Town of New Ipswich, New Hampshire

MASTER PLAN UPDATE

2026

Adopted January 2026

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Master Plan Steering Committee

2025-2026

Acknowledgement

The New Ipswich Planning Board thanks those who are named below. The Board also extends its appreciation to members of local organizations and agencies, to the officials and staff of the Town of New Ipswich, and to the staff of the Southwest Region Planning Commission (SWRPC). Without the assistance of all who participated, this task would be incomplete.

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Master Plan Update

2026

Certificate of Adoption

The Planning Board of the Town of New Ipswich, New Hampshire hereby certifies that the "Town of New Ipswich Master Plan Update, 2026" was adopted by unanimous vote of the Planning Board on January 21, 2026 as the true Master Plan of the Town of New Ipswich, New Hampshire pursuant to the provisions of RSA 674:2-4, 675:6 and 675:7.

Deidre Daley, Chair _____ 1/21/26

Joshua Muhonen, CoChair _____ 1/21/26

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Introduction: A Primer for Master Planning

What is a Master Plan?

A master plan is a long-term planning document that outlines a community's vision for its future growth and development. It serves as a blueprint or roadmap for how the town or city should evolve, describing how, where, and at what pace the community wants to develop. The master plan addresses aspects like land use, housing, transportation, economic development, natural resources, and more – essentially capturing the community's goals for its character and quality of life. Importantly, a master plan is not a law or ordinance itself; instead, it provides guidance to local officials when making decisions on budgets, zoning, capital improvements, and development rules. In simple terms, the master plan offers a vision of what could happen in the community and steps to achieve positive outcomes, rather than setting enforceable rules on what can or cannot happen.

Legal Basis and Purpose

New Hampshire state law gives planning boards the authority – and responsibility – to create a master plan. Under RSA 674:1, every municipal planning board is charged with preparing and updating a master plan "to guide the development of the municipality. The purpose of a master plan, as described in RSA 674:2, is to lay out "the best and most appropriate future development" of the town as clearly and practically as possible, to help the board design ordinances that preserve and enhance the community's unique quality of life, and to guide all the board's other duties toward sound planning principles. In other words, the master plan is meant to steer growth in a way that aligns with the community's values and protects resources through smart planning.

RSA 674:2 also specifies what a master plan should include. At a minimum, every master plan must have two required sections: a Vision section and a Land Use section. The Vision section captures the broad wishes and goals of residents for the future of their community – essentially the community's long-term vision and guiding principles. The Land Use section translates that vision into physical terms by describing existing conditions and the desired future land use patterns.

Master Plan and Zoning Ordinances

One of the most important roles of a master plan is to serve as the foundation for local zoning ordinances and land use regulations. In New Hampshire, zoning ordinances (the local laws that govern how land can be used in different areas) must be based on an adopted master plan. In fact, RSA 674:18 explicitly requires that a community have a master plan (with the required vision and land use sections) before it can adopt a zoning ordinance. This means

the master plan comes first, setting the policy groundwork, and the zoning ordinance follows, acting as a tool to implement the plan's vision. It's important to note that the master plan itself is not a regulatory document – you can't enforce the vision or recommendations in the plan directly. However, it gives legal standing to the implementation of ordinances and policies that a town adopts. Who Develops the Master Plan?

In New Hampshire, the planning board is the local body responsible for most land-use planning activities, including the master plan. The planning board may delegate development of the plan to a master plan steering committee, as was the case with this update to the Town of New Ipswich Master Plan. The planning board itself, however, must adopt the plan through a vote of its members and after holding a duly noticed public hearing. Master plans are best developed in close consultation with the wider community, through outreach methods such as surveys and community forums. The measures taken in updating this plan are described in Chapter 1.

Supporting Broader Community Goals

A master plan can be more than just a land use document; it is a comprehensive strategy for the community's well-being. By setting forth a shared vision, the master plan supports broader municipal goals in several ways. It can facilitate coordination across municipal committees, guide decisions about capital improvements, help provide the basis for grant applications, and more.

History of Master Planning in New Ipswich

The Town of New Ipswich first adopted a Master Plan in 1983. That plan included chapters on Introduction, A Capsule History of New Ipswich, Goals and Objectives, Population and Housing Analysis, Economic Analysis, Community Facilities Analysis, Thoroughfare and Transportation Analysis, and Land Use Analysis, along with related recommendations. These chapters were updated in 1995, and at that time a Conservation and Preservation Analysis chapter and an Action Items chapter were adopted. In 2004, the introduction, community history, and goals were revised. The Open Space chapter was adopted in 2007, the Land Use Analysis was updated in 2012, and the Transportation chapter was updated in 2013.

In the current update, the Master Plan has been reorganized to emphasize action items that the Town can take in response to present-day trends and community feedback. This update includes revisions to the Introduction, Vision and Goals, Housing and Population, Economic Analysis, Community Facilities, Transportation, and Land Use chapters, with the overall structure re-focused around actionable strategies.

Vision and Goals

The Vision and Goals Chapter of the New Ipswich Master Plan establishes the overarching framework for the town's long-term planning efforts. It reflects the values, priorities, and aspirations of the community, serving as the foundation for the goals, objectives, and action items that follow in this chapter as well as the detailed strategies presented throughout the Master Plan.

In accordance with RSA 674:2, this chapter articulates a unified vision for New Ipswich's future, supported by a set of planning goals that address housing, land use, economic development, municipal services, transportation, and natural resource protection. The goals are rooted in extensive community input gathered during the 2025 Master Plan update, including survey results, public forums, and stakeholder interviews. They respond to changing demographic and development patterns, evolving infrastructure needs, and the town's commitment to preserving its rural character while planning thoughtfully for future growth.

The vision statement below reflects the community's shared values and desired direction. The goals and objectives that follow translate this vision into tangible strategies, with each goal accompanied by a brief explanation of its relevance. Topic-specific chapters of the Master Plan then expand on these goals, presenting detailed objectives and actions, identifying responsible parties and timeframes, and providing the supporting data, needs, and strategies that guide long-term decision-making. Together, this chapter establishes a roadmap for guiding future development, coordinating capital investments, and ensuring that New Ipswich remains a welcoming and resilient community for generations to come.

New Ipswich will remain a kind, neighborly, and resilient community that protects its rural character, natural resources, and historic identity while planning thoughtfully for the future. The Town will support a range of housing options, encourage small-scale economic development that fits the community's scale and values, and invest in municipal services and infrastructure that meet the needs of residents of all ages while balancing these needs with fiscal responsibility. Through inclusive planning and responsible stewardship, New Ipswich will maintain its sense of place and ensure that future generations can live, work, and thrive here.

Housing and Population

New Ipswich's population is continuing to grow, but the composition of that population is changing. The town is seeing a rising share of older adults, a decline in the number of children, and an increasing need for smaller, more flexible housing options to support residents at different life stages. Despite strong long-term growth, recent development has produced mostly single-family homes, leaving few alternatives for seniors, young adults, and households with lower or moderate incomes. At the same time, residents have expressed support for modest, well-integrated housing options that preserve the town's rural character. This goal responds to both local and regional housing needs, as required under RSA 674:2 and RSA 674:58–61, and reflects the community's commitment to inclusive, place-sensitive planning.

Population and Housing		
Goal: Ensure a sustainable housing future for the residents of New Ipswich and increase housing variety and opportunity in New Ipswich while maintaining the town's rural character.		
Objective 1	Increase opportunity for starter homes and small-scale living units in New Ipswich	Responsible Body
Action 1.1	Re-examine the existing Accessory Dwelling Unit (ADU) ordinance to allow greater flexibility, including potential to condoize or subdivide detached ADUs (DADUs). Remove special exception requirement for first ADU on a property to comply with HB 577.	Planning Board
Action 1.2	Identify zoning barriers that discourage small-scale affordable housing (e.g., frontage or parking requirements, rooming houses, year-round campsites) and consider making corresponding amendments.	Planning Board
Action 1.3	Conduct an inventory of its town-owned properties, with consideration of suitability for residential development.	BOS or designee
Action 1.4	Amend zoning regulations to enable the creation of new village-style neighborhoods that allow a mix of housing types on smaller lots, shared infrastructure, and designated community spaces through a planned development framework.	Planning Board
Action 1.5	Explore the potential for requiring a percentage of workforce housing units in new residential subdivisions	Planning Board
Action 1.6	Revise the Cluster Development Ordinance to allow for inclusion of multi-family housing options.	Planning Board
Objective 2	Encourage diverse housing types through infill development and adaptive reuse	Responsible Body

Action 2.1	Develop and adopt a Multi-Family Conversion Ordinance to allow existing homes and underutilized structures to be converted to multiple units, subject to health and safety review.	Planning Board
Action 2.2	Identify and map locations appropriate for infill or redevelopment based on proximity to existing infrastructure.	Planning Board
Action 2.3	Amend parking requirements for residential use to comply SB 284. Consider incentives such as reduced frontage for projects involving the reuse of existing buildings.	Planning Board
Objective 3	Monitor and respond to evolving housing needs and community preferences.	Responsible Body
Action 3.1	Conduct an annual review of residential building permit data using local records and reports from the New Hampshire Office of Planning and Development (OPD) to assess whether housing production is keeping pace with identified needs. Use findings to inform zoning updates or targeted community outreach if trends show a shortfall in needed housing types or unit counts.	Planning Board
Action 3.2	Hold a public workshop or forum to gather input on emerging housing types (e.g., cottage courts, courtyard housing, or live/work units, mixed-use development) that may support community needs and complement existing zoning	Planning Board
Action 3.3	Establish a regular check-in between the Planning Board and the Town Welfare Officer to share observations and discuss emerging housing needs, including instances of housing insecurity and homelessness.	Planning Board
Action 3.4	Create educational opportunities for developers, designers, and landowners to learn about alternative development models such as shared infrastructure, smaller housing types, and compact neighborhood design.	Planning Board

Table 1 Population and Housing Goals, Objectives, Actions

Economic Analysis

New Ipswich's economic base is modest but diverse, with strengths in construction, small-scale manufacturing, and home-based enterprises. While a few larger employers anchor the local job market, many residents operate sole proprietorships or work from home in trades, services, and online sectors. Survey results and stakeholder interviews suggest strong interest in expanding business opportunities that fit the town's scale, but current limitations in infrastructure, commercial space, and regulatory clarity can hinder growth.

This goal reflects New Ipswich's desire to strengthen its economic base in a way that aligns with community character and practical constraints. It also fulfills the requirements of RSA 674:2, II(f), which calls for municipalities to identify economic development objectives and strategies for maintaining, attracting, and diversifying employment opportunities. The objectives and actions that follow emphasize support for local businesses, infrastructure improvements, and planning tools that can help reduce barriers and guide future investment.

Economic Analysis		
Goal: Promote small business development in New Ipswich by supporting existing businesses and creating opportunities for future commercial growth that align with the town's rural character and infrastructure capacity.		
Objective 1	Update zoning to include designated commercial districts or overlays	Responsible Body
Action 1.1	Hold a design workshop to determine location / interest in developing a new commercial district or zone.	Planning Board
Action 1.2	Explore the potential for light industrial or artisan production spaces in designated rural areas, building on past efforts to allow such uses	Planning Board
Objective 2	Promote existing and future New Ipswich businesses	Responsible Body
Action 2.1	Develop a hard-copy directory of local businesses	BOS or designee
Action 2.2	Collaborate with regional partners to improve business attraction strategies and identify shared economic development goals	BOS or designee
Action 2.3	Establish an Economic Development Advisory Committee to support local business retention, coordinate outreach to new businesses, and advise on zoning, marketing, and infrastructure priorities that align with the town's identity.	BOS or designee
Objective 3	Strengthen economic infrastructure and regulatory clarity	Responsible Body
Action 3.1	Codify relevant local land use and business regulations into a unified resource to improve clarity for applicants and reduce barriers to entry	BOS or designee
Action 3.2	Work with utility providers to identify opportunities for expanding three-phase power in New Ipswich to support future commercial, agricultural, and renewable energy uses.	BOS or designee
Action 3.3	Pursue expansion and improvement of broadband and cellular infrastructure to better serve businesses, remote workers, and emergency services.	BOS or designee

Objective 4	Ensure that future commercial growth is compatible with New Ipswich's natural resource capacity, while discouraging uses with disproportionate environmental impact or limited community benefit.	Responsible Body
Action 4.1	Use the updated Natural Resource Inventory to identify areas most appropriate for future commercial development and those where limitations should be applied.	PB, ConCom
Action 4.2	Develop zoning criteria or overlay districts to limit or prohibit commercial and industrial uses with high water withdrawal needs in groundwater-sensitive areas or where such uses offer limited local benefit.	PB, ConCom

Table 2 Economic Goals, Objectives, Actions

Community Facilities & Services

New Ipswich's municipal departments play a vital role in maintaining the town's quality of life and supporting day-to-day operations. As the population grows and community expectations evolve, the town must assess whether its facilities, staffing levels, and equipment can keep pace with demand. Retaining the town's budget-conscious planning remains a central concern.

This goal responds to those realities by focusing on the modernization and coordination of municipal services, with attention to capital planning, interdepartmental collaboration, and staffing sustainability. It also aligns with RSA 674:2, III(b), which calls for assessment of existing and future needs for municipal facilities and services. The objectives and actions that follow are intended to support strategic investments in infrastructure, improve service delivery, and ensure that New Ipswich's facilities can meet the demands of a changing population.

Community Facilities & Services		
Goal: Ensure that the Town of New Ipswich can continue to provide effective municipal services and facilities that meet the needs of a growing and changing population.		
Objective 1	Maintain a long-range planning framework to guide investment in municipal facilities and equipment.	Responsible Body
Action 1.1	Maintain and annually update a Capital Improvements Program (CIP) with a minimum six-year planning horizon.	Planning Board
Action 1.2	Use the CIP to inform town budgeting and warrant article development.	BOS or designee
Action 1.3	Coordinate capital planning with the Master Plan including Land Use, Housing, and Transportation sections to ensure alignment with projected growth areas.	BOS or designee,

		Planning Board
Action 1.4	Organize a community forum or design charrette to explore options for a multi-use community center and American Red Cross approved emergency shelter. Identify preferred locations, programming needs (e.g., recreation, meeting space, business incubator, social services), and potential funding strategies to support both long-range facility and program planning.	BOS or designee, Planning Board
Objective 2	Monitor the condition and capacity of existing facilities in relation to projected service needs.	Responsible Body
Action 2.1	Conduct facility condition and capacity assessments on a regular basis (e.g., town offices, fire station, public works garage, library, transfer station).	BOS or designee, BFC (Building Facility Committee)
Action 2.2	Use assessment results to prioritize upgrades, expansions, or replacements of undersized or outdated facilities.	BOS or designee, BFC
Action 2.3	Plan for future facility needs based on projected changes in population, development patterns, and climate-related risk.	BOS or designee, Planning Board, BFC
Objective 3	Ensure new development contributes to sustainable facility planning and service delivery.	Responsible Body
Action 3.1	Revise site plan and subdivision regulations to require applicants for major developments to evaluate the impact of proposed development on municipal services, including roads, solid waste, emergency access, water resources, stormwater runoff, and impervious surfaces.	Planning Board
Action 3.2	Identify opportunities for shared facilities, communication infrastructure, and regional collaboration (particularly for equipment and technology) when evaluating long-term service delivery needs.	BOS or designee
Objective 4	Ensure that municipal policies, regulations, and service expectations are implemented consistently through clear roles, procedures, and enforcement mechanisms.	Responsible Body
Action 4.1	Document the absence of a formal municipal enforcement response framework and recommend that the Board of Selectmen develop and adopt a clear, coordinated enforcement policy that defines roles, responsibilities, escalation procedures, and coordination among town departments.	BOS

Table 3 Community Facilities Goals, Objectives, Actions

Thoroughfare and Transportation Analysis

New Ipswich's transportation network plays a critical role in supporting mobility, access to services, and overall community well-being. While most travel in town occurs by private vehicle, the road system also serves pedestrians, cyclists, emergency responders, and freight. Residents have expressed growing concerns about road conditions, speeding, traffic volumes, and the need for safer pedestrian infrastructure. This goal addresses those concerns by promoting investment in transportation infrastructure that meets current demands while planning for future growth. It aligns with RSA 674:2, III(h), which calls for an assessment of existing and proposed transportation corridors and their relationship to land use. The objectives and actions that follow aim to improve safety, maintain local roads, and support a balanced transportation system that reflects the needs of all users.

Thoroughfare and Transportation Analysis		
Goal: Ensure that the transportation system in and through the Town of New Ipswich functions as safely and efficiently as possible for all users.		
Objective 1	Promote safe, active transportation for pedestrians and cyclists	Responsible Body
Action 1.1	Improve shoulder areas or breakdown lanes during road reconstruction and repaving to support walking and bicycling.	BOS or designee, Road Committee
Action 1.2	Coordinate transportation safety improvements with regional initiatives such as development of a Complete Streets Policy, to help establish which design guidelines should be implemented on specific road segments.	BOS or designee
Action 1.3	Identify priority road segments for advisory shoulder improvements based on proximity to schools, parks, and village areas.	BOS or designee
Action 1.4	Develop a safe pedestrian connection between Boynton Middle School and the municipal recreation complex, including a protected crossing of Turnpike Road and widened shoulder improvements along Temple Road.	BOS or designee
Objective 2	Maintain and upgrade local roads based on long-term needs and changing conditions	Responsible Body
Action 2.1	Conduct drainage and culvert assessment in areas experiencing runoff, erosion, or pavement degradation, to determine candidate areas for closed drainage systems.	BOS or designee, Road Committee, Road Agent

Action 2.2	Incorporate projected land use changes and anticipated traffic volume increases into road design and maintenance planning to identify where safety improvements such as signage, shoulder widening, traffic calming, or intersection upgrades may be needed. Coordinate with the Road Agent and regional partners to proactively address areas expected to experience development-related traffic growth.	BOS or designee, Road Committee, Road Agent
Action 2.3	Routinely update the Road Surface Management System (RSMS) to evaluate roadway conditions and prioritize repaving projects in a cost-effective manner. Use this system to guide road improvement investments through the Capital Improvements Program (CIP) and align project timing with available state and federal funding opportunities.	BOS or designee
Action 2.4	Use the updated transportation infrastructure map, traffic volume data, and community needs assessment to review the classification of public and private roads—including Class VI roads—and evaluate whether changes are needed to support long-term access, safety, and development goals. Identify candidate roads for reclassification, discontinuance, or improvement based on these findings.	PB

Table 4 Throughfare and Transportation Goals, Actions, Objectives

Land Use Analysis

Land use patterns shape the character, function, and future of New Ipswich. As the town continues to grow, balancing development needs with the preservation of natural, cultural, and scenic resources remains a top community priority. Recent trends show increasing pressure for residential growth, especially in rural areas, which has implications for infrastructure and resource protection. This goal reflects the town's desire to guide growth in a way that meets the needs of residents and businesses while conserving the landscapes and heritage that define New Ipswich. It supports the requirements of RSA 674:2, III(e), which calls for a land use plan that considers existing conditions, projected needs, and natural resource constraints. The objectives and actions that follow aim to promote responsible land use, clarify zoning and development expectations, and ensure that growth aligns with community values and capacity.

Land Use Analysis
Goal: Promote land use activities that accommodate the needs of the residents of the residents of New Ipswich while at the same time protect and preserve the natural, cultural, scenic, and historic resources of the Town.

Objective 1	Strengthen local regulations to support resource-based land use planning	Responsible Body
Action 1.1	Review Groundwater Protection Ordinance to ensure alignment with NHDES Model Groundwater Protection to further safeguard drinking water supplies from potential contamination.	Planning Board
Action 1.2	Update NRI and natural resource map to reflect current conditions, including aquifer recharge areas, wetlands, and prime farmland soils.	ConCom
Action 1.3	Use updated natural resource data and overlay districts to guide zoning amendments and prioritize areas for conservation or limited development. (Aligns with Economic Development Action 4.1)	Planning Board
Objective 2	Integrate environmental and groundwater data into land use regulations and decision-making.	Responsible Body
Action 2.1	Partner with NHDES to organize town-sponsored voluntary well testing events to collect local groundwater quality data that can inform planning decisions.	ConCom
Action 2.2	Use well testing and environmental data where available (e.g., water quality, nitrate levels, seasonal high water tables) to identify areas where land use intensity should be limited.	Planning Board, ConCom
Action 2.3	Incorporate environmental data into zoning amendments, overlay district boundaries, and land suitability criteria for subdivisions.	Planning Board
Objective 3	Identify and protect the scenic landscapes and historic assets that contribute to New Ipswich's rural character and cultural heritage.	Responsible Body
Action 3.1	Identify and map scenic viewsheds, ridgelines, and other visual resources as part of land use planning efforts. Consider adopting ridgeline development guidelines to protect important scenic areas.	Planning Board, ConCom
Action 3.2	Develop a prioritization framework for conserving land with high scenic or ecological value using the NRI and community input. Coordinate with local land trusts and regional conservation partners to identify funding opportunities.	Planning Board, ConCom
Action 3.3	Evaluate town-owned historic buildings and cultural resources to determine current use, maintenance needs, and long-term viability. Identify opportunities for adaptive reuse, strategic maintenance, or potential sale—particularly for properties that are vacant, underutilized, or lack sustainable funding.	Heritage Commission, BOS or designee

Table 5 Land Use Goals, Objectives, Actions

Housing & Population

The Housing and Population Chapter of the New Ipswich Master Plan provides a comprehensive overview of demographic trends, housing supply, affordability, and projected needs. The purpose of this chapter is to guide future development policies and ensure that the town's housing stock evolves to meet the needs of current and future residents while preserving New Ipswich's rural identity. In accordance with RSA 674:2, III(l), this housing section assesses local housing conditions, projects future housing needs for residents of all ages and income levels and incorporates findings from the regional housing needs assessment conducted by the Southwest Region Planning Commission.

