses of Henniker are seen as a public safety and community asset.

Goal: To have the Police Department meet all of the current and anticipated needs of the community in an effective and efficient manner.

Recommendations:

- Continue to replace police cruisers on a regular schedule.
- Research the cost of purchasing the land located to the east of the existing police station for future expansion of the building and additional parking areas.
- Encourage the residents of Henniker to give feedback on the Department's performance to continue to improve its effectiveness.

School Department

The Henniker Community School is the public kindergarten through grade 8 school for the Town of Henniker. The school serves a 2001 student population of approximately 600 pupils at one common site. The Henniker Community School offers a broad curriculum and meets full approval status from the New Hampshire Department of Education.

The John Stark Regional High School is the public school for grade 9 through grade 12 for Henniker students. It is a regional cooperative school district, combining the students from the contiguous town of Weare and was established under NH RSA:195. The 2001 student population is 841 students, with approximately 1/3 coming from Henniker. Currently, the State of New Hampshire Department of Education conditionally approves the Regional School because of overcrowding. A building addition will be completed in 2003. This additional space will alleviate the overcrowding.

Staffing Levels

School staffing levels rise and fall with the anticipated student population levels each year. The following show the current and anticipated staffing levels of the Henniker Community School and the John Stark Regional High School.

Henniker Community School Staffing, 2001

# of Current Employees	Job Title
2	Principals/Assistant Principals
4	Specialists: Speech, OT, Psychologists
3	Secretaries
43	Teachers
28 (part-time)	Aides
6	Custodians
5	Cooks and Assistant Cooks
1 ½	Guidance
1	Nurse
1	Librarian
1½ (2001/2002 anticipated)	Art Teacher
½ (2001/2002 anticipated)	World Language Teacher

Source: Henniker School System Business Administrator, 2001

John Stark Regional High School Staffing, 2001

# of Current Employees	Job Title
3	Principal/Assistant Principal
1.80	Specialists: Speech, OT, Psychologists
9	Secretaries
66	Teachers
20	Aides (full and part-time)
7 ½	Custodians
4 ½	Cooks and Assistant Cooks
3 ½	Guidance
1	Nurse
1	Librarian
5 (2001 anticipated)	Teachers (regular and special ed.)

Source: Henniker School Business Administrator, 2001

Enrollment Figures

School Department needs, more than any other community facility, are dictated by the future population trends of a community. As the numbers of school-aged children rise and fall, staffing, facility, and operating projections need to be made and budgeted for. Because many of these expenses, such as an addition to a building, can take years to plan and finish, enrollment projections are vital to ensuring that adequate budgeting and planning are done. The following are the projected school enrollment figures through 2005.

Projected School Enrollment Figures, 2000-2010

Year	Henniker Community School	John Stark Regional High School *
2001	600	841
2002	576	857
2003	557	913
2004	531	938
2005	511	931

Source: Schoolhouse Consulting. *Henniker Population Study*. 11/14/00

* Approximately 1/3 of students are from Henniker

Facility and Equipment Needs

The Henniker Community School, which is located at 15 Western Avenue, is approximately 90,000 square feet in size. There are no immediate space needs that have been identified, although additions may be needed to accommodate any significant rise in future student population growth. The parking lot and playground sizes may also need to be addressed if there is a rise in student enrollment.

The John Stark Regional High School, which is located at 618 North Stark Highway in Weare, is approximately 88,000 square feet in size. An additional 34,000 square feet of classrooms and core facilities have been approved for construction, and will be completed in Spring 2003. With this addition, the school will be able to handle a maximum of 1,000 students. Even with this addition, the capacity of the school may be reached within 5-10 years. It is unknown whether the existing facility will be able to meet the future needs of the region, as the student body continues to grow.

Neither the Henniker Community School nor the John Stark Regional High School have any anticipated equipment purchases, other than the replacement of existing equipment. With John Stark's building expansion, existing equipment has been upgraded and additional equipment has been purchased to outfit and or upgrade the entire facility. The replacement of these items - computers, copiers, desks, etc - are budgeted for in the general equipment line item in the budget.

Issues, Goals, Recommendations:

Issue: Education is provided to all children in Town through the Henniker Community School and the John Stark Regional High School.

Goal: To have the Henniker Community School and the John Stark Regional High School meet all of the current and anticipated needs of the community in an effective and efficient manner.

Recommendations:

- The School Board, working with administrative staff, should continuously review the staffing levels and needs of the School Department and make a concerted effort to preemptively meet identified needs.
- To reduce the tax impact of future school expansions, the School District should create and regularly contribute to a capital reserve fund. Such a fund could be used to help finance future land acquisition, design, and construction costs.
- The Town of Henniker should work with the Town of Weare to ensure that all future facility, staffing, and budgetary needs are met for the John Stark Regional High School.
- Town should research the feasibility and need for a high school located in Henniker.

Town Hall

The Town Hall is located in the southern part of the Village, just off of Route 114. There are nine Town Departments/Offices located in the Town Hall, which include the Health Officer, Planning and Zoning Boards, Selectmen, Zoning Compliance Officer, Town Clerk, Tax Collector, Human Services, and the Town Administrator.

Existing Space, Equipment, and Staff Needs

The Town Hall is approximately 210 years old and is on the National Register of Historic Places. The first floor was remodeled in 1974 to provide space for the District Court, which comprises half of the first floor of the Town Hall. The remaining half of the first floor is occupied by Town staff and offices. The Courtroom is utilized by the Town as a meeting room when the court is not in session. The current space for Town Departments is inadequate and there is no room on the first floor to expand, unless the District Court moves out of the Town Hall.

There are no anticipated staffing needs at this time for the Town Hall.

Issues, Goals, Recommendations

Issue: The services that the Town Hall provides are necessary to have a properly functioning Town government.

Goal: To have the service provided by the Town Hall meet all of the current and anticipated needs of the community in an effective, efficient, and responsive manner.

Recommendation:

- Review the space needs for each of the Town Hall Departments, including space for committee meetings and areas for citizens to do work and research, with Town staff and Departments.
- Research the alternatives for meeting Town Hall space needs, including utilizing the entire first floor of the Town Hall or relocating some of the Departments located in the Town Hall to other locations.

Tucker Free Library

The library is located at 11 Western Avenue, just west of Route 114. It was built in 1903 and manages to maintain a small town ambience while providing the latest in library materials and technology. The goal of the Tucker Free Library is to balance the library needs of all segments of the community by providing traditional services, along with the information services that meet the requirements of today's society. In addition to fulfilling the conventional role of Town Library, the Tucker Free Library accommodates visits from elementary school classes and works in cooperation with the New England College Library.

Since 2000, the Library has been using its newly installed automated circulation and card catalog system. It consists of twelve networked computers that provide up-to-the-minute information on all aspects of library statistics and usage. The following table highlights the circulation of library materials by patron type and material type, as tracked by the computer system.

Circulation by Patron Type*	
Adult Circulation	15,504
Juvenile Circulation	18,352
Total Circulation	33,856
Circulation by Material Type*	
Printed Matter Circulation	28,567
Audio Circulation	1,939
Video Circulation	3,092
Puzzles Circulation	258
Total Circulation	33,856
Total of Registered Card Holder Patrons	2,096

Source: Director, Tucker Free Library 12/01

* Figures do not represent entire 2000 year

In recent years, the volume and variety of materials the Library has to offer has increased significantly. Since 1990, the Library's collection has increased by approximately 11,642 items, or by nearly 66%. The current collection that the Library holds can be seen below.

Summary of Library Collection, 2000

Categories	Number of Items
Books	27,900
Audio Cassettes	545
Audio Books	1,291
Video Cassettes	545
Puzzles	178
CD's	15
Total	30,474

Source: Henniker 2000 Annual Report

The Library presents a variety of programs for both children and adults. Children's regularly scheduled programs include summer story times, reading initiatives, and a weekly Toddler Tales. Throughout the year, other programs focus on promoting reading and listening skills.

The most popular adult programs are the book discussion groups, held in cooperation with the New Hampshire Humanities Council. The Library also supports private discussion groups by supplying the requisite books through the Inter-Library Loan System.

Staffing Needs

There are currently one full-time Library Director, two part-time Assistant Librarians, two part-time Library Associates, and one part-time cleaning person. It is anticipated that an Assistant Librarian position will have to be upgraded to a full-time Assistant Librarian Director position in the next five to ten years.

Facility Space and Equipment Needs

The Library is over 90 years old and is structurally sound. The building encompasses approximately 8,816 square feet. Within the next five to ten years it is anticipated that the following items will need to take place to accommodate future program expansion:

- 1) Renovate attic space to accommodate book stacks and a computer study area,
- 2) Remodel basement / storage room to make it into a meeting room,
- 3) Renovate the sub-basement room to make it into a storage room.

The Library anticipates ensuring that the equipment, which comprises the automated system, is kept up to date. This will involve replacing the twelve computers as they become outdated at an approximate cost of \$10,000.

Issues, Goals, Recommendations

Issue: As Henniker continues to grow, the services provided and enjoyed by residents are expected to increase and expand in their breadth and scope.

Goal: To maintain the Library's friendly small-town atmosphere while continuing to meet the current and anticipated needs of the community in an effective and efficient manner.

Recommendations:

- The Selectmen and Library Staff should annually review staffing and equipment needs and make concerted efforts to meet these identified needs.
- Continue to offer and expand upon the current children's programs being offered.
- Continue to work with the New England College Library and Academic Departments to share resources and reduce duplication in services and resources.
- Encourage "drop-off days" in which residents, businesses, or other interested parties can donate items to the Library.
- Create a system for residents to make suggestions and requests to the Library staff for books, services, and programs that is visible and accessible.

- The Library should utilize its new computer system to track the number of library users and the services they are utilizing in order to better meet the demands of the residents.
- Review the current hours of operation and research changing or expanding hours, where appropriate.

Cogswell Spring Water Works

The Cogswell Springs Water Works is the municipal water supply for the Town of Henniker. It provides water and fire protection service to the Village center and to the immediate surrounding areas.

The original system was constructed in 1915 and consisted of one dug well, a distribution system with hydrants, and a 300,000 gallon concrete storage tank. The storage tank is still in service. The original well was replaced with a gravel-pack well in the early 1960's, due to the Army Corp. of Engineer's flood control project. The original distribution system is still in service, with some minor expansion.

A new gravel-pack well was added on the original well site in 1941, which is located south of the Village on Route 114. Another new gravel-pack well was added in 1978, which is located off of Foster Road. In 2001, a 500,000 gallon storage tank was installed on the site of the Water Works Department on Davison Road.

The Cogswell Springs Water Works is a separate Department from the Town of Henniker. It is governed by a Board of three elected Commissioners, who have terms of three years each. The Department is funded through user fees of those who are tied into the water system, although the budget gets voted on each year at Town meeting.

Short and Long-term Plans

The existing system is in good condition. A hydrant replacement program has been successful in replacing outdated hydrants. Main replacement and the looping of some services will continue to be addressed. Treatment for additional regulatory requirements will be needed as the regulations require.

A long-term plan was completed in the early 1990's that identified long- and short-term improvements and replacements that need to be undertaken in the existing system. A study of potential new water sources was also conducted. If the existing water system were to be expanded, additional booster stations and storage facilities would be required due to the topography of the town. At this time, such an expansion would be cost prohibitive.

Equipment and Facility Needs

Future treatment of the Foster Road well to remove color may be necessary if there is an increase in water demand and/or the cost for treatment makes it reasonable to do so. Radon treatment may also be necessary in the future.

Issues, Goals, Recommendations

Issue: To continue to replace, improve, and maintain the infrastructure and level of service to customers with limited resources, while complying with regulatory requirements.

Goal: Continue to provide good quality water at a reasonable cost.

Recommendations:

- Update the Water Works long-range plan every five to ten years.
- Continue the proactive approach to system maintenance and replacement.
- Keep informed of potential impacts of new regulatory requirements.
- Increase coordination and cooperation between the Water Works and other Town Departments and residents.

Solid Waste Disposal

Henniker, like most towns in the central New Hampshire region, disposes of its trash at the Wheelabrator Incinerator in Penacook. In 2000, 2783.29 tons of trash were disposed of, up from 2579.35 tons in 1999. This increased the disposal cost to the Town by \$6,688.26 over 1999 costs. The cost of disposing a ton of trash will increase by \$.50/ton in 2001, to \$37/ton total. The cost of landfilling building and construction debris will also be increasing to \$81/ton, which is up from \$75/ton.

In 2000, 15% of Henniker’s trash was recycled, saving taxpayers \$40,114 in disposal costs. Although this is an admirable recycling rate, it dropped from the previous years 18.6% rate of recycling. The table below highlights Henniker’s 2000 recycling results.

2000 Recycling Results

Item	Weight in Tons	Monies Received	Avoided Costs
Used Clothing	12.4	\$1,072	\$453
Plastics	7.9	\$1,481	\$289
Cardboard	97.5	\$6,661	\$3,559
Newspapers/Magazines	119	\$4,601	\$4,344
Glass	55 (estimate)	N/A	\$2,008
Aluminum Cans (Lions Club)	4.4	N/A	\$161
Metal and Tin Cans	193.5	\$1,072	\$22,350
Auto/Household Batteries	1.5	N/A	\$55
Propane Tanks – 20 lb.	220 tanks	N/A	\$2,035
Propane Tanks – 1 lb.	200 tanks	\$200	N/A
Used Oil	2,200 gallons	N/A	\$3,828
Swap Shop	5.0 (estimate)	N/A	\$183
Leaves	3	N/A	\$110
Total		\$14,303	\$40,114

Source: 2000 Annual Henniker Report

The Henniker Transfer Station accepts solid waste and recycling from all residents and businesses located in Henniker. There is no curbside pick-up provided by the Town; residents and businesses must contract with a private hauler if they want that service. For those who do not wish to have curbside pick-up, the transfer station requires all users of the facility to have a permit sticker, which costs a \$1, that allows them to deposit their waste at the facility themselves.

Staffing and Equipment Needs

The transfer station/recycling center is located on 69 Weare Road. The Office area, garage, and outbuildings encompass a total of 2,872 square feet. At the present time, there are no anticipated building facility or office space needs.

There are currently three full-time and one part-time employees working at the Transfer Station/Recycling Center, whose time is shared with the Parks and Properties Department. It is anticipated that within the next 5-10 years there will need to be one full-time and one part-time additional staff member added to the Department.

The following chart shows the equipment that the Department currently has and their anticipated replacement dates.

Name of Equipment	Type of Equipment	Condition	# of Miles or Hours	Year	Year Equipment to be replaced	Cost of Replacement (est.)
2000 GMC 3 Ton	Pick Up	Excellent	10,000	2000	2008	\$32,000
1974 Pay Loader	Loader	Fair	28,000	1974	2006	\$75,000
New Holland Skid Steer	Skid Steer	Excellent	240	2000	2010	\$25,000

Source: Henniker Transfer/Recycling Station, 2001

Issues, Goals, Recommendations

Issue: The services that the Transfer Station/Recycling Center provides are necessary to meet health, safety, and environmental standards.

Goal: To have the Transfer Station meet all of the current and anticipated needs of the community in an effective and efficient manner.

Recommendations:

- Provide public education materials about the benefits of recycling, including the environmental, public health, and cost savings to the community.
- Henniker should continue to have discussions with New England College and local businesses about waste management options, including Pay-As-You-Throw and mandatory recycling programs.
- Henniker should continue to work with educational institutions and the business community to create a recycling and solid waste program that is beneficial to all parties involved.
- Henniker should review the current hours of operation and research changing or expanding hours, where appropriate.

Wastewater Treatment Plant

The Henniker Wastewater Treatment Plant is an extended aeration type of secondary treatment facility, which is designed to handle the domestic waste from the Town and New England College, as well as waste from private septic systems delivered by private haulers . The plant is located east of Ramsdell Road, adjacent to the Town public works garage. The design capacity of the plant is 500,000 gallons per day (gpd) with a peak capacity of 750,000 gpd. The plant currently operates at an average of 250,000 gpd.

In 2000, 77.8 million gallons of wastewater and 158,000 gallons of septage were processed. 264 tons of biosolids (sludge) were produced and brought to the Merrimack Composting Facility for further treatment.

The Treatment Plant is funded through user fees from those tied into the system and from disposal fees paid by the private hauling companies.

Staffing, Facility, and Equipment Needs

The wastewater treatment plant, which is located on Ramsdell Road, the Ramsdell Road pump station, also located on Ramsdell Road, and the West Henniker pump station, which is located on Western Avenue, were completed in 1976. The treatment plant is 7,230 square feet in size and houses the office, lab, shop, pump room, boiler room, electric room, grit room, storage room, and the belt press building. The Ramsdell Road pump station is 1,371 square feet and the West Henniker pump station is 375 square feet in size.

There are currently three full-time staff people who run and operate the wastewater treatment plant and there are no anticipated future staffing needs, unless the facility expands.

In 2000, two pumps, one clarifier drive, and one muffin monster (sewage grinder) were rebuilt. Three pumps and one blower were replaced with new energy efficient units and the magnetic drives for the pumps at the Ramsdell Road pump station were also replaced.

The table below outlines the anticipated future equipment and facility needs of the wastewater treatment plant.

Project	Implementation Year	Description	Estimated Cost
Treatment Plant HVAC Improvements	2001	Investigate and apply improvements to treatment plant heating and ventilation system.	\$10,000
Pump replacement – Ramsdell Road and West Henniker Pump Stations	2001	Completion of project – Phase II. Purchasing 3 pumps – 2 for Ramsdell Road and 1 for West Henniker Pump stations.	\$40,000
Replace Pick-up Truck	2002	Need to replace current vehicle, which was purchased in 1994.	\$20,000
Upgrade treatment plant pump room and replace blowers	2003	Install another set of pumps to allow for the pumping of scum and feeding of sludge to the day tank to occur simultaneously. Replacing the current blowers with submersible ones will eliminate the noise and vibration within the plant.	\$35,000
Update controls / replace graphics panel	2004	A new graphic panel should be installed to accurately depict plant equipment. The wiring associated with installing indicator lights on current equipment will also be necessary.	\$20,000
Recondition or replacement of Belt Press	2005	The current Belt Press was purchased, used, in 1984 and has been in use at the plant since. It needs to be reconditioned or replaced.	\$100,000
Degritting / Screening of Influent	2006	The degritting equipment (1976) is worn and becoming a maintenance problem. Screening equipment was not used in the original plant design. New equipment combines these two functions into one.	\$150,000

Source: Henniker Wastewater Treatment Plan CIP, 12/00

Issues, Goals, Recommendations

Issue: The services that the Wastewater Treatment Plant provides are a necessary function to ensure environmental and public health standards are maintained.

Goal: To have the Wastewater Treatment Plant meet all of the current and anticipated needs of the service area in an effective and efficient manner.

Recommendations:

- Work with New England College to ensure that their planned expansion will be adequately serviced by the current waste water treatment facility.
- Create a public awareness campaign regarding the wastewater treatment plant process, highlighting how each individual impacts the system. This could be done in conjunction with the Merrimack Composting Facility, New England College, and the Conservation Commission.

Cemeteries

There are seven cemeteries in Henniker that the Town maintains in some way. The largest cemetery in Town, the Highland (New) Cemetery, is owned by a private non-profit association (Cemetery Association) of current plot owners and is not considered a Town-owned cemetery. A listing of the cemeteries located in Henniker can be seen below.

Cemeteries in Henniker

Cemetery	Year Established	Location	Size (acres)	# of Plots	Type
1 st Burial Yard *	1770	Depot Hill	4	100 stones	Town-owned
Plummer *	1792	College Hill	2	220 stones	Town-owned
Old Cemetery	1810	Circle Street	4	730 stones	Town-owned
Quaker *	1800	Quaker St.	0.25	90 stones	Town-owned
Highland (New) *	1863	Main Street	20.5	N/A	Privately Owned
Colby	1780	Dodge Hill	0.25	17 stones	Historic Family
Huse and Harriman	1780	Baker Street	0.25	8 stones	Historic Family
Patten	1861	Lyman Road	0.10	6 stones	Historic Family

* Not at capacity

The Cemetery Trustees are an elected board of three who are charged with ensuring the proper care and maintenance of Town-owned cemeteries. There is also the Abandoned Cemetery Committee, which maintains the historic cemetery plots located within Town. There needs to be clear roles for all parties involved to ensure that the needs of each cemetery are being met.

Issues, Goals, Recommendations

Issue: The services that the Cemetery Trustees provide are expected to be handled by the Town for the benefit of the community.

Goal: To have the Cemetery Trustees meet all of the current and anticipated needs of the community in an effective and efficient manner.

Recommendations:

- The Selectmen and Cemetery Trustees should assess what funds should be appropriated to address cemetery maintenance needs on an annual basis for Town-owned cemeteries.
- The Selectmen and Trustees should develop a clear role for the Cemetery Trustees to ensure that the maintenance and care of the Town-owned cemeteries are addressed.
- There should be an emphasis placed on the preservation of historic cemetery sites within Town to help preserve the past. This should be done in conjunction with the Cemetery Trustees, the Henniker Historical Society, and the Abandoned Cemetery Committee.
- Public education about the role of the Cemetery Trustees and where to find information about the cemeteries located within Town should be created and made available.

Parks and Properties Department

The Parks and Properties Department is a new Town Department, whose duties were transferred to it by the Parks Committee in 2000. Because it is a new Department, the list of duties it oversees are not yet clearly defined. The duties currently include summer and fall lawn and park maintenance on approximately 12 acres; repairs and maintenance to Town buildings, including the Town Hall, Grange, and Police and Fire Departments; and the trimming, feeding, and removal of trees on Town-owned properties.

Staff and Equipment Needs

There is currently one part-time staff person in the Department, with the majority of the staff being shared with the Transfer Station. It is anticipated that within the next 5-10 years that one full-time and one part-time staff person will need to be added to the Department personnel.

The Parks and Property Department is located at 69 Weare Road, which is the same location as the Transfer Station and Recycling Center. The space they occupy is 432 square feet in size and there is no anticipated need for future office expansion.

The following table shows the current equipment owned by the Department and the anticipated date and cost of replacing it.

Equipment	Condition	Number of Miles/Hours	Year Purchased	Year Equipment should be Replaced	Estimated Cost of Replacement
John Deer Riding Mower	Excellent	125	2000	2008	\$25,000
Tanaks Weed Wacker	Excellent	25	2000	2006	\$500

Source: Parks and Property Department, 2001

Issues, Goals, Recommendations

Issue: The services that the Parks and Property Department provides are necessary and benefit the residents, as well as other Town Departments.

Goal: To have the Parks and Property Department meet all of the current and anticipated needs of the community in an effective and efficient manner.

Recommendations:

- Create a system by which residents can submit comments, feedback, and recommendations on the performance of the Department and what they feel they should be responsible for.
- Work with the Highway Department on roadside maintenance, with a specific emphasis on tree planting and roadside beautification efforts.

White Birch Community Center

White Birch Community Center has been serving the Town of Henniker for more than 26 years. The agency is committed to providing members of the Henniker community with programs to meet the needs of all generations. White Birch is a private, nonprofit organization that focuses on the educational, social, and recreational needs of the community so as to enable people to create a balance between work and leisure. Although the Center is not a town-owned or run program, the services it provides are of great benefit to the community. The Center provides the following programs: Nursery School, Youth Programs, Senior Adult Activities, Community Programs, and Child Care.

Youth Programs

In collaboration with the Henniker Community School, the Police Department, and the School District, the After School Activities Program (ASAP) pilot program for fifth and sixth graders was started in 2000. The program offers learning activities, in conjunction with field trips. The program is partially funded through a state grant and it seeks to reduce high-risk behaviors in youth.

From July through August, the Center held summer day camp for elementary school-aged children. Camp programs were conducted for eight weeks in 2001. ASAP Outdoor Adventure Days for youth in grades 5-8 held ten trips in 2001.