The strategies outlined in this chapter emphasize modest, context-sensitive approaches—such as expanding accessory dwelling units, enabling adaptive reuse of existing structures, and promoting village-style development. These approaches aim to support housing affordability, flexibility, and inclusivity while maintaining the town's character and values.

The chapter is organized with a set of goals, objectives, and expanded action items followed by supporting context including demographic data, housing trends, and relevant studies, and concludes with a summary of community input.

Housing & Population Goals, Objectives, and Actions

Goal: *Ensure a sustainable housing future for the residents of New Ipswich and increase housing variety and opportunity in New Ipswich while maintaining the town's rural character.*

Objective 1

Increase opportunity for starter homes and small-scale living units in New Ipswich.

Action 1.1

Re-examine the existing Accessory Dwelling Unit (ADU) ordinance to allow greater flexibility, including potential to condoize or subdivide detached ADUs (DADUs). Remove special exception requirement for first ADU on a property to comply with HB 577.

Background: Community input showed strong support for detached accessory dwelling units (ADUs) and adaptive reuse of existing homes. Current zoning limits ADU flexibility, requiring a special exception or conditional use permit for the first unit and prohibiting subdivision. Recent state legislation, House Bill 577, enacted July 15, 2025 and effective July

1, 2025, now requires municipalities to allow one ADU, whether attached or detached, as a matter of right in all districts permitting single-family dwellings, without the need for a special exception or conditional use permit. The law also loosens restrictions on size, definition, and local design controls for ADUs while prohibiting the imposition of additional lot size, aesthetic, or parking requirements beyond those applicable to single-family homes. Increasing ADU flexibility under HB 577 helps support seniors, young families, and income-sensitive households by streamlining access to affordable, incrementally scaled housing.

Timeframe: 1-3 years

Action Lead: Planning Board

Partners: Code Enforcement Officer, Select Board, SWRPC, NH Housing technical assistance, utilization of town staff, Planning Board members

Potential Funding: Housing Opportunity Planning (HOP) Grants, NH Housing Minigrant Program

Outputs: Zoning amendment adopted to allow DADU subdivision or condoization; special exception removed for first ADU

Action 1.2

Identify zoning barriers that discourage small-scale affordable housing (e.g., frontage or parking requirements, rooming houses, year-round campsites) and consider making corresponding amendments.

Background: Stakeholder interviews and community forum feedback emphasized the need to remove regulatory obstacles that prevent affordable, small-scale housing types. Current zoning may unintentionally block housing options such as rooming houses, shared living, or year-round occupancy of certain housing types (e.g., seasonal dwellings). Identifying and amending these barriers is a first step toward enabling flexible, lower-cost housing forms.

Timeframe: 1-3 years

Action Lead: Planning Board

Partners: Code Enforcement Officer, Select Board, SWRPC, NH Housing technical assistance

Potential Funding: Housing Opportunity Planning (HOP) Grants

Outputs: Zoning audit completed; recommended amendments presented and adopted; summary report documenting changes and rationale

Action 1.3

Conduct an inventory of its town-owned properties, with consideration of suitability for residential development.

Background: In a constrained housing market, town-owned parcels may offer strategic opportunities for new affordable or workforce housing, especially when paired with partnerships or incentives. A property inventory is a foundational step to identify underutilized or surplus lands that could be repurposed for housing, particularly in walkable areas or near existing infrastructure.

Timeframe: 1-2 years

Action Lead: Select Board

Partners: Planning Board, Assessing Department, Conservation Commission (as needed)

Potential Funding: Housing Opportunity Planning (HOP) Grants

Outputs: Mapped and categorized inventory of town-owned parcels; summary of parcels with development potential; follow-up recommendations for further action or reuse.

Action 1.4

Amend zoning regulations to enable the creation of new village-style neighborhoods that allow a mix of housing types on smaller lots, shared infrastructure, and designated community spaces through a planned development framework.

Background: Community feedback consistently supported small-scale, traditionally designed homes that fit the town's rural character. A planned village-style development approach would allow for context-sensitive growth with shared infrastructure (e.g., septic, driveways), diversified housing types, and preserved open space. This model aligns with both affordability and conservation goals, and supports the town's goal of incremental, well-integrated development.

Timeframe: 2-4 years

Action Lead: Planning Board

Partners: SWRPC, Conservation Commission, Code Enforcement Officer, NH Housing technical assistance

Potential Funding: Housing Opportunity Planning (HOP) Grants

Outputs: New or revised zoning ordinance section adopted for planned village-style development; supporting design guidelines or development standards created

Action 1.5

Explore the potential for requiring a percentage of workforce housing units in new residential subdivisions.

Background: While large subdivisions are currently rare in New Ipswich, establishing a policy to require a set-aside for workforce housing would ensure that future development includes options for income-eligible households. This type of inclusionary zoning can help the town comply with RSA 674:58–61 (Workforce Housing Law) and respond to rising housing cost burdens identified in the community. The action may involve evaluating project thresholds, incentive structures (such as density bonuses), and legal frameworks to support implementation.

Timeframe: 2-5 years

Action Lead: Planning Board

Partners: SWRPC, NH Housing (for model ordinance review)

Potential Funding: Housing Opportunity Planning (HOP) Grants

Outputs: Draft inclusionary zoning provision prepared and reviewed; public engagement conducted; ordinance amendment presented for adoption.

Action 1.6

Revise the Cluster Development Ordinance to allow for inclusion of multi-family housing options.

Background: The existing cluster development regulations in New Ipswich focus on single-family homes. Revising the ordinance to allow duplexes, triplexes, or small-scale multi-family units within cluster developments would expand housing choices while maintaining the conservation and design intent of the regulation. This change would support affordability, promote efficient land use, and help meet projected housing needs without undermining community character.

Timeframe: 4-6 years

Action Lead: Planning Board

Partners: SWRPC, Conservation Commission

Potential Funding: Housing Opportunity Planning (HOP) Grants

Outputs: Revised cluster ordinance adopted; new site plan review standards or guidance for multi-family housing in cluster settings.

Objective 2

Encourage diverse housing types through infill development and adaptive reuse.

Action 2.1

Develop and adopt a Multi-Family Conversion Ordinance to allow existing homes and underutilized structures to be converted to multiple units, subject to health and safety review.

Background: The adaptive reuse of large homes and older buildings was strongly supported during public outreach efforts, especially as a way to increase housing variety without changing the town's visual character. Stakeholders and community members cited opportunities such as the former Friendship Manor for senior or shared housing. A well-crafted conversion ordinance would enable this type of development while ensuring health, safety, and design compatibility.

Timeframe: 1-3 years

Action Lead: Planning Board

Partners: Code Enforcement Officer, SWRPC

Funding: Housing Opportunity Planning (HOP) Grants

Outputs: Multi-Family Conversion Ordinance drafted and adopted; guidance materials for applicants developed

Action 2.2

Identify and map locations appropriate for infill or redevelopment based on proximity to existing infrastructure.

Background: New Ipswich's housing needs and development constraints point to the importance of maximizing areas already served by roads, utilities, and community services. Identifying sites suitable for infill development—particularly near village centers or along existing corridors—can support more efficient land use and reduce infrastructure costs. This type of mapping will also help guide zoning amendments and prioritize areas for redevelopment incentives or design standards.

Timeframe: 1-2 years

Action Lead: Planning Board

Partners: SWRPC, Assessing Department, Department of Public Works

Potential Funding: Housing Opportunity Planning (HOP) Grants

Outputs: GIS-based map of infill and redevelopment opportunity areas; accompanying summary report with recommendations for regulatory adjustments.

Action 2.3

Amend parking requirements for residential use to comply SB 284. Consider incentives such as reduced frontage for projects involving the reuse of existing buildings.

Background: Many of New Ipswich's older homes and underutilized structures are located on lots that do not meet current frontage, setback, or parking requirements. These dimensional standards can pose barriers to the adaptive reuse of buildings for multi-unit or alternative housing types, even when such projects align with the town's goals for incremental growth. Reducing regulatory burdens for reuse projects, such as lowering frontage or off-street parking minimums, can encourage housing development while preserving the character and footprint of existing structures. Recent state legislation, specifically Senate Bill 284 (2025), further supports this by prohibiting municipalities from requiring more than one parking space per residential unit, except in limited cases involving studio or one-bedroom workforce housing under 1,000 square feet and multi-family developments of ten or more units, which may still require up to 1.5 spaces per unit. This change, effective September 13, 2025, enables more flexibility in parking standards for adaptive reuse and redevelopment projects.".

Timeframe: 1-3 years

Action Lead: Planning Board

Partners: SWRPC, Code Enforcement Officer

Potential Funding: Housing Opportunity Planning (HOP) Grants

Outputs: Zoning amendments drafted to reduce dimensional standards for reuse projects; updated site plan or conditional use review guidance

Objective 3

Monitor and respond to evolving housing needs and community preferences.

Action 3.1

Conduct an annual review of residential building permit data using local records and reports from the New Hampshire Office of Planning and Development (OPD) to assess whether

housing production is keeping pace with identified needs. Use findings to inform zoning updates or targeted community outreach if trends show a shortfall in needed housing types or unit counts.

Background: Tracking the pace and type of housing development is essential to ensure the town's zoning and policies remain responsive to local needs. New Ipswich's recent housing growth has been limited to mostly single-family construction, despite community and regional calls for more diverse and affordable housing options. Annual permit review, paired with state housing production reports, will help the Planning Board identify mismatches between community needs and development trends—and respond accordingly.

Timeframe: Ongoing (begin annually within 1 year)

Action Lead: Planning Board

Partners: Code Enforcement Officer, Town Administrator, NH Office of Planning and Development (OPD)

Potential Funding: None required

Outputs: Annual housing production memo or dashboard; identification of any housing gaps by type, size, or tenure; recommendations for zoning or outreach adjustments. Share summary findings in Planning Board section of the Annual Report.

Action 3.2

Hold a public workshop or forum to gather input on emerging housing types (e.g., cottage courts, courtyard housing, live/work units, mixed-use development) that may support community needs and complement existing zoning.

Background: Public engagement during this Master Plan update showed a strong interest in housing solutions that fit within the rural character of New Ipswich. However, newer or unfamiliar formats (such as cottage courts or courtyard housing) received limited support, likely due to a lack of local examples or understanding. A focused workshop can introduce these concepts, provide visual case studies, and allow residents to weigh in on whether and how such models could be integrated into future zoning or development proposals.

Timeframe: Within 2 years

Action Lead: Planning Board

Partners: SWRPC, NH Housing, local architects or housing nonprofits (e.g., Plan NH, Habitat for Humanity)

Potential Funding: HOP Grants; private foundations (e.g., NH Charitable Foundation through regrant partners)

Outputs: Community forum or workshop conducted; summary of findings; recommendations for ordinance updates or pilot zoning districts based on public feedback.

Action 3.3

Establish a regular check-in between the Planning Board and the Town Welfare Officer to share observations and discuss emerging housing needs, including instances of housing insecurity and homelessness.

Background: Stakeholder interviews identified an urgent and growing need for affordable, flexible housing options in New Ipswich, especially for seniors, single parents, young couples, and individuals with disabilities. The Town Welfare Officer has firsthand knowledge of housing insecurity trends, such as overcrowding, hidden homelessness, or emergency housing gaps. A regular dialogue between the Planning Board and Welfare Officer would ensure that zoning and planning decisions remain grounded in current, real-world needs.

Timeframe: Establish within 1 year; meet at least annually

Action Lead: Planning Board

Partners: Town Welfare Officer

Potential Funding: None required

Outputs: Annual meeting notes or briefing; shared understanding of urgent housing needs; recommendations for planning or policy adjustments as needed.

Action 3.4

Create educational opportunities for developers, designers, and landowners to learn about alternative development models such as shared infrastructure, smaller housing types, and compact neighborhood design.

Background: Many developers and property owners in New Ipswich are accustomed to traditional large-lot, single-family development. To expand housing choices, it is important to build local awareness of viable alternatives—such as duplexes, cottage clusters, and shared infrastructure systems (e.g., common septic or wells). Educational sessions can demystify these models, share case studies, and help stakeholders understand how to pursue them under updated zoning.

Timeframe: Begin within 2 years

Action Lead: Planning Board

Partners: SWRPC, NH Housing, Plan NH, local design professionals

Potential Funding: HOP Grants

Outputs: Workshop(s) conducted or resource materials produced; increased developer awareness and comfort with non-traditional housing formats; follow-up interest in pilot projects or regulatory revisions.

Population Trends and Demographic Patterns

New Ipswich is one of the few towns in the Monadnock Region that has experienced continual growth since the 1970s. The population increased from 1,803 in 1970 to 5,204 in 2020, a gain of nearly 189 percent over 50 years, averaging about 2.1 percent growth per year. However, growth slowed considerably between 2010 and 2020, with the population increasing by only 2.5 percent over the decade (about 0.25% per year). At the 2020 Census[1], the town had 5,204 residents. Population projections indicate continued growth, with a 12 percent increase expected by 2050, driven in part by working-age individuals relocating to the area.

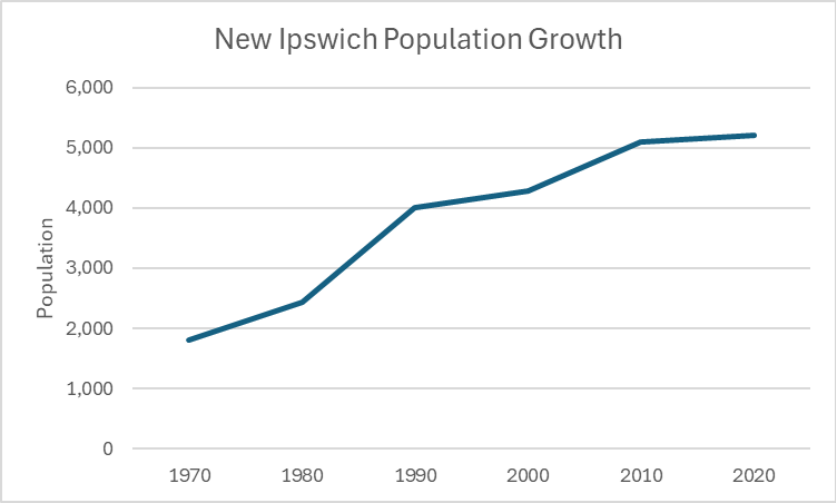

Figure 1 Population Growth by Decade (U.S. Decennial Census)

[1] New Ipswich town, Hillsborough County, New Hampshire - Census Bureau Profile

Changes in Distribution of Senior and Youth Populations

New Ipswich's 65+ community has more than tripled over the past 40 years, currently making up 13.2 percent of New Ipswich's total population. This percentage reflects the upward trends in age proportions in Hillsborough County and New Hampshire as a whole. Since 2010, New Ipswich's senior population has increased by almost fifty percent. The number of New Ipswich residents under age 18 declined by 8 percent over the last decade. As of 2020, this age group made up just over one-quarter of the town's total population. This is the first decline after the youth population leveled out between 1990 and 2010.

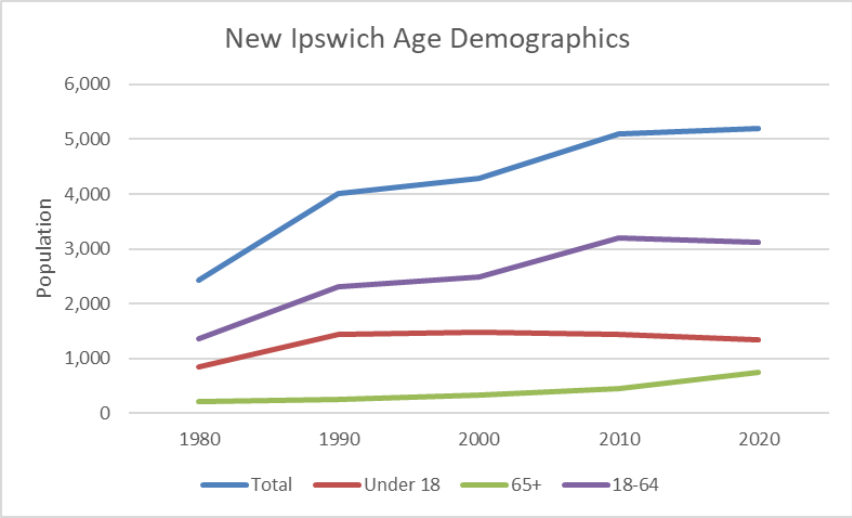

Figure 2 New Ipswich Age Demographics (U.S. Decennial Census)

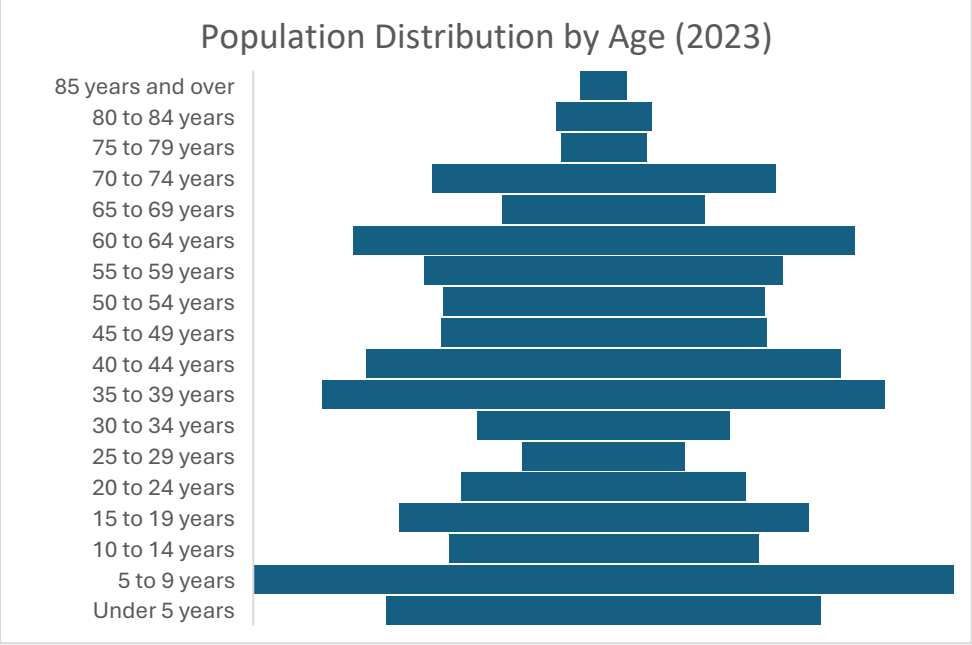

Figure 3 Population Distribution by Age (S0101: Age and Sex - Census Bureau Table)

New Ipswich population projected to increase through 2050

11.9% Population Growth Anticipated Through 2050

New Ipswich is projected to grow gradually over the coming decades, with the population increasing from 5,204 in 2020 to approximately 5,824 by 2050, an overall growth of about 12 percent. This rate modestly exceeds projected growth in both Hillsborough County (approximately 11%) and the state of New Hampshire (approximately 9%) over the same period. The town's growth is expected to be steady through 2045, followed by a slight decline.

Population projections used in this section are drawn from the *New Hampshire Population Projections: 2020–2050*[2] report, published by the New Hampshire Office of Planning and Development (OPD) in 2022. The report provides municipal, county, and state-level population estimates based on a cohort-component model, which accounts for births, deaths, and migration. While not predictions, the projections offer a consistent, data-driven baseline to support long-term planning for housing, infrastructure, and community services.