Senior Adult Programs

The Center has more than 450 senior citizens on its mailing list. For much of the year, monthly trips and activities are scheduled. A newsletter informs residents about upcoming seminars and other local events of interest. Participants enjoy day trips, special events, monthly luncheons, and holiday activities throughout the year.

Community Programs

The Center sponsors various community-wide children’s events, such as the “Children’s Fall Festival” and “Breakfast with Santa.”

Through the Center, free swimming lessons are offered to Henniker children, ages six to twelve years, for a two-week period in the summer. In 2001, more than 60 children participated in this program, learning the basics of swimming safety and advanced swimming skills.

Two new initiatives took shape in 2000: Dial-a-Ride and the Henniker Community Outlook. Dial-a-Ride offers rides to Henniker residents, aged 55 and over, to and from needed appointments. The Henniker Community Outlook is a monthly newsletter highlighting Town and monthly events and information, which is sent to all Henniker residents.

Nursery School

Crayon College is the flagship program of the Center, servicing 3 and 4 year-olds in a part-time morning program. These activities complement those offered by the Child Care Program.

Child Care Programs

The Center is licensed to care for 85 children, between the ages of 18 months and 13 years. During the school year, children come to the facility for vacation and snow days. Specific early care and education programs are provided for the children, in addition to the Youth Programs already mentioned, including after school care, preschool, and toddler child care.

Facility, Staff, and Equipment Needs

The Community Center is located at 9 Hall Avenue and is 10,000 square feet in size. At the present time, there are no known office space needs that should be addressed for the functioning of the Community Center for the next five to ten years.

The Community Center, because of the number of residents served and variety of programs offered, has quite a large staff, as can be seen below.

Child Care Teacher	6	Child Care Associate	6
Child Care Aide	6	Maintenance	3
Administrators	3	Senior Coordinator	1 (1/4 time)
Part-time Staff	3		

There is a current staffing need of qualified, full-time, early-childhood program staff. It is anticipated that the Senior Coordinator position should be 75% time position, instead of the 25% time position that it currently is.

Issues, Goals, Recommendations

Issue: The services and programs that the White Birch Community Center provides enriches and enhances the community atmosphere valued in Henniker.

Goal: To have the White Birch Community Center meet the current and anticipated needs of the community in an effective and efficient manner.

Recommendations:

- Continue to expand and improve upon the services offered, based on community participation and interest.
- Continue to work with New England College, the Police Department, and the School District to increase the number of volunteers involved with the various programs offered.
- Solicit feedback on the Dial-a-Ride program and the Community Outlook Newsletter to ensure that the goals for such initiatives are being met.
- Coordinate with Concord Area Transit (CAT) in providing public transportation service in Henniker.

Strategies to Meet Community Facility Needs

The following is an inventory of alternative financing sources and strategies Henniker could employ to help pay for needed staff, equipment, and facilities in various Departments. These suggestions should be reviewed by Department Heads and the Selectmen as ways to meet the goals and recommendations outlined in this Chapter.

Impact Fees: As Henniker continues to grow, it is recommended that the community review the feasibility of instituting an Impact Fee Ordinance. Such an ordinance would require a study of growth trends and impacts on municipal facilities. Based on a series of calculations, impact fees could be established for road improvements, schools, library, fire and police service, as well as recreation. Impact fees are charged to all new residential and commercial development, with some exceptions. Impact fees can range from a few hundred to several thousand dollars per dwelling or commercial unit.

User Fees: During the 1980s, the concept of user fees for the funding of numerous public facilities and services were widely adopted throughout the nation. To help finance community facilities and programs, several communities in New Hampshire have adopted user fees. Examples of user fees in New Hampshire communities include water district charges and transfer station fees.

License and Permit Fees: Fees, such as building permits, zoning applications, and planning board subdivision and site plan fees are all examples of permit fees. Such fees are highly equitable and are successful for minimizing the burden on taxpayers for specific programs, such as building code enforcement.

Grants-in-aid: New Hampshire communities are eligible for various grants in aid for financing school construction and improvements. Examples include:

- Foundation Aid to help schools provide minimum education
- Building Aid
- Area Vocational School Tuition and Transportation Aid
- Handicap Education Aid
- Sweepstakes Aid
- Nutrition Grants
- Driver Education

Community Development Block Grants: Depending on the location, social value, and functional use of a community facility, Community Development Block Grants (CDBG) can be a good source of financing. CDBG funds are allocated from the US Department of Housing and Urban Development and, in New Hampshire, are administered by the Office of State Planning. Each year, communities are invited to submit grant applications for funding of projects. In 1999, New Hampshire received over 10 million dollars in CDBG funds that, through the grant process, were allocated to communities across the State.

Capital Reserve Funds: Capital reserve funds are similar to savings accounts, as they allow the Town to contribute money to a specific account for the purpose of purchasing or defraying the cost of significant items such as school additions, highway equipment, fire trucks, and municipal buildings and facilities.

Sale of Surplus Town Property and Land: Sale of town owned property is another viable option for raising funds to pay for new community facilities. Parcels that should be liquidated include those that have no significant conservation or cultural value, or limited potential for future community facilities.

Bonds: Bonding is a popular method of raising revenue to construct or purchase town equipment and facilities. Though viable, the Town should avoid encumbering too much debt, as it can limit the ability of the Town to provide for future, unidentified needs.

Private Foundations / Trusts: For years, communities have been the beneficiaries of trusts and donations created by private citizens and foundations. The Town should actively solicit such resources for assistance regarding the development or expansion of recreational facilities and programs.

Capital Improvement Program: To better anticipate the Town's future and existing needs, and to minimize fluctuations in the tax rate, the Town should create a Capital Improvement Program (CIP). This is a six-year plan created by the Planning Board that would outline all major purchases for every town department and entity, including the school department and water precinct. The plan would be amended annually and would serve as a guide for the Selectmen and Budget Committee during the budget process.

Summary

The provision of community services and facilities is one of the primary functions of government. As the population and demographics of Henniker grow and change over time, it is important that the community make adjustments in its delivery of services to meet those changes.

Efficient community facilities and services that meet the needs of the public are important for maintaining and improving the quality of life in Henniker. It is evident that each department in Henniker is in need of additional staff, new or expanded facilities, or equipment upgrades. Although many of these requests have already been planned for, Henniker needs to be proactive in its financing and planning to ensure that the community services remain at their current level of quality and that the residents are not burdened with large tax increases to pay for such services all at once. Henniker is a desirable community because of its small-town feel and numerous amenities.

Chapter VIII Conservation, Preservation, and Open Space

Introduction

The Conservation, Preservation and Open Space Chapter is a study of Henniker's environment that includes its open space systems, watersheds, soils, bedrock, topography, rivers, wetlands, forests, drinking water resources, and built environment.

In periods of development, towns tend to be reactive toward development proposals, allowing development without sending a clear message to developers about what the Town really wants. Because of serious growth pressures, it is imperative that a coordinated effort to manage valuable locally and regionally significant environmental areas occurs. This effort would be most effective if municipalities worked across political boundaries to coordinate and plan for natural resource preservation, conservation, and protection.

The vision offered by this Chapter continues to concentrate the growth and development of Henniker within the traditional core areas of the Town. Within the more rural areas, the eventual goal is to protect and interconnect, through a greenway and open space network, tracts of land with important ecological, visual, aesthetic, and community value.

To achieve the goals and recommendations that follow, the Town should focus on critical environmental and resource issues that need to be monitored and better understood. The goal of this Chapter is to build a clear and consistent information base regarding important issues, make that information available to the public and decision makers, and then use that information to develop management plans. It needs to be adaptive in the sense that it can be adjusted as more is learned about the dynamic systems in which we live and work.

Goals and Objectives

Goals and objectives in any plan are intended to provide a policy framework and direction to the plan. Goals are general statements of ideal conditions. Objectives describe desirable projects and programs that will help to achieve the goals. Strategies are steps that need to be taken in order to reach an objective.

Goal - The Town of Henniker desires to conserve, protect, and preserve its natural resources, including but not limited to, ground and surface waters, agricultural and forest land, and wildlife habitat, in order to preserve the character of the community.

Objective - When engaging in development, the Town of Henniker should encourage open space land preservation that retains the natural conditions of the site.

Strategies:

1. The Planning Board, as part of the subdivision review process, shall encourage developments to dedicate land for open space.
2. The Conservation Commission should encourage and solicit the donations of parcels or easements in areas that fit within an open space/land conservation plan.
3. Appropriate open space, agriculture, and forestry uses should be allowed in all areas of Town.

Objective - The Town of Henniker should control development in environmentally valuable and sensitive areas.

Strategies:

1. The Planning Board should review all relevant data, including soil, slope, wetlands, etc., as part of the development review process when site plan and subdivision proposals are made and determine if the proposals are in environmentally sensitive areas.
2. If a development proposal appears to be in an environmentally sensitive area, the Planning Board should request site specific scientific data regarding the current environmental conditions, potential impacts, and proposed solutions, prepared by qualified, licensed professionals.

Objective - The Town of Henniker shall encourage through regulatory powers, incentives, and purchase, the preservation of existing and potentially productive agricultural lands, forest lands, and parcels of open space.

Strategies:

1. Recommend the preservation and conservation of existing and potentially prime agricultural lands, forest lands, and parcels of open space lands.
2. Send information on current use assessment to all property owners who could qualify for the program. Engage in a public education campaign to highlight the benefits and value of the current use program.
3. Henniker should actively pursue funding for the purchase of available agriculture lands, forest lands, and open space parcels. Prior to the acquisition of such land, an evaluation process should be developed that includes an evaluation of needs, cost and benefits.
4. A management plan should be created for all parcels of land that the Town owns to ensure that best management practices are being followed.
5. Henniker should work with the surrounding communities to coordinate an open space protection plan for parcels that abut and/or cross Town lines.
6. Henniker should analyze town-owned property taken for back taxes and look at placing conservation restrictions on this land to keep it as open, protected land.

Objective - The Town of Henniker should continue to work to protect the shoreline of its lakes, streams, ponds, and rivers.

Strategies:

1. Henniker should work to establish a collaborative shoreline policy with its neighboring communities.
2. Henniker should seek acquisition, easements, and/or development rights for parcels of land abutting public water bodies.

Objective - The Town of Henniker should continue to take steps to protect its aquifers and ground water resources.

Strategies:

1. Henniker should identify areas where there is a known or potential water pollution problem and require that neighboring public bodies of water be monitored annually for public health and environmental risks.
2. Henniker should create a public education campaign that would encourage residential well-water users to periodically test their water to ensure its safety.
3. Henniker should create and implement an educational campaign for residents as to the proper maintenance procedures for onsite septic systems.
4. Henniker should create and distribute educational materials for the proper disposal of waste oil, household chemicals, and household hazardous waste.

Objective - The Town should take the appropriate steps to ensure that the geologic formations and resources located in the community are managed in a sustainable fashion.

Strategies:

1. Henniker should seek easements and/or development rights for spent/abandoned gravel pits located in the aquifer areas within the Town.
2. Henniker should continually monitor active sand and gravel pits operating within the Town to ensure all safety and environmental protections are in place.

Objective - The Town of Henniker should coordinate all local land use planning and regulations, such that local planning efforts are enhanced, intra-community conflicts are minimized, and suburban sprawl is limited.

Strategies:

1. Where appropriate, encourage and emphasize the existing Village by channeling commercial and residential growth toward it.
2. Encourage the use of innovative land use controls to provide growth in areas with suitable land characteristics and to discourage development in areas with poor soils, steep slopes, flood hazards, or other environmentally sensitive or unique characteristics.

Objective – Increase cooperation among the Town, New England College, local businesses, and the region to preserve and protect Henniker’s natural environment.

Strategies:

1. Invite representatives of New England College and the Henniker Business Development Committee to the monthly Conservation Commission meetings.
2. The Conservation Commission should continue to be involved in the Regional Resource Conservation Committee.

Community Survey Results

A Master Plan Community Survey was distributed to all residential households and non-residential landowners in October 2000. Approximately 1,500 surveys were mailed out with 495 surveys being returned, resulting in a 33% response rate. The following five survey questions relate to this Chapter.

How should Henniker respond to prospects for growth in each of the following areas?

	Encourage	Stay As Is	Discourage
Farms	325	119	4

*How would you rate the current adequacy of the following services?
Please check all that apply.*

Municipal Services	Good	Fair	Poor	N/A
Access to Public Waters	210	113	84	49
General Recreation	250	132	58	23
Land/Wetland Conservation	229	128	36	54
Recreational Trails	242	141	35	36
Recycling	323	96	32	14

*How important is each of the following to your choice to live in Henniker?
Please check all that apply.*

	Very Important	Somewhat Important	Not Important
Farming Opportunity	56	109	264
Rural Quality	384	66	8
Small New England Village	378	63	19
Suburban Area	132	155	132

*How important is it to expand, provide, or improve each of the following?
Please check all that apply.*

	Very Important	Somewhat Important	Not Important
Park/Picnic Areas	215	153	70
Recreational Trails	235	156	55
Wildlife Preservation	306	105	38

Which of the following methods would you support to balance growth with the preservation of sensitive areas? Please check all that apply.

Methods	Responses
Encourage Private Donation of Land and/or Development Rights	295
Current Use Assessment	208
Town Purchase of Land	207
Land Trusts	204
Town Purchase of Development Rights	157
Re-zoning	145
No Opinion	70

These community survey results will help to shape the goals and recommendations of this Chapter. The areas of importance and the concerns of residents will take priority in setting out the policy objectives and vision for the community.

Soils

One of the most important natural resources and determinants of land use is soil. Soils are a renewable resource, but because of the long time period required to be replenished, they can easily be classified as non-renewable. Information about soil characteristics, with other supporting data, allows a community to make sound land planning decisions.

The upper layers of geological materials (rocks and soils) on the bedrock (the crustal rock under the soil) were deposited by the last glaciation (Pleistocene), particularly the Wisconsin stage. As the ice melted, the glacial debris formed two types of deposits:

- (1) Direct deposits falling or dumped by the ice as unsorted glacial till (hardpan).
- (2) Outwash deposits of sand, gravel, silt, and clay sorted out by the meltwater running off the ice (Glacio-Fluvial). These latter deposits were carried farther by streams and rivers into the valleys. As the ice was melting, the Contoocook River Valley became a temporary lake (Glacial Lake Contoocook) and today contains lake floor deposits of sandy silt and clay.

The following describes the various resulting glacial landscape features:

A. Direct Deposits (till)

1. Ground Moraine -- Mostly till overlying bedrock but includes outcrops of uncovered bedrock. It is the unsorted, glacially ground-up debris of clay, silt, sand, gravel, and boulders dumped under the glacial ice and now covering bedrock. It was not distributed by meltwater. Morphologically, it is a zone of small hills and basins.
2. Drumlins -- Low, humpbacked elliptical hills or mounds of till deposited and shaped by the moving glacier; the long axis is parallel to the ice motion.

B. Outwash Deposits (sand, gravel, silt, and clay)

1. Outwash Plains -- A broad almost flat topped deposit of sorted sand and gravel layers, built up by the streams of glacial meltwater flowing off from the stagnant glacier.
2. Kame and Kame Terraces -- A hill, hummock, or short irregular ridge of stratified sand and gravel deposited in contact with the glacial ice; when the ice melted, the deposit settled to its present form. They range from 5 to 100 feet high. A kame terrace is a body of crudely sorted sand and gravel deposited between the glacier and an adjacent valley wall, thus forming the rather flat-topped terraces.
3. Eskers -- Narrow, sinuous ridges of crudely stratified gravel and sandy gravel 10 to 100 feet high, deposited by meltwater streams flowing beneath the glacier in stream tunnels.
4. Varved Clays -- Glacial clays of alternating sandy silt and silty layers, deposited in glacial lakes.

Since the last glacial ice melted away 14,500 years ago, three other major soil deposits have developed:

Organic Deposits -- Peat and muck soils found in marshes, swamps, bogs, and other wetlands; they represent formerly or presently ponded depressions where plant remains have accumulated and decayed over time.

Flood Plains -- Large areas of sandy or silty alluvium (stream deposits) left by previously muddy flood water; usually broad and flat due to the slow accumulation of this alluvium during the waning stages of each flood.

Topsoil -- Generally less than one foot thick composed of weathered glacial deposits and organic matter (humus).

Much of Henniker's surficial geology is a result of the latest period of glaciation. Glacially ground-up debris of clay, silt, gravel, and boulders were dumped over the landscape creating a zone of small hills and basins. Evidence of this effect can be seen today on the northeast section of the Town where glacial deposits have formed a drumlin and an esker. The Contoocook River Basin also dictates much of Henniker's surficial geology. It is composed of stratified sand and

silt consisting of glacial outwash and recent stream deposits. Sand and gravel deposits are found in scattered kame terraces, and isolated organic deposits occur in some of Henniker's wetlands.

In general, soils can be grouped into seven main categories: wetland, seasonal wet, sandy and gravelly, shallow to bedrock, hardpan, deep and stony, and clay. Gravel pits and man-made landfills can be included in the "other" category.

There are three levels of important agricultural soils: local, statewide, and prime. Soils of local importance are determined by the local National Resource Conservation Service (NRCS) district. Soils of statewide importance are lands determined by the State to be nearly prime and that economically can produce high yields of crops. Prime soils are defined as land best suited for food, feed, forage, fiber, and oilseed crops; it may be cultivated land, pasture, woodland, or other land. Prime farmland soils produce the highest yields with minimal expenditure of energy and economic resource. Farming these soils results in the least damage to the environment. Prime farmland soils have increased significance when these areas coincide with current agriculture use. Unfortunately, soils that are prime for agriculture are also, for the most part, prime for septic systems and development. Thus, these soils are some of the most threatened in Henniker. Once the soil is developed it is essentially lost for agricultural purposes.

It is important for the Town to be aware of the soil conditions, classifications, and limitations in order to have appropriate and suitable land use planning and zoning requirements.

Issues, Goals, Recommendations

Issue: In addition to offering environmental and agricultural benefits, soils are subject to contamination, erosion, and depletion at an alarming rate. Productive soils for farming and forestry are often prime development sites, and once built on, they become unavailable for those essential and desired uses.

Goal: Soils should be respected and protected as a valuable resource. All land use activities should be performed in such a way as to minimize negative impacts and be located on suitable sites.

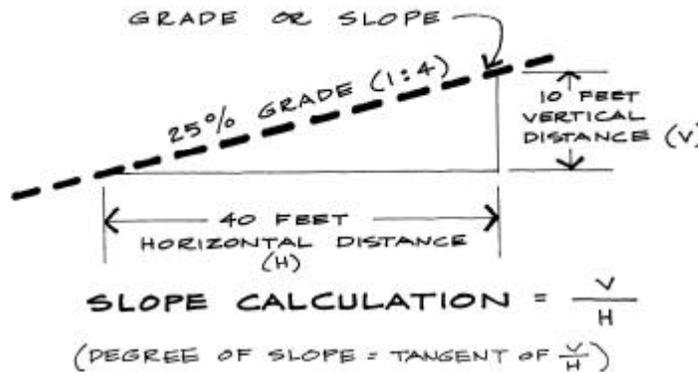
Recommendations:

- Inform and educate land owners who perform soil impacting activities, of recommended best management practices regarding such land use activities.
- Through the Subdivision and Site Plan Review Regulations, the Planning Board should require new developments to submit site specific soil data to ensure that new developments have adequate carrying capacity for such proposed uses. Site plan review submittals should be consistent with the most recent data and recommendations by NH OSP, NH DES, as well as others.
- The Planning Board should research implementing soil-based lot sizing requirements, in accordance with the latest data and recommendations available from NH DES and NH OSP, as well as other sources.

- Site-specific soils data should be required under the following situations: (1) average lot size is less than 2 acres without public water and sewer, (2) average lot size is less than 1 acre with municipal water but without municipal sewer, (3) the contiguous buildable area greater than 20,000 square feet and without municipal water and sewer, or (4) the area is without municipal water and sewer and has multiple soil complexes with dramatically different characteristics on the same lot.

Slope Analysis

Slope is a very critical consideration in land use planning because it affects the capability and suitability of land to support building development, septic systems, building design costs, as well as environmental impacts like runoff, erosion, sedimentation, and pollution. Slope is the ratio of change in vertical elevation in relation to the change in horizontal distance, multiplied by 100 percent. The percent of slope may indicate the potential for environmental problems.



Source: The Illustrated Book of Development Definitions
Harvey S. Moskowitz and Carl G. Lindbloom, 1993

There are five slope classifications, which are described below.

0-3% Flat - Land in this category can be regarded as essentially level. The slope would indicate easy accommodation of almost all types of land use. Much of the land in this category lies within the floodplains of the major rivers. Other flat lands in this category may have drainage problems if the soil proves to be relatively impermeable. Land in this category is generally best restricted to pasture and grazing, public open space, recreational use, farming, or appropriately planned development that takes into consideration the necessary environmental factors and conditions.

3-8% Gently Sloping - Land in this category is suitable for many uses. The slopes are not prohibitive for development and make for excellent natural drainage conditions. Most of the land in this category may be found within the valley floors and river terraces.

8-15% Moderately Sloping - Slopes of this range begin to be restrictive for certain land uses. The slopes may also prove too steep for most farming purposes. Low density residential development may be feasible if carefully planned.

15-25% Steep Slopes - Excavation and grading are almost always required, yet development not intensive in its coverage may be accommodated with limited environmental impact, if carefully planned.

Over 25% Very Steep Slopes - These lands are most subject to adverse environmental impacts and heavy construction costs. Intensive use of land should be done cautiously with the recognition that the interest and amenity provided by such lands makes them a valuable recreational resource and an area for the increasing demand for residential housing "with a view".

According to the Flood Insurance Study conducted in 1977 by the Federal Emergency Management Agency (FEMA), 17% of Henniker has slopes 25% or greater. There are many areas with steep slopes, as can be seen in the table below and on the **Steep Slope and Scenic Vista Map**.

Mountains and Hills	Elevation
Bear Hill	1,380'
Buck Hill	1,020'
Colby Hill	1,256'
Craney Hill	1,402'
Liberty Hill	1,193'
Morrill Hill	1,040'
Mount Misery	1,080'
Mount Hunger	1,350'
Wadsworth Hill	1,160'

Source: 1998 Natural, Cultural, and Historical Resources Inventory of the Central New Hampshire Region, CNHRPC

Whereas much of the easily developable land within the Town has been built upon, developers and home builders will begin focusing on the more sloped terrain. Potential views from such slopes have increased both the demand and value of those sites. This increase has created problems for utility placement, as well as for service roads and driveway location and construction.

Issues, Goals, Recommendations

Issue: Moderately to severely sloped land is subject to erosion during almost any type of land use activity. Development of this land may also create scenic degradation for those residents who viewed such scenic vistas prior to development.

Goal: Create slope development standards that protect the environment and safety in both the short and long term, as well as the aesthetics from both near and far observation points within the Town.

Recommendations:

- Henniker should ensure that required siltation and sedimentation controls are in place prior to the start of any construction activity and that they remain functional during the entire construction process. Erosion and sedimentation control measures shall be in accordance with "Stormwater Management and Erosion and Sediment Control Handbook for Urban and Developing Areas in New Hampshire," as prepared by the New Hampshire Department of Environmental Services (NH DES), Rockingham County Conservation District, and USDA Soil Conservation Service, August 1992.
- Henniker should allow steep slopes to be used for recreation purposes, such as hiking, cross country skiing, and others that do not alter the natural surface configuration or vegetative cover of the land.
- Henniker should encourage land owners to protect steep slopes with slope easements.
- The Site Plan and Subdivision regulations should categorize land with a slope greater than 25% as "Unbuildable" land.

Scenic Views

The landscape of a community defines its cultural, natural, agricultural, and historical heritage and provides residents with a sense of identity. Henniker's identity is marked by the views to and from roadways, bodies of water, and high peaks. Scenic vistas of flat fields, mountains, and water bodies can be seen from Dodge Hill Road, Ray Road, Hemlock Corner Loop, Shaker Hill Road, Mount Hunger Road, and Bear Hill Road, just to name a few.

A scenic resource evaluation, from Vermont's "*Mad River Resource Protection Plan*," provides a list of key scenic attributes that transfer well to Henniker. These key scenic attributes include:

Physical Features

Hills and hillsides

Rivers, ponds, streams and wetlands

Vegetation, greenery, foliage and wildflowers

Elements of a working landscape such as animals, farm buildings, crops, etc.

Agricultural lands

Wildlife

Important Aspects of Views

Diversity and contrast within a view such as a patchwork of open and wooded land

Location of open space next to historic New England housing, hedgerows and stone walls

Continuous views that "follow" you as you travel along the road or are deep views

Lack of scattered development or other disturbances in views

Vantage points – the point or area that provides access to the view

Henniker, with its hilly topography, offers numerous scenic views of rolling hills, ponds, and streams. See the **Steep Slopes and Scenic Vista Map** for these locations. As more development occurs within the Town, the scenic views and locations to observe such views will become more scarce.

Issues, Goals and Recommendations

Issue: Most of Henniker's valuable views and vistas are protected only by the willingness and desire of the landowners. No comprehensive inventory or analysis exists of Henniker's scenic views and vistas.

Goal: Identify and develop an educational program that would encourage the protection of scenic viewsheds in Henniker.

Recommendations:

- The Planning Board should consider, and require an analysis of, the impacts that development, such as telecommunication towers, could have on scenic views from within the Town, as well as on those in surrounding communities.
- Henniker should research the idea of using scenic easements to protect desirable viewsheds from development.

Surface Water Resources

Henniker lies within two main watersheds: the Contoocook River Watershed and the Piscataquog River Watershed. These watersheds can be broken down into 16 smaller watersheds, including the Amey Brook watershed, the Colby Brook watershed, and the Liberty Hill watershed, just to name a few.

Like all rivers, the Contoocook River naturally floods, creating water areas where excess water can drain, called floodplains. Flooding is a natural process of the river system that serves to slow floodwaters, thus reducing damage further downstream. Flooding also deposits minerals for the soil and recharges groundwater resources, as well as providing habitat to a wide variety of plants and animals. With the Hopkinton-Everett Dam in place to control flooding, much of the Contoocook River's environmental benefits have been lessened.

The Contoocook River drainage area covers about 766 square miles, not all of which is in Henniker. River systems, like the Contoocook River, link communities; one community's actions can affect the downstream water quality and quantity for other communities. The water quality of Henniker ponds was assessed as part of the Natural Resource Inventory with regard to eutrophication and acidification. This included the results of two water quality surveys conducted in the fall of 2000 and the fall of 2001. Samples and measurements were taken in 11 ponds for dissolved oxygen, temperature, clarity, total phosphorus, chlorophyll A, specific conductivity, pH, and turbidity. These results are compared with water quality data from 132 lakes and ponds across New Hampshire in 2000. In addition, major changes in historic land use

are identified based on aerial photographs and USGS topographic maps from 1929, 1946, 1953, 1975, 1988 and 1998.

The following chart gives information on the size of the rivers, streams, and ponds that are located throughout Henniker. These resources can also be seen on the **Surface Water, Wetlands, and Floodplain Map**.

Name	Area/Length
Blaisdell Pond	2.2 acres
Carr Pond	11 acres (1.9 acres in Henniker)
Colleague Pond	7.0 acres
Craney Pond	36.5 acres
French Pond	38 acres
Grassy Pond	13.4 acres (2.9 acres in Henniker)
Keyser Pond	17.6 acres
Long Pond	91.1 acres
Middle Pond	7.2 acres
Morrill Pond	9.3 acres
Mud Pond I	7.8 acres
Mud Pond II	10.8 acres
Pleasant Pond	85.1 acres
Unnamed Pond I	17.7 acres
Unnamed Pond II	3.8 acres
Upper Pond	26.7 acres
Amey Brook	6.1 miles
Bean Brook	2.2 miles
Black Brook	2.3 miles
Brown Brook	1.9 miles
Cascade Brook	1.4 miles
Chase Brook	2.4 miles
Colby Brook	2.7 miles
Contoocook River	10.8 miles

Source: Natural Resource Inventory (NRI), 2000 and 2001
Henniker Conservation Commission

The Town has an obligation to protect the water quality for the benefit of human and wildlife use. Conservation efforts in the past have begun to help protect these resources through Town Ordinances and through the acquisition of conservation land and easements. It is important for the Town to continue to take proactive steps to ensure that the quality and aesthetic value of the Town's surface water resources are protected and enhanced.

Issues, Goals and Recommendations

Issue: Septic systems and wastewater treatment plants are potential local sources of point source pollution into surface water resources.

Goal: Ensure that septic systems and the Henniker wastewater treatment plant are efficiently operating and properly managed to minimize all adverse effects on the water quality.

Recommendations:

- Henniker should initiate a public education campaign regarding the proper maintenance of septic systems.
- Henniker should investigate the possibility of creating or expanding the public sewer system into existing areas with marginal leachfield capacity.

Issue: Buffers adjacent to shoreland reduce the adverse effects of human activities on these resources by protecting water quality, protecting and providing wildlife habitat, reducing direct human disturbance, maintaining aesthetic qualities, and providing potential recreational value. The loss of buffers through variances/waivers and through illegal activities should be minimized.

Public education is needed to raise awareness of the sensitivity of the water bodies and the importance of careful land management. This is especially critical because landowner education, understanding, support, and cooperation will be much more effective than the enforcement of misunderstood or unsupported regulations. In addition, a well-educated constituency advocating the appropriate development of waterbodies will more likely support and adhere to the regulations made by Town decision makers.

Goal: The Town should provide for the comprehensive protection of shoreland through regulatory, educational, and voluntary efforts.

Recommendations:

- The Conservation Commission should facilitate the distribution of information for waterfront property owners to encourage voluntary shoreland protection.
- Realtors and the Town should work to help new landowners understand the importance of protecting their shoreland, setting houses back from water bodies, retaining vegetative screening, and preserving natural buffers along the water for wildlife.
- Henniker should institute an education system for owners of property with shoreland. Under such a system, when a permit involving land disturbance (e.g., building, septic, etc.) is applied for on a property with shoreland, the applicant would receive a packet of information. The packet would include information about the Town's ordinances, State laws, and the reasons for these protective measures of shorelands.

Issue: The transport of sediments, pollutants, and nutrients associated with stormwater runoff is the largest contributor to non-point source pollution in New Hampshire. Watersheds with less than 10%-15% impervious coverage do not experience adverse water quality and biological impacts, while watersheds with greater than 15% impervious coverage tend to show higher degrees of impairment and degradation, due to runoff.

Goal: The Town of Henniker should update its ordinances and regulations to adequately address the issues of stormwater management, erosion, and sediment control to improve the quality of the Town's waterbodies.

Recommendations:

- Henniker should integrate into its ordinances a requirement for erosion and sediment control plans and stormwater management plans for projects that involve the disturbance of more than 1 acre of land and that will create more than 15% of impervious surface cover. These plans should be required for those areas that drain directly into a waterbody.
- Henniker should update its zoning regulations to require the maximum impervious coverage to be 15%, which includes the building footprint, driveway, parking, and accessory structures, in areas with numerous water bodies or water quality concerns. There should be a provision to increase impervious surface by variance.

Issue: Public awareness of the negative environmental impacts of incremental changes and development within the watershed needs to be strengthened within the community.

Goal: A public education campaign regarding the negative environmental impacts of incremental development, changes to the landform, and variances/waivers to regulations and ordinances needs to be conducted.

Recommendations:

- Public awareness should be raised regarding the importance of water bodies in the Town and ways to protect them. Volunteer watershed/waterbody advocacy groups should be encouraged to work with landowners and monitor water quality.
- Educate the Zoning Board of Adjustment, Conservation Commission, Planning Board, and other Town Committees and Departments about the negative local impacts caused by continual incremental variances, special exceptions, and waivers to wetland and water protection ordinances/regulations. This education program should also include information about how the laws and ordinances are constructed and enforced, as well as information about the reasons and justification for the water protection measures that are in place.

Issue: Henniker needs to preserve surface water quality and mitigate existing problems with French Pond.

Goal: The Town should maintain a water quality monitoring program of Henniker ponds and streams.

Recommendations:

- Support the Conservation Commission's annual water quality monitoring of Henniker ponds.
- Establish streamflow monitoring stations for measuring streamflow and monitor water quality.
- Establish a publicly accessible web-based data base of the water quality of Henniker surface waters.
- Continue work on addressing the eutrophication of French Pond.
- Monitor for the presence of exotic aquatic species in Henniker's ponds.

Wetlands and Floodplains

Two potential problems caused by human development near the water's edge include the loss of property and degradation to wildlife. The two types of land are most susceptible to degradation are floodplains and wetlands, both of which are quite extensive in Henniker.

After the torrential rainfall and considerable snowmelt in 1936 and the hurricane of 1938, both of which caused severe flooding in New Hampshire, the US Army Corps of Engineers created several flood control areas and dams in the region to protect property owners and their land. The Hopkinton-Everett Reservoir is approximately 10,018 acres and protects communities all along the Contoocook, Merrimack, and Piscataquog Rivers from future flooding, with the exception of Henniker. Henniker is protected not by the reservoir itself, but by an easement that prevents the building of homes and businesses in areas that would be inundated if the reservoir were to reach full capacity.

By slowing and storing floodwaters, floodplains reduce downstream flood damage. Floodplains are relatively flat areas of land bordering a river or stream that result from the accumulations of sediment deposited by the river during times of flooding. By trapping sediments and reducing erosion, undeveloped floodplains play an important role in preventing pollution of rivers and streams.

As development occurs upstream in a watershed, runoff volume and rate are increased by the larger area of paved and other impervious surfaces (e.g. roofs and driveways). Flooding can consequently become more frequent and floodwaters more damaging since they are moving faster. Preserving floodplains becomes increasingly important as uplands are developed, as does attention in local ordinances to minimizing the amount of impervious surfaces.

A floodplain, in its natural state, is the most cost-effective way to reduce flood damages, and has been found to be far less expensive than dams, channelization, and other structural methods. Undeveloped floodplains also trap sediments and pollutants and reduce erosion. Protecting floodplains helps to reduce water pollution; conversely, development in the floodplain leads to more rapid movement of pollutants into the stream channel, which degrades the quality of the water.

Wetlands are typically defined by three parameters: drainage, soil type, and vegetation. The National Wetlands inventory defines wetlands by hydrology, hydric soils, and vegetation, including trees and plants that dominate wetland areas and require wet conditions to grow. The definition in the New Hampshire Code of Administrative Rules for the State of New Hampshire Wetlands Board for Wt 101.01 Freshwater Wetlands is: "Freshwater wetlands means those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

Wetlands are also defined as poorly or very poorly drained soils by the Natural Resources Conservation Service. Very poorly drained soils have a layer of muck or peat overlaying material such as sand, silt, and clay. The thickness of the muck or peat may vary depending on the soil forming process. The soil series and land types commonly associated with very poorly drained soils include Marshy, Mixed Alluvial, Saco, Muck and Peat, and Scarborough. Poorly drained soils that are slightly better drained due to a thinner layer of muck or peat and include the following soils: Augres, Rumney, Limerick Variant, Ridgebury. Of the total land acreage in Henniker (28,352 acres), 7.6% is comprised of hydric soils, as can be seen in the chart below.

Hydric Soils	Acreage	Total Percent of Town
Poorly Drained	1,279	4.5
Very Poorly Drained-organic base	638	2.3
Very Poorly Drained-mineral base	101	0.4
Marsh	128	0.5
Totals	2,146	7.6

1998 Natural, Cultural, and Historical Resources Inventory of the Central New Hampshire Region, CNHRPC

Wetlands have been viewed as areas with little economic value and have been subjected to filling, draining, and dumping with little regard for the consequences. However, science has shown that wetlands provide a number of benefits to the community. Wetlands serve seven purposes: flood control, water storage and ground water recharge, erosion and sedimentation control, pollution filtration, wildlife habitat, education and recreation, and environmental health and diversity.

- 1) Flood Control - Because of wetland soils and vegetation, wetlands act as a giant sponge during periods of high run-off or flooding and then release this stored water slowly during drier periods. Therefore, flood levels are lowered during heavy rains and water levels are maintained during drier months. Wetlands often absorb water that would otherwise run directly downstream and cause increased flooding and property damage.
- 2) Water Storage and Groundwater Recharge - The water absorbed in the wetlands can move up by means of evaporation, laterally by flowing in streams, and downward, thus recharging groundwater. All three movements may occur simultaneously, but one movement may dominate over the others depending generally on the season and such factors as rate of evaporation and plant uptake. Wetlands underlain by stratified sand and gravel will have the highest yielding wells. Water will percolate down through the sand and gravel more than glacial till and will recharge ground water supplies.

- 3) Erosion and Sediment Control - Because wetlands absorb and slow down the rate of runoff, the water's erosive powers are lowered. Dense vegetation also acts as natural catches for any eroded materials. However, the general cause of erosion control is the reduced rate of runoff.
- 4) Pollution Filtration - Wetland vegetation absorbs pollutants, such as organic material, bacteria, nitrates, and phosphates found in water. Nitrates are converted to atmospheric nitrogen or into plant nutrients. Phosphates are used in plant tissue. However, not all pollutants are absorbed by vegetation. In addition, wetland vegetation has a limited absorption ability and should not be overloaded with pollutants, as high levels of pollutants present numerous severe health hazards and can render such areas useless.
- 5) Wildlife - Wetlands offer a wide variety of vegetation. The diversification of vegetation consists of many producers in natural food chains and provides food for numerous animal species. The wetlands vegetation and water provide food, habitat, and breeding grounds for a wide variety of wildlife and fish.
- 6) Education and Recreation - Wetlands provide natural areas of study for all ages as they offer innumerable flora, fauna, and wildlife habitat. Also, wetlands provide excellent opportunities to study successional patterns and the effects of pollution or land use. Wetlands often represent the only remaining natural lands left in a town and serve as excellent sites for photography, canoeing, snow-shoeing, hiking, fishing, and hunting.
- 7) Environmental Health and Diversity - Generally, only wetland plants can tolerate the high levels of water and only certain types of animals and wildlife can tolerate such an environment. Because the wetlands offer a diversity of vegetation and animal life, they create a more stable environment in the surrounding area.

Henniker has thirty-four wetlands, a significant number considering that four of them are larger than 25 acres. Henniker is dotted with wetlands that were inventoried, field-checked, and mapped by the US Fish and Wildlife Service, between 1986 and 1990.

Wetlands and floodplains have a multitude of values that include flood control, wildlife habitat, pollutant removal, recreation, groundwater protection, and erosion control. Controlled floodplains create areas for wildlife, as well as protect the community from developing in areas with excess water flows. These systems that provide significant water quality and wildlife benefits can be found throughout the Town. See the **Surface Water, Wetlands, and Floodplain Map** for more information.

Issues, Goals and Recommendations

Issue: The primary impact facing wetlands in Henniker today is the effects of development within their buffers and within the wetlands themselves.

Goal: Maintain the current variety and quantity of wetlands in Henniker and ensure that wetlands retain their functional values. The Town should provide for the comprehensive protection of the wetlands through regulatory, educational, and voluntary efforts.

Recommendations:

- Henniker should identify wetlands for protection and/or acquisition based on their ecological importance, unique nature, or because of their location in the Town.
- The Conservation Commission should institute an education system for owners of property with wetlands. Under such a system, when a permit involving land disturbance (e.g., building, septic, etc.) is applied for on a property with wetlands, or may impact property with wetlands, the applicant would receive a packet of information. The packet would include information about the Town's ordinances, State laws, and the reasons for these protective measures of wetlands.
- The Wetlands Ordinance should be revised to use the new site specific standards from the Society of Soil Scientists of Northern New England (SSSNNE). Based on scientific justification, additional levels of protection through the Wetland Ordinance should be considered to address the specific resources found in Henniker.
- The careful and strict enforcement of the Wetlands Ordinance should be a high priority for the Town.

Issue: Wetlands in undisturbed blocks of habitat or in close proximity to other wetlands are often more valuable than wetlands in disturbed settings or fragmented landscapes. Therefore, the functional value of wetlands depends, to some degree, on their land usage context.

Goal: Protect wetlands as part of the broader ecosystem.

Recommendations:

- When evaluating development proposals that affect wetlands, the landscape-level context and impacts should be considered. Rather than focusing on gross wetland acreage, consider fragmentation, upland habitats, buffers, stormwater effects, and other such impacts.
- Identify landscapes, habitat blocks, corridors, or other areas deserving protection based on the value of the wetlands and the landscape context. Take steps to protect these areas.

Issue: Large areas of Henniker (2,414.75 acres) are not owned or controlled by the Town, but are managed and owned by the Federal government (Army Corps of Engineers) and managed by the NH Department of Resources and Economic Development (DRED).

Goal: Maximize the benefit and use of this flood control area for Henniker residents.

Recommendations:

- Henniker should continue to use the flood control land for recreation and educational purposes. Educate the public on the environmental, educational, and recreational benefits of the area.

- Henniker should work more cooperatively with the Army Corps of Engineers and NH DRED in order to encourage the use and activities within the flood control area that will be both beneficial and productive to all parties.

Drinking Water and Aquifer Protection

Groundwater is found below the land surface within cracks and fractures in bedrock, or in the spaces between particles of soil and rocks. Saturated zones in sand and gravel, and in fractured rock formations that receive, store, and transmit water to wells and springs are called aquifers. Rain and melting snow percolate downward into this zone as groundwater recharge. The land surface that is principally involved with a specific groundwater recharge is called the recharge area. As the water moves down, plants consume a portion, some is evaporated, and some is retained in the soil. The remaining water percolates down, usually very slowly, to recharge aquifers. Some of this water will eventually discharge to streams, lakes, and wetlands.

Aquifers serve three essential functions: filters, transmitting devices, and reservoirs. Impurities are filtered out of the water as they pass through the soil and rock. Suspended material is filtered out by surface soil and as the groundwater moves through the aquifer, other impurities are removed by numerous processes. Aquifers transmit water to and from surface lakes, streams, and wetlands through subsurface locations. This is important because aquifers may supply a base flow to water bodies during dry periods, in addition to acting as natural storage reservoirs for domestic, agricultural, and industrial water usage.

The most productive aquifers in New Hampshire are in the deeper deposits of sand and gravel that were deposited by glacial streams or subsequent water flow, and are located near streams or lakes, which can augment the surface recharge of rainfall and snow melt. Also important are the area, extent, and thickness of the aquifer. Most of the highly productive aquifers in New Hampshire consist of unconsolidated deposits of gravel and sand, flood plains, abandoned river beds, and alluvial valleys.

An extensive high-yield stratified drift aquifer underlies the Contoocook River Valley in east Henniker Village. Two medium-yield aquifers also exist in Henniker: one is located in West Henniker along the Contoocook River and the other lies along the west side of Route 114, just before the Bradford Town Line. Henniker depends on the high-yield aquifer for its drinking water supply. Two gravel packed wells, located on the south side of Route 114, supply water to Henniker Village. Other wells are found on Depot Hill Road and off of Foster Hill Road Extension. The Town does not use any surface water bodies for its public drinking water supply. Most of the households outside of the Village have their own private wells for their drinking water source.

Because aquifers are such a valuable natural resource, they should be protected. Extensive filling or placement of abutments and retaining walls may obstruct groundwater flow, raise the water table, and affect recharge characteristics. Extensive highway cuts and the increase in impervious surface may divide aquifers, destroying shallow water supplies, or allow

groundwater to flow out along the excavation, thus creating even lower water tables, reduced volumes of stored water, and a decline in well yield.

The recharge of the underlying aquifers becomes inhibited if these areas are covered by development and impervious material. The surface of the soil would be physically sealed by various materials, which would not allow any water to permeate the substance. Not only would the aquifer's ability to yield stored water be impaired, but there would most likely be increased surface runoff and, therefore, an increased possibility of flooding.

Those areas with the highest water quality and quantity should have the least development, whether they are residential or industrial. The areas where there is the least potential for aquifer recharge to exist are the more desirable and suitable areas for development, if there are no other development concerns in place.

At some point, the rate of water removal from the aquifer may be equivalent to the rate of water entering the aquifer (safe yield). If greater amounts of water are withdrawn than the amounts of water entering the aquifer, there will be an overall lowering of the water table, which may lead to a number of undesirable consequences. Consequently, it is important to protect and know the safe yield and the location of large quantities of groundwater so as not to damage the quality and quantity of the groundwater supply.

Because of the necessity of clean, safe, and available drinking water for the residents of Henniker, there needs to be an awareness and emphasis placed on protecting this important resource. See the **Aquifer and Drinking Water Map** for more information on these resources.

Issues, Goals and Recommendations

Issue: Drinking water resource protection is currently done on a community by community basis, despite the fact that the resource transcends political boundaries.

Goal: Create a regional drinking water resource protection program that is adopted by all communities that share the resource.

Recommendations:

- A regional initiative for aquifers and surface watersheds should be pursued and include partnerships with towns adjacent to Henniker, the Department of Environmental Services, and non-profit conservation organizations. This initiative should include a strategy of water resource protection using scientific methods of identification of strategically located and important lands, followed by appropriate protective measures, including conservation easements, which may restrict development within those critical areas. Measures should also be created to ensure that development within the source-water protection areas is conducted in a way that protects the water resource.
- The adequacy of the drinking water resource must be assessed in reference to the regional demands on the resource.

Issue: The Town of Henniker should research the possibility of creating an Aquifer Protection District.

Goal: Develop an Aquifer Protection District.

Recommendations:

- Henniker should research the possibility of creating an aquifer protection district that would provide comprehensive protection for the aquifer resource based on scientific findings, while at the same time ensuring the provisions are reasonable and enforceable.
- To complement comprehensive regulatory protections, the Town should identify landowners within the proposed Aquifer Protection District. This approach should inform landowners that they are within this District and explain to them how they can properly manage their land to protect the resource.

Sand and Gravel Deposits

Large deposits of sand and gravel can be valuable sources of construction materials. Because of their permeability (the ability to allow water to flow through), sand and gravel deposits also tend to be good sites for aquifers and wells. Permeability also makes sand and gravel deposits very vulnerable to contamination, which can spread quickly once spilled or dumped. Therefore, special attention should be given to regulating land uses that occur over sand and gravel deposits.

The Town of Henniker issues permits for commercial sand and gravel excavation under the authority of RSA 155E and the Henniker Earth Moving Ordinance. These regulations, along with the process of reviewing permit applications for gravel removal areas, should be designed to ensure that environmental resources and quality will not be negatively impacted.

There are currently ten privately owned and two Town-owned sand and gravel excavation sites in Henniker. See the **Water Resources and Excavation Site Location Map** for the locations of these existing excavation sites in Town.

Issues, Goals and Recommendations

Issue: The Town currently has in place an Earth Moving Ordinance, but it does not require, in all cases, scientific site-specific data.

Goal: Update and modify the ordinance so that it will be a comprehensive, science-based set of regulations that will work to protect the water quality and environmental resources located in the Town.

Recommendations:

- It is recommended that the Town update its Earth Moving Ordinance to be based upon a geologic study to ensure that any mining that occurs will not adversely affect local aquifers and wells.

- The Earth Moving Ordinance should be included in the Henniker Zoning Ordinance.
- Excavation from granite quarries should not be exempt from the regulations outlined in the Earth Moving Ordinance.

Issue: There are currently 10 privately-owned and 2 Town-owned, active sand and gravel pits that will eventually need to be reclaimed once all of the financially viable deposits have been removed. Reclamation means the restoring of an excavation site to a standard at least equal to those outlined in Town regulations.

Goal: As part of reclamation of the sand and gravel pits located within the Town, develop reuse plans for the sites.