	2020 Census	2025	2030	2035	2040	2045	2050
New Ipswich	5,204	5,434	5,613	5,741	5,809	5,829	5,824
Hillsborough County	422,937	440,881	454,896	464,900	470,211	471,211	471,369
New Hampshire	1,377,533	1,430,601	1,473,286	1,501,045	1,511,770	1,509,955	1,501,909

Table 6 Projected Population Change by Year (NHOPD State, County, and Municipal Population Projections: 2020-2050)

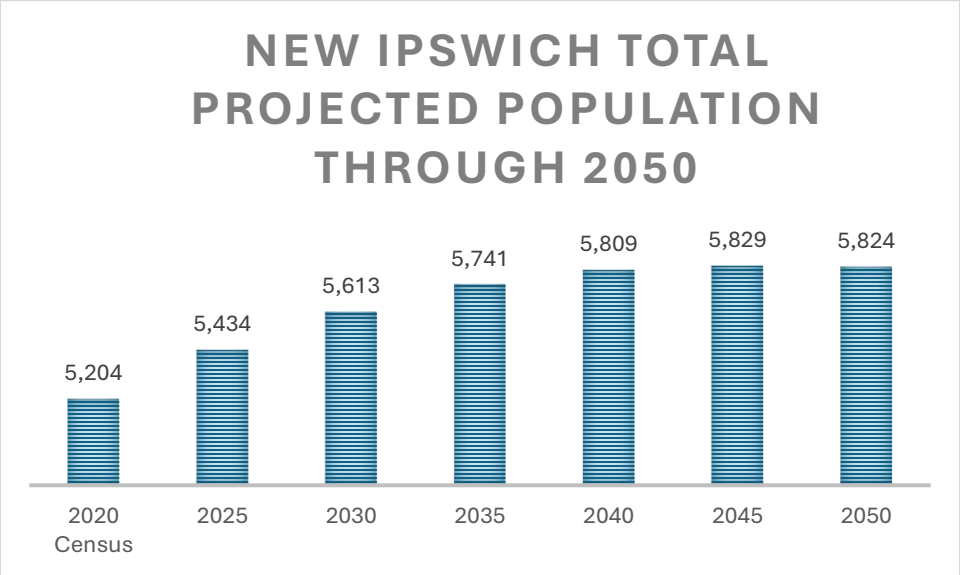

Figure 4 Total New Ipswich Projected Population (NHOPD State, County, and Municipal Population Projections: 2020-2050)

[2] NH-Population-Projections-2020-2050-Final-Report-092022.pdf

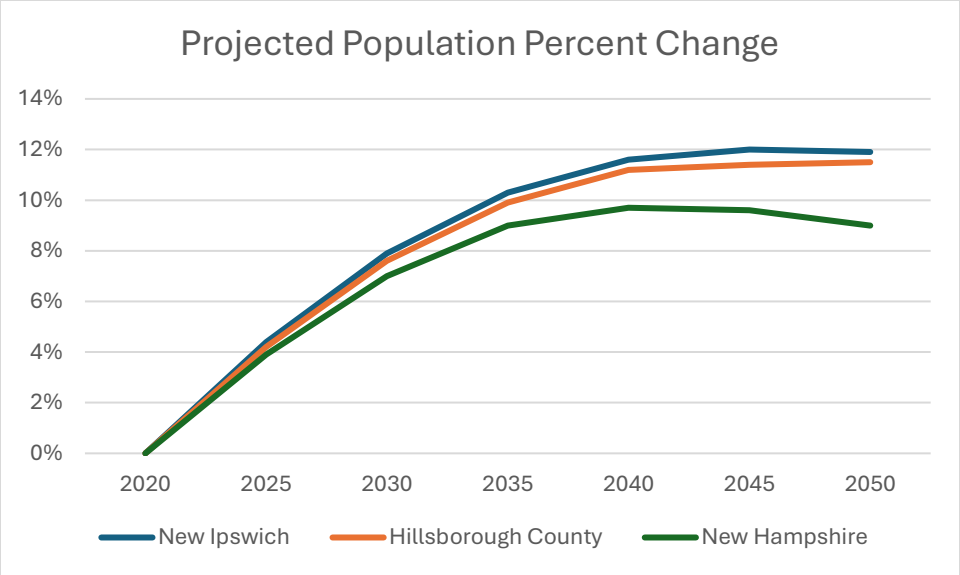

Figure 5 Projected Population Percent Change by Year (NHOPD State, County, and Municipal Population Projections: 2020-2050)

Housing Supply and Development Trends

Housing Growth Distinctly Slows in Recent Years

Between 2010 and 2020, New Ipswich's housing stock increased by just 42 units, reflecting a significant slowdown in development compared to previous decades. This period of limited growth stands in contrast to the longer-term trend. Since 1990, the town's housing stock has increased by 48 percent, the highest rate of growth among municipalities in the Southwest Region. As of the 2020 Census, New Ipswich contained 1,958 housing units. Over the past 50 years, the number of housing units in town has more than tripled, underscoring how modest the most recent decade of growth has been in comparison.

While New Ipswich has seen strong long-term growth relative to its neighboring communities, the Southwest Region as a whole has experienced slower expansion in housing stock than the rest of New Hampshire. Since 1990, the Region's housing inventory has grown by 19 percent, compared to a statewide increase of 26.8 percent. Despite this broader regional trend, New Ipswich continues to account for a significant share of new housing development in the area.

The town's housing stock remains heavily weighted toward single-family homes, which account for 86 percent of all housing units.[3] This concentration limits the availability of multi-family housing and other more diverse housing types, which are often needed to accommodate a wider range of household sizes, incomes, and life stages. The town's heavy

[3] Table B25106 American Community Survey 2022 (B25106: Tenure by Housing Costs as ... - Census Bureau Table

reliance on single-family development underscores the importance of encouraging more varied housing choices to meet the evolving needs of current and future residents.

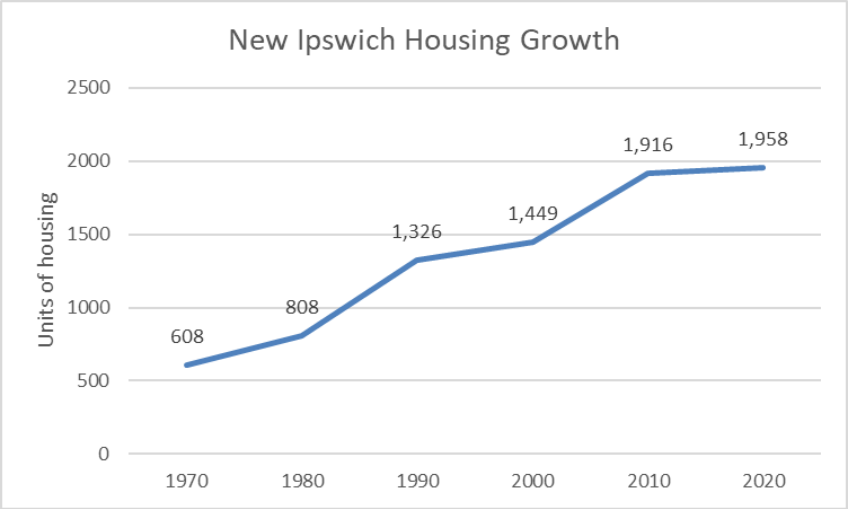

Figure 6 New Ipswich Housing Growth by Decade (U.S. Census Bureau)

Single Family Homes Remain Predominant Housing Type

The majority of housing units in New Ipswich were single-family homes as of the 2020 Decennial Census, totaling 1,690 of 1,958 units. Two-family dwellings accounted for 76 units, while 150 units were located in buildings with five or more units. There were no three- or four-family dwellings reported, and only 42 manufactured housing units were recorded. Three-bedroom homes are the most common housing type in town.

New Ipswich's housing stock is defined by low density and limited variety. With approximately 0.09 housing units per acre, residential development is widely dispersed and largely composed of single-family structures. The absence of duplexes, triplexes, and fourplexes—commonly referred to as missing middle housing—reduces options for smaller households, first-time buyers, seniors, and those with lower or fixed incomes.

Expanding housing types and increasing overall diversity in the housing stock directly supports the town's master plan goals. These goals include improving affordability, broadening choices for residents at different life stages, and supporting the local workforce. Encouraging a more balanced mix of housing can also help New Ipswich attract and retain residents, provide opportunities for aging in place, and ensure that the community remains inclusive and vibrant over time.

Age and Condition of Housing Stock

The condition of housing stock in New Ipswich is addressed here through the examination of the age of housing units, whether they have complete kitchen and/or plumbing facilities, and whether they are considered to be overcrowded. This information represents only a

partial measure of housing condition; a complete site inspection of every housing unit in town would be necessary to be most accurate. This is, however, not feasible for the preparation of this document. Furthermore, the age of a house is also not always a true indicator of deterioration. Nevertheless, the data can point out the potential for replacement of septic and heating systems, or roofs or foundations, for example.

Year of Construction	Number of Units (all types)	% of Total Housing Stock
Built 2010 to 2019	182	8.8
Built 2000 to 2009	401	19.3
Built 1990 to 1999	94	4.5
Built 1980 to 1989	587	28.2
Built 1970 to 1979	125	6.0
Built 1960 to 1969	153	7.4
Built 1950 to 1959	157	7.6
Built 1940 to 1949	82	3.9
Built 1939 or earlier	297	14.3

Table 7 Age of Housing Stock (DP04: Selected Housing Characteristics - Census Bureau Table)

Table 7 presents the data on the age of housing stock, and what percentage each age category comprises of the total housing supply. According to 2022 American Community Survey estimates, New Ipswich has 2,078 housing units, with 1,896 considered occupied. Two-thirds (66.8%) of the housing stock was built after 1970, including a notable construction surge between 1980 and 1989, when 28.2 percent of all units were built. Compared to many New Hampshire communities, New Ipswich has relatively few older homes. While aging infrastructure and maintenance remain ongoing concerns, overall housing conditions appear strong. Only 0.8 percent of homes are estimated to lack complete plumbing or kitchen facilities, a small share with a high margin of error that does not indicate widespread housing problems.

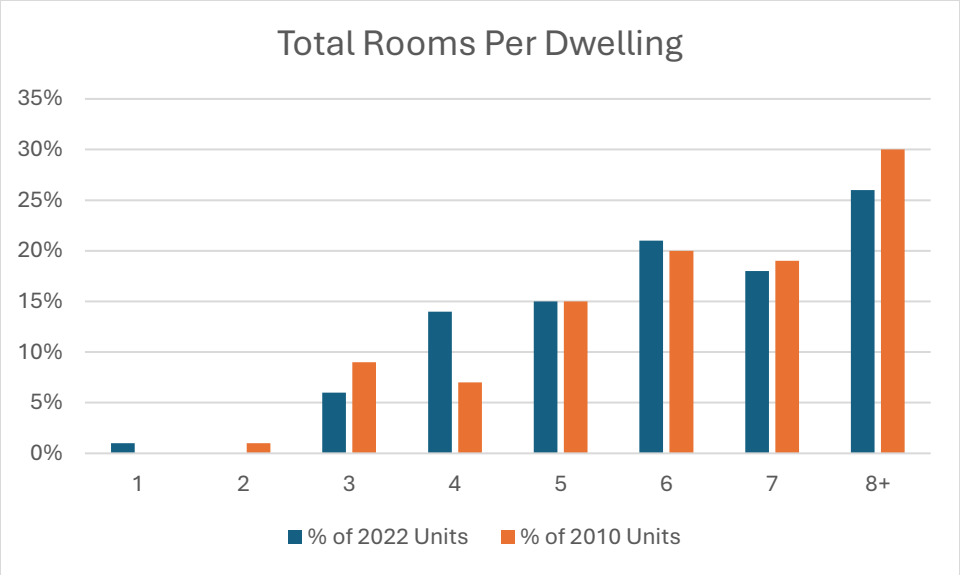

Figure 7 Total Rooms per Dwelling (DP04: Selected Housing Characteristics - Census Bureau Table)

New Ipswich's housing stock continues to be dominated by medium-to-large homes, with little diversification over the past decade. The distribution of room and bedroom counts has remained largely unchanged since 2010, underscoring the limited availability of smaller, more flexible housing types—an issue that is increasingly relevant given the town's aging population and the needs of younger or lower-income households.

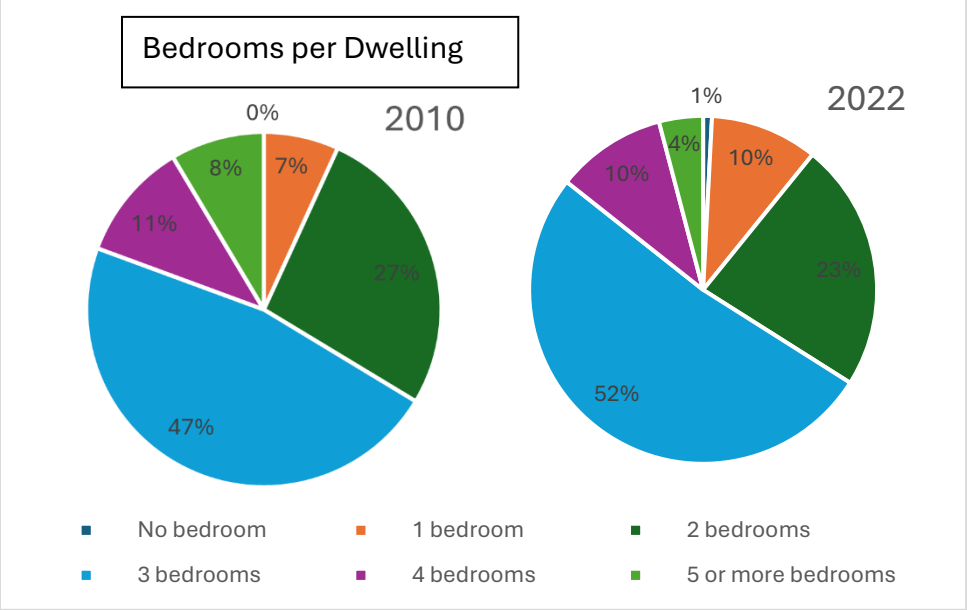

Figure 8 Number of Bedrooms per Dwelling (DP04: Selected Housing Characteristics - Census Bureau Table)

Housing Affordability and Cost Burdens

Housing affordability has become a growing challenge for New Ipswich residents. Nearly 30 percent of homeowners are considered cost-burdened, meaning they spend more than 30 percent of their income on housing costs. Rental affordability is also a concern, with the median rent for a two-bedroom unit increasing by 63 percent since 2015. These figures reflect the strain placed on lower- and moderate-income households as housing prices and rents continue to outpace wage growth.

Housing Costs Continue to Rise

The cost of housing has continued to rise in New Hampshire over the past decade, with most notable rises following the Covid-19 pandemic. The median sale price for residential real estate in Hillsborough County in 2011 was $199,900. By 2020, median home prices had risen to $329,900 and finished at $451,000 in 2023 for Hillsborough County based on information from PrimeMLS for towns in New Hampshire, compiled by New Hampshire Housing[4]. The median value of owner-occupied housing units between 2018 and 2022 in New Ipswich was $294,000, compared to $356,200 in Hillsborough County for the same range according to the US Census Bureau.

Figure 9 shows the median sale price for residential units sold in Hillsborough County between 2011 and 2023, it also shows the number of units sold each year.

[4] Housing and Demographic Data - New Hampshire Housing

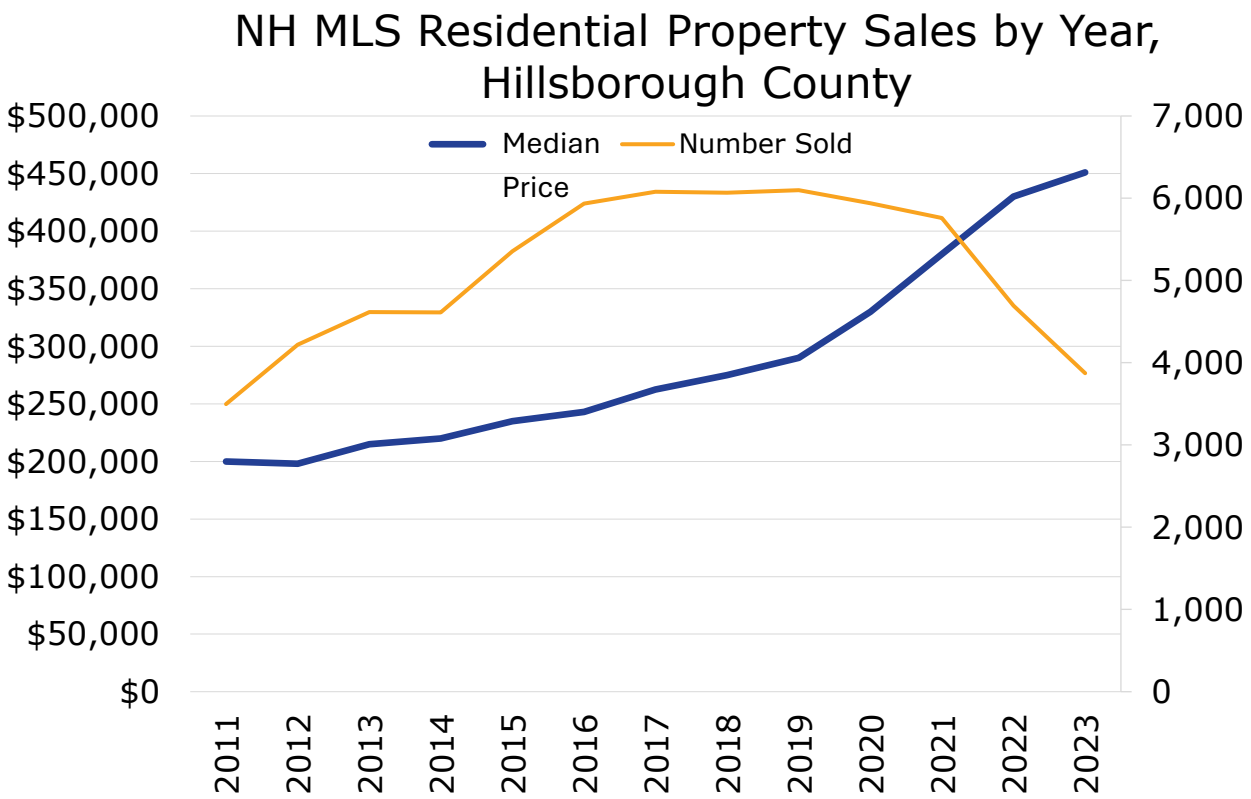

Figure 9 Property Sales by Year, Hillsborough County (NH Housing). Excludes land, interval ownership, seasonal camps/cottages, multi-family property, mobile/manufactured homes and commercial/industrial property.

Majority of Rental Units Exceed Affordability

Data for median gross rent is available at the county level (Hillsborough County) and regionally (Nashua, NH HUD Metropolitan Fair Market Rent Area)[5]. Median gross rents for a 2-bedroom unit in Nashua, NH HMFA rose by 60 percent between 2015 and 2024, from $1,308 to $2,096. Median gross rents for 2-bedroom units in Hillsborough County followed a similar rise - $1,219 in 2015 to $1,989 in 2024, a 63 percent increase (NH Housing 2024 Residential Rental Cost Survey Report). The median cost for a 2-bedroom rental within the county has risen 37 percent since 2019. *Table 8* shows the median monthly gross rents for Hillsborough County in 2024.

[5] https://www.nhhfa.org/wp-content/uploads/2024/08/NHH-2024-Residential-Rental-Cost-Survey-Report.pdf

Median Monthly Gross Rents, Hillsborough County 2024			
Bedrooms	**Sample Size**	**Rent Range**	**Median**
2-bedrooms	1,344	$894-$3,781	$1,989
All bedrooms	2,825	$650-$5,483	$1,877

Table 8 Median Gross Rents, Hillsborough County 2024 (NH Housing)

In 2024, the median gross rent of a 2-bedroom apartment in Hillsborough County was $1,989. To afford this rental cost, a household would need to earn $79,600 per year. In this context, "affordable" is defined as housing costs that don't exceed 30 percent of a household's income. By comparison, the median renter household income in Hillsborough County is only $52,000. In short, the average renter household in Hillsborough County makes $27,600 less per year than what's needed to afford the average rental unit.

Only 22 percent of 2-bedroom rental units within the county were considered affordable in 2024,[6] this is up from just 6% in 2023.[7]

Shifting Cost Burdens Between Owners and Renters

Tables 9 and *10* demonstrate cost burdened owner-occupied households and renter occupied households for New Ipswich and for Hillsborough County, the data was taken from the American Community Survey, 5-year Estimates. The margin of error (MOE) for New Ipswich was too high for the renter tables to be considered for analysis. In 2022, 29.9 percent of all owner-occupied New Ipswich units were cost burdened; Hillsborough County saw 24.1 percent cost burdened homeownership in the same year. In 2022, 39.6 percent of owner-occupied mortgage holders in New Ipswich were cost burdened, down from 43.6 percent in 2010.

***Cost burden** is when a household spends 30% or more of their gross income on housing expenses, including rent or mortgage and other housing costs.*

Cost Burdened Owner-Occupied Units (Estimates)				
	Hillsborough County		New Ipswich	
Year	2010	2022	2010	2022
Total Housing Units (MOE)	153,120 (0.6%)	166,344 (0.5%)	1,540 (16%)	1,896 (11%)

[6] https://www.nhhfa.org/wp-content/uploads/2024/08/NHH-2024-Residential-Rental-Cost-Survey-Report.pdf

[7] https://www.nhhfa.org/wp-content/uploads/2023/07/NHH-2023-Res-Rental-Survey-Report.pdf

Total Owner-Occupied Housing Units	105,611	111,661	1,446	1,647
Total units with a mortgage	80,041 (75.8%)	75,514 (67.6%)	1,035 (71.6%)	1,046 (63.5%)
Cost Burdened Owner-Occupied Units with Mortgage (% total mortgage holders)	31,927 (39.9%)	20,348 (27.1%)	451 (43.6%)	414 (39.6%)
Total Units without Mortgage	25,570 (24.2%)	36,147 (32.4%)	411 (28.4%)	601 (36.5%)
Cost Burdened Owner-Occupied Units without Mortgage	5,379 (21.7%)	6,607 (18.9%)	77 (18.7%)	79 (13.1%)
Total Cost Burdened Owner-Occupied Units (% of all owner occupied units)	37,306 (35.3%)	26,955 (24.1)	528 (36.5%)	493 (29.9%)

Table 9 Cost Burdened Owner-Occupied Units (ACS 5-year estimates)

The percentage of cost burdened renters in the county has held steady at around 46 percent since 2010. Over 80 percent of all renters with a household income of less than $35,000 annually were reported as cost burdened across all three datasets. Renters earning $35,000 to $49,999 annually saw a sharp rise among cost burdened households in 2022, increasing from about half of households in 2010 to 80 percent in 2022. The $50,000 to $74,999 cohort also showed a significant rise in cost burdened households in 2022, up from 16.2 percent in 2010 to 48.3 percent in 2022.