Recommendations:

- Any reuse of the sand and gravel pits located within the Town should be evaluated as to the appropriateness for the proposed activity, and best management practices should be used to prevent contamination of subsurface water bodies, as well as adjacent streams, ponds, rivers, and wetlands.
- The spent gravel pits should be managed to their fullest and best potential, while placing environmental quality and protection in the forefront.
- An evaluation process should be undertaken by the applicant, which will include an evaluation of needs, costs, and benefits of the gravel pits once they are reclaimed and prepared for reuse.
- Encourage the incremental reclamation of the site throughout the excavation process so as not to leave large areas of disturbed land open.

Solid Waste

Henniker, like most towns in the central New Hampshire region, disposes of its trash at the Wheelabrator Incinerator in Penacook. In 2000, 2783.29 tons of trash were disposed of in Henniker, which is an increase from 2579.35 tons in 1999. In 2000, 15% of Henniker's trash was recycled, saving the Town in disposal costs. Although 15% is an admirable recycling rate, it dropped from the previous year's 18.6% rate of recycling. The table below highlights Henniker's 2000 recycling results.

2000 Recycling Results

Item	Weight in Tons
Used Clothing	12.4
Plastics	7.9
Cardboard	97.5
Newspapers/Magazines	119
Glass	55 (estimate)
Aluminum Cans (Lions Club)	4.4
Metal and Tin Cans	193.5
Auto/Household Batteries	1.5
Propane Tanks – 20 lb.	220 tanks
Propane Tanks – 1 lb.	200 tanks
Used Oil	2,200 gallons
Swap Shop	5.0 (estimate)
Leaves	3
Total	499.2

Source: 2000 Annual Henniker Report

All residential, business, and New England College trash and recycling can be disposed of at the Town transfer station.

Issues, Goals, Recommendations

Issue: Solid waste disposal has high financial and environmental costs associated with it. Individuals and businesses have the ability to reduce these costs through regulatory and voluntary measures.

Goal: To reduce the amount of waste generated and disposed of by Henniker residents and businesses, as well as to increase the amount of recycling in Town.

Recommendations:

- Increase public education about the methods and benefits of reducing, reusing, and recycling waste through providing information on: backyard composting, proper disposal of household hazardous waste, and existing recycling options.
- Research “Pay-As-You-Throw” and mandatory recycling disposal options for the Town of Henniker.
- Continue to work with educational institutions and the local business community to create a recycling and solid waste system that is beneficial to all parties.
- Work with other communities to increase the types of recyclable materials accepted at the Henniker transfer station by pooling resources and the amount of material collected.

Farmland

The Town of Henniker Zoning Ordinance defines agriculture as “pertaining to all operations of a farm, such as cultivation, conserving and tillage of the soil, dairying, greenhouse operations, the production, cultivation, growing and harvesting of any agricultural, floricultural, sod or horticultural commodities, the raising of livestock, bees, fur-bearing animals, fresh water fish or poultry or any practices on the farm as incident to or in conjunction with such farming operations.”

Over the years, there has been a substantial change in agricultural land use in New Hampshire. Much of this change is due to the increased pressure placed on landowners for residential and commercial development. The increase in the acreage of farmland from 1992-1997 may be due, in part, to alternative type of agriculture and the conversion of forestland into agricultural land.

Acreage of Farmland in Merrimack County

Year	Acreage
1953	86,900 acres
1974	63,345 acres
1992	46,610 acres
1997	63,417 acres

Source: 1997 USDA Census of Agriculture

Farmlands provide much more than a place to produce crops and livestock. In a state as heavily forested as New Hampshire, fields and other farmland provide habitat for a variety of wildlife species and are important elements of scenic views. Farmlands also provide an important historic link with the past. Henniker’s agricultural heritage is no longer as prominent a symbol of the community as it once was; however, a number of continually operating farms remain in Henniker.

These farms contribute significantly to the character of the community and provide an economically beneficial use of the land, for both the Town and the landowner, and should be encouraged and supported. The State has taken steps to promote farming through RSA 672:1, III-b and RSA 432:33, both of which are described below.

RSA 672:1, III-b: provides “Right-to-Farm” protections by stating that farming “...shall not be unreasonably limited by use of municipal planning and zoning power.” Best Management Practices (BMPs) developed by agricultural and natural resource professionals that address public health and safety concerns should be employed. By referring to standards of performance embodied in BMPs, Henniker can identify when a nuisance is occurring on a farm.

RSA 432:33: provides that “No agricultural operation shall be found a public nuisance as a result of changed conditions in or around the locality of the agricultural operation, if such agricultural operation has been in operation for one year or more and if it was not a nuisance at the time it began operation.”

The Town needs to ensure that potential conflicts between farming and residential uses are minimized and that agriculture is seen and treated as a welcome and integral part of the community.

Issues, Goals and Recommendations

Issue: Henniker continues to lose farms to increased development pressures, economic pressures, and an aging farming population.

Goal: Try to encourage the retention of current farmland and the development of new farm operations in Town as a preferred type of economic development.

Recommendations:

- Active farmland should be targeted for conservation and farmland easements. The NRCS Farmland Protection Program and other programs through the USDA and the State should be promoted in the farming community as a means to continue farming operations.
- Proposed residential developments abutting existing farms should be required to meet certain criteria that will serve to minimize impacts on both the farm and residential development.
- Establish clear criteria that would allow new agricultural and livestock uses in residential zones and ensure that nuisances to the residential areas are avoided. Restrictions should include, but not be limited to, a minimum lot size established for each of the various types of agricultural and livestock uses, restrictions on the types of agricultural operations, additional setback requirements, a requirement for waste management plans, animal density restrictions, and other requirements that will serve to minimize impacts on residential neighborhoods, and yet ensure that the agricultural operations are viable.
- Henniker should continue to offer and support the current use tax program.
- Henniker should support, through zoning and possibly annual recognition programs, the farmers in the community. The Town should also encourage alternative agricultural operations and local farm stands, in order to promote the preservation of farms and farmland in the community.
- Henniker should work with the area farms/farmers in creating a public education campaign for local community residents focused on the environmental, societal, historical, and cultural benefits of retaining and preserving farmland in the community
- The Planning Board should research the possibility of providing flexibility in zoning, subdivision, and site plan review regulations for agricultural uses and/or related activities.

Forests

Forests serve a number of functions in the community and region, including: protecting water supplies and watersheds, serving as an energy source, providing lumber, enhancing wildlife and their habitat, providing recreational opportunities, and contributing to the rural character of the community.

Both the State and the Town manage forests in Henniker. The Town forest system contains 3 forests that total approximately 74 acres. They range in size from 5.5 to 52 acres and are managed by the Town. The State forest system has a total of four forests in Henniker totaling 182.36 acres. Henniker has 224.1 acres of designated forests. The Town forests are managed as a multi-use resource, including timber harvesting, recreation, and wildlife habitat. There are also twelve tree farms in Town totaling 1,754 acres, or approximately 6.3% of the land area.

The total number of acres of forest land, including Town and State forests and tree farms are listed below. This list only contains lands designated as State Forests, Town Forests, or tree farms. There are many other forested lands in Henniker but they do not fall into these three categories.

Forest Lands in Henniker

Forest Land	Acres
Buehler/Salmen Town Forest	52
Craney Pond Road Town Forest	5.5
Preston Memorial Town Forest	16.5
Ames State Forest	16.6
Craney Hill State Forest	20
Totten Trails State Forest	109
Vincent State Forest	4.5
Tree Farms (12)	1,754
Total	1,978.1

Source: 2000 Henniker Town Report "New Hampshire's Vanishing Forests" SPNHF 4/01

In addition to providing recreation, wildlife habitat, and open space, forests provide revenue to the community through a timber tax, which is assessed and collected by the Town when timber is commercially harvested from all land in Town, not just designated forests. As can be seen below, since 1995, Henniker has collected \$137,772 from this tax, which goes into the general fund.

Year	\$ Collected
1995	\$21,014
1996	\$40,578
1997	\$15,422
1998	\$16,414
1999	\$17,077
2000	\$27,267
Total	\$137,772

Source: 1995-2000 Henniker Town Reports

Forests provide Henniker with areas of recreation, wildlife, open space, and rural character that can not be easily replicated once destroyed.

Issues, Goals, and Recommendations

Issue: The Town Forests, and many of the forest lands in the Town, are managed under the multiple-use concept. As the local population increases, demands placed on the forests will also increase. The selling of timber from Town Forests can supply the income necessary for the purchase and protection of additional open space, as well as provide a permanent source of forest products, recreational trails, and wildlife habitat.

Goal: The Town Forests should continue to provide undeveloped "open space" to help the Town maintain a rural ambiance and character, while at the same time protecting cultural, ecological, historical, and other unique features found in the forest.

Recommendations:

- Henniker should hire a Town Forester to assess the three Town Forests and make recommendations as to their management.
- A Town Forest Management Plan should be created and updated at least every ten years in order to assess the Plan's effectiveness and adjust the management to the changing demands on the forest resource.
- Forest management information should be made available by the Town to private woodland owners to encourage long-term planning and consideration of all aspects of the forest ecosystem, including wildlife and watershed concerns.
- In order to reduce misunderstandings regarding the forest management activities on Town land, the public should be informed as to the timing and reasons for the activities that are taking place within the Town Forests.
- The Town forests should be used as recreational areas by the Town for formal and informal activities and programs.

- Consider using the timber tax collected by the Town to fund conservation programs, education, and land protection efforts.

Greenways and Trails

Greenways are corridors of open space managed for conservation and recreational purposes. Greenways often follow natural land or water features, and link nature reserves, open space, farms, forestland, parks, cultural features, and historic sites with each other, as well as with populated areas. Some greenways are publicly owned, some are privately owned, and some are the result of public/private partnerships. Some appeal to people, while others attract wildlife. In more developed areas, greenways can encompass natural or built features and can be managed primarily for resource conservation or recreation.

In more rural areas, greenways are natural corridors linking large unfragmented natural areas that preserve wildlife habitats, and migration routes. Greenways serving as wildlife corridors can be virtually any type of traversable land, preferably of at least 200 feet in width. Common tracts of land that can be used as greenways include Class VI roads, railroad right-of-ways, and buffer areas along agriculture lands, forests, or bodies of water. Creating and maintaining a greenway system will help ensure that parcels of open space, which include forest, wetland, and agricultural lands, do not become isolated islands, detached from one another by development.

Trails that make up the greenway system, as well as those that are located within Town forests and conservation lands, need to be maintained and expanded. Whether these trails are used for walking, bicycling, horseback riding, cross-country skiing, snow-shoeing, or some other form of recreation, they help to form an important link between the natural environment and development by allowing people to access and enjoy nature in a low-impact manner.

Henniker has a large system of both public and private trails that may be used for many motorized and non-motorized activities. The *Open Space Trail System Plan: Henniker, N.H.* (1999) has detailed information regarding use of trails and the locations. This publication also has reference maps in the appendix. The **Class VI Roads and Trails Map** in the Transportation Chapter also contains some of this information.

Issues, Goals and Recommendations

Issue: The Town needs to take a proactive approach to officially create this informal greenway system to link the Town's conservation and open space lands.

Goal: Create, expand, strengthen, and promote a Henniker greenway trail system.

Recommendations:

- Identify existing and potential greenways in the Town, as well as those in abutting Towns that run along the Henniker border.
- Expand and strengthen the Henniker greenway system through acquisition of conservation easements on important lands through donation, purchase, or partnership

- with public and private conservation groups. A conservation fund should be maintained to allow matching funds for Town participation as opportunities arise.
- For all streams in Town, maintain setbacks in the Zoning Ordinance and reclaim areas where setbacks have been compromised. This is essential for the maintenance of this important relationship between nature and human habitation.
 - Investigate the use of Class VI roads and discontinued rail beds as greenway/trail/wildlife corridors that could be used to link existing open space and recreational lands.
 - A priority should be given to protecting land that would link key conservation parcels that the Town already owns or has easements on for greenway creation.
 - The Town should investigate reclassifying Class VI roads that link important parcels of open space, recreation lands, and forest lands to Class A trails.
 - The Town should implement the recommendations that were made in the July 1999 “*Open Space Trail System Plan: Henniker, NH.*”
 - Priority should be given to acquiring parcels of land that would help to connect and expand current trails, as well as the proposed trail network throughout the Town.
 - Outreach should be done to work with private land-owners to allow Town-sponsored trails to cross their land if it would help link important pieces of the trail network.

Recreation

Recreational use of land ranges from organized sports teams using fields and courts, to simply walking down a scenic roadway or using trails for snowmobiling. Henniker has a vast amount of land, offering a wide variety of recreational opportunities and facilities. The following is a partial list of publicly and privately owned land and facilities used for recreation by residents, schools, and businesses in Henniker.

Recreation Lands in Henniker

Recreation Areas	Type	Location
Brown Way	Public	From Old Hillsboro Rd., the north side of the Contoocook River to the Hillsborough T/L
Buehler/Salmen Forest	Public	East side of Craney Pond
Ames State Forest	Public	North of Old Route 114, close to the Hopkinton T/L
Amey Brook Park	Public	On the North side of Old Concord Road
Azalea Park	Public	Between stone bridge and covered bridge on the north side of the river
Colby Hill Forest	SPNHF	Off of Colby Hill Road
Community Center Park	Public	In front of Masonic Hall
Contoocook River Access	Public	River Road
Craney Hill Fire Tower	Public	Craney Hill
Craney Pond Town Forest	Public	Along Craney Pond
Craney Hill State Forest	Public	Off of Old Concord Road
Devil's Den Natural Area	Public	Off of Route 114, on Mink Hills Road
Preston Memorial Forest	Public	Warner Road
Foster Conservancy	SPNHF	Off of Dodge Hill Road
French Pond Boat Launch	Public	At French Pond, off of Dodge Hill Road onto French Pond Road
Henniker Community School Grounds	Public	Western Avenue
Hopkinton-Everett Reservoir	Public	River Road and Old Concord Road
Keyser Pond Fishing Area /Boat Launch	Public	Keyser Pond, just south of Route 202/9, close to the Hopkinton Town Line
Leather Board Bridge Trails	Private	Off of Rt.114, left onto Ramsdell Rd., by steel bridge
Lee Clement Arena	Private	Off Route 114 on Grove Street
Memorial Park	Public	In front of Town Hall
Mount Liberty Natural Area	Public	Off of Liberty Hill Road
New England College Fields	Private	Henniker Village
Old Concord Road Trails	Public	Off of East Main Street, on Old Concord Road
Pat's Peak Ski Area	Private	Off of Flanders Road
Pleasant Pond Fishing and Boat Launch	Public	Off of Western Avenue, on Quaker Road at its intersection with Dudly Pond Road
Pleasant Pond Picnic Area	Public	Before Pleasant Pond boat launch
New England College Proctor Hills Trails	Private	Behind NEC Lee Clement Ice Arena
Upper Pond Boat Launch	Public	Upper Pond, off of Ray Road
Totten Trails State Forest	Public	At junction of Butter Road and Chase Road
Vincent State Forest	Public	T/L with Weare
Woodman Park	Public	Triangle at Main Street and Ramsdell Road

Source: 1998 Natural, Cultural, and Historic Resources Inventory of the Central NH Region
Conservation, Preservation, and Open Space Chapter Subcommittee, 2001

A variety of recreational opportunities and resources exist in Henniker, some of which are stated above, as well as in the Forest, Greenway and Trails, and the Conservation Lands sections of this Chapter. Giving residents the opportunity and availability to enjoy and use these resources is important in placing a high value on the natural environment.

Issues, Goals and Recommendations

Issue: Henniker currently has a wide range of locations for recreation, both on public and private land. However, many of these resources are underutilized, while others are simply not widely recognized as recreational areas.

Goal: Provide outdoor recreation activities that are accessible and made available to the public.

Recommendations:

- Create a brochure and map of the recreational facilities located in Henniker with the locations and the types of recreation allowed on the property.
- Contact the US Army Corps of Engineers for trail and recreational information on the Henniker portion of the Hopkinton-Everett flood control land. Compile a list of all trails and recreational uses of the facility for public distribution.
- Henniker should work with NH Fish and Game to provide and improve access to public water bodies for swimming, fishing, and boating activities, where feasible and appropriate, to increase the utilization of these resources.
- Expand upon the existing recreational areas in Town with activities and uses that complement them.
- Explore the creation of a Town beach/swimming area and an ice skating area.

Conservation Lands

Henniker has a significant amount of conservation and public lands that afford various levels of conservation, preservation, and open space. Knowing where Henniker's conservation lands are will help identify potential needs and opportunities for expanding these areas to provide links between protected areas or to add protected buffers to sensitive areas. There are two types of conservation lands: those temporarily protected from development (Current Use) and those permanently protected from development (easement or ownership).

Current use is one of the easiest and most popular method of preserving undeveloped land, forests, and agricultural fields. Current use is a preferential tax program in which the land is taxed on its potential to generate income in its existing or current use. Henniker residents have continually participated in this program, as can be seen by the figures below.

Current Use Acreage for the Town of Henniker for 1998-2001

Type of Acreage	1998 Acreage	1999 Acreage	2000 Acreage	2001 Acreage	% Change 1998-2001
Farmland	1,405	1,389.53	1,345.59	1351.63	- 3.8%
Forest Land	14,032	14,399.14	14,469.59	14,494.58	3.3%
Unproductive Land/Wetlands	614	614.95	660.78	666.58	8.6%
Total	16,051	16,403.62	16,475.96	16,512.79	2.9%
% of Town in Current Use	55.9%	57.21%	57.46%	57.59%	-

Source: 1998-2001 Annual Town Reports

In its simplest definition, open space is land that has not been developed. Open spaces include forests, fields, river corridors, wetlands, wildlife habitats, and greenway corridors, as well as agricultural lands and Town parks. These areas can be used for commercial, recreational, and relaxation activities.

The total number of acres held for permanent conservation or public open spaces is about 11.2% of the entire Town. The following table lists protected, open space parcels that are restricted from development through ownership, deeds, easements, or other legal measures. See the **Current Land Use Map** for the location of these lands.

Protected Conservation Land in Henniker

Property	Ownership	Acreage
Wells Easement	SPNHF	10.8
Marshall Fund Easement	SPNHF Easement	108
Meadow's End Ltd. Easement	SPNHF Easement	19.2
Foster Conservancy	SPNHF	151
Colby Hill Forest	SPNHF	107
Buehler/Salmen Forest	Town	52
Craney Pond Road	Town	5.5
Preston Memorial Forest	Town	16.5
Ames Forest	State	16.6
Brown Way	NH Fish & Game	17
Craney Hill Forest	State	20
Trotten Trails	State	109
Vincent State Forest	State	4.5
Hopkinton-Everett Flood Control	Army Corps. of Engineers	2,414.75
Keyser Pond Access	NH Fish & Game	0.1
Long Pond	NH Fish & Game	NA
Ray Road ROW	NH DOT	NA
French Pond Access	NH Fish & Game	0.4
Total		3,052.35

Source: 2000 Henniker Town Report; 1998 Natural, Historical, and Cultural Resources of the Central NH Region

Identifying unfragmented blocks of land can also be helpful to those communities working on open space plans, conservation plans, or land protection. Maintaining areas of open space in rapidly developing environments is becoming increasingly significant as those areas diminish. Unfragmented blocks can also provide important recreation areas for people. Knowing the location and size of unfragmented tracts can help communities identify areas that may be threatened, or which are priorities for protection. Communities need to be aware of the importance of keeping unfragmented lands intact.

One of the most important reasons to plan for open space is to set a course for the Town of coordinated development that maintains the Town's quality of life. Many times decisions are made on land use without the benefit of a unifying plan to coordinate the actions. The result is haphazard development that disregards the Town's and/or Region's unique characteristics and sense of place.

Issues, Goals, and Recommendations

Issue: Federal, State, and Town agencies, as well as non-profit conservation groups own and control land in Henniker for the purposes of conservation, recreation, and flood control.

Goal: A multi-agency/group effort should be undertaken to conserve areas identified as having important values to the community.

Recommendations:

- Henniker should encourage agencies and non-profit organizations to pursue acquisition of conservation easements or ownership of properties in Town for conservation.
- Henniker should investigate partnering with conservation organizations in an effort to develop a scientific basis for specific land acquisition recommendations, with an emphasis directed toward greenway enhancement or water resource protection.
- Henniker should identify and prioritize potential parcels of land the Town feels should be protected because of important cultural, ecological, historical, or recreational value.
- Henniker should establish a fund to purchase land or easements for conservation purposes. The money for the fund should come from the land use change tax and be managed by, or with the assistance of, the Conservation Commission.
- Establish a stewardship program to monitor all Town-held easements.

Wildlife Habitat Management

New Hampshire's natural resources provide habitat for an abundance and diversity of native wildlife. People tend to be conscious of rare or endangered species, but are unfamiliar with the complex ecosystems in their own neighborhood. Incorporating wildlife needs into community planning is a critical component that is often missing from the process.

The challenge of conserving enough habitat to support healthy, native wildlife populations is complicated by the varying habitat requirements of the diverse species. Some species require less than an acre of undisturbed forest, while others need territories covering more than a thousand acres. In addition, many species require several different habitat types through the course of the year. The more habitat diversity within the Town, the more likely it will support a diverse and abundant wildlife population.

A major concern for wildlife diversity is sprawling development patterns that cover the rural landscape and cause habitat fragmentation. Wildlife that is sensitive to human encroachment is restricted to islands of undisturbed land and they may die out if an area becomes too small. The fragmentation of wildlife habitat also causes damage and loss of native plants from overgrazing, a reduced breeding gene pool, loss of natural predators, and increased susceptibility to disease.

Unfragmented blocks often encompass many habitat types, supporting a diverse array of native wildlife. Large tracts with diverse habitats support wide-ranging animals that can not survive in small, less diverse habitat areas. Unfragmented areas that are largely forested are important for a number of wildlife species, provide safe travel corridors, and migratory pathways. For optimum wildlife habitat, blocks of unfragmented land should be void of significant human activity or development. An area of 250 acres should be considered a minimum for unfragmented habitat, with 500 acres being the best measure. Henniker has many areas of unfragmented land greater than 500 acres in size, as can be seen on the Natural Resource Inventory Land Use Map, which was compiled by the Conservation Commission.

The size of a species' population is usually dependent on the amount of suitable habitat. Animal populations can often be manipulated by varying the amount of available habitat. However, unless a species is rare and endangered, one species should not be favored over another. Providing a variety of habitats and protecting them from development and negative environmental impacts will increase the diversity of wildlife in Henniker.

Issues, Goals and Recommendations

Issue: The Town should work to prevent the loss of wildlife habitat and manage land for wildlife conservation.

Goal: Decrease the loss of large parcels of unfragmented land in Henniker and encourage property owners to manage their properties for wildlife habitat, where appropriate.

Recommendations:

- Identify and catalogue parcels of unfragmented land in the Town of Henniker, with a special emphasis on lands that abut other parcels of conservation land, water bodies, or established recreation areas.
- Create a Conservation Subdivision approach in the Subdivision Regulations, particularly within those areas identified as unfragmented. This approach will recognize the right and ability of a landowner to use his/her land, but minimize the fragmentation of the habitat.

- Develop and implement a Henniker Wildlife Habitat Protection Program using the data gathered by the Conservation Commission in the Natural Resource Inventory, using the methods outlined in “Identifying and Protecting New Hampshire’s Significant Wildlife Habitat: A Guide for Towns and Conservation Groups” by NH Fish and Game (2001).
- Publicize information to landowners about voluntary wildlife habitat conservation programs, such as the New Hampshire Coverts Project and the Wildlife Habitat Incentives Program (WHIP).
- The school system and wildlife conservation groups should develop a hands-on public education campaign to educate and promote wildlife conservation in Henniker.

Goal: Preserve wildlife corridors that currently exist within the Town from development, which would further protect prime wildlife areas from fragmentation.

Recommendations:

- Map the existing wildlife corridors being utilized by the various forms of wildlife in Henniker.
- Educate landowners as to where wildlife corridors exist and what conservation and land maintenance they can employ to help preserve and protect these areas.
- Henniker should, where possible, acquire conservation easements or purchase the land where wildlife corridors exist. Special priority should be given to those corridors that connect already acquired or protected parcels of land in the Town or abutting towns.

Species of Special Concern

The Natural Heritage Inventory (NHI) is a State program in the Division of Forests and Land. The NHI finds, tracks, and facilitates the protection of New Hampshire’s plant and animal species of concern, and exemplary natural communities. Exemplary natural communities are distinctive communities of forests, wetlands, grasslands, etc., that are found in few other places in New Hampshire, or are very old communities that are in good condition. Species of concern are those species listed as threatened or endangered under the New Hampshire Endangered Species Conservation Act of 1979 or under the New Hampshire Native Plant Protection Act of 1987.

NHI also keeps information on the relative quality of rare species populations and natural community occurrences. Quality is an important consideration when assessing an area’s conservation importance. The NHI data represents the best available information for locations and status of species of concern and natural communities in New Hampshire, but there are certainly occurrences that have not yet been found since a comprehensive inventory of the State and Town has not been done.

NHI tracks rarity at both the state and federal levels using a scale from 1 to 5, with 1 indicating “Critically Important,” 3 denoting “Uncommon,” and 5 indicating “Common.” The Table below shows the most recent listing of species of special concern located in Henniker.

Flag	Species or Community Name	Listed		# Locations Reported in the Last 20 Years	
		Federal	State	Town	State
**	SNE Acidic Level Fen			1	14
**	SNE Basin Shrub Swamp			1	2
**	SNE Level Bog			1	19
	Farwell's Milfoil		Threatened	Historical	10
	Great Blue Heron rookery			Historical	37
**	Wood Turtle			1	24

** Very High Importance

Source: NH Natural Heritage Inventory, 1/01

These Flags are based on a combination of: (1) how rare the species or community is

(2) how large or healthy its examples are in the Town

Henniker does not have any known occurrences of Federally or State listed endangered species or Federally listed threatened species. However, the State has listed one species as Threatened that is located in Henniker. In order to protect both the species of concern and the rights of property owners, the NHI places an un-centered 0.75 mile buffer around known occurrences of a species, to make it more difficult to detect the exact location of the species of concern. A map of the known occurrences can be found in the Natural Resource Inventory, prepared by the Henniker Conservation Commission.

As much as it makes sense to protect open space to benefit the species of concern living in Henniker, it makes just as much sense to protect open space for other species. Such common animals as deer and beavers are important for maintaining the natural health of the community. Other carnivores and raptors help to keep the herbivores in a stable population. Preserving open space for these "common" animals also helps to guarantee habitat will remain to keep these endangered and threatened species populations stable for years to come.

Issues, Goals and Recommendations

Issue: Henniker has a number of flora and fauna species of concern listed on the Natural Heritage Inventory that landowners developing or making changes to their property may not be aware of.

Goal: Make Henniker residents more aware of possible occurrences of sensitive species on their property and within Town to ensure that development is designed in such a way to protect these sensitive species.

Recommendations:

- As part of the Site Plan and Subdivision Regulations submission requirements, require all applicants proposing construction on undeveloped properties to contact the Natural Heritage Inventory Program to find out if species of special concern are known to be located on their property. If such species are located on the site, encourage the property owner to voluntarily work with the Natural Heritage Program to help protect them.

- A public education campaign should be carried out and/or combined with other efforts as to the presence of endangered, threatened, and/or species of special concern located within the Town of Henniker, and the environmental and societal benefits of such species.
- Work with the Natural Heritage Inventory to do a comprehensive inventory of the Town for species of special concern.

Strategies to Meet Conservation Needs

Conservation and open space lands, which includes greenways, agricultural land, forests, and wetlands, are a very important part of any community. These provide aesthetic and recreational opportunities, wildlife habitat, and help to minimize the "urban sprawl" appearance. The Town has experienced sporadic periods of intense development and it is extremely important to protect these areas because they offer residents a place to enjoy the desirable qualities that originally attracted them to the Town. The following strategies can and should be seriously looked at by Henniker as potential opportunities to meet the conservation, preservation, and open space goals set out in this Chapter of the Master Plan.

Aesthetics Based Land Use Regulations: Because visual aspects are so important to the fabric of the community, there must be a priority placed on preserving them. Also, resources that largely define Henniker's traditional landscape such as, tree lined streets, farms, forests, historic buildings, and other resources, and should be preserved. Planning regulations addressing lot size, placement of buildings, signage, and landscaping are typically used to address aesthetic elements of the community.

Conservation Easement: A conservation easement is a permanent, legally binding agreement that ensures certain uses will never be allowed on that property. Typically conservation easements prevent development of land uses such as construction, subdivision, and mining, but allow uses such as agriculture, forestry, wildlife habitat, scenic views, watershed protection, and education. The agreement exists between a willing land owner and a qualified recipient, which can be the Town, State government, or various conservation organizations. Each conservation easement is custom tailored to the interests of the land owner, the receiving entity, and the unique characteristics of the property. The land can be sold or deeded by the original owner and subsequent owners, but the restrictions of the easement are binding on all future owners.

Conservation Subdivision Design: Rather than filling all available space with similar sized houses centered on uniformly sized lots, this development strategy focuses the construction in a smaller portion of the total land being developed, and provides for permanent protection of the open space not used for construction. The land selected for permanent open space protection should be designed to fulfill the open space interests of the entire community.

Current Use Tax Program: Current use is a property tax approach to encourage land owners to keep open space undeveloped. Land that is participating in the current use program is taxed on its potential to generate income in its existing or current use - frequently as a farm or wood lot. This is a type of preferential tax program. Land owners who have qualifying land must apply to the Town in order to participate in the program. Lands that typically qualify for the current use program include farm land, forest land, tree farms, certain wetlands, and other undeveloped areas.

When land that has been participating in this program is removed and is changed to a more developed use, a land use change tax is charged. The land use change tax is set at 10% of the assessed market value of the land after development.

Deed Restrictions: Deed restrictions are restrictions placed in a property's deed at the time of sale and represents an agreement between the buyer and seller about the future use of the land. Unlike conservation easements, there is no third-party to enforce and defend the restrictions if the original owner does not.

Environmental Science-Based Regulations: Environmental science-based land use regulations are based directly on the measurable characteristics, rather than on possibly arbitrary community standards. Regulations based on the characteristics of the land may reflect the actual ability of the land base to handle development and are often easier to defend against legal challenges than those arbitrarily created. An example of this technique includes soil-based lot zoning.

Fee Simple Acquisition: Sometimes the best and simplest way to protect a key parcel of land is through outright acquisition and management. Acquisitions may be through gift or purchase and ensures that the property stays in the use the purchaser prefers.

Conservation Funds - Many towns have created separate conservation funds or open space acquisition funds specifically for the purpose of paying for land acquisition. Money for these funds may come from Town budget appropriations, land use change taxes, or proceeds from managing or selling Town property, just to name a few.

Appropriation from Town Budget - The Town can regularly set aside money for a conservation fund in their annual Town budgeting process. The Town should consider funding a capital reserve account, through the Capital Improvements Plan (CIP), to fund the acquisition of easements and conservation lands. These funds could also be used for match requirements when opportunities arise in which other agencies are funding most of the cost.

Land Use Change Tax - When a property that has been paying the lower Current Use Tax rate is removed from that program, the land use change tax penalty is paid to the Town. The penalty is 10% of the full market value of the land when it leaves the current use program. Many Towns put all of this money directly into the conservation fund. Henniker currently puts this money in the general fund.

Proceeds from Managing or Selling Surplus Town Property - Towns that have property or resources they manage, often can provide income to the Town, as well as the Conservation Fund. This is frequently through timber harvesting operations on mature forest land owned by the Town. The proceeds from the sale of surplus Town property can also be dedicated to the Conservation Fund.

"Municipal Bill Round-Up" - An additional funding source for a variety of activities, such as greenway acquisition, easement acquisition, and creating bike trails and sidewalks, is the use of a "round up" program for tax bills, utility bills, and registration fees. Under such a program, the taxpayer could voluntarily round his/her bill payment up to a designated amount above the actual bill and designate it to any of the desired programs listed.

Timber Tax – By definition, timber is considered real estate and since New Hampshire has a real estate tax, the timber is taxable. Timber is only taxed at the time it is cut. Timber on all land ownership is taxable at 10% of the stumpage (standing timber) value at the time of cutting, with a few exceptions. This tax is currently placed in the general fund for the Town.

Bond Issue - The Town may agree to borrow money for a conservation project through a municipal bond issue.

Town Surplus Funds - The Town can apply funds, if they are available, that are left over from prior years' budgets to fund conservation projects.

Land and Water Conservation Fund - The Land and Water Conservation Fund is a Federally funded program administered through the Department of Resources and Economic Development. Eligible projects must be outdoors and can include land acquisition for conservation, open space, or the development of an active recreation area, and the expansion or rehabilitation of existing areas. Approximately \$600,000 is available each year with a \$100,000 cap per project.

Land and Community Heritage Investment Program (LCHIP) - This State fund is designed to assist communities that want to conserve outstanding natural, historic, and cultural resources. Towns must match the State money from this fund with a 50% match from other sources, some of which can be an "in kind" match, as well as funds from other sources.

Land Trust - The Town should support non-profit land trusts that accept and pursue property and easements for land of local concern.

Grants from Foundations - The Town would need to research available grants and develop proposals to seek funding to conserve a particular piece of property or type of resource within the Town. Funding could be sought from foundations at the local, state, regional, and national level.

Cooperative Ventures with Private Organizations - When the interests of the Town to conserve open space match the interests of a private organization, the potential for a cooperative partnership to protect land exists. This tactic will require some creative thinking and introductory discussions by Town officials with area organizations that have, or could develop, an interest in conserving open space.

Landowner Education: A brochure could be developed focusing on landowners with large acreage or acreage containing critical resources. The brochure would provide information on the advantages to the landowner and to the community of conserving the land and the opportunities available for property owners to conserve the property via conservation easements or sale. This brochure could be developed by the Conservation Commission.

Limitations on the Number of Building Permits: One way to help conserve open space, in the short-term, in a community is to establish a maximum number of new building permits that will be allowed in any given year. The number of permits allowed annually needs to be correlated in some meaningful way with the growth pressure on the community. This type of growth control strategy needs to be carefully crafted to accurately reflect the goals of the community and to meet the requirements in the NH statutes and can only be implemented at Town Meeting.

Management Agreement: These management agreements are conservation easements applied to particular land uses. Each focuses on a particular open space value; a management agreement can be custom tailored to any specific situation.

Right of Way for Trails - The Town may protect open space along a recreational trail corridor area. The right of way could be arranged and exist as a legal agreement between the Town/nonprofit organization and the owner of the land where the trail is located.

Wildlife Corridors - Open space can be protected for its value in allowing wildlife to travel safely from one place to another. Working with maps indicating where certain species can be found, probable travel corridors could be recognized. Once areas are recognized, the Town could then create plans to acquire, protect, and/or manage these important corridors.

Buffers Between Uses - Buffers between incompatible land uses can ensure that development and growth within the Town do not have a negative impact on the rural and scenic qualities that the Town values.

Overlay Districts: Overlay districts can be used by communities to define and apply special regulations to a particular resource. Once resource areas of concern are identified, the Planning Board must establish what kind of special regulations apply to that particular resource. Some examples of overlay districts include:

Ground Water Protection Districts	Historic Districts
Forestry Districts	Agricultural Districts
Steep Slope Districts	Wetland Districts
Aquifer Protection Districts	Telecommunications Districts

Summary

The primary focus of this Chapter is to identify the natural and man-made resources in Town, recognize the role they play in giving the Town of Henniker its character, and decide what strategies would best maintain that character. Our natural resources include soil, geologic formations, water, forests, open space, and wildlife. Our man-made resources include agricultural lands and recreational facilities, such as trails and swimming areas. Most of the Town's resources are interconnected and any change to one can and will have a significant impact on the others. As the population increases, demands on many of these resources will increase, some to the point of threatening the quality and quantity of the resource. It is the goal of this Chapter to help develop a balance between development and resource protection within the Town.

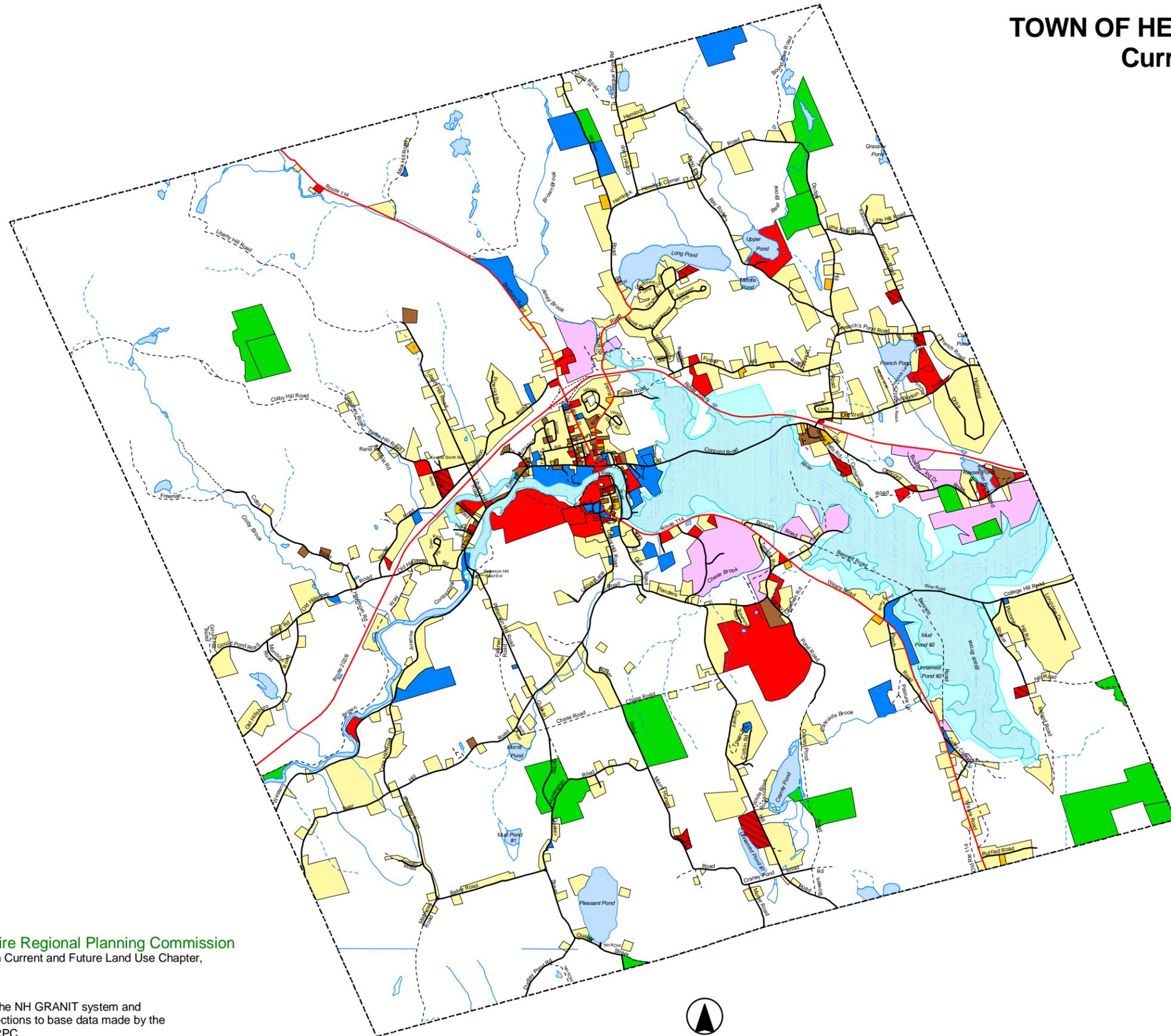
Some of our natural resources are considered renewable, such as forest land, while others, like soil, are not. Appropriate measures need to be taken to prevent contamination, erosion, depletion, and large scale overuse and misuse of resources that are non-renewable, and even those that are considered renewable. The Town contains several bodies of water within its borders, and shares others with neighboring towns. Since water is essential for ecological, industrial, commercial, agricultural, and residential purposes, it is the most critical and vulnerable resource in the Town. Such varying uses increase the risk of contamination. There needs to be a recognition that many natural resources do not stop at the Town's boundaries and that a regional approach in dealing with their protection may be the preferable alternative.

Agriculture has long played an important role for the Town and the State of New Hampshire as a whole. Unfortunately, traditional farming practices have been in decline for many years. This decline can be related to poor site conditions, poor market situations, development pressures, increased local controls placed on farmers, and the loss of interest among younger generations. This decline has been somewhat offset in Town with a rise in the number of small agricultural operations. It is important that the Town continues to encourage such endeavors, especially with appropriate zoning, incentives, education, and other land use ordinances.

The Town's existing open space, other than farmland, consists mainly of forests, wetlands, and flood control areas. There are no management requirements for privately owned land other than what are found in the Current Use regulations. Forests are one of the few renewable resources, that if managed properly, can provide forest products, wildlife habitat, watershed protection, and offer tremendous aesthetic, educational, and recreational appeal. Most of the development pressure that is currently being felt by the Town is focused on privately owned open space. Because such land is being targeted for development, it is important that the Town identify critical habitats, greenways, and corridors that should be protected through purchase, easements, or other means. These actions will help to reduce land fragmentation and help maintain the rural, cultural, and historic character that makes Henniker the place it is today and the vision of what it wants to be tomorrow.

TOWN OF HENNIKER, NEW HAMPSHIRE

Current Land Use Map



Land Use Legend

- Army Corp of Engineers Land
- Commercial
- Commercial/Agriculture
- Conservation
- Industrial
- Public / Institutional
- Single Family Residential
- Two - Family Residential
- Multi - Family Residential

Base Legend

- Political Boundary
- Interstate Highways
- Class I & II Secondary State Highways
- Class V Town Maintained Roads
- Class VI Town Unmaintained Roads
- Other Roads (Private, Trails, etc)
- Rivers and Streams
- Intermittent Streams
- Water Bodies
- Floodplain

This map created by the
Central New Hampshire Regional Planning Commission
 for the Henniker Master Plan Current and Future Land Use Chapter,
 December 2002.

Data sources:
 1:24,000 source scale from the NH GRANIT system and
 the Town of Henniker. Corrections to base data made by the
 Town of Henniker and CNHRPC.

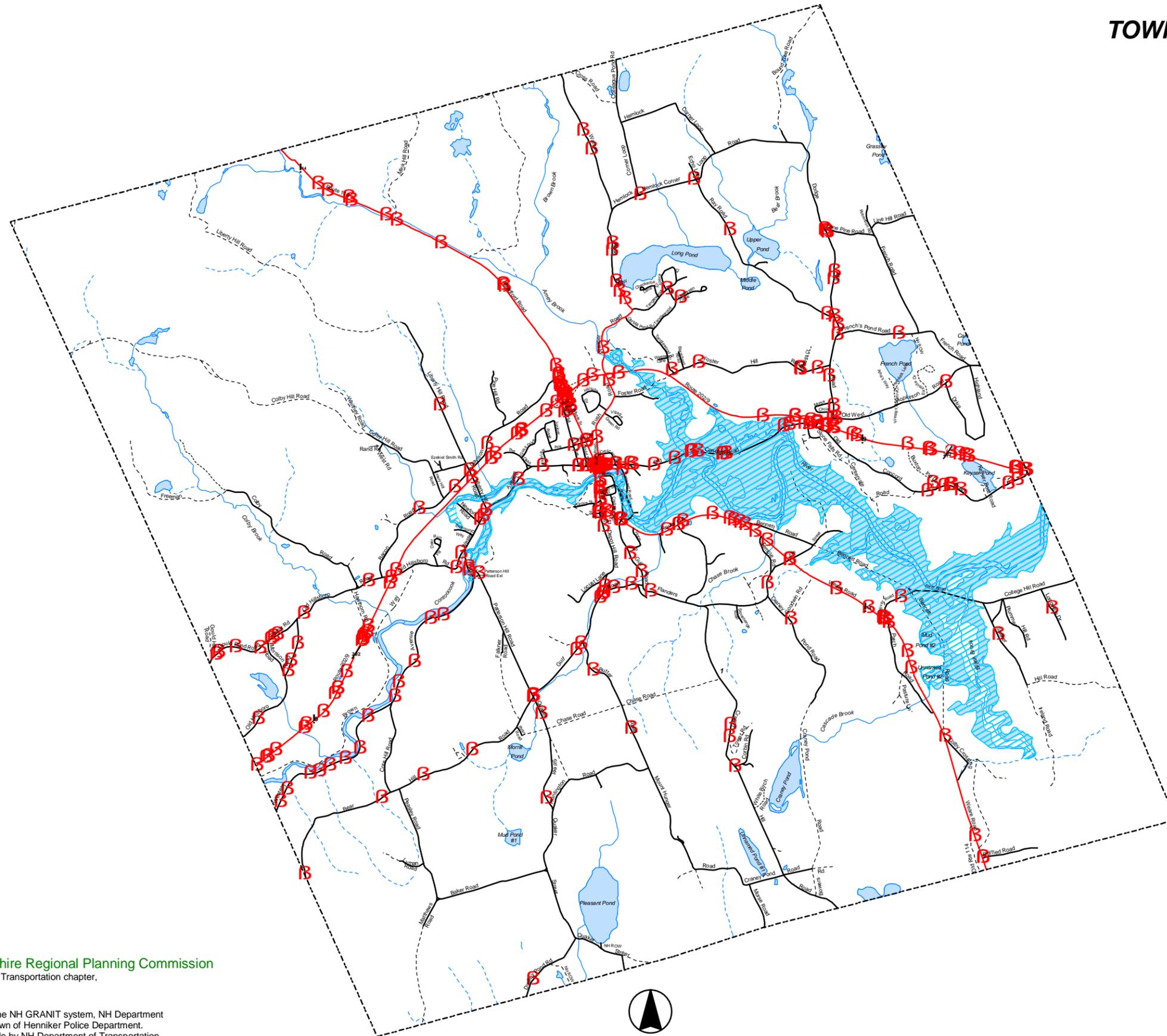
This map is intended for planning purposes only and may not fully represent
 geographic conditions. Inaccuracies are known to exist in these data layers.
 Corrections, additions, or deletions are welcomed and should be directed
 to CNHRPC.



Scale 1" = 4,500 (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE Accident Location Map



Transportation Legend

B Traffic Accident Location

Base Legend

- Political Boundary
- Interstate Highways
- Class I & II Secondary State Highways
- Class V Town Maintained Roads
- Class VI Town Unmaintained Roads
- Other Roads (Private, Trails, etc)
- Rivers and Streams
- Intermittent Streams
- Water Bodies
- Floodplain

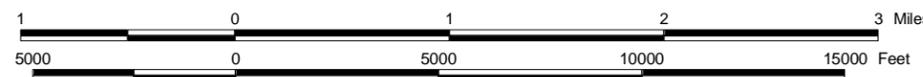
This map created by the
Central New Hampshire Regional Planning Commission
for the Henniker Master Plan Transportation chapter,
December 2002.

Data sources:
1:24,000 source scale from the NH GRANIT system, NH Department
of Transportation, and the Town of Henniker Police Department.
Corrections to base data made by NH Department of Transportation,
the Town of Henniker, and CNHRPC.