Cost Burdened Renters, Hillsborough County (Estimates)			
	2010	2015	2022
Total Renter Occupied Housing Units	47,509	51,712	54,683
Total Cost Burdened Renters Across All Incomes	21,878	24,325	25,455
Percentage of Total Cost Burdened Renters	46.1%	47.0%	46.6%

Table 10 Cost Burdened Renter-Occupied Units (ACS 5-year estimates)

Vacancy Rates Continue to Fall Below Target

A healthy rental vacancy rate is generally considered to be around 5 percent by housing economists. At this rate, tenants will have sufficient options available and rent rates are held at reasonable levels that do not impact housing affordability. *Figure 10* shows vacancy rates

for all rental units in Hillsborough County from 2014 through 2023[8]. In the last decade, the county has fallen below the 5 percent target every year. The persistent low vacancy rates have contributed to rising rents and limited rental availability. New Ipswich has had limited new multi-family housing development, further restricting housing choices for renters.

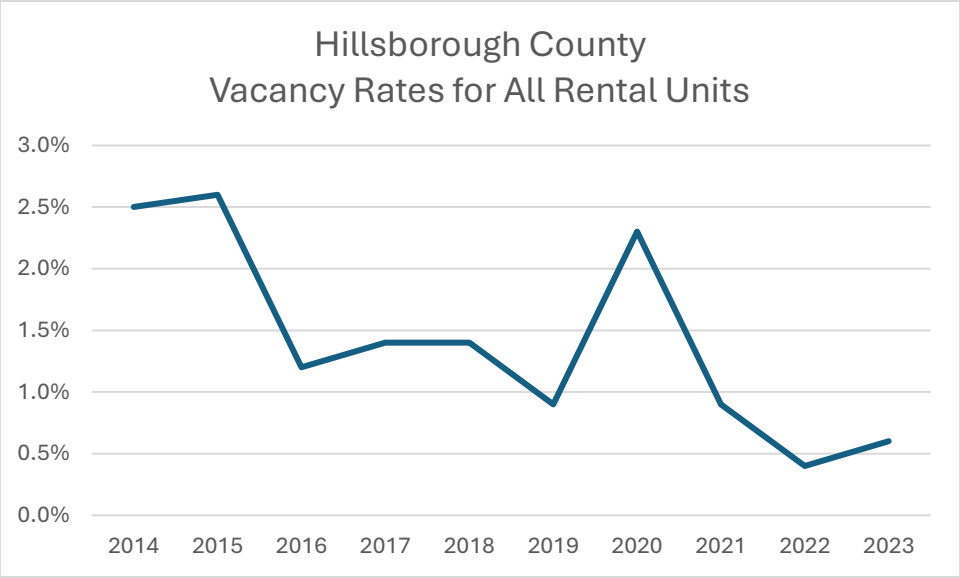

Figure 10 Rental Unit Vacancy Rates (SWRPC Regional Housing Needs Assessment 2023)

Housing Permits and Regional Growth

New Ipswich leads the sub-region in new single-family housing construction, but multi-family development remains minimal. Between 2020 and 2022, the town permitted 67 new housing units, primarily single-family homes. Projections indicate that New Ipswich will need to add 299 housing units by 2040 to meet demand and stabilize the housing market.

New Ipswich Leads Sub-Region in New Single-Family Home Building Permits

Building permit activity through 2022 primarily shows additional single-family dwelling permits. Housing data collection prior to the 2020 Census categorized 2-family, 3-4-family, and 5 or more family dwellings all as *multi-family* housing. Moving forward from the 2020 Census, multi-family housing types are distinguished.

The New Hampshire Office of Planning and Development collects building permit data from all New Hampshire towns each year. *Table 11* displays residential building permit activity from 2000 to 2022. There is a clear decline in new manufactured home permits after 2003 and very few multi-family permits in the last five years.

[8] Southwest New Hampshire regional housing needs assessment

Housing Units Authorized by Permit												
Year	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**
Single Family	50	55	58	29	21	40	35	0	12	4	10	3
Multi-Family	0	0	2	3	1	12	6	34	5	1	0	0
Manufactured	8	4	4	2	0	0	0	0	0	0	0	0
Total	58	59	64	34	22	52	41	34	17	5	10	3
Year	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**Total**
Single Family	5	5	20	17	10	18	19	16	16	29	18	490
Multi-Family	0	2	0	0	0	0	2	6	0	0	4	78
Manufactured	0	0	0	0	0	0	0	0	0	0	0	18
Total	5	7	20	17	10	18	21	22	16	29	22	557

Table 11 Residential Building Permit Activity: 2000-2021 (Office of Planning and Development, NHBEA)

Table 12 shows housing type and building permit activity in the sub-region from the 2020 Census through 2022. Rindge is a clear leader in new residential building activity in the area, primarily in multi-family types of housing. New Ipswich compares favorably against other area communities and Hillsborough County for new residential building activity, primarily in new single family type housing.

Sub-Regional Residential Building Permit Activity							
		Dwelling Units	**Residential Permits, Net Change of Units**			**Total Estimated Housing**	
Municipality	**Housing Type**	**2020 Census**	**2020**	**2021**	**2022**	**Units**	**% Change**
New Ipswich	Single Family	1,690	16	29	18	1,753	3.6%
	Two Family	76	0	0	4	80	5.0%
	3-4 Family	0	0	0	0	0	0.0%
	5 or more Family	150	0	0	0	150	0.0%
	Manufactured	42	0	0	0	42	0.0%
	Total Units	1,958	16	29	22	2,025	3.3%
Rindge	Single Family	2,025	22	14	24	2,085	2.9%
	Two Family	88	8	15	4	115	23.5%
	3-4 Family	41	4	4	3	52	21.2%
	5 or more Family	138	0	0	24	162	14.8%
	Manufactured Housing	69	0	0	0	69	0.0%
	Total Units	2,361	34	33	55	2,483	4.9%
Sharon	Single Family	157	0	2	0	159	1.3%
	Two Family	0	0	0	0	0	0.0%
	3-4 Family	0	0	0	0	0	0.0%
	5 or more Family	0	0	0	0	0	0.0%
	Manufactured	1	0	0	0	1	0.0%
	Total Units	158	0	2	0	160	1.3%

Temple	Single Family	511	1	1	3	516	1.0%
	Two Family	42	1	0	0	43	2.3%
	3-4 Family	0	0	0	0	0	0.0%
	5 or more Family	0	0	0	0	0	0.0%
	Manufactured	16	0	0	0	16	0.0%
	Total Units	569	2	1	3	575	1.0%
Greenville	Single Family	391	0	5	0	396	1.3%
	Two Family	172	0	8	0	180	4.4%
	3-4 Family	25	0	0	0	25	0.0%
	5 or more Family	88	0	0	0	88	0.0%
	Manufactured	241	0	-1	1	241	0.0%
	Total Units	916	0	12	1	930	1.5%
Mason	Single Family	561	3	1	4	569	1.4%
	Two Family	13	0	0	0	13	0.0%
	3-4 Family	0	0	0	0	0	0.0%
	5 or more Family	0	0	0	0	0	0.0%
	Manufactured	14	0	0	0	14	0.0%
	Total Units	588	3	1	4	596	1.3%
Hillsborough County	Single Family	100,611	595	454	419	102,079	1.4%
	Two Family	22,706	116	171	302	23,295	2.5%
	3-4 Family	11,690	17	58	30	11,795	0.9%
	5 or more Family	36,994	281	959	248	38,482	3.9%
	Manufactured	3,569	6	7	3	3,585	0.5%
	Total Units	175,571	1,015	1,649	1,002	179,236	2.0%

Table 12 Regional Residential Building Permit Activity: 2020-2022 (NHBEA Current Estimates and Trends in New Hampshire's Housing Supply [Updated 2023])

Housing Needs and Perceptions in the Community

Housing production targets for each community in the southwest region were developed by Root Policy Research as part of the state-led Housing Needs Assessment process in 2023. These targets estimate the number of additional housing units needed to accommodate projected population growth and support workforce demand. *Figure 11* shows this data, with each column depicting the cumulative total. The model strives for a balanced housing market, meaning that by 2040 the vacancy rate will be 5% for rental units and 2% for owner occupied units. To meet these targets, New Ipswich would need to add a total of 299 housing units across all housing categories by 2040. This amounts to about 15 units per year. Permitting activity on *Table 12* suggests New Ipswich is currently on pace to meet this target and may even exceed the overall housing production goal in aggregate, though the mix of units may not fully align with all identified housing needs.

While permit activity demonstrates that New Ipswich is on track to meet these goals generally, permit activity does not distinguish workforce housing from market rate housing or rentals from owner-occupied housing.

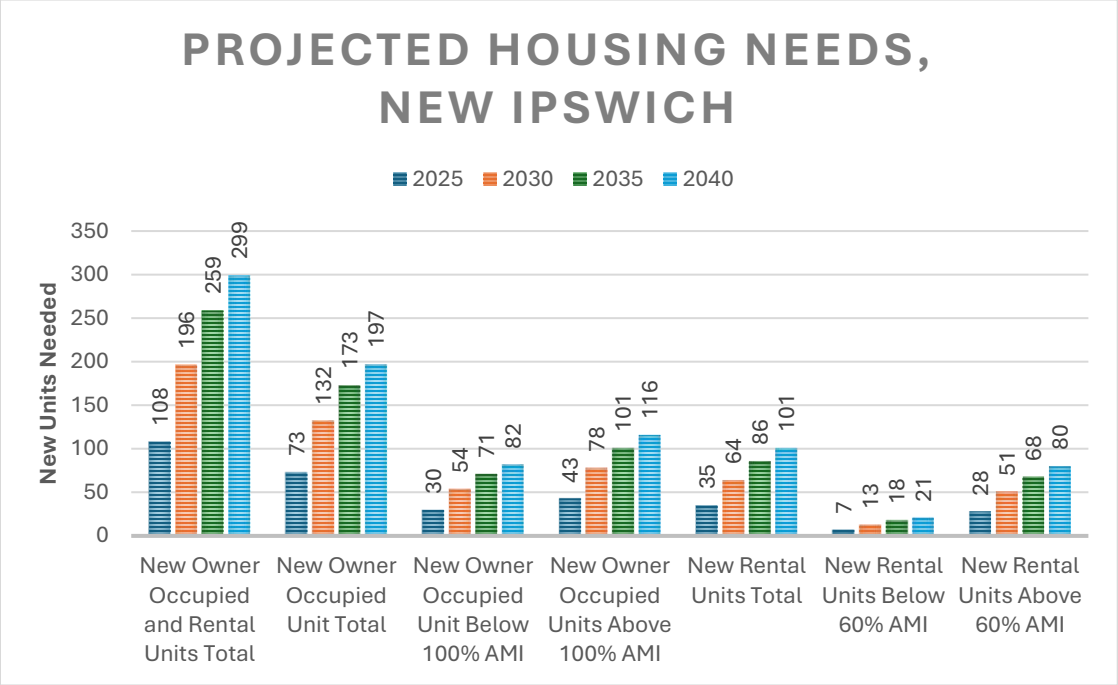

Figure 11 Projected Housing Needs (SWRPC Regional Housing Needs Assessment – 2023)

Community Survey Results

The 2025 New Ipswich Master Plan survey revealed strong community preferences for maintaining the town's rural character while introducing modest increases in housing variety. When shown unlabeled photographs of different housing types, respondents favored traditionally styled single-family homes—especially smaller 1,200-square-foot houses on modest lots and larger homes with barns on rural lots. Manufactured homes on rural lots also received solid support. Full results of the survey are included as Appendix E.

Based on unlabeled photo examples of detached accessory dwelling units (DADUs) and multi-family conversions, respondents indicated that these housing types could be visually consistent with buildings that exist in New Ipswich today. Duplexes received moderate support, while denser formats such as triplexes and courtyard housing were viewed less favorably, regardless of design style.

This feedback suggests that the community is open to incremental, well-integrated housing changes that accommodate evolving household needs, such as aging in place, accommodating extended families, or supporting local workers, so long as they remain consistent with the town's scale and design traditions. The goals and actions outlined in this

chapter reflect those preferences by emphasizing accessory dwelling units, adaptive reuse of existing structures, and context-sensitive zoning changes that expand opportunity without compromising the town's identity.

Stakeholder Interviews

Stakeholder interviews with the Welfare Officer and a member of the Select Board emphasized the urgent and growing need for affordable, flexible housing options in New Ipswich. The most pressing issue raised was the lack of affordable housing for seniors, single parents, young couples, and individuals with disabilities. Participants described a housing market bottleneck, where families cannot move from rental to ownership, leaving shelters full and creating ripple effects across the community.

The discussion highlighted economic stressors tied to housing costs—such as families working multiple jobs, increasing strain on mental health, and rising instability among school-age children. Stakeholders also identified a rise in non-English-speaking households and noted the limited support systems currently available to assist them.

Several recommendations emerged from the conversation:

- **Expand Accessory Dwelling Units (ADUs):** ADUs were cited as a growing trend in the community and a practical tool for aging in place, income supplementation, and family support. Interviewees recommended exploring local incentives for ADU construction, including tax relief for those renting to income-qualified tenants.
- **Encourage Adaptive Reuse of Buildings:** Underutilized structures like the former Friendship Manor were identified as opportunities for conversion into senior or shared housing. Stakeholders recommended exploring partnerships with organizations such as Southern NH Services to help fund and manage such projects.
- **Pursue Modest, Cost-Conscious Development Models:** While large subdivisions are rare, stakeholders suggested exploring clustered housing with shared infrastructure (e.g., shared septic) as a more viable model for affordable housing in New Ipswich's rural context.
- **Address Zoning Constraints:** The town currently lacks any income-based or subsidized housing. While there has been discussion of requiring affordable units in large subdivisions, stakeholders noted that most development in New Ipswich is limited to small-scale lots that fall below affordability thresholds. They emphasized the importance of removing barriers to small-scale, flexible development.
- **Enhance Community Support Systems:** There was broad support for expanding the role of churches and community groups, including through shared services or the

creation of centralized community resource centers offering food, clothing, and fuel support.

The interviewees encouraged the Town to be proactive in developing local solutions, citing that current reliance on surrounding communities for emergency housing and services is unsustainable. Recommendations focused on using zoning and local policy tools compassionately and creatively, including incentivizing property owners to participate in affordable housing solutions.

Community Forum

Housing was one of the most prominent themes to emerge from the community forum. Participants emphasized the importance of finding practical, small-scale solutions that serve the needs of long-time residents, especially seniors and young families, without compromising the town's rural character. There was broad support for more flexible housing options, including accessory dwelling units (ADUs) and small-footprint homes like tiny houses. However, attendees also voiced concern about the growing presence of out-of-town investors purchasing local properties for rental use, and many expressed interest in policies to help preserve housing for full-time residents. In parallel, there was a clear desire to maintain defined boundaries between residential, commercial, and industrial development to prevent sprawl and retain the community's small-town identity. Housing consistently ranked as the top issue during both the opening and closing dot-voting activities.

Conclusion

The housing landscape in New Ipswich is evolving, with population growth expected to continue and housing affordability becoming an increasing concern. By implementing thoughtful policies and strategic planning initiatives, the town can ensure that its housing stock meets the needs of all residents while preserving the rural character that defines the community. Through zoning updates, infrastructure investment, and regional collaboration, New Ipswich can support a balanced and sustainable housing future.

Economic Analysis

A strong and resilient local economy is essential to sustaining the quality of life in New Ipswich. This chapter provides a comprehensive analysis of the town's economic conditions, including key employers, infrastructure, labor force characteristics, income trends, and the regulatory environment influencing business activity and development. In accordance with RSA 674:2, II(e), this economic development section evaluates economic trends, identifies potential opportunities and constraints, and considers strategies to promote a balanced and sustainable local economy.

The chapter begins with an inventory of economic assets, such as major employers, broadband and cellular infrastructure, and natural resources that contribute to local industries, including agriculture, forestry, and tourism. Household income trends and employment patterns are examined to understand the town's economic trajectory, including wage disparities, commuting habits, and self-employment trends. Additionally, an assessment of municipal revenues and expenditure provides insight into the town's fiscal health and its capacity to invest in infrastructure and services.

Finally, a review of the local regulatory framework highlights how zoning and land use policies impact business activity and economic expansion. While New Ipswich has provisions for commercial and industrial development, gaps in zoning designations may present barriers to growth. Addressing these challenges through strategic planning will help the town foster a more diverse and sustainable economy.

This analysis serves as a foundation for informed decision-making, ensuring that economic development initiatives align with community values and long-term sustainability goals.

Economic Goals, Objectives, and Actions

Goal: *Promote small business development in New Ipswich by supporting existing businesses and creating opportunities for future commercial growth that align with the town's rural character and infrastructure capacity.*

Objective 1

Update zoning to include designated commercial districts or overlays.

Action 1.1

Hold a design workshop to determine location / interest in developing a new commercial district or zone.

Background: The regulatory audit conducted as part of the Economic Analysis chapter found that New Ipswich lacks clearly designated commercial zoning districts. While some commercial activity is allowed in multiple districts by special exception, the absence of dedicated commercial zones may create uncertainty for property owners and inhibit long-term business planning. Stakeholders also noted a shortage of traditional business space, such as office or retail buildings, which limits opportunities for local economic development. A community charrette can help identify suitable locations for future commercial growth that are compatible with infrastructure capacity, land use patterns, and the town's rural character.

Timeframe: Short term (1-2 years)

Action Lead: Planning Board

Partners: Selectboard, Economic Development Advisory Committee (if established), local businesses

Potential Funding: Town budget, volunteer hours, staff hours

Outputs: Community charrette and public input summary; draft map identifying potential commercial zones or overlays; recommendations for zoning amendments

Action 1.2

Explore the potential for light industrial or artisan production spaces in designated rural areas, building on past efforts to allow such uses.

Background: New Ipswich's zoning ordinance currently permits some light industrial and artisan production uses by special exception, but these are not concentrated in any designated district. The regulatory audit noted that this scattered approach limits predictability and may discourage investment. At the same time, stakeholder interviews highlighted interest in expanding opportunities for small-scale production, trades, and fabrication particularly businesses that align with the town's scale and character. Identifying appropriate areas for these uses could help accommodate cottage industries, craft manufacturing, or agricultural value-added businesses, especially where infrastructure can support them.

Timeframe: Mid-term (2-4 years)

Action Lead: Planning Board

Partners: Selectboard, local business owners

Potential Funding: Volunteer hours, Town budget

Outputs: Land use study or map of suitable rural areas; recommendations for permitted or conditional uses; draft zoning amendments or overlay district language

Objective 2

Promote existing and future New Ipswich businesses.

Action 2.1

Develop a hard-copy directory of local businesses.

Background: Stakeholder interviews and survey respondents revealed that many residents are unaware of the range of businesses operating in New Ipswich, especially smaller or home-based enterprises without formal signage or storefronts. A printed business directory would promote local services, increase visibility for existing businesses, and encourage residents to support the local economy. While online listings are common, a hard-copy format ensures broader accessibility and aligns with the preferences of residents who may not regularly use digital platforms.

Timeframe: Short-term (1-2 years)

Action Lead: Select Board

Partners: Economic Development Committee (if established), local business owners

Potential Funding: Private advertising

Outputs: Printed and distributed business directory; updated town records of active local businesses; increased awareness and use of local services

Action 2.2

Collaborate with regional partners to improve business attraction strategies and identify shared economic development goals.

Background: New Ipswich is part of a broader regional economy, and coordination with neighboring towns, the regional planning commission, South-West Collaborative Economic Development Region (SW CEDR), Monadnock Economic Development Corporation (MEDC), and state agencies can strengthen business recruitment efforts. Stakeholder feedback noted that the town currently lacks a unified approach to attracting new businesses or promoting targeted sectors. Collaborating with these groups could help New Ipswich align with regional development strategies, leverage available data, and attract businesses that fit the town's infrastructure and character.