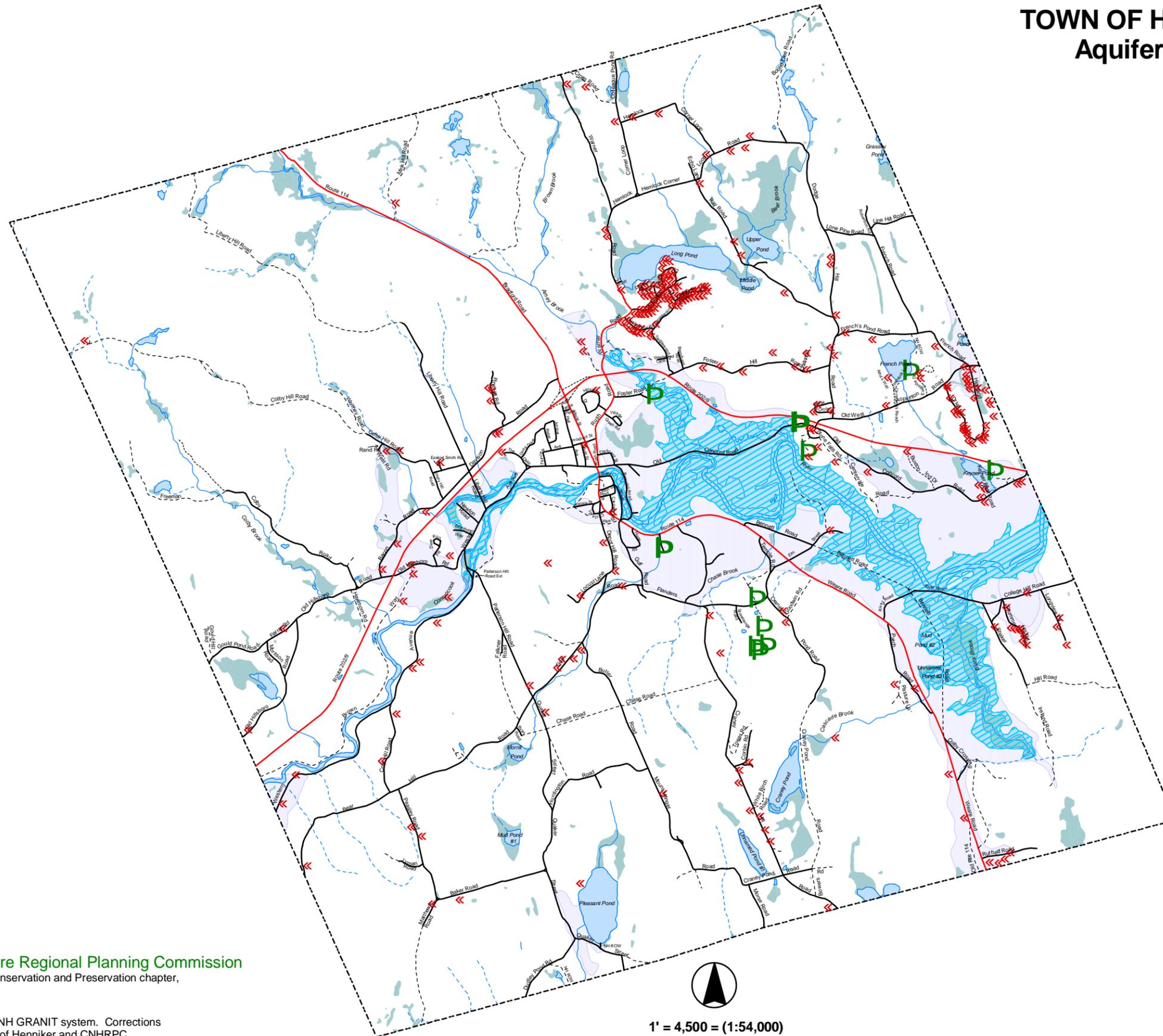
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Corrections, additions, or deletions are welcomed and should be directed
to CNHRPC.



Scale 1" = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE Aquifer and Drinking Water Map



Water Resources Legend

-  Private Well Installed 1983-2000
(Does not include wells installed before 1983)
-  Public Water Supply
(Serves 15 or more people throughout the year)
-  Stratified Drift Aquifer
-  National Wetlands Inventory

Base Legend

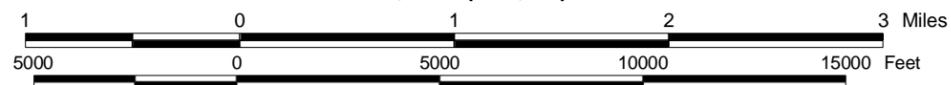
-  Political Boundary
-  Interstate Highways
-  Class I & II Secondary State Highways
-  Class V Town Maintained Roads
-  Class VI Town Unmaintained Roads
-  Other Roads (Private, Trails, etc)
-  Rivers and Streams
-  Intermittent Streams
-  Water Bodies
-  Floodplain

This map created by the
Central New Hampshire Regional Planning Commission
for the Henniker Master Plan Conservation and Preservation chapter,
December 2002.

Data sources:
1:24,000 source scale from the NH GRANIT system. Corrections
to base data made by the Town of Henniker and CNHRPC.

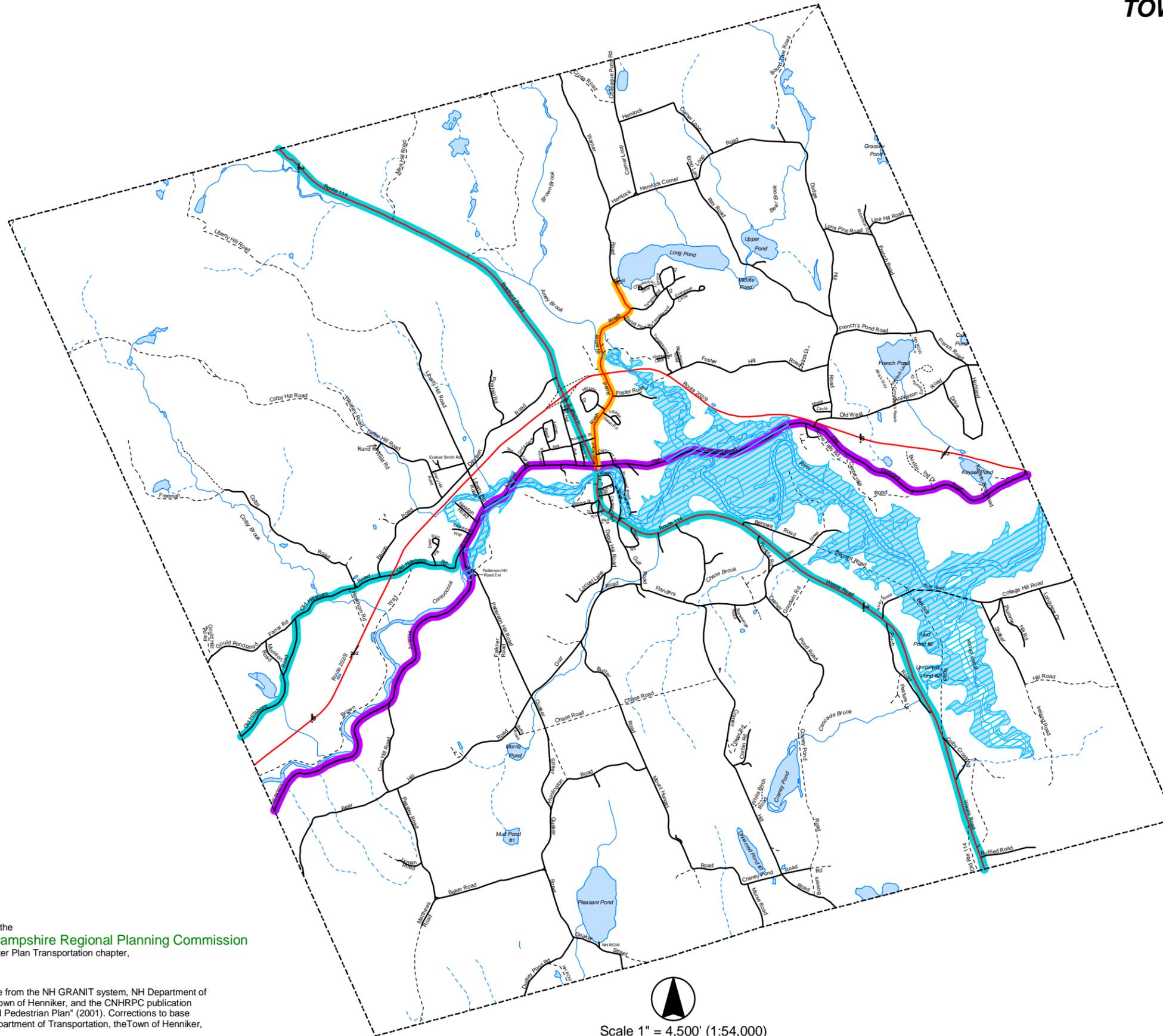
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to CNHRPC.

1" = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE

Bicycle Infrastructure Map



Bicycle Infrastructure Legend

State, Regional, and Local Bicycle Routes

-  State Bicycle Route
-  Regional Bicycle Route
-  Recommended Local Bicycle Route

Base Legend

-  Political Boundary
-  Interstate Highways
-  Class I & II Secondary State Highways
-  Class V Town Maintained Roads
-  Class VI Town Unmaintained Roads
-  Other Roads (Private, Trails, etc)
-  Rivers and Streams
-  Intermittent Streams
-  Water Bodies
-  Floodplain

This map created by the
Central New Hampshire Regional Planning Commission
 for the Heniker Master Plan Transportation chapter,
 December 2002.

Data sources:
 1:24,000 source scale from the NH GRANIT system, NH Department of
 Transportation, the Town of Heniker, and the CNHRPC publication
 "Regional Bicycle and Pedestrian Plan" (2001). Corrections to base
 data made by NH Department of Transportation, theTown of Heniker,
 and CNHRPC.

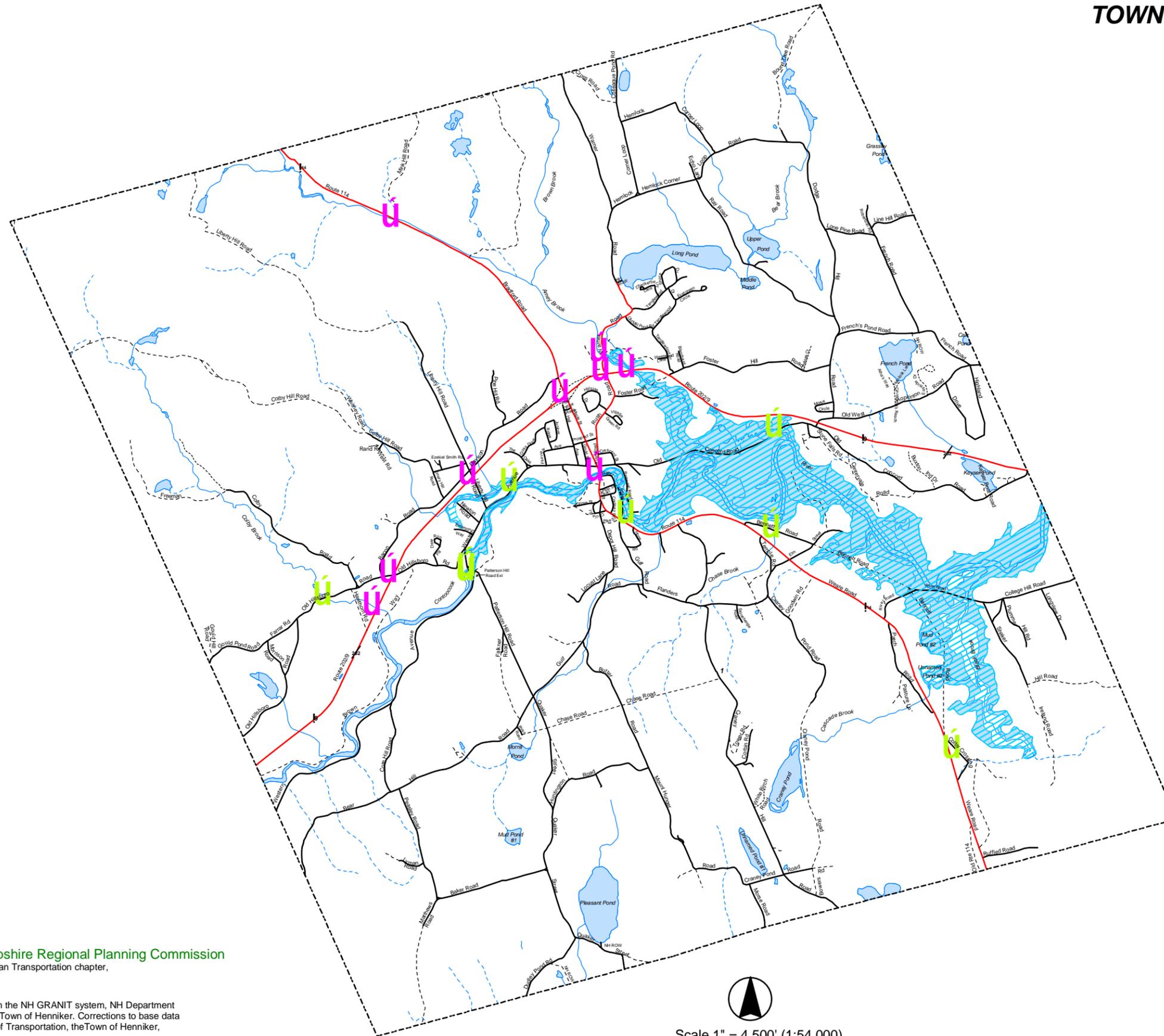
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 Corrections, additions, or deletions are welcomed and should be directed
 to CNHRPC.

Scale 1" = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE

Bridge Network Map



Transportation Legend

- Bridge Locations**
-  State
 -  Town

Base Legend

-  Political Boundary
-  Interstate Highways
-  Class I & II Secondary State Highways
-  Class V Town Maintained Roads
-  Class VI Town Unmaintained Roads
-  Other Roads (Private, Trails, etc)
-  Rivers and Streams
-  Intermittent Streams
-  Water Bodies
-  Floodplain

This map created by the
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 December 2002.

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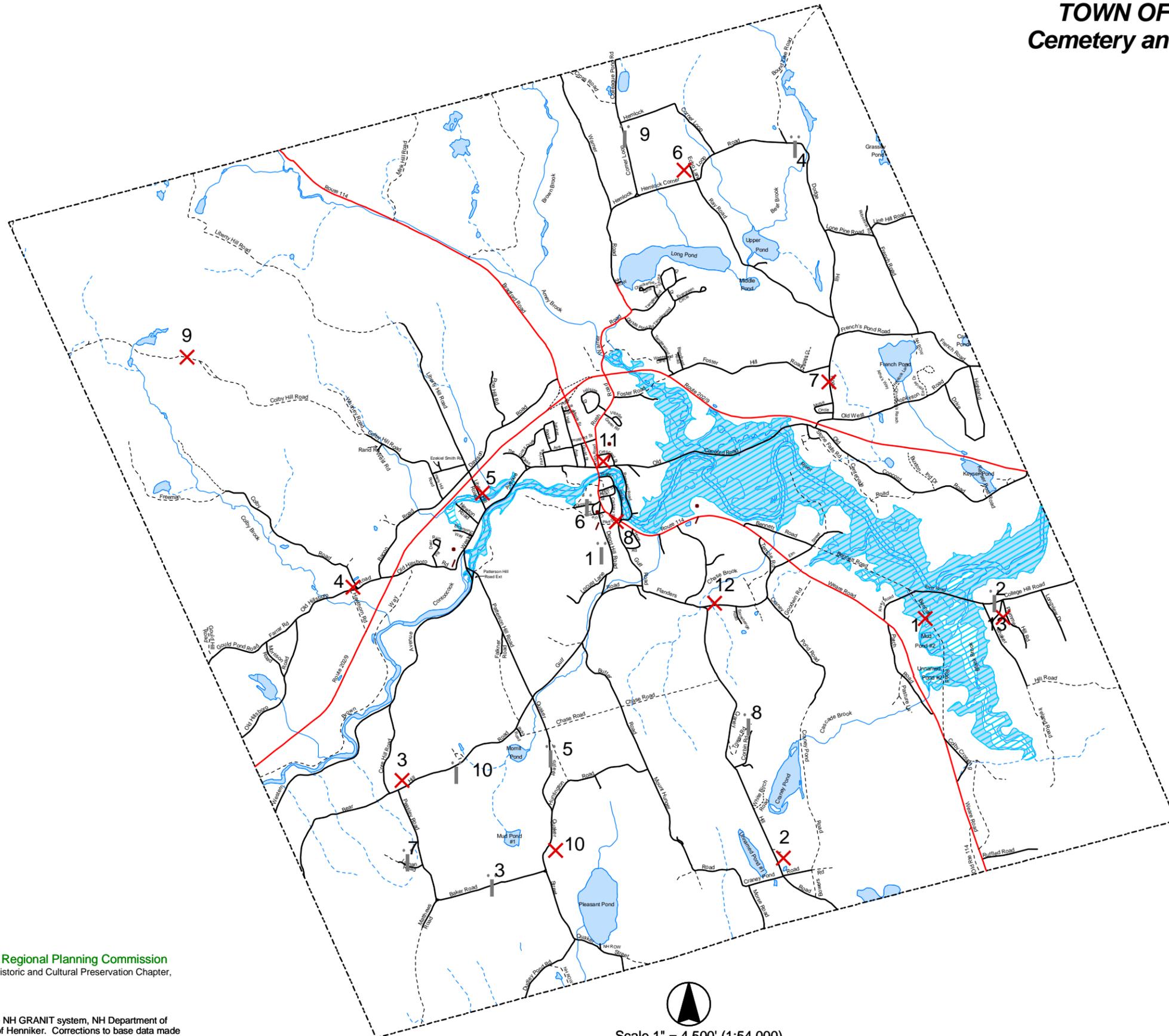
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Scale 1" = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE Cemetery and Historic Structure Location Map



Historic Structures Legend

-  Cemetery
 1. First Burial Yard
 2. Plummer Cemetery
 3. Harriman Yard
 4. Colby Cemetery
 5. Friends' Cemetery
 6. Old Cemetery
 7. Patten Family Yard
 8. Chase Cemetery
 9. Gordon Cemetery
 10. Roy Cemetery
-  Schoolhouses
 1. Plummer School
 2. Craney Hill Road School
 3. Bear Hill Road School
 4. Westboro Corner School
 5. West Henniker School
 6. Hemlock Corner School
 7. Dodge School
 8. Town Common School
 9. Colby Hill Road School
 10. Friends School
 11. St. Theresa's Catholic Church School
 12. Flanders Road School
 13. Unnamed School
-  Railroad Stations

Base Legend

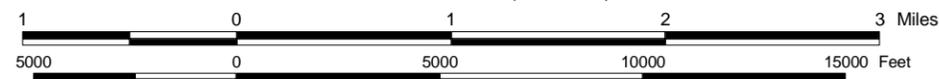
-  Political Boundary
-  Interstate Highways
-  Class I & II Secondary State Highways
-  Class V Town Maintained Roads
-  Class VI Town Unmaintained Roads
-  Other Roads (Private, Trails, etc)
-  Rivers and Streams
-  Intermittent Streams
-  Water Bodies
-  Floodplain

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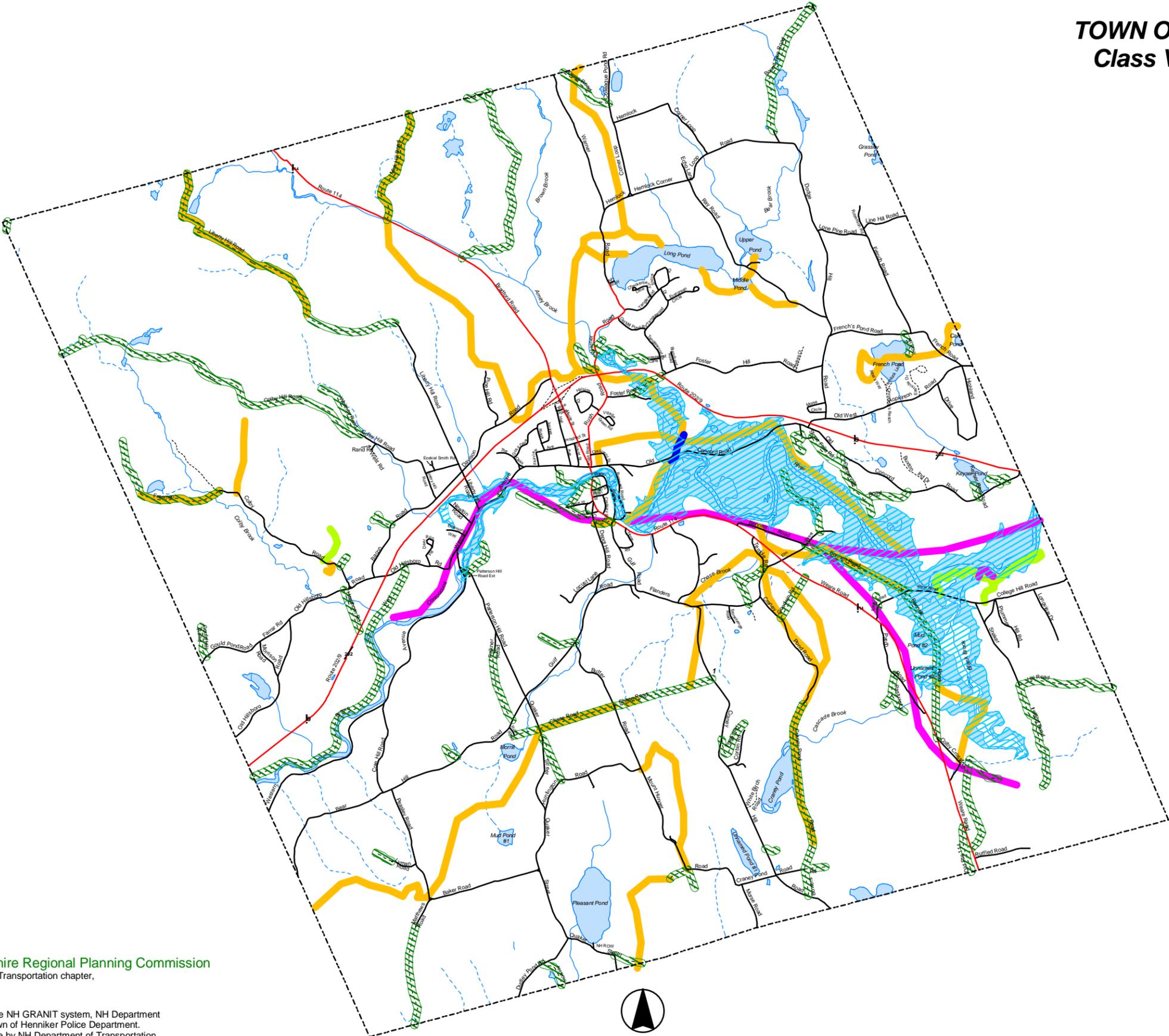
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TOWN OF HENNIKER, NEW HAMPSHIRE

Class VI Road and Trail Location Map



Trails Legend

- Recreational Trails
 - Railroad ROW
 - Trail on Private Land
 - State ROW
 - Snowmobile Trail
 - Class VI Road Highlights

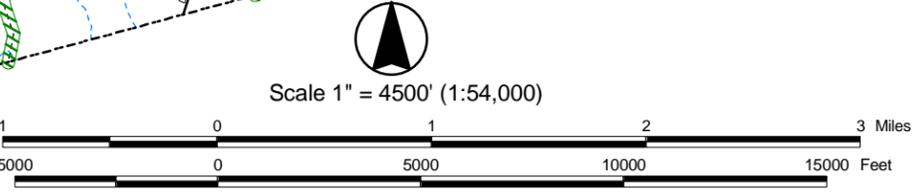
Base Legend

- Political Boundary
- Interstate Highways
- Class I & II Secondary State Highways
- Class V Town Maintained Roads
- Class VI Town Unmaintained Roads
- Other Roads (Private, Trails, etc)
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- Water Bodies
- Floodplain