Timeframe: Mid-term (2-4 years)

Action Lead: Select Board

Partners: Greater Monadnock Collaborative, local business leaders

Potential Funding: Town budget, volunteer hours

Outputs: Participation in regional economic development meetings or initiatives; a shared strategy or priority list for business recruitment; improved awareness of state and regional economic resources

Action 2.3

Establish an Economic Development Advisory Committee to support local business retention, coordinate outreach to new businesses, and advise on zoning, marketing, and infrastructure priorities that align with the town's identity.

Background: New Ipswich currently lacks a formal structure for engaging business owners, supporting existing enterprises, or coordinating local input on economic priorities. An Economic Development Advisory Committee could serve as a bridge between the town government and the business community, helping to shape policies that reflect local needs, improve communication, and identify opportunities for targeted investment. Similar committees are common in rural communities seeking to balance growth with local identity.

Timeframe: Near-term (1-2 years)

Action Lead: Select Board

Partners: Local business owners, Planning Board

Potential Funding: None required to form committee

Outputs: Formation of a standing advisory committee with a defined mission; regular input on zoning changes, infrastructure planning and grant opportunities; increased engagement between the business community and local officials

Objective 3

Strengthen economic infrastructure and regulatory clarity.

Action 3.1

Codify relevant local land use and business regulations into a unified resource to improve clarity for applicants and reduce barriers to entry.

Background: Like most towns, New Ipswich's regulations that affect business activity are spread across multiple documents. While this structure is typical, it can make it difficult for

business owners, especially new business, or those operating home-based or small-scale enterprises, to understand when formal review is required. A concise business guide could clarify key requirements, such as when site plan review applies to home occupations, helping ensure compliance while also connecting businesses with town resources like the business directory or Economic Development Advisory Committee. Consolidating relevant regulations into a clear, user-friendly guide or digital resource would support transparency, reduce administrative burden, and help applicants navigate processes more efficiently. This action also supports broader economic development by making it easier to assess feasibility and pursue investment in New Ipswich.

Timeframe: Near-term (1-2 years)

Action Lead: Select Board

Partners: Planning Board, Economic Development Advisory Committee (once formed)

Potential Funding: volunteer hours

Outputs: Published guide summarizing key local land use and business regulations; improved applicant understanding and reduced need for staff clarification, streamlined permitting process

Action 3.2

Work with utility providers to identify opportunities for expanding three-phase power in New Ipswich to support future commercial, agricultural, and renewable energy uses.

Background: The limited availability of three-phase power in New Ipswich presents a constraint for certain types of economic activity. High-capacity, consistent power is critical for industries such as precision manufacturing, machine shops, sawmills, agricultural processing, and renewable energy operations. Expanding three-phase power in strategic areas, particularly those suited for commercial or light industrial growth, would reduce barriers for current and future businesses and help the town diversify its economic base. This effort aligns with long-term infrastructure planning and could improve New Ipswich's competitiveness in attracting high-value, low-impact enterprises.

Timeframe: Medium-term (2-5 years)

Action Lead: Select Board

Partners: Eversource, Planning Board, Economic Development Advisory Committee

Potential Funding: Utility infrastructure grants, NH Department of Energy programs, USDA Rural Development (Rural Utilities Service), private investment partnerships

Outputs: Three-phase infrastructure needs assessment; map of feasible expansion areas; strategic plan or proposal to utility providers; increased availability of three-phase service in designated growth areas

Action 3.3

Pursue expansion and improvement of broadband and cellular infrastructure to better serve businesses, remote workers, and emergency services.

Background: Broadband and cellular infrastructure are essential for modern economic activity and public safety. In New Ipswich, limited broadband coverage and poor cell service have been consistently identified as barriers by residents, business owners, and emergency service providers. Survey responses reveal that fewer than 36% of households always have reliable internet, and only 16% report dependable cell service without a booster. Stakeholders also noted that connectivity issues affect town facilities, home-based businesses, contractors, and field service providers. Expanding access and improving reliability will enhance conditions for existing businesses, support remote work, and make the town more attractive to future employers.

Timeframe: Short to medium term (1–3 years)

Action Lead: Select Board

Partners: Broadband Committee, Monadnock Broadband Group, internet and cellular service providers

Potential Funding: NH BEAD Program (select locations), federal and state broadband grants, USDA Rural Development programs, private provider investment

Outputs: Broadband and cell coverage gap analysis; infrastructure improvement plan or provider agreement; measurable increases in reliable service availability; improved access for businesses, teleworkers, and public safety operations

Objective 4

Ensure that future commercial growth is compatible with New Ipswich's natural resource capacity, while discouraging uses with disproportionate environmental impact or limited community benefit.

Action 4.1

Use the updated Natural Resource Inventory to identify areas most appropriate for future commercial development and those where limitations should be applied.

Background: The 2013 Natural Resource Inventory (NRI) provided foundational information on aquifers, wetlands, prime soils, and conservation priorities, but does not reflect more than a decade of land use changes. As development pressure continues, updating the NRI will help the town make informed decisions about where to encourage or discourage commercial growth. Integrating environmental data into zoning, site plan review, and infrastructure planning will help avoid adverse impacts on sensitive resources while steering compatible development to appropriate areas.

Timeframe: Medium term (2 -4 years)

Action Lead: Planning Board

Partners: Conservation Commission

Potential Funding: Moose Plate Program, Land and Community Heritage Investment Program (LCHIP), municipal capital reserves

Outputs: Updated NRI adopted by Planning Board; resource-based suitability mapping for commercial growth; integration of environmental constraints into land use and infrastructure planning

Action 4.2

Develop zoning criteria or overlay districts to limit or prohibit commercial and industrial uses with high water withdrawal needs in groundwater-sensitive areas or where such uses offer limited local benefit.

Background: New Ipswich relies entirely on private wells for residential, agricultural, and commercial water supply. The town currently has no specific zoning provisions addressing high-volume water withdrawal, which may leave groundwater resources vulnerable to uses that exceed local recharge capacity. While technical evaluations of aquifer capacity are limited, survey respondents noted changes in water quality and quantity over time, and some expressed concern that these changes were related to nearby development. Developing zoning language or overlay districts to guide or limit high-withdrawal uses in areas with sensitive hydrogeology or limited recharge would help protect existing users and natural resources, and ensure that commercial development aligns with community capacity and benefit.

Timeframe: 1-3 years

Action Lead: Planning Board

Partners: Conservation Commission

Potential Funding: NH Department of Environmental Services (NHDES) Source Water Protection grants

Outputs: Groundwater-sensitive overlay district map; zoning amendments adopted at Town Meeting; guidance for applicants on water usage thresholds and siting criteria

Inventory of Economic Assets

Key Employers

Identifying key employers[9] in New Ipswich, New Hampshire, provides valuable insight into the town's economic landscape.

Key employers in New Ipswich include:

Employer	Sector	Employees
Warwick Mills, Inc.	Manufacturing	115
Hutter Construction	Construction	156
Vanguard Manufacturing, Inc.	Manufacturing	31

Table 13 Key Employers in New Ipswich (NH Employment Security)

These employers represent significant employment centers in manufacturing and construction, contributing to the town's economic base.

In addition to these larger businesses, New Ipswich supports a modest number of small-scale and home-based enterprises, often referred to as cottage industries. These include tradespeople, repair services, wellness providers, online sellers, and independent contractors working from residential properties. Several stakeholder interviews noted the presence of self-employed professionals and small, family-run operations that contribute to the local economy without formal storefronts. Census data shows 161 employer firms in New Ipswich in 2022.

Survey respondents and stakeholders also emphasized that employment opportunities within New Ipswich are limited, with many residents commuting to jobs outside of town (see

[9] Community.jsp

Transportation and Thoroughfare Analysis). While this is typical for rural communities, the lack of local employment, particularly in non-construction sectors, was seen as a challenge for younger adults, parents seeking flexible jobs, and those without reliable transportation. Some respondents expressed a desire for more small businesses, trades, and services to reduce the need for out-commuting and increase daytime economic activity in town.

Stakeholders further noted that the town lacks traditional commercial space suitable for small-scale business growth. This includes retail, professional office space, and shared commercial buildings that could accommodate sole proprietors or small teams. Coupled with broadband and cellular limitations, this shortage of business-friendly infrastructure may discourage entrepreneurial activity that could otherwise thrive in a rural setting.

Despite these challenges, New Ipswich's large-lot zoning and home occupation allowances provide a foundation for cottage industries and remote work. As work-from-home arrangements continue to expand regionally, supporting these types of businesses through infrastructure improvements and appropriate zoning could help diversify the town's economic base.

Infrastructure

Reliable infrastructure is essential to supporting both existing businesses and future economic development in New Ipswich. As a rural community, the town's economic activity is closely tied to the capacity of private utilities, road access, and communications networks. This section provides an overview of the key infrastructure systems that enable or constrain local economic opportunities, including water supply, wastewater disposal, broadband internet, cellular service, and power availability. While regional and state initiatives have improved some of these systems in recent years, local limitations continue to shape the scale and type of development that is feasible in New Ipswich.

Water Infrastructure and Supply

Economic development in New Ipswich is closely tied to the availability and reliability of water, as all commercial and residential growth depends on private wells. While technical evaluations of groundwater capacity are limited, community concerns suggest potential constraints. In the 2025 Master Plan Survey (Appendix E), more than half of respondents (51.5%) reported experiencing changes in water quality over the past five years, and 26.8 percent reported occasional issues with water quantity. Although these perceptions reflect household, not commercial, experiences, they point to growing concern about the long-term sustainability of private wells, particularly in areas already subject to development pressure. A smaller share (17.4%) reported experiencing dry wells, and 12 percent indicated that water changes may have been associated with nearby development. While not

definitive assessments, these responses underscore a perceived vulnerability that may influence support for or confidence in future economic growth.

The town's zoning ordinance does not define or permit large-scale water withdrawals within any district, nor does it establish local approval pathways or performance thresholds. While New Hampshire Department of Environmental Services oversees high-volume withdrawals, the absence of local provisions creates regulatory ambiguity. For businesses seeking to develop on-site water-intensive operations this uncertainty may present a developmental barrier. Clarifying allowable uses, thresholds, and permitting pathways through local zoning would improve transparency and support site planning.

Broadband Expansion

Recognizing the importance of high-speed internet, New Ipswich established a Broadband Committee to advocate for comprehensive internet services across the community. This committee has collaborated with regional and state entities to improve broadband access. Regionally, the Southwest Region Planning Commission (SWRPC) has significantly advanced broadband access in the Monadnock Region, which includes New Ipswich. Their efforts include organizing and facilitating the Monadnock Broadband Group, which comprises municipal officials and stakeholders collaborating on broadband issues such as legislation, funding strategies, and broadband mapping. SWRPC developed the *Monadnock Broadband Implementation Guide*[10] and the *Southwest New Hampshire Broadband Plan*[11], aimed at assessing current broadband services and planning for increased availability and utilization.

At the state level, New Hampshire launched a $90 million broadband expansion initiative in 2022, funded by $50 million from the American Rescue Plan Act's Coronavirus Capital Projects Fund, supplemented by additional state and private resources to extend high-speed internet to unserved and underserved areas[12]. As of 2024, approximately 58 percent of the targeted 48,016 homes and businesses have been connected[13]. Additionally, New Hampshire has been allocated $196.5 million through the federal Broadband Equity, Access, and Deployment (BEAD) Program to further enhance statewide broadband infrastructure, aiming to bridge gaps in internet access and improve digital equity[14]. While specific data on broadband expansion within New Ipswich under these initiatives is limited, the town's

[10] Microsoft Word - Monadnock Broadband Implementation Guide 2020-10-12
[11] Southwest New Hampshire Broadband Plan
[12] NH Governor's Office
[13] New Hampshire's $90 Million Broadband Build Passes Halfway Mark
[14] Broadband Equity Access and Deployment - NH Economy

proactive measures, combined with SWRPC's regional initiatives and state-led projects, suggest ongoing improvements in internet infrastructure.

Figure 12, showing the FCC Broadband Map[15], is a good resource for determining the extent of local service and available technologies. In New Ipswich, there are very few addresses where broadband-level upload/download speed are not available, at least according to the internet service providers. However, residential fiber optic service does not appear to be available. Fiber offers superior speeds, especially upload speeds, as well as greater reliability than cable internet.

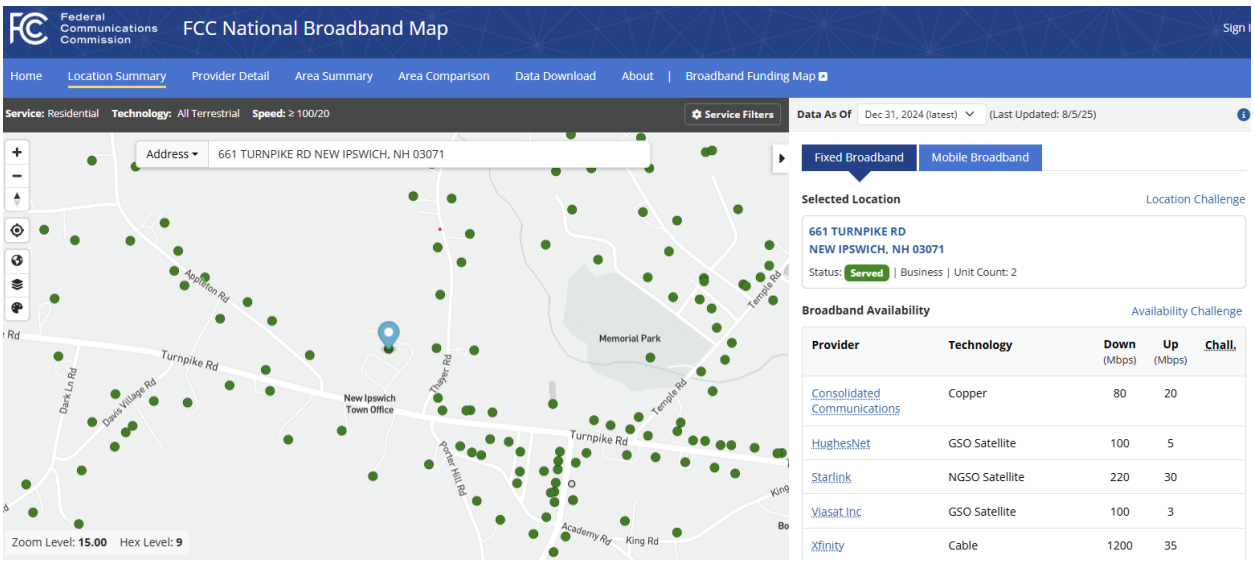

Figure 12 FCC National Broadband Map

Survey results indicate that inconsistent service remains a concern for many households. Only 36 percent of respondents reported that their internet service was always adequate and consistent, while nearly 30 percent experienced issues with reliability at least sometimes. These responses reflect residential users rather than businesses, but they highlight potential limitations for home-based enterprises and remote workers—sectors increasingly important to rural economies.

Cellular Service

Reliable cellular connectivity is crucial for communication, safety, and modern economic activity. Coverage maps indicate that New Ipswich experiences inconsistent service across different providers, and this is echoed in both resident surveys and stakeholder interviews. Fewer than 16 percent of survey respondents said they *always* have reliable cell service at

[15] https://broadbandmap.fcc.gov/

home without a booster, while over one-third reported *rare* or *no* coverage. While these responses primarily reflect residential experiences, stakeholders confirmed that limited coverage affects key municipal buildings, emergency responders, and business corridors. Dead zones have been reported near the Fire Station, Town Offices, and along certain travel routes, which impairs not only personal communication but also hinders real-time operations for remote workers, contractors, and mobile service providers. These gaps in service present a structural barrier to economic growth reliant on mobile technology, reliable customer communication, or field-based operations such as contractors and service technicians.

Power Supply

A stable and modern power supply is essential for supporting current and future energy needs. New Hampshire has engaged in regional collaborations to bolster grid reliability and resilience. In early 2024, the state, alongside other New England states, applied for federal funding to invest in large-scale transmission and energy storage infrastructure[16]. These efforts aim to enhance the overall stability of the power grid, benefiting communities like New Ipswich.

New Ipswich offers permits for alternative power installations, such as generators, solar panels, and windmills. In 2017, the town adopted NH RSA 72:62 allowing property tax relief for installation of solar energy systems. The town is authorized to allow exemptions up to $25,000 on eligible systems. The town has considered a Community Power initiative, however, it has not elected to participate at this time.

The limited availability of three-phase power in New Ipswich presents a constraint for certain types of commercial and light industrial development. Three-phase electrical service is often required for energy-intensive operations, including precision manufacturing, machine shops, sawmills, commercial agricultural processing, telecommunications infrastructure, and medical or laboratory equipment. These industries rely on high-capacity, consistent power to operate large motors, refrigeration units, or other specialized systems. Inadequate access to three-phase power may limit site selection options, increase startup costs, or dissuade businesses from locating in town altogether. While many small enterprises can operate with single-phase service, expanding three-phase availability in targeted growth areas would better position the town to attract and support a broader mix of economic uses.

[16] New England States Seek Federal Funding for Significant Investments in Transmission and Energy Storage Infrastructure | NH Department of Energy

Figure 13 Three Phase Electric Service in New Ipswich (Eversource[17])

Natural Resources and Economic Stability

The natural resources of New Ipswich - its forests, farmland, water resources, and outdoor recreation areas - are essential to the town's economic stability and quality of life. These assets support agriculture, forestry, tourism, and property values, contributing to local employment and municipal revenues. However, increasing development pressure, habitat fragmentation, and water resource vulnerabilities present challenges that require careful planning and conservation efforts.

The 2013 New Ipswich Natural Resource Inventory (NRI, Appendix C)[18]provided a detailed overview of the town's environmental assets and land use patterns, identifying conservation priorities and highlighting vulnerabilities such as aquifer protection, wildlife corridors, and land fragmentation. Given ongoing land use changes and evolving conservation priorities, updating the NRI is critical to ensuring that New Ipswich has the data necessary to guide land use decisions and resource management strategies. A revised NRI would also allow the

17 https://eversource.maps.arcgis.com/apps/webappviewer/index.html?id=c64c072564484dc2b908d95048d8a811

18 nri.pdf

town to align its policies with state and federal initiatives aimed at protecting natural resources while supporting economic sustainability.

Economic Contributions and Conservation Challenges

While New Ipswich does not support large-scale commercial farming, hay production and pasture appear to be the most common agricultural land uses, especially on properties maintained under current use. These lands depend on high-quality soils but face increasing development pressure. Roughly 80% of New Ipswich's land is forested, supporting small-scale timber harvesting, wildlife habitat, and recreational uses. These forests are increasingly at risk from fragmentation due to scattered residential development. Water resources, including aquifers and the Souhegan River, provide drinking water and recreational opportunities but are vulnerable to contamination from road salt, septic systems, and impervious surface runoff. Outdoor recreation, including trails and wildlife areas, contributes to the local economy, yet encroaching development along ridgelines and habitat corridors could reduce tourism appeal and associated economic benefits.

Unregulated development poses further risks, degrading water quality, increasing erosion, and elevating flood risks by reducing the natural absorption capacity of wetlands and forests. Impervious surfaces contribute to runoff, impacting local water bodies and aquifers. Conducting a build-out analysis would help the town understand how future development could affect key natural resources and guide land use policies that balance growth with long-term economic and environmental sustainability.

Aligning Conservation with State and Federal Strategies

To ensure the long-term economic value of its natural resources, New Ipswich should engage with broader conservation and climate initiatives. The New Hampshire Wildlife Action Plan (SWAP)[19], currently undergoing its 10-year revision, provides updated guidance on protecting the state's most vulnerable wildlife and habitats. These natural areas not only support biodiversity but also contribute to local quality of life, recreational opportunities, and property values - factors that influence economic development and land market dynamics. Incorporating SWAP's habitat maps and conservation priorities into local planning can help the town guide development away from ecologically sensitive areas and preserve natural assets that provide long-term economic value through tourism, recreation, timber production, and reduced infrastructure and water treatment costs.

Similarly, the New Hampshire Priority Climate Action Plan (PCAP)[20], released in 2024, highlights strategies to promote energy efficiency, land conservation, and sustainable

[19] 2015 State Wildlife Action Plan | State of New Hampshire Fish and Game
[20] State of New Hampshire Priority Climate Action Plan

development patterns that also enhance climate resilience. Although the plan focuses on reducing emissions and adapting to climate change, many of its recommendations provide additional economic benefits. For example, reducing impervious surfaces, preserving riparian buffers, and investing in clean energy can help lower infrastructure and utility costs, protect drinking water resources, and improve the long-term viability of future growth. Incorporating these strategies into local planning can help New Ipswich attract investment while preserving the natural systems that support a strong and stable economy.

Household Income

Overview of Income Growth

While New Ipswich's median household income rose in nominal terms by 19 percent since 2015, reaching $100,417 in 2023, this growth rate lags behind Hillsborough County, which saw a 40.9 percent increase. This suggests that while New Ipswich is becoming more economically stable, it is not experiencing the same level of income growth as the surrounding region. Moreover, when adjusted for inflation, the 2015 median income of $84,332 equates to roughly $110,000 in 2023 dollars, indicating that the real buying power of the typical household has declined over this period.

Notably, per capita income in New Ipswich ($41,739) remains well below the county ($52,243) and state ($50,876)[21] averages. This gap suggests that household income gains in town are more likely driven by multiple earners per household than by high individual wages.

New Ipswich	Median Income		
	2015	2020	2023
Households	$84,332	$82,537	$100,417
Families	$91,776	$83,993	$121,875
Hillsborough County	Median Income		
	2015	2020	2023
Households	$71,244	$82,099	$100,436
Families	$85,966	$103,238	$128,104

Table 14 Median & Mean Income New Ipswich & Hillsborough County Inflation Adjusted (ACS 5-Year Estimates, 2023, 2020, 2015 Table S1901)

Employment Composition and Earnings

New Ipswich has a higher share of families with three or more workers (19.6%) than both the county (12.3%) and state (11.2%). Despite this, these multi-earner families earn, on average, $66,000 less annually than their regional counterparts. While this gap may partly reflect household composition, for example, a household of three young professionals compared to a family with two adults and a teenage worker, it also suggests that many local jobs are

[21] ACS 5-Year Estimates, 2023, 2020, 2015 Table S1901

concentrated in lower-wage or part-time employment, pointing to a limited presence of higher-paying opportunities in the community.

2023 Mean Income for Families with Three or More Workers (both spouses worked):[22]		
New Ipswich	Hillsborough County	New Hampshire
$151,480	$217,818	$217,810

Table 15 Mean Income for Families (3 or more workers) (ACS 5-Year Estimates, 2023 Table S1902)

Stronger Middle-Income Presence in New Ipswich

Although household and per capita income levels are lower than the state and county, income distribution in New Ipswich is concentrated in the $100,000–$149,999 bracket, suggesting a strong middle-income presence. The town also has relatively few low-income households and a very low poverty rate (1.8%) compared to the county (6.5%) and state (7.2%)[23]. These trends point to economic stability, though fewer high-earning households may limit local economic growth and spending power.

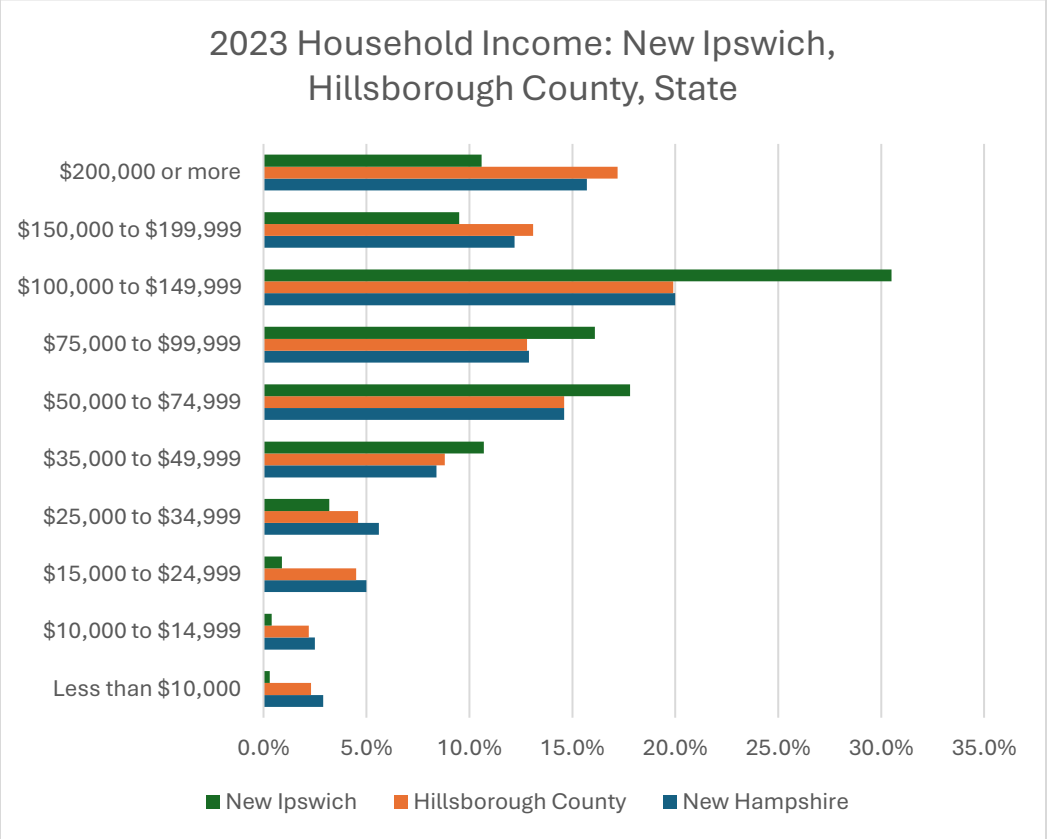

Figure 14 2023 Household Income New Ipswich, Hillsborough County, New Hampshire Comparison (2023 ACS 5-Year Estimates)

[22] S1902: Mean Income in the Past 12 ... - Census Bureau Table

[23] US Census Bureau

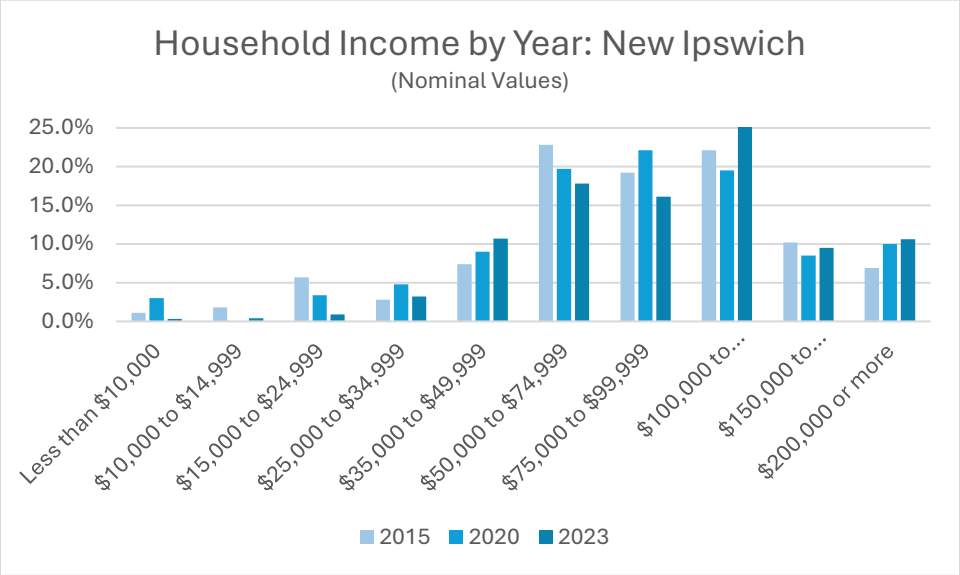

Figure 15 Household Income New Ipswich (ACS 5-Year Estimates, 2023, 2020, 2015 Table S1901)

Figure 15 shows nominal household income distribution across 2015, 2020, and 2023, revealing key trends in income growth and economic shifts over time. Between 2015 and 2023, New Ipswich has seen a decline in lower income households (<$35,000) and growth in middle and upper-middle income households. The $100,000–$149,999 category has seen the largest increase. This trend suggests a growing middle-class population and improved earnings over time. Notably, income brackets below $25,000 have the smallest share of households, supporting the low poverty rate figures compared to previous years. However, these categories are expressed in nominal dollars, and the purchasing power of $100,000 in 2015 is roughly equivalent to $118,000 in 2023. When adjusted for inflation, some of the apparent gains in upper-middle income households are less pronounced, indicating that part of the shift reflects rising prices rather than real increases in household buying power.

Labor Force and Employment.

New Ipswich has a highly engaged labor force, with participation rates well above county, state, and national levels. Strong involvement in the workforce is paired with a higher share of self-employment, indicating both an active labor market and a strong base of independent enterprise.

Labor Force Participation Rates (2023)			
New Ipswich	76.4%	New Hampshire	68.6%
Hillsborough County	70.5%	National Average	62.6%

Table 16 Labor Force Participation Rates (US Census Bureau)

Self-Employment Trends:

- New Ipswich: 19.1% of earners report self-employment income.
- Hillsborough County: 11.0% of earners report self-employment income.
- New Hampshire: 12.1% of earners report self-employment income.

New Ipswich has a higher rate of self-employment[24] than the county or state, reflecting a local economy supported by cottage industries and home-based businesses. While this points to a strong culture of independent enterprise, it may also signal limited availability of traditional wage-based employment within the town.

Age of the Labor Force

New Ipswich has a broadly similar distribution of workers by age compared to Hillsborough County and New Hampshire. The town has a slightly higher share of younger workers ages 16–19, a somewhat lower share in the prime working-age group of 25–54, and a comparable share of older workers age 65 and over.

Age Group	New Ipswich (%)	Hillsborough County (%)	New Hampshire (%)
16-19 years	7.7%	4.5%	4.5%
20-24 years	7.5%	9.1%	8.8%
25-54 years	56.3%	63.1%	58.3%
55-64 years	20.6%	16.1%	20.5%
65 years+	7.9%	7.2%	7.9%

Table 17 Age of Labor Force (2023 ACS 5-Year Estimates Table B23001)

Commuting Mode

The majority of New Ipswich workers drive alone to work (2,142 workers), a pattern consistent with regional norms. An additional 251 workers carpool, indicating some reliance on shared transportation.

Approximately 410 workers report working from home, a figure that likely includes both remote workers and home-based business owners. This aligns with survey findings, where 14.3 percent of respondents said they primarily work from home and another 6.7 percent identified as self-employed. Together, these data points suggest a continued and possibly growing presence of non-traditional employment arrangements.

While most residents continue to rely on personal vehicles, the town's sizable share of at-home workers highlights the importance of supporting remote work and cottage industries

[24] U.S. Census Bureau QuickFacts: New Ipswich town, Hillsborough County, New Hampshire

through reliable broadband, adequate cell service, and zoning that accommodates professional activity from residential properties.

Commuting Mode	
Car, truck, or van - drove alone:	2,142
Car, truck, or van - carpooled:	251
Public transportation (excluding taxicab):	0
Walked:	97
Taxicab, motorcycle, bicycle, or other means:	22
Worked from home	410

Table 18 Commuting Mode (2018-2023 ACS 5-Year Estimates Table B08101)

Commute Length and Travel Time

- 44.9% of workers in New Ipswich commute 30 minutes or more, a slight decrease from 46.8% in 2022.
- New Ipswich workers face longer commute times than those in Hillsborough County and the state, by an average of 6+ minutes.

This decline in long commutes could suggest more local job opportunities, increased remote work, or changes in labor force participation.

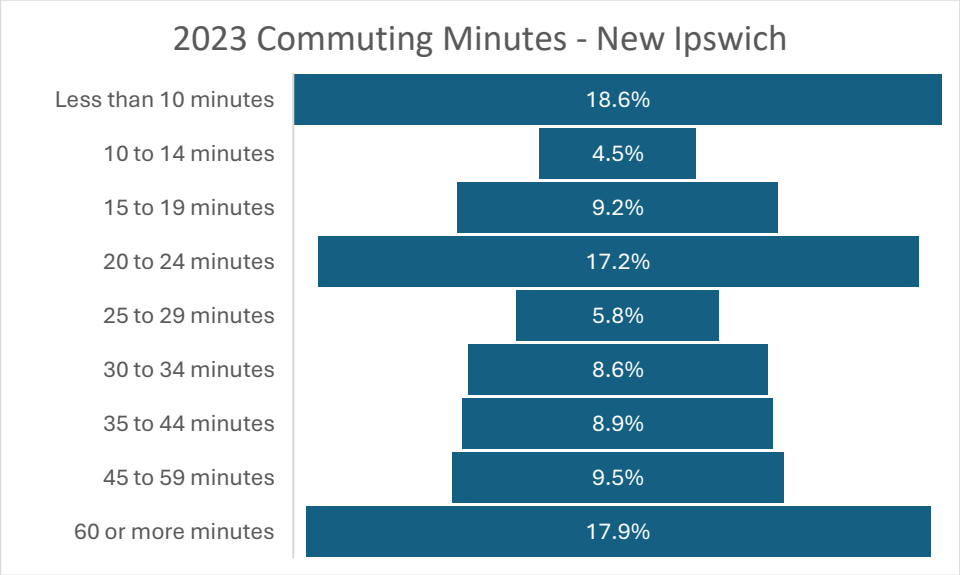

Figure 16 Commuting Minutes (2023 ACS 5-Year Estimates Table S0801)

Telecommuting and home occupations.

Figure 17 shows the change in residents working from home in Hillsborough County by year. Available data at the town level is unreliable due to high margins of error. Work from home levels were generally constant in the five years preceding the Covid-19 pandemic; with

numbers peaking in 2021 at 22.7 percent of workers working from home. That number is shifting downward but is still more than double the figures from before the pandemic.

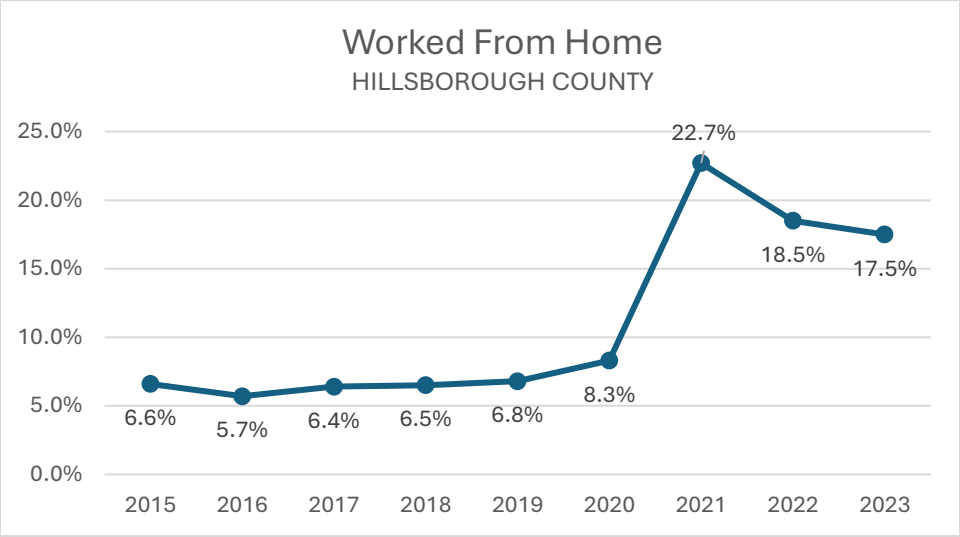

Figure 17 Percentage of Hillsborough County Residents Working from Home by Year (ACS 1-Year Estimates Table S0801)

Occupational Distribution

- The largest occupational categories in New Ipswich include management, production, and service-related jobs.
- The town has fewer professional and technical jobs compared to Hillsborough County, which may contribute to lower overall earnings.

Expanding access to professional, scientific, and technical occupations could increase wage growth and economic stability.

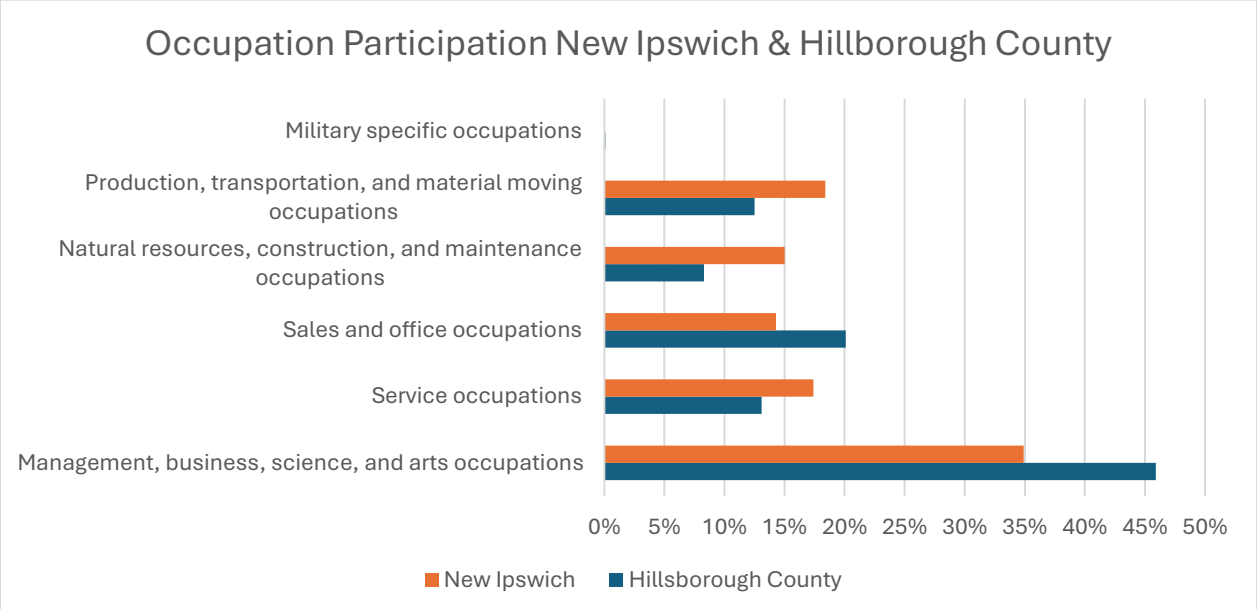

Figure 18 Resident Occupations 2023 (2023 ACS 5-Year Estimates Table S0802)

Employment by Industry

New Ipswich has a higher share of employment in construction, trades, and service-related industries than the county. Industries such as finance, insurance, and professional services are underrepresented in New Ipswich. This industry mix suggests a reliance on sectors that may not offer as many high-wage opportunities, emphasizing the need to diversify job opportunities.

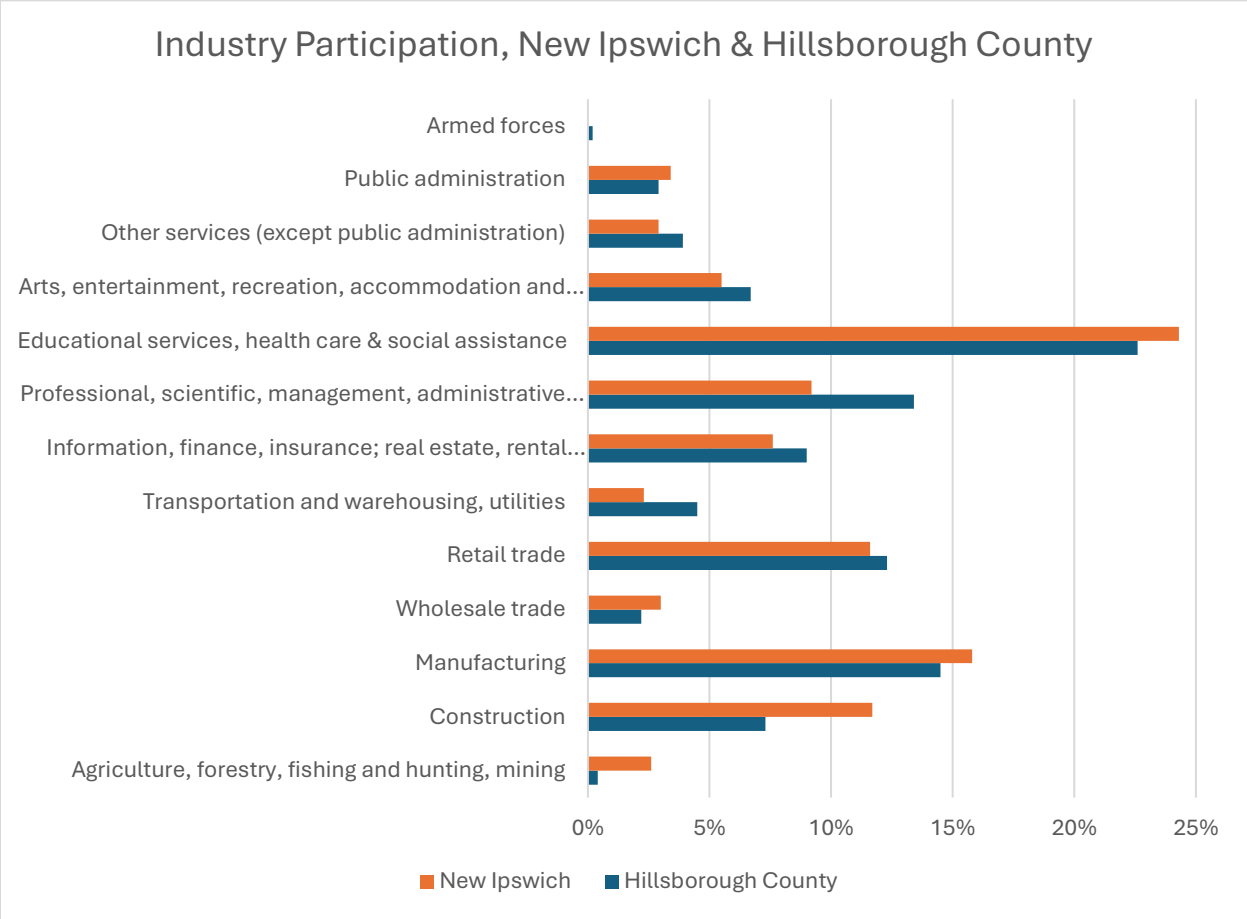

Figure 19 Employment by Industry (2023 ACS 5-Year Estimates Table S0802)

Key Employment Insights

1. New Ipswich has a younger workforce, which presents an opportunity for long-term economic growth if quality job opportunities are available to retain workers.
2. Commuting patterns indicate a reliance on external job markets, but a reduction in long commutes suggests shifting employment dynamics.
3. Industry composition skews toward construction and service industries, highlighting a need to diversify employment sectors to increase wage growth and stability.