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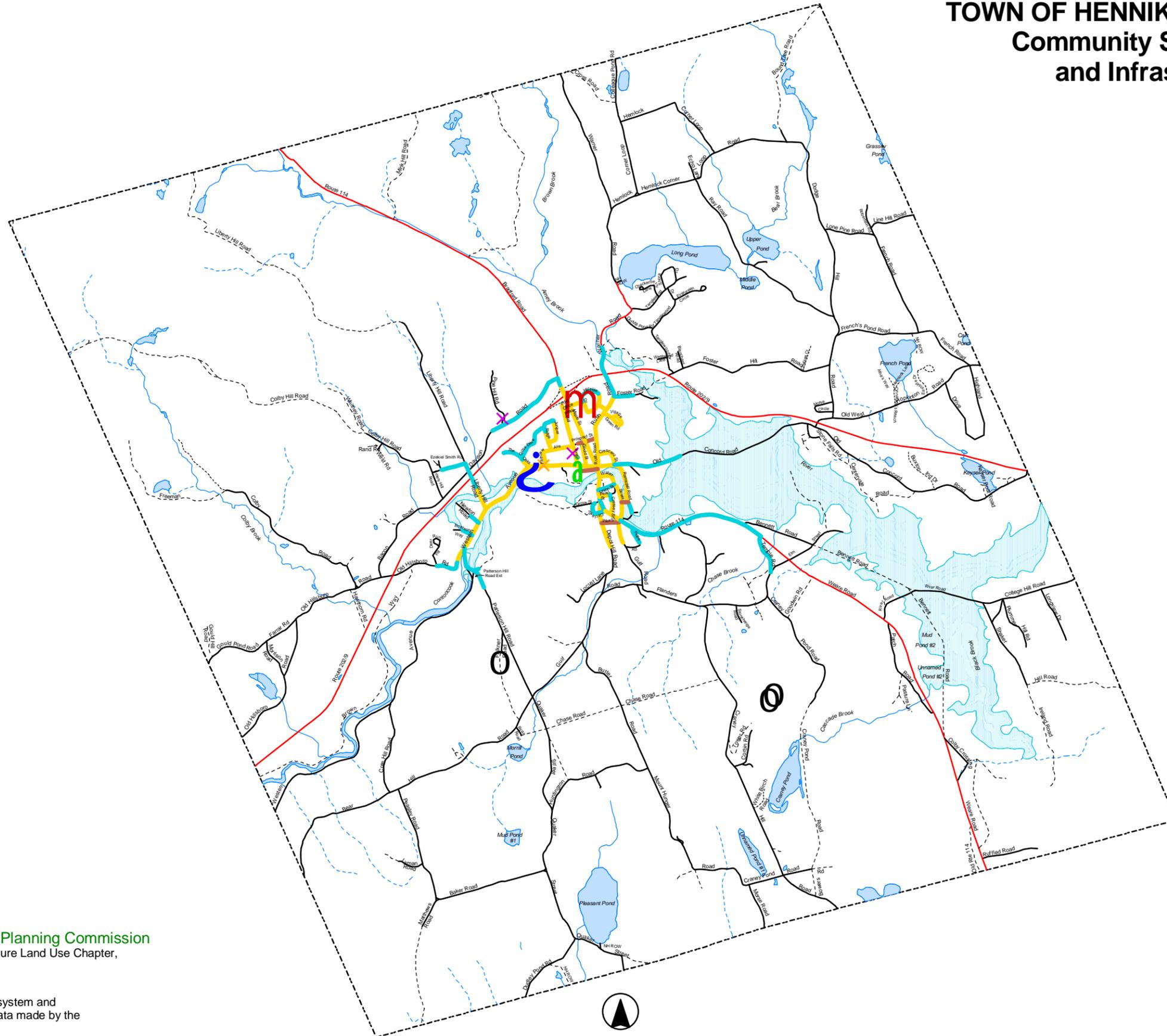
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TOWN OF HENNIKER, NEW HAMPSHIRE

Community Support Services and Infrastructure Map



Community Support Services Legend

- Cell Tower
- Community Facilities**
- Henniker Firefighters Association
- Henniker Police Department
- School
- Childcare Facilities
- Municipal Water and Sewer Lines**
- Sewer Lines
- Sewer and Water Lines
- Water Lines

Base Legend

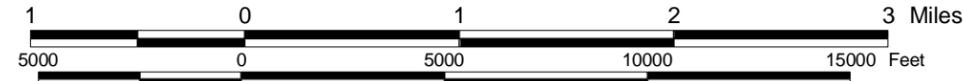
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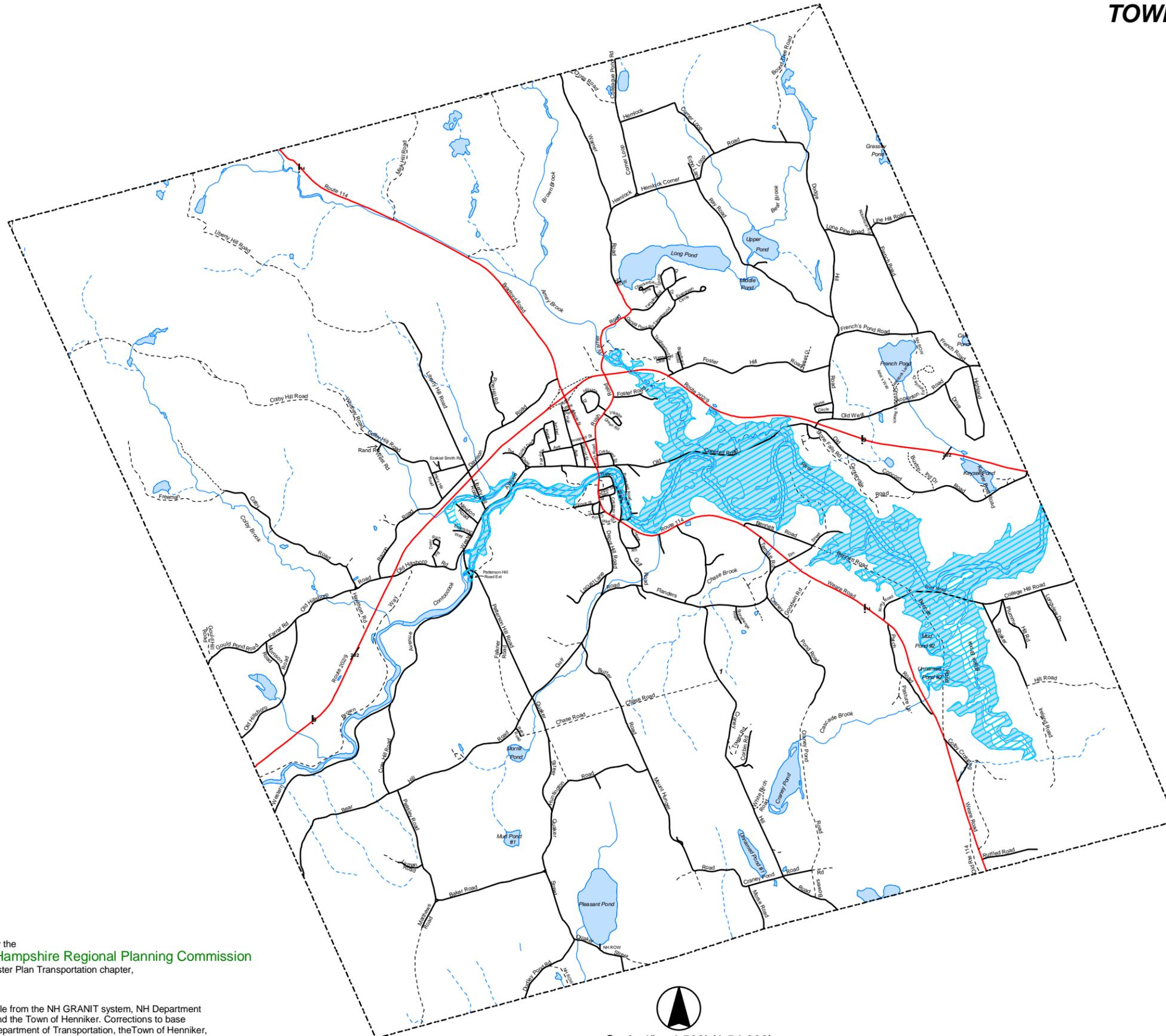
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TOWN OF HENNIKER, NEW HAMPSHIRE Highway Classification Map



Base Legend

-  Political Boundary
-  Interstate Highways
-  Class I & II Secondary State Highways
-  Class V Town Maintained Roads
-  Class VI Town Unmaintained Roads
-  Other Roads (Private, Trails, etc)
-  Rivers and Streams
-  Intermittent Streams
-  Water Bodies
-  Floodplain

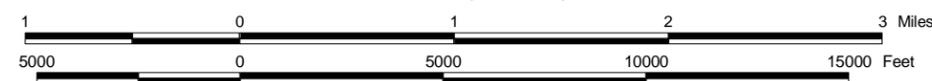
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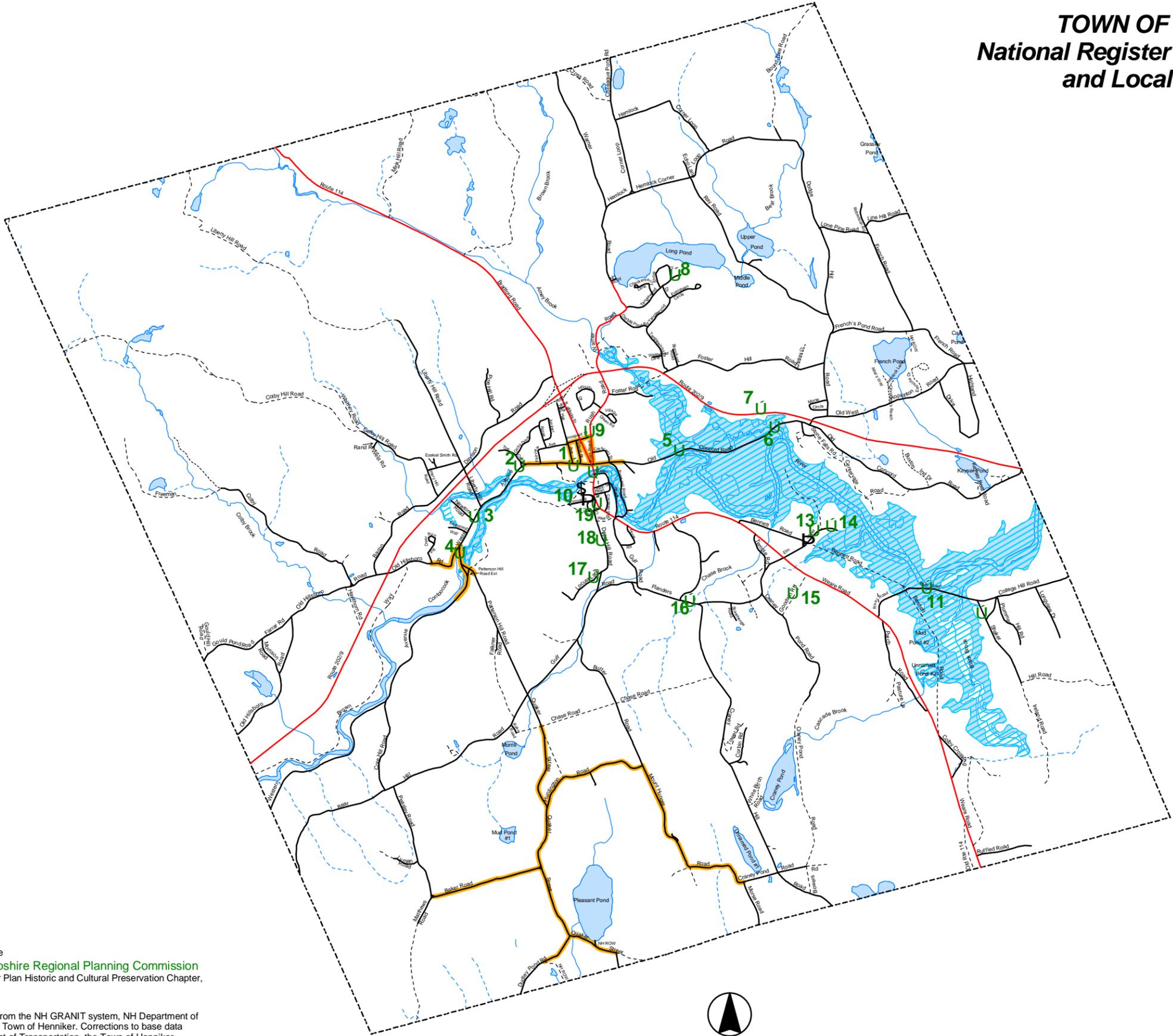


Scale 1" = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE

National Register and State Register of Historic Places and Local Historic Marker Location Map



Historic Sites Legend

- D** National Register of Historic Places Sites
- \$** State Register of of Historic Places Site
- U** Local Historic Marker
 1. Site of First Post Office in Henniker, 1812
 2. Site of First Two Story House in Henniker, 1771
 3. Birthplace of Amy Cheney Beach, Composer, 1867
 4. Site of First Grist Mill in Henniker, 1770
 5. Site of First Hat Factory in Henniker
 6. Site of First Saw Mill in Henniker, 1766
 7. Site Where First Settler Resided in Henniker, 1761
 8. Site of First Blacksmith Shop in Henniker
 9. Site of First Public Pound in Henniker, 1808
 10. Site of First Bridge in Henniker, 1780
 11. Site of First School House in Henniker
 12. First Framed House, First Child Born in Henniker, 1763
 13. Site Where First Physician Lived in Henniker
 14. Site of First Store in Henniker
 15. Site of First Rope Walk in Henniker
 16. Site of First Log Meeting House in Henniker, 1770
 17. Homestead of Rev. Jacob Rice, First Minister in Henniker, 1770
 18. Site of First Burial Yard in Henniker, 1770
 19. First Railroad Station in Henniker, 1849
- Potential National Register of Historic Places Sites

Base Legend

- Political Boundary
- Interstate Highways
- Class I & II Secondary State Highways
- Class V Town Maintained Roads
- Class VI Town Unmaintained Roads
- Other Roads (Private, Trails, etc)
- Rivers and Streams
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- Water Bodies
- Floodplain

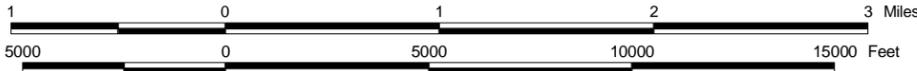
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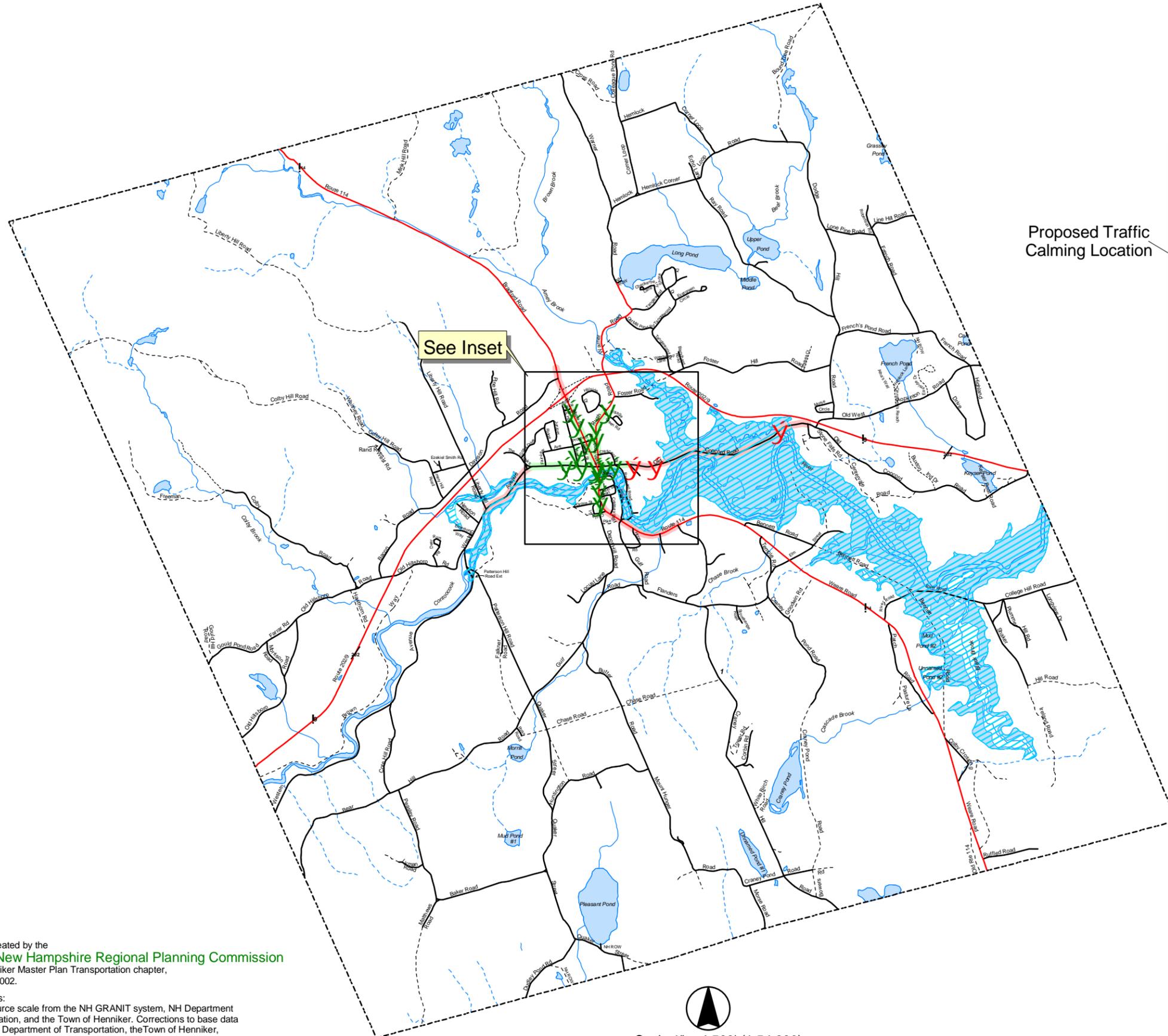
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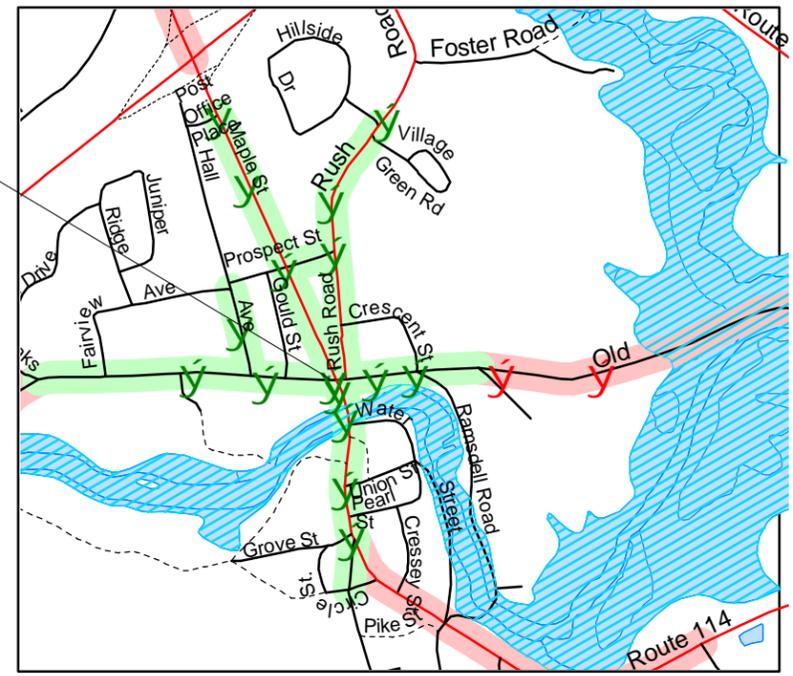
Scale 1" = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE Pedestrian Infrastructure Map



Inset Map



Proposed Traffic Calming Location

See Inset

Transportation Legend

- Existing and Recommended Crosswalks**
- Existing
 - Recommended
- Existing and Recommended Sidewalks**
- Existing
 - Recommended

Base Legend

- Political Boundary
- Interstate Highways
- Class I & II Secondary State Highways
- Class V Town Maintained Roads
- Class VI Town Unmaintained Roads
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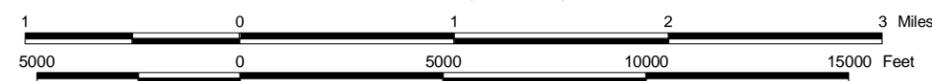
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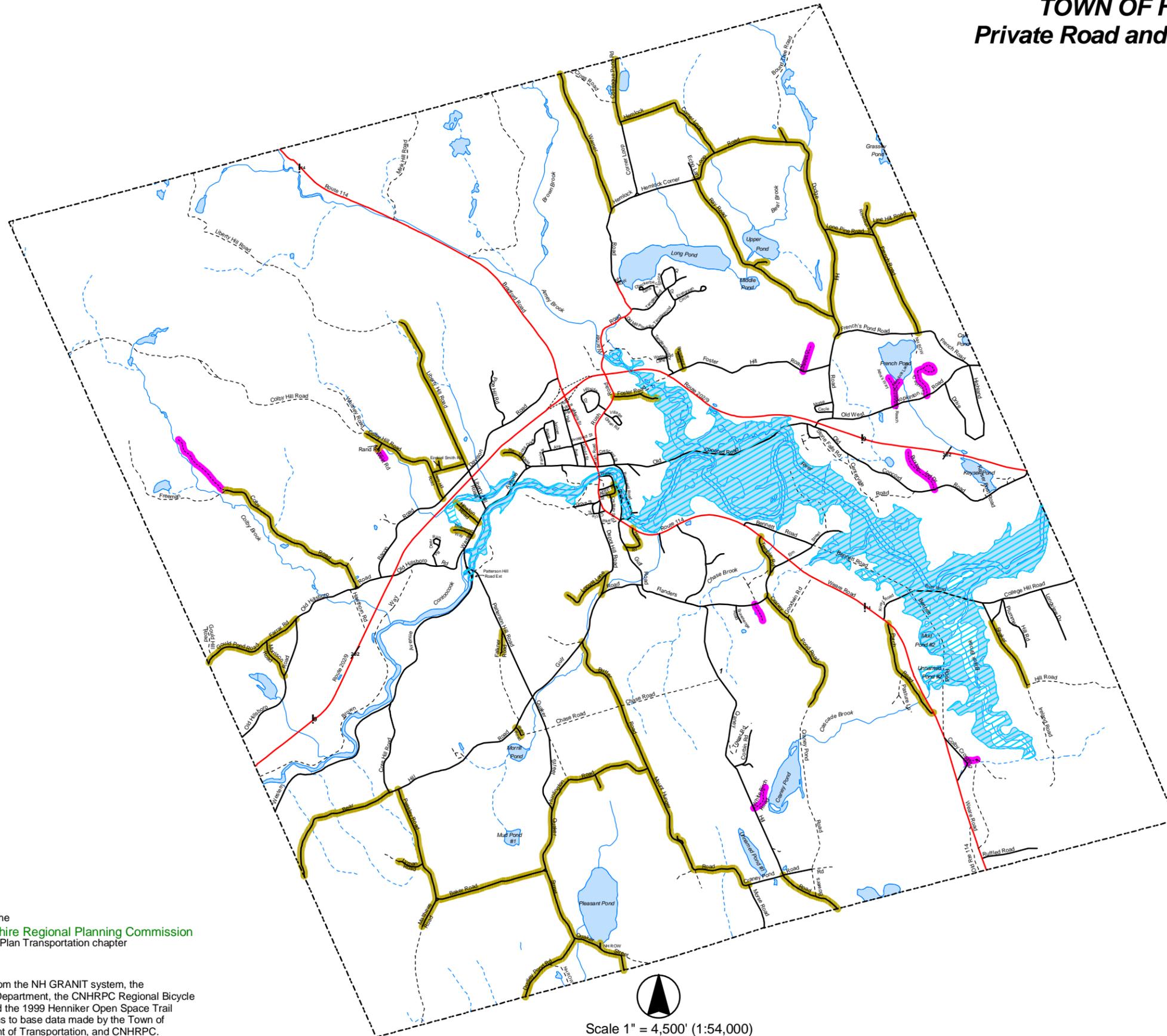


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TOWN OF HENNIKER, NEW HAMPSHIRE

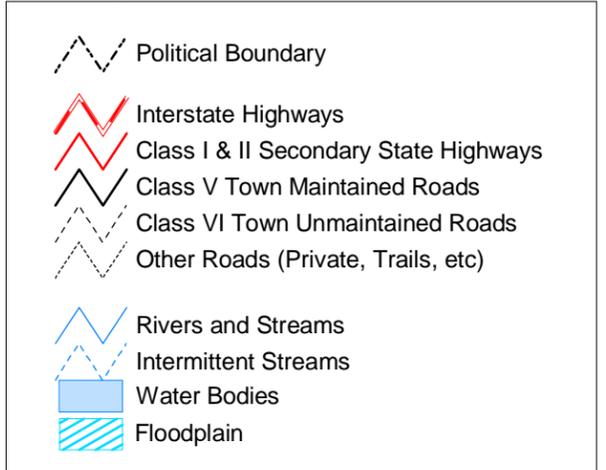
Private Road and Class V Gravel Road Location Map



Transportation Legend



Base Legend



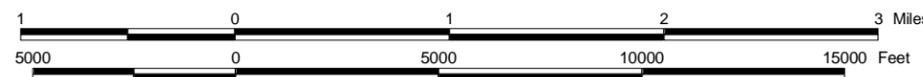
This map produced by the Central New Hampshire Regional Planning Commission for the Henniker Master Plan Transportation chapter December 2002.