Municipal Revenues and Expenditures

Land Valuation and Tax Rates

The Town completed a property reassessment in 2024 that resulted in an increase in the total land valuation to $913.4 million [25] including 80 exempt or non-taxable parcels. Commercial and industrial properties account for approximately 3.5 percent of this total land value at $32,395,948 as well as approximately 3.6 percent of total land area in New Ipswich.

The following table provides information on annual local taxes over the past 5 years[26]. The total tax rate is a combination of the municipal rate, Hillsborough County rate, and the State and local education taxes. The revaluation is reflected here – while the tax rate was reduced following the 2024 revaluation, the total tax commitment rose by 1.6% between 2023 and 2024. However, inflation rose 2.9% over the same period[27]. Looking at the total commitment adjusted for inflation, the data shows that the amount of taxes raised has remained relatively stable in recent years.

Year	Total Land Valuation	Muni-cipal Rate	Count y Rate	State Educ-ation	Local Educ-tion	Total Rate	Total Commitment	Total Commitment Adjusted for Inflation (2024 Dollars)
2020	$467,628,211	$4.70	$1.02	$1.78	$13.75	$21.25	$10,025,523	$12,147,926
2021	$476,197,545	$3.93	$1.05	$1.83	$15.41	$22.22	$10,660,184	$12,067,328
2022	$485,434,508	$4.08	$1.12	$1.30	$17.01	$23.51	$11,447,535	$12,137,309
2023	$495,596,132	$4.47	$1.31	$1.81	$18.11	$25.70	$12,782,418	$13,151,830
2024	$853,875,326	$2.24	$0.78	$1.08	$11.12	$15.22	$ 12,992,253	-

Table 19 New Ipswich Tax Rates, 2020-2024 (Non-Inflation Adjusted Dollars) (NH Dept. of Revenue Administration)

Municipal Finance

Sources of Municipal Revenue

The Town of New Ipswich's municipal revenue sources have experienced notable changes between 2010 and 2024. As shown in *Table 20*, total revenue has increased by 7 percent, rising from $4,646,837 (adjusted) in 2010 to an estimated $4,973,509 in 2024. The distribution of revenue sources has also shifted over this period.

[25] New Ipswich December 2024 Parcel Report
[26] Municipal and Village District Tax Rates and Other Data | NH Department of Revenue Administration
[27] CPI Inflation Calculator

- Local Property Tax remains the town's largest source of revenue, accounting for 46.6% of total revenue in 2024. The total revenue from property taxes has decreased by 6.3%, from $2,470,700 (adjusted) in 2010 to an estimated $2,315,687 in 2024.
- Licenses, Permits, and Fees have increased by 48.4%, rising from $1,069,271 (adjusted) in 2010 to $1,586,639 in 2024. This category now represents 31.9% of the total budget, compared to 23.0% in 2010, indicating steady growth.
- State revenue sources, including municipal aid and shared revenues, have increased by 24.9%, from $539,857 (adjusted) in 2010 to $674,214 in 2024. However, its share of total revenue has remained relatively stable, shifting from 11.6% in 2010 to 13.6% in 2024.
- Other revenue sources, such as charges for services and miscellaneous revenues, fell from $412,824 (adjusted) in 2010 to $372,000 in 2024, a 9.8% decrease. As a share of total revenue, this category dropped from 8.88% in 2010 to 7.5% in 2024, with a low of 3.05% in 2020.
- Local Taxes (excluding property tax) have declined by 84.1%, from $154,184 (adjusted) in 2010 to $24,564 in 2024. As a result, this revenue category has dropped from 3.32% of the total budget to just 0.49%, indicating a shift away from these sources.

Overall, the town's revenue structure has become more dependent on fees while other sources have diminished. These trends highlight the shifting composition of the town's revenue streams and may have implications for long-term financial planning and municipal services.

Sources	2010 *[Adjusted to 2024 dollars]*	% of Total (2010)	2020 *[Adjusted to 2024 dollars]*	% of Total (2020)	2024	% of Total (2024)	%Change 2010 - 2024 Adjusted for Inflation
Local Taxes Except Property Taxes (a)	107,080 *[$154,184]*	3.32%	$88,400 *[$107,104]*	2.27%	$24,564	0.49%	-84.1%
Licenses, Permits & Fees (b)	742,601 *[$1,069,271]*	23.01%	$1,187,955 *[$1,439,445]*	30.56%	$1,586,639	31.90%	48.4%
State (c)	374,927 *[$539,857]*	11.62%	$455,021 *[$551,349]*	11.71%	$674,214	13.60%	24.9%

Sources	2010 *[Adjusted to 2024 dollars]*	% of Total (2010)	2020 *[Adjusted to 2024 dollars]*	% of Total (2020)	2024	% of Total (2024)	%Change 2010 - 2024 Adjusted for Inflation
Other Sources (d)	286,703 *[$412,824]*	8.88%	$118,395 *[$143,459]*	3.05%	$372,405	7.50%	-9.8%
Local Property Tax	1,715,883 *[$2,470,700]*	53.17%	$2,037,608 *[$2,468,970]*	52.42%	$2,315,687	46.60%	-6.3%
Totals:	3,227,194 *[$4,646,837]*		$3,887,379 *[$4,710,337]*	-	$4,973,509	-	7.0%

Table 20 New Ipswich Municipal Revenue (New Ipswich Annual Reports, Adjusted for Inflation)

(a) Includes: Land use Change Tax, Resident Tax, Yield Tax, Payment in Lieu of Taxes, Excavation Tax, Other Taxes, Interest and Penalties on Delinquent Taxes, Inventory Penalties.
(b) Includes: Business Licenses and Permits, Motor Vehicle Permit Fees, Other Licenses, Permits, and Fees.
(c) Includes: Municipal Aid / Shared Revenues, Meals and Rooms Tax Distribution, Highway Block Grant.
(d) Charges for Services, Misc. Revenues, Interfund Operating Transfers.

Selected Town Expenditures

The town's largest expenditures continue to be in the Police and Highway Departments, following trends observed in the previous Master Plan update. When adjusting for inflation, total spending across selected departments has changed at varying rates between 2000 and 2024.

- Police Department expenditures increased by 62.0%, from $423,442 (adjusted) in 2000 to $686,137 in 2024. This reflects a significant increase in the town's financial commitment to policing, though rising costs for personnel, equipment, and operations account for part of this increase. Police per capita expenditure has risen 44.2% since the year 2000. Police expenditures decreased by 9.18% between 2023 and 2024.
- Highway Department spending rose by 34.9%, from $592,286 (adjusted) in 2000 to $799,107 in 2024. Interestingly, the per capita expenditures for the Highway Department have decreased by 5.5% since the year 2000.
- Fire Department expenditures grew by 59.6%, from $137,241 (adjusted) in 2000 to $219,087 in 2024, a 10.5% per capita increase.

- Parks & Recreation saw a 10.5% decline in spending, from $84,614 (adjusted) in 2000 to $75,714 in 2024, a 54.1% per capita decline, reflecting a shift in budget priorities away from recreational services.
- Sanitation expenditure remains steady with only a 1.4% increase for adjusted figures; the per capita sanitation expenditure has decreased by 35.6% since the year 2000. This decrease may indicate either cost-saving measures such as increased recycling, service reductions, or shifts in how waste management services are funded.
- Welfare Assistance expenditures decreased by 10.5%, from $45,345 (adjusted) in 2000 to $35,415 in 2024, a per capita decrease of 37.5%, suggesting a declining need for social service programs within New Ipswich.

The following table shows select Town expenditures reported in New Ipswich Annual Reports as well as per capita expense. Beneath each figure is the expense or per capita expense adjusted for inflation to 2024 dollars *[shown in brackets]*. 2024 population data is based on the 2023 American Community Survey 5-year Estimates.

It is important to note that these figures reflect a snapshot in time and do not capture the full context behind budgetary changes. For example, the Police Department has faced a persistent staffing shortage and increases to its budget over the years partly reflect ongoing recruitment and retention efforts. Similarly, future Fire Department spending is expected to rise due to the need for replacement apparatus and equipment purchases. These types of long-term capital costs are anticipated through the Town's Capital Improvements Program (CIP), the details of which are shown in the Community Facilities Analysis chapter. Viewed in isolation, expenditure trends may suggest shifts in priorities, but they are also influenced by personnel needs, equipment cycles, and other structural factors.

	2000 (Pop. 4,289)		2010 (Pop. 5,099)		2020 (Pop. 5,204)		2024 (Pop. 5,364)	
	Actual Expend. *[Adjusted to 2024]*	Per Capita *[Adjusted to 2024]*	Actual Expend. *[Adjusted to 2024]*	Per Capita *[Adjusted to 2024]*	Actual Expend. *[Adjusted to 2024]*	Per Capita *[Adjusted to 2024]*	Expend.	Per Capita
Police	$233,456 *[$423,442]*	$54.43 *[$98.73]*	$477,131 *[$687,021]*	$93.57 *[$134.74]*	$673,382 *[$815,937]*	$129.40 *[$156.79]*	$686,137	$142.39
Fire	$75,665 *[$137,241]*	$17.64 *[$32.00]*	$100, 418 *[$144,592]*	$19.69 *[$28.36]*	$120,286 *[$145,751]*	$23.11 *[$28.01]*	$219,087	$35.37
Highway Dept.	$326,544 *[$592,286]*	$76.14 *[$138.09]*	$570,778 *[$821,863]*	$111.94 *[$161.18]*	$608,134 *[$736,876]*	$116.86 *[$141.60]*	$799,107	$130.52
Parks & Rec.	$46,650 *[$84,614]*	$10.88 *[$19.73]*	$39,349 *[$56,659]*	$7.72 *[$11.11]*	$12,585 *[$15,249]*	$2.42 *[$2.93]*	$75,714	$9.06
Sanitation	$67,319 *[$122,103]*	$15.70 *[$28.47]*	$92,759 *[$133,564]*	$18.19 *[$26.19]*	$99,361 *[$120,396]*	$19.09 *[$23.14]*	$123,866	$18.34
Welfare Assistance	$25,000 *[$45,345]*	$5.83 *[$10.571]*	$53,079 *[$76,428]*	$10.41 *[$14.99]*	$29,036 *[$35,183]*	$5.58 *[$6.76]*	$ 35,415	$ 6.60

Table 21 Selected Town Expenditures Over Time[28]

Summary Analysis of Local Regulatory Environment as it Pertains to Business Activity and Economic Development.

Existing Zoning Provisions

Business activity and local development are bound by the constraints of the zoning ordinance. The New Ipswich Zoning Ordinance distinguishes three zoning districts and one overlay district. Each of the three residential zoning districts allows for some measure of commercial activity. There are an additional three commercial zoning districts designated within the ordinance without specific geographies distinguished on the Zoning Map or clearly described within the ordinance. The proposed design charrette (Action 1.1) could provide an opportunity to clarify where commercial activity is most appropriate and help the Planning Board determine whether to refine existing districts or establish new ones.

Village District I (residential) encompasses the areas of Bank Village and Smithville. Bank Village has 43 acres in land area, accounting for 0.2% of the total land area of New Ipswich. Smithville has 38 acres in total land area designated to the district, accounting for 0.18% of the total land area of New Ipswich. By right, the only non-residential uses allowed within this district are minimal impact home occupations and telecommunications facilities. The following commercial uses are permitted by special exception within the district:

- Inns
- Bed and Breakfast
- Nursing and convalescent homes
- Day care, day nurseries and kindergartens
- Professional uses and customary home occupations (subject to 5 criteria in addition to the special exception criteria)
- Multi-family dwelling

Village District II (residential) encompasses the area known as New Ipswich Village, with a total land area of approximately 168 acres – accounting for 0.8% of the total land area of New Ipswich. By right, the non-residential uses permitted in this district are the same as Village District I (minimal impact home occupations and telecommunications facilities). Allowed by special exception in this district are any of the uses permitted by special exception in Village District I as well as:

- Gas stations
- Auto service stations

[28] U.S. Census Bureau QuickFacts: New Ipswich town, Hillsborough County, New Hampshire; Cheshire County, New Hampshire CPI Inflation Calculator; New Ipswich Annual Reports

- Eating and drinking establishments
- Instructional facilities
- Funeral homes
- Buildings in which public business is transacted

Also permitted by special exception in the Village District II are office buildings, banks, small retail, and medical facilities provided that the total area of the foundation of the building housing any of these uses does not exceed 1,500 square feet.

Rural District (residential) encompasses the remaining land area of New Ipswich. Any uses permitted by right in Village District I & II are also permitted by right in the Rural District. Also permitted are:

- Agricultural uses (the ordinance does not define this)
- Recreational uses (the ordinance does not define this)
- Roadside stands
- Greenhouses (the ordinance does not define this)
- Stables and riding schools
- Summer camps for children
- Large wind energy systems

All other uses in the Rural District are only permitted by special exception. Within the three districts, very few non-residential activities are permitted outright.

Other Zoning Considerations

There are regulations for three commercial districts within the zoning ordinance, however the geography assigned to each is either vague or non-existent.

The **Limited Commercial District** is intended to allow small-scale commercial and institutional uses that complement the town's village character. The ordinance does not assign a specific area for this district, and all commercial development continues to rely on approval through the special exception or variance process. The district provides opportunities for modest economic activity—such as shops, offices, and service-oriented businesses—designed to fit within the scale and appearance of the community while limiting adverse impacts on surrounding residential areas.

The purpose of the **General Commercial District** is to provide for the growth of the town's economic base. However, it has no land area designated for it. All activities permitted in the Limited Commercial District are also permitted by right in the General Commercial District in addition to several more. As there is no area assigned to this district, either none of the additional permissible uses may occur within New Ipswich or all of the permissible uses may be conducted anywhere in town.

The **Light Industrial District** serves to provide growth of the town's economic base for industry that relies on truck traffic. Like the General Commercial District, this district has no area assigned to it. This district permits research and development, distribution and transportation, assembly, storage facilities and warehouses, wholesale establishments, light manufacturing - process and treatment, and construction trade establishments by right. Additional uses may be permitted similarly to both the General and Limited Commercial Districts, but the language of the ordinance is misleading.

The provisions of these three districts provide for a broad spectrum of commercial and industrial uses – many of which already exist in town. However, without specific areas assigned to these districts, it is unlikely that new businesses will consider opening, relocating, or expanding to New Ipswich. At this stage in the Master Planning process, it would be appropriate to consider where industry already exists within the community and determine where specific future economic activities/industry could best exist within existing land uses without compromising desired community characteristics.

Community Facilities & Services

The Community Facilities & Services Chapter of the New Ipswich Master Plan provides an overview of the municipal services, infrastructure, and public spaces that support the town's residents, workforce, and overall quality of life. It examines current conditions, identifies future needs, and outlines strategies to ensure that facilities such as municipal buildings, emergency services, schools, and recreation areas continue to meet the community's evolving expectations.

In accordance with RSA 674:2, III(b), this chapter assesses the capacity, condition, and long-term service potential of public facilities and utilities. It draws on data from the 2024 Annual Report, the 2019–2029, 2023-2024, & 2025-2026 Capital Improvement Programs (CIP), the existing Master Plan, Mascenic Regional School District reports, stakeholder interviews, and the 2025 community survey and forum.

The purpose of this chapter is to guide coordinated planning and investment in municipal facilities to support effective service delivery, fiscal sustainability, and the town's long-term goals. It emphasizes proactive maintenance, interdepartmental coordination, and thoughtful alignment of facilities with development patterns and population change. Strategic priorities include modernizing aging infrastructure, improving access to shared spaces, and integrating facility planning into broader land use and budgeting decisions.

To support clarity and ease of use, the chapter is organized into three main sections. The first outlines overarching goals, objectives, and recommended actions to guide long-range facility planning, capital investment, and interdepartmental coordination. The second provides an inventory of municipal facilities and equipment, detailing current conditions, operational responsibilities, and identified infrastructure needs across departments. The second section also summarizes recent facility-related appropriations and expenditures, highlighting how the Town uses annual budgets and Capital Improvement Programming to support operations, maintenance, and infrastructure needs. Finally, the chapter includes a focused discussion of school facilities operated by the Mascenic Regional School District, recognizing their dual role as educational and community assets and their influence on future planning decisions.

Community Facility Goals, Objectives and Actions

Goal: *Ensure that the Town of New Ipswich can continue to provide effective municipal services and facilities that meet the needs of a growing and changing population.*

Objective 1

Maintain a long-range planning framework to guide investment in municipal facilities and equipment.

Action 1.1

Maintain and annually update a Capital Improvements Program (CIP) with a minimum six-year planning horizon.

Background: New Ipswich's Capital Improvements Program (CIP) is an essential tool for managing infrastructure investment and prioritizing municipal spending. It identifies anticipated capital needs, such as facility improvements, major equipment purchases, and infrastructure projects, and helps align these needs with available resources over time. Maintaining an up-to-date CIP ensures that the Town can plan proactively for long-term needs, avoid deferred maintenance, and improve budget transparency.

Timeframe: Ongoing (annual updates)

Action Lead: Planning Board

Partners: Select Board, Budget Committee, Department Heads, Town Administrator, School District

Potential Funding: General Fund (staff time)

Outputs: Updated CIP document prepared and published annually; prioritized six-year list of capital projects; improved alignment between capital planning and annual budgeting.

Action 1.2

Use the CIP to inform town budgeting and warrant article development.

Background: The Capital Improvements Program (CIP) is most effective when its priorities are reflected in annual budgeting and warrant article planning. Historically, some CIP projects in New Ipswich have been delayed or underfunded due to lack of coordination between long-range planning and annual fiscal decisions. Ensuring that capital priorities identified in the CIP are actively considered by the Budget Committee and Select Board during budget preparation can improve transparency, manage taxpayer expectations, and support timely investment in municipal facilities and equipment. This approach also helps avoid reactive spending and costly emergency repairs.

Timeframe: Ongoing (align annually with budget preparation process)

Action Lead: Select Board

Partners: Finance Advisory Committee, Planning Board, Town Administrator, Dept. Heads

Potential Funding: General Fund (staff time)

Outputs: The CIP is actively referenced during the budget development process and used to shape both annual appropriations and long-term funding strategies. Warrant articles reflect documented priorities from the CIP, and joint meetings between the Select Board and Planning Board help coordinate capital timelines. Over time, this integration is expected to increase the number of funded capital projects and strengthen public understanding of infrastructure needs and the Town's strategy to address them.

Action 1.3

Coordinate capital planning with the Master Plan including Land Use, Housing, and Transportation sections to ensure alignment with projected growth areas.

Background: Effective capital planning requires close coordination with the Town's Master Plan, which identifies long-term goals for growth, development, and infrastructure investment. As New Ipswich plans for housing variety, improved transportation networks, and climate resilience, future facility needs must reflect those evolving priorities. Aligning the Capital Improvements Program with the Master Plan ensures that investments in facilities support areas of anticipated growth and evolving community needs.

Timeframe: Coordinate in tandem with Master Plan updates or every five years.

Action Lead: Planning Board, Select Board

Partners: Town Administrator

Potential Funding: General Fund (staff time)

Outputs: Capital planning is formally linked to Master Plan goals through routine cross-referencing and coordinated project review. As future Master Plan updates identify new areas for development or shifting service needs, the CIP is adjusted accordingly to reflect anticipated investments. This alignment helps the Town proactively plan for infrastructure expansion, reduce uncoordinated spending, and reinforce long-term policy objectives related to housing, transportation, and conservation.

Action 1.4

Organize a community forum or design charrette to explore options for a multi-use community center and American Red Cross approved emergency shelter. Identify preferred locations, programming needs (e.g., recreation, meeting space, business incubator, social

services), and potential funding strategies to support both long-range facility and program planning.

Background: Stakeholder interviews and public forum feedback consistently emphasized the community's need for flexible indoor space that can serve multiple functions—from recreation and youth programs to senior gatherings, public meetings, and small business support. Residents noted the absence of a year-round facility for large-scale programming and identified this gap as a major barrier to expanding community services. A centrally located, multi-use community center has the potential to fill these gaps and serve as a shared civic resource. Importantly, the 2025 Hazard Mitigation Plan Update also identified the lack of an American Red Cross–approved shelter as a critical vulnerability. With intentional planning and design, a future community center could fulfill both roles—meeting recreation and civic needs while providing a safe, compliant shelter during emergencies. Hosting a public design workshop or charrette will help the Town identify community priorities, test programming ideas, explore site options, and begin scoping funding pathways. This early engagement is a critical first step in shaping a viable, locally supported facility plan that also advances community resilience.