Data sources: 1:24,000 source scale from the NH GRANIT system, the Henniker Public Works Department, the CNHRPC Regional Bicycle and Pedestrian Plan, and the 1999 Henniker Open Space Trail System Plan. Corrections to base data made by the Town of Henniker, NH Department of Transportation, and CNHRPC.

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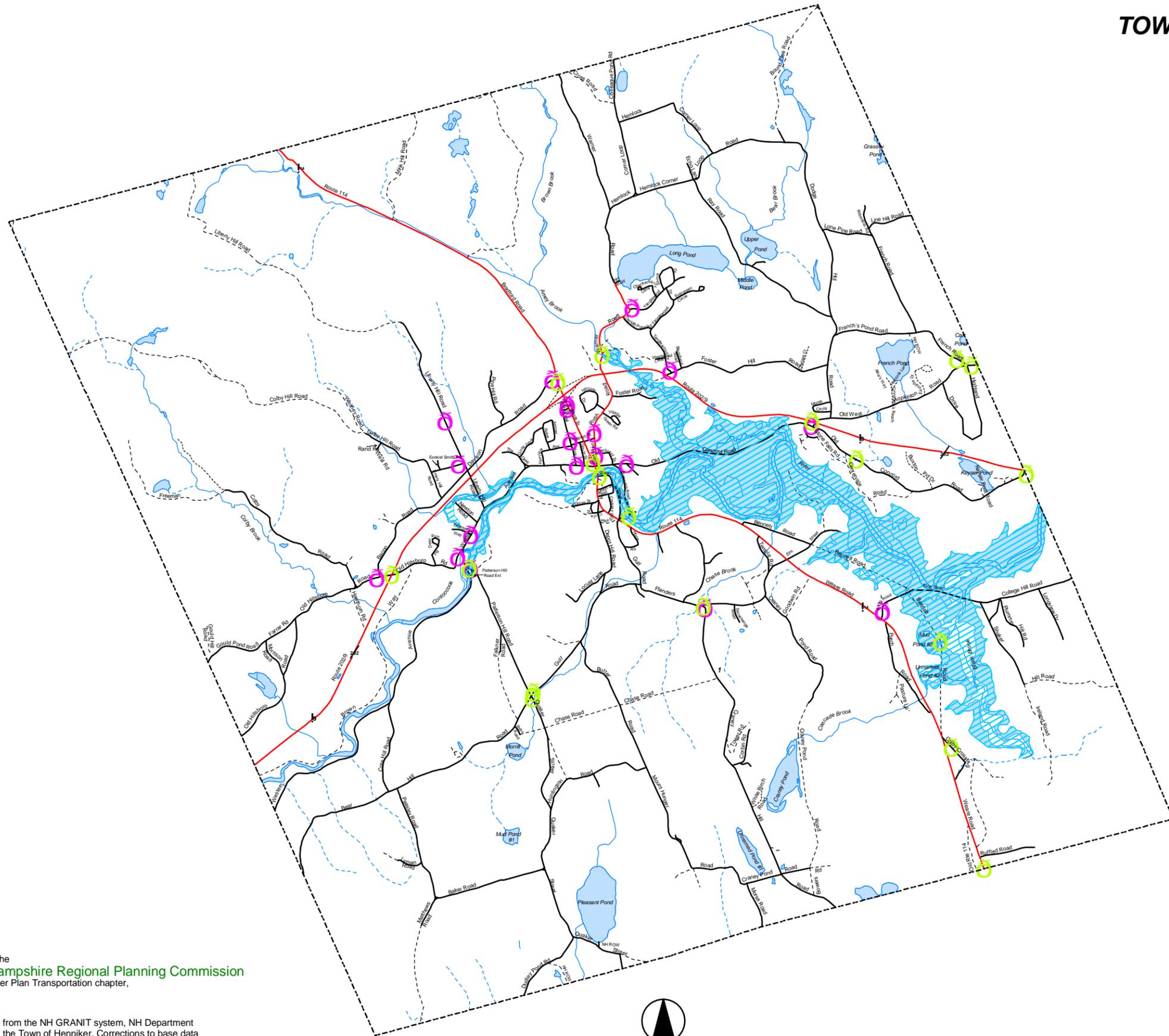


Scale 1" = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE

Road Count Locations



Transportation Legend

Traffic Count Locations

-  CNHRPC
-  NH DOT

Base Legend

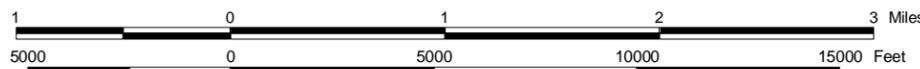
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-  Water Bodies
-  Floodplain

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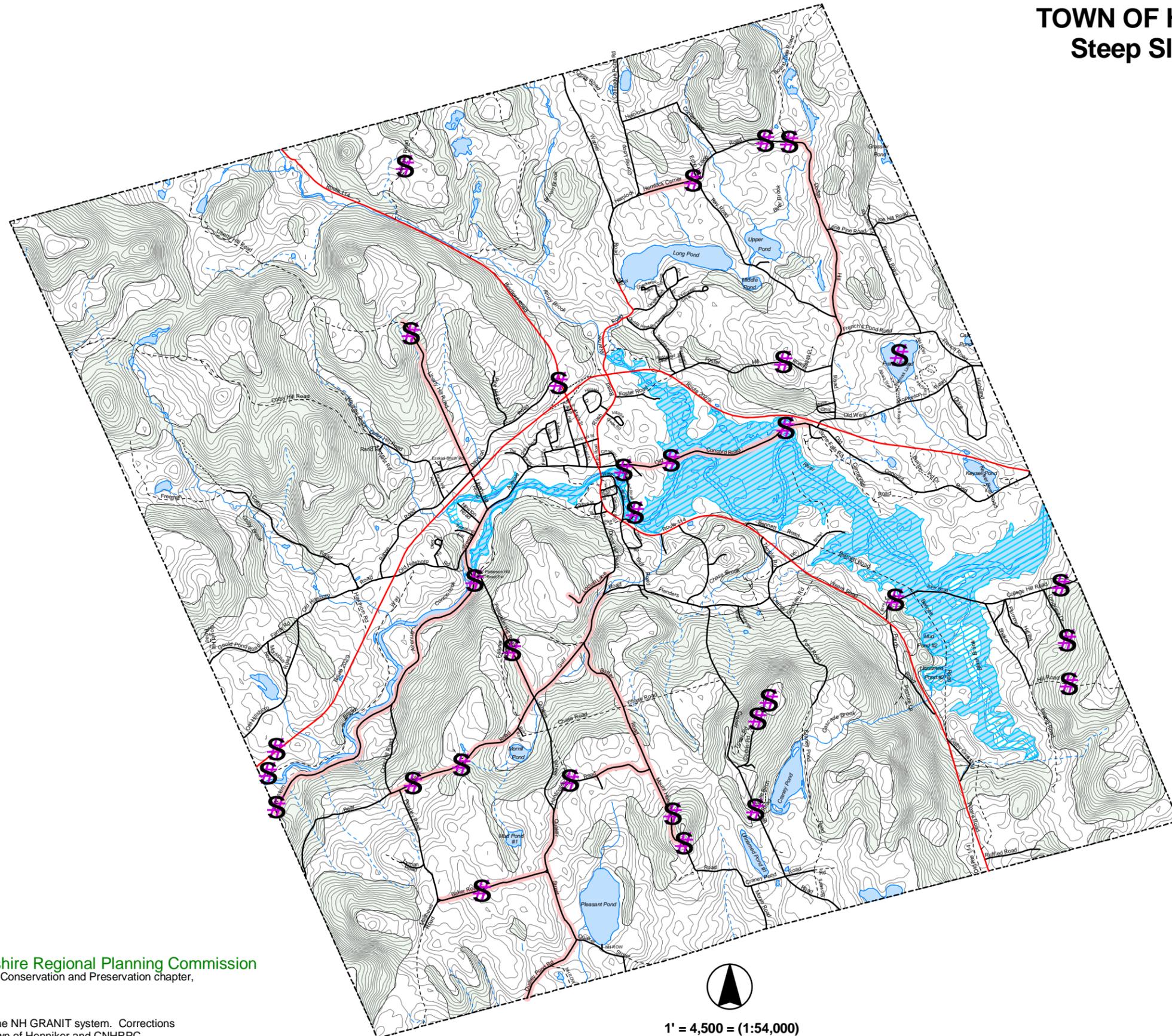
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TOWN OF HENNIKER, NEW HAMPSHIRE

Steep Slopes and Scenic Vista Map



Geologic Features Legend

	Scenic Vistas
	Scenic Vistas Following Roads
	Topographic Contour, 20'
	Slopes >15%

Base Legend

	Political Boundary
	Interstate Highways
	Class I & II Secondary State Highways
	Class V Town Maintained Roads
	Class VI Town Unmaintained Roads
	Other Roads (Private, Trails, etc)
	Rivers and Streams
	Intermittent Streams
	Water Bodies
	Floodplain

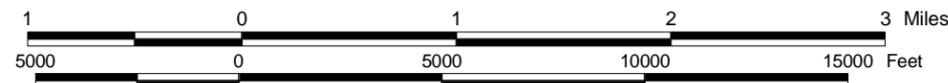
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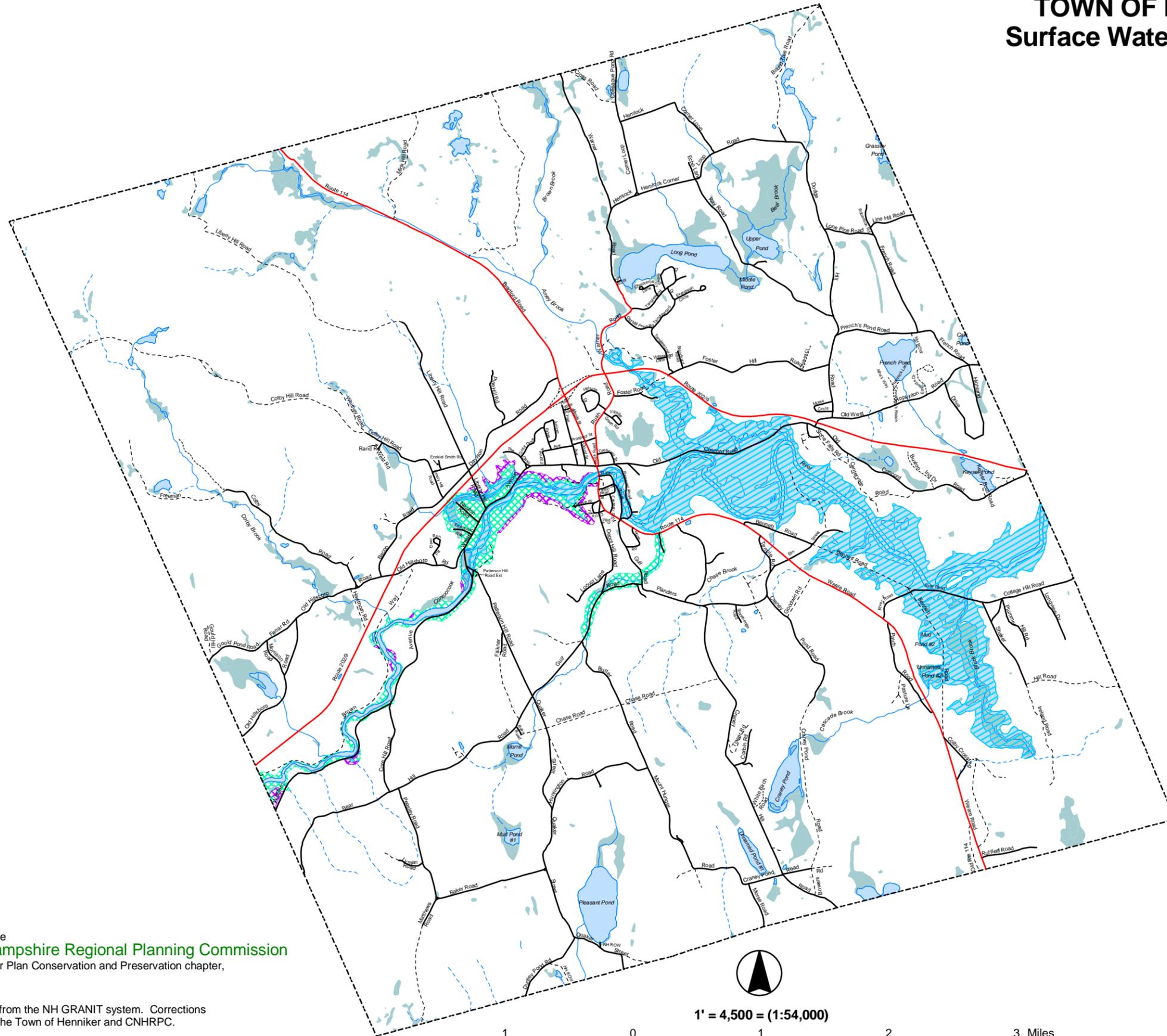


1' = 4,500' (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE

Surface Water, Wetlands, and Floodplain Map



Water Resources Legend



Base Legend



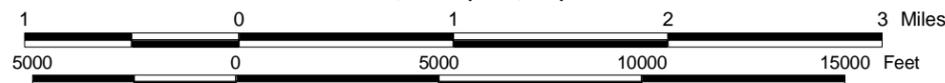
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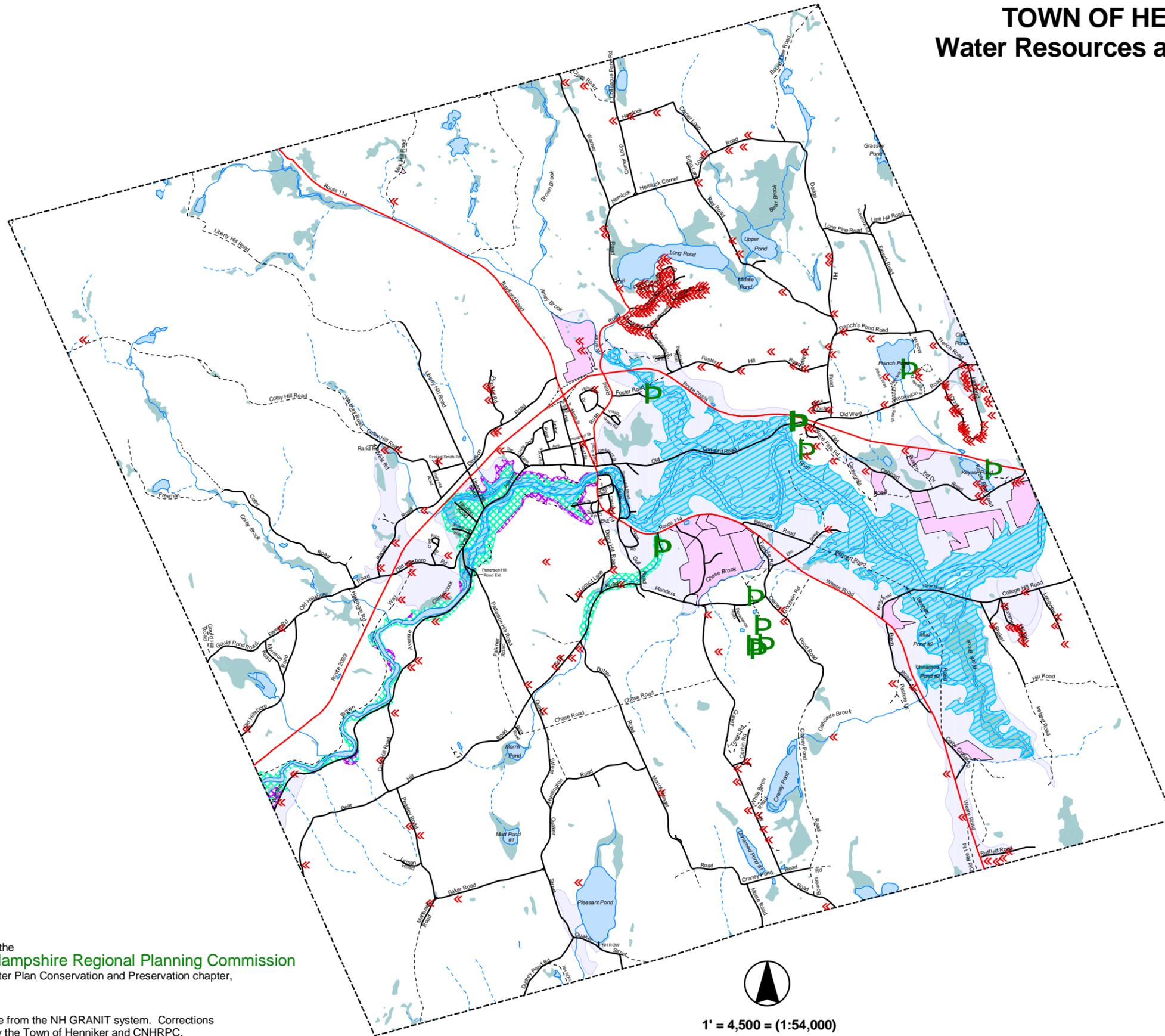


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TOWN OF HENNIKER, NEW HAMPSHIRE

Water Resources and Excavation Site Location Map



Water Resources Legend

-  Private Well Installed 1983-2000
(Does not include wells installed before 1983)
-  Public Water Supply
(Serves 15 or more people throughout the year)
-  100-year Floodplain
-  500-year Floodplain
-  National Wetlands Inventory
-  Stratified Drift Aquifer
-  Sand and Gravel Excavation Sites

Base Legend

-  Political Boundary
-  Interstate Highways
-  Class I & II Secondary State Highways
-  Class V Town Maintained Roads
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-  Rivers and Streams
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-  Water Bodies
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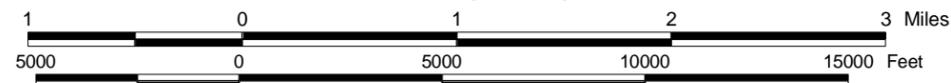
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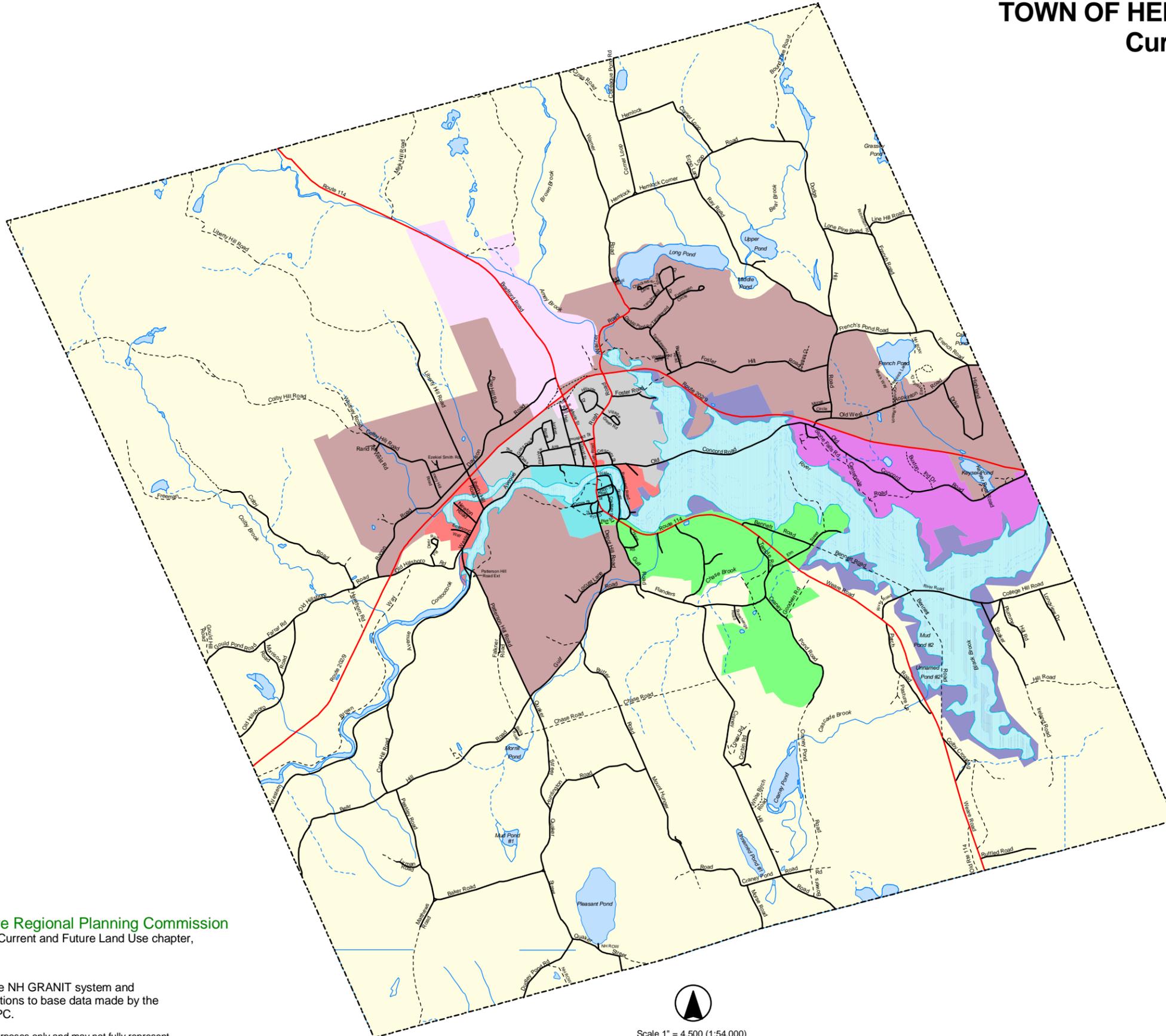


1' = 4,500' = (1:54,000)



TOWN OF HENNIKER, NEW HAMPSHIRE

Current Zoning Map



Zoning Legend

	Heavy Commercial District
	Medium Commercial District
	Commercial Recreational District
	Village Commercial District
	Educational District
	Federal Lands District
	Residential Neighborhood District
	Rural Residential District
	Village Proper

Base Legend

	Political Boundary
	Interstate Highways
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