Timeframe: Initiate within 2 years

Action Lead: Planning Board, Select Board

Partners: Recreation Department, Library, local non-profit or community service providers, Plan NH, Emergency Management Director

Potential Funding:

Outputs: A public-facing design workshop or forum is convened to explore options for a multi-use community center. The event gathers input on programming needs, target populations, preferred locations, and facility features. Outcomes may include a summary report of findings, conceptual layouts, and initial funding strategies. This work will position the Town to pursue grant opportunities or future capital appropriations aligned with community-identified needs.

Objective 2

Monitor the condition and capacity of existing facilities in relation to projected service needs.

Action 2.1

Conduct facility condition and capacity assessments on a regular basis (e.g., town offices, fire station, public works garage, library, transfer station).

Background: Many of New Ipswich's core municipal facilities are aging, undersized, or face functional limitations that constrain operations or public access. Stakeholders and staff repeatedly cited operational constraints, deferred maintenance, and physical limitations that affect day-to-day service delivery. However, the Town does not currently have a consistent schedule or standardized process for assessing facility condition and capacity. Without routine evaluations, it is difficult to prioritize investments or plan for expansion, consolidation, or replacement. Conducting regular assessments will provide a clearer picture of each facility's functional lifespan, capital needs, and ability to support future services.

Timeframe: Begin within 1 year; reassess each facility every 3–5 years, or sooner if conditions change significantly.

Action Lead: Select Board, Building Facility Committee

Partners: Dept. Heads or facility maintenance staff

Potential Funding: General fund (staff time)

Outputs: A standardized assessment process is established and used to evaluate the condition and capacity of municipal facilities on a scheduled basis. Findings are documented in written reports with recommendations, which can be used to prioritize maintenance, inform CIP updates, and support budget planning. These assessments also help the Town plan for future service needs and ensure that facilities continue to meet safety, accessibility, and operational standards.

Action 2.2

Use assessment results to prioritize upgrades, expansions, or replacements of undersized or outdated facilities.

Background: Several of New Ipswich's municipal facilities are operating at or near capacity, with known limitations affecting safety, functionality, or public access. Examples include the constrained layout of the Fire Station, the interim and inadequate space used by the Police Department, and the aging infrastructure at the Highway Garage. While individual departments have identified these challenges, the Town lacks a formal process to translate facility assessments into coordinated action. Prioritizing improvements based on documented needs will help ensure that investments are targeted, defensible, and aligned

with community expectations. This approach also supports long-range financial planning and improves the Town's ability to pursue outside funding by clearly articulating need.

Timeframe: Ongoing, following completion of assessments

Action Lead: Select Board, Building Facility Committee

Partners: Planning Board, Finance Advisory Committee

Potential Funding: Capital Reserve Funds, bond issuance (if warranted), grant funding from USDA Rural Development, or Community Development Block Grants

Outputs: Facility assessment results are used to develop a ranked list of capital priorities that is shared with the Planning Board and Select Board for incorporation into the CIP and budget process. Upgrades, expansions, or replacements are proposed based on documented service gaps, safety risks, or operational inefficiencies. This process helps the Town make timely, transparent decisions about capital investments and prepares supporting documentation for grant or bond applications.

Action 2.3

Plan for future facility needs based on projected changes in population, development patterns, and climate-related risk.

Background: Planning for future facility needs requires attention to how service demands are likely to shift over time. In New Ipswich, steady population growth, a rising share of older residents, and development along key corridors are already influencing the demand for emergency services, road maintenance, and recreational programming. Public input has highlighted the need for expanded community spaces, improved coordination with schools, and better access to both indoor and outdoor facilities. Facility planning should consider known stressors including aging systems and more variable weather conditions. This approach will help ensure that future investments support facilities that are safe, functional, and capable of meeting evolving community needs.

Timeframe: Ongoing

Action Lead: Select Board

Partners: Planning Board, Building Facility Committee

Potential Funding:

Outputs: Future facility needs are evaluated in relation to projected growth, shifting demographics, and potential climate vulnerabilities. Findings are incorporated into updates

of the Capital Improvements Program and other long-range planning tools. This proactive approach ensures that infrastructure investments are aligned with changing service demands and that municipal facilities are planned with long-term resilience and adaptability in mind.

Objective 3

Ensure new development contributes to sustainable facility planning and service delivery.

Action 3.1

Revise site plan and subdivision regulations to require applicants to evaluate the impact of proposed development on municipal services, including roads, solid waste, emergency access, water resources, stormwater runoff, and impervious surfaces.

Background: New development can place increased demands on municipal services, including road maintenance, emergency response, solid waste disposal, and stormwater management. While New Ipswich's site plan and subdivision regulations do require applicants to address certain infrastructure and environmental impacts, these requirements are not applied consistently across all project types, and there is limited emphasis on municipal service delivery as a whole. Strengthening the regulations to more clearly and uniformly require applicants to evaluate the impact of development on public services will help the Town identify potential pressure points, negotiate appropriate mitigation, and ensure that new growth supports long-term service and facility planning.

Timeframe: Begin within 2–3 years, as part of a broader regulatory review or update

Action Lead: Planning Board

Partners:

Potential Funding:

Outputs: The Town's site plan and subdivision regulations are amended to include specific criteria for evaluating the impacts of new development on municipal services. Applicants are required to provide impact assessments as part of their submission materials. These changes give the Planning Board clearer authority to address infrastructure needs during the review process and help ensure that development occurs in a coordinated, sustainable manner.

Action 3.2

Identify opportunities for shared facilities, communication infrastructure, and regional collaboration (particularly for equipment and technology) when evaluating long-term service delivery needs.

Background: New Ipswich relies on collaboration with neighboring communities and partner organizations to deliver essential services. Stakeholders have also identified ongoing challenges related to aging equipment, communication systems, and the ability to meet service demands with limited staffing and capital budgets. These issues are not unique to New Ipswich, and many could be addressed more cost-effectively through regional partnerships or shared infrastructure. Examples may include coordinating with nearby towns on public safety equipment purchases, exploring regional dispatch services, or investing in interoperable communication systems across departments. At the local level, shared use of facilities such as expanded partnerships with the school for recreational programming or long-term planning for a joint police and fire complex may also improve efficiency and reduce capital costs. By actively identifying shared opportunities when planning for long-term service delivery, the Town can reduce redundancy, extend the life of existing facilities, and improve the efficiency and resilience of municipal operations.

Timeframe: Ongoing; integrate into facility planning and capital improvement discussions

Action Lead: Select Board

Partners:

Potential Funding:

Outputs: As part of long-term planning for facilities and equipment, the Town evaluates shared service and infrastructure options. When opportunities are identified, staff initiate discussions with neighboring towns or regional entities. This may lead to joint purchases, shared maintenance arrangements, or formal service agreements. These efforts support more efficient and sustainable delivery of municipal services.

Objective 4

Ensure that municipal policies, regulations, and service expectations are implemented consistently through clear roles, procedures, and enforcement mechanisms

Action 4.1

Document the absence of a formal municipal enforcement response framework and recommend that the Board of Selectmen develop and adopt a clear, coordinated enforcement policy that defines roles, responsibilities, escalation procedures, and coordination among town departments.

Background: New Ipswich's Zoning Ordinance assigns enforcement authority to the Board of Selectmen or its designee. While this authority is clearly established, the ordinance does not define a formal enforcement response framework describing how zoning complaints are received, evaluated, prioritized, communicated, or resolved over time. As a result, enforcement decisions may appear inconsistent or difficult for residents to understand, even when actions are taken in good faith and within statutory authority.

Public input during the Master Plan process indicated that some residents are unclear about what to expect after submitting a zoning-related concern, including how decisions are made, what steps may follow, and how enforcement outcomes are communicated. Documenting this gap and recommending the development of a clear, written enforcement response framework would support consistent implementation of the Zoning Ordinance, improve transparency, and help manage expectations for both residents and town officials.

Timeframe: Short term, 1–3 years

Action Lead: Board of Selectmen

Partners: Zoning Administrator / Code Enforcement Officer (or designee); Planning Board

Potential Funding: Staff time; General Fund

Outputs: The Town adopts a formal enforcement response framework that clarifies procedures for handling zoning complaints, outlines roles and responsibilities of the Selectboard and its designee, and establishes clear communication and follow-up practices. The framework supports consistent enforcement of the Zoning Ordinance, improves transparency for residents, and strengthens confidence in the Town's regulatory processes.

Inventory of Community Facilities and Equipment and Related Spending

The Town of New Ipswich owns, operates, and partners with a variety of facilities that support essential municipal services, community life, and long-term resilience. These include administrative offices, public safety facilities, public works and solid waste facilities, recreational amenities, and shared-use spaces. Together, these assets form the physical foundation of local government and directly influence the quality, accessibility, and efficiency of services available to residents. This section provides an overview of each major facility or service area, including current conditions, operational challenges, and identified needs. It draws on information from the Town of New Ipswich Annual Reports, Capital Improvements Program (CIP), stakeholder interviews, the New Ipswich Hazard Mitigation

Plan (2025/2026), and public input collected through the community survey and forum. The Town has been transitioning to a more formalized process for their capital improvement programming. Different, evolving strategies are discussed in the following sections. Language from the 2019-2029 CIP is identified to show historic planning. Data from 2025 - 2026 CIP is shown where available, not all departments have migrated to a new system the town has employed. Where applicable, 2023-2024 CIP data has been used as noted.

Town Administration

Town Offices

The New Ipswich Town Offices, located at 661 Turnpike Road, house various administrative departments responsible for municipal operations, governance, planning, and public services. The facility is considered adequate for current administrative functions. Departments within the Town Offices include:

- Selectmen's Office
- Town Clerk & Tax Collector
- Board of Assessors
- Planning Board & Zoning Board of Adjustment
- Conservation Commission
- Town Administrator

Town Hall

The historic New Ipswich Town Hall, located on Main Street and built in 1817, serves as a venue for municipal meetings, elections, and community events. However, it remains largely underutilized due to outdated heating, electrical, and safety infrastructure, as well as the absence of insulation and modern utilities.

Restoration efforts are ongoing, with the Heritage Commission prioritizing preservation. The building received the New Hampshire Preservation Alliance's *Seven to Save* designation in 2024[29]. The 2019-2029[30] Capital Improvement Program (CIP) includes projects such as replacing windows and doors to improve energy efficiency and maintain the building's condition. Despite these challenges, occasional community events and youth programs continue to be held in the space.

[29] Seven to Save — New Hampshire Preservation Alliance
[30] 2019_cip_project_sheets_10.30.18_002.pdf

The 2025-2026 CIP identified the following improvements through 2027.

Asset	Fiscal Year	Cost
GGB Town Building Paint Contract	2025	$109,275
GGB Handicap Ramp for Town Office	2025	$50,000
GGB Replace Roof on Old Schoolhouse	2025	$11,199
GGB Cover for Citizen Sand Pile	2025	$28,000
GGB Town Building Paint Contract	2026	$109,275
GGB Building 2 Plans for Use	2026	$10,000
GGB Paving Town Office, Bldg 2 and DPW	2027	$121,050
Total		**$438,799.00**

Table 22 Municipal Facility Improvements Through 2027

Public Safety

Police Department

The New Ipswich Police Department (NIPD), located at 670 Turnpike Road, provides law enforcement, public safety, and community services. Over the past five years, the department has faced ongoing staffing challenges, with frequent turnover driven by competition from better-paying agencies and limited advancement opportunities. While staffing levels have fluctuated, NIPD has remained committed to core services, responding to 5,193 calls for service in 2024, including 850 motor vehicle stops, 217 investigative incidents, and 30 domestic disturbance calls.

The department operates out of a leased facility that was not purpose-built for law enforcement. Although renovations completed in 2023 expanded the department's footprint to include a booking area, evidence processing space, and an interview room, the arrangement remains a temporary solution. Stakeholder input confirmed that the current space remains inadequate to support critical functions, with insufficient areas for evidence storage, interview rooms, and staff accommodations. These facility limitations contribute to operational inefficiencies and may hinder recruitment and retention.

A permanent, purpose-built facility has been identified in the Capital Improvement Program as a long-term need. Investment in appropriate infrastructure is considered essential not only for meeting professional standards, but also for supporting the department's ability to attract and retain qualified personnel.

The 2025–2026 Capital Improvement Program (CIP) identifies multiple planned investments in police vehicles, communications equipment, protective gear, and technology upgrades, totaling approximately $750,000 over the next decade. These investments include scheduled replacement of cruisers, enhancements to the Police Records Management System, acquisition of portable and mobile radios, tasers, ballistic shields, and specialized

equipment such as infrared night goggles and thermal sensing devices. The CIP also includes funding for shared public safety communications infrastructure used by police, fire, and public works. No Government & General Building (GGB) entries are associated with the Police Department in this CIP, meaning planned investments focus primarily on vehicles, equipment, and technology rather than facility improvements.

Asset	Fiscal Year	Cost
Police Cruiser 2 Explorer (2020)	2025	$58,461
Police Cruiser 1 Explorer (2020)	2025	$60,400
EMS Fire Police DPW Communication	2026	$48,000
Police Records Management System	2026	$94,400
Police Evolis Radar Speed Sign	2026	$3,400
Police Portable Radios	2026	$5,500
Police Infrared Night Goggles	2027	$8,000
Police Records Management System	2027	$2,600
Police Evolis Radar Speed Sign	2027	$3,400
Police Taser Replacements	2028	$12,000
Police Thermal Sensing Equipment	2028	$5,500
Police Records Management System	2028	$2,600
Police Cruiser 3 (2023)	2028	$63,882
Police Records Management System	2029	$2,600
Police Ballistic Shields	2029	$12,000
Police Cruiser 4 (2024)	2030	$65,798
Police Records Management System	2030	$2,700
Police Portable Radios	2030	$6,000
Police Mobile Radios	2030	$6,000
Police Handguns	2031	$6,500
Police Cruiser 2 Explorer (2020)	2031	$75,000
Police Cruiser 1 Explorer (2020)	2031	$82,000
Police Records Management System	2031	$2,700
Police Portable Radios	2031	$6,000
Police Mobile Radios	2031	$6,000
Police Records Management System	2032	$2,700
Police Portable Radios	2032	$6,000
Police Mobile Radios	2032	$6,000
Police Records Management System	2033	$2,800
Police Cruiser 3 (2023)	2033	$80,000
Police Mobile Radios	2033	$6,000
Police Records Management System	2034	$2,800
Police Portable Radios	2034	$6,000
Total		**$753,741.00**

Table 23 Police Dept. CIP Requests (2025-2026)

In FY2024, the Police Department was appropriated $906,592 to support personnel and operations within a leased facility; actual expenditures totaled $686,137, reflecting unfilled staff positions. This pattern of increasing appropriations alongside lower actual expenditures highlights ongoing recruitment and retention challenges. Over the past five years, police funding has grown steadily in response to rising service demands and the need to address long-standing facility deficiencies. The rise in appropriations demonstrates strong community support for maintaining public safety services and may help build momentum for a future police and fire safety complex. A municipally owned, purpose-built police station would help address current space constraints and support efforts to attract and retain qualified personnel.

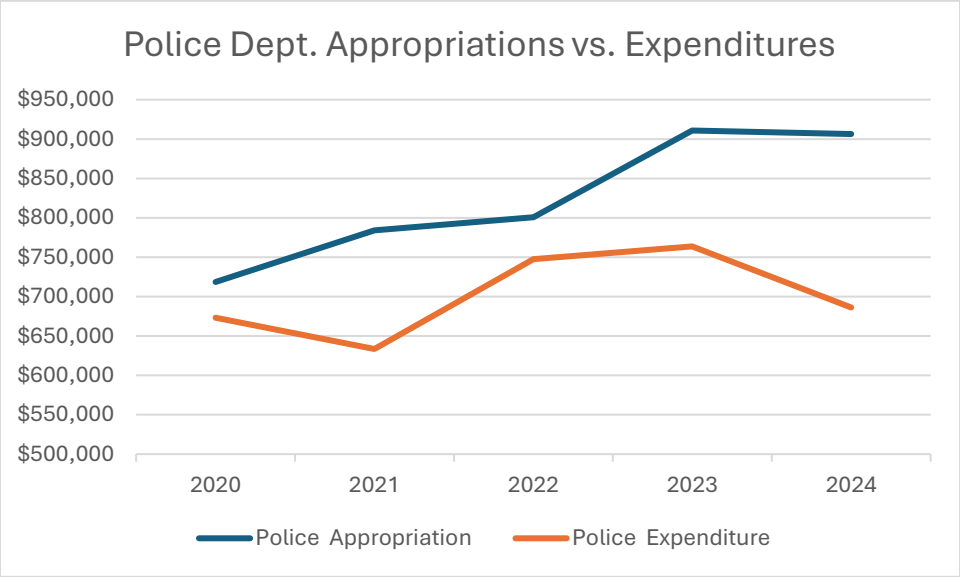

Figure 20 Police Dept. Funding 2020 - 2024 (NI Annual Reports)

Fire Department

The New Ipswich Fire Department (NIFD), located at 490 Turnpike Road, plays a vital role in the town's emergency response system. Staffed entirely by volunteers, the department provides fire suppression, rescue services, and support for emergency medical calls. In 2024, NIFD responded to 237 calls for service. Eight new members joined the department in 2024, bringing the roster to approximately 40 trained volunteers.

The department's facility accommodates the existing fleet comprising two engines, a tanker, a brush truck, a rescue unit, and utility vehicles, however space limitations present operational challenges. Stakeholders noted that while the station generally supports current response needs, the layout restricts efficiency, particularly as training requirements grow. Office and meeting spaces are limited, which affects the department's ability to conduct in-house training and administrative work. As a volunteer-based department,

having functional and accessible facilities is seen as critical to recruitment, retention, and readiness.

Recent improvements have focused on equipment and capacity. In 2024, the department refurbished a donated rescue truck, acquired additional support vehicles, and added gear racks and extrication tools through over $15,000 in fundraising by the New Ipswich Fire Department Association. [31] These updates reflect the department's commitment to maintaining readiness despite limited staffing and space.

The Fire Station Expansion Project, identified in the town's 2019–2029 Capital Improvements Plan, was intended to address long-term facility constraints but has not moved forward due to a lack of funding. [32] The need for expansion remains unresolved, particularly as service expectations evolve and the community grows.

NIFD continues to operate as part of the Southwestern New Hampshire District Fire Mutual Aid system, ensuring coordination with regional partners including Greenville and Temple. This collaboration strengthens the town's ability to respond to large-scale or complex emergencies.

The 2025–2026 Capital Improvement Program (CIP) identifies multiple planned investments in fire apparatus, gear, and facility needs, totaling approximately $4.3 million over the next decade and another $1.5 million anticipated beyond the 10-year planning horizon. This total includes both direct Fire Department requests and Government & General Building (GGB)

Figure 21 Photo by Jack Stawasz www.firenews.org

[31] 2024_annual_report_0.pdf
[32] Monadnock Ledger-Transcript - New Ipswich warrant article takes another try at combining positions

entries that address facility maintenance and capital planning needs, rather than exclusively equipment purchases.

Asset	Fiscal Year	Cost
Fire Cascade In House	2025	$58,000
Fire Ambulance Trailer Public Health	2025	$30,000
Fire 1985 Chevrolet Pick Up	2025	$70,000
GGB Fire Brigade Building Updates	2025	$5,000
Fire Gear - Fire Suits	2026	$26,266
Fire Mobile Radio Placeholder (POV and Apparatus)	2026	$9,999
Fire Thermal Cameras	2026	$11,000
Fire Truck 2007 Freightliner	2026	$218,545
EMS Fire Police DPW Communication	2026	$48,000
GGB Fire Dept. Portable Building Maintenance	2026	$112,500
GGB Fire Dept Roof Replacement	2026	$30,000
Fire 2008 F550 (referbed 2024)	2027	$18,233
Fire Gear - Fire Suits	2028	$27,823
Fire Thermal Cameras	2029	$11,000
Fire Truck 2004 International	2029	$875,000
Fire Gear - Fire Suits	2030	$29,520
Fire Portable Radio Placeholder	2030	$9,999
Fire Hydraulic Tools Amkus 3 Sets	2031	$31,000
Fire Gear - Fire Suits	2032	$31,320
Fire Truck 2007 Freightliner	2032	$525,000
Fire Thermal Cameras	2032	$11,000
Fire 2018 Scott Airpacks	2033	$200,000
Fire Communication Equipment	2033	$26,888
Fire Gear - Fire Suits	2034	$33,225
Fire 2008 F550 (referbed 2024)	2034	$90,000
Fire Truck 2017 Spartan S180	2034	$501,789
Fire Boat 2018 Tohatsu MFS20DS	2034	$15,000
Fire 2019 Power Washer	2034	$15,000
Fire Cargo Trailer 1 (2004)	2034	$12,000
Fire Crimson 2007 (referbed 2024)	2034	$1,200,000
Fire ATV Polaris Sportsman 570 EFI	2034	$18,000
Total		**$4,301,107.00**
Fire Truck 2017 Spartan S180	future	$1,500,000
Fire Boat 2018 Tohatsu MFS20DS	future	$32,094
Fire ATV Polaris Sportsman 570 EFI	future	$11,074
Fire Cascade Rescue 1	future	$30,000

Table 24 Fire Dept. CIP Requests (2025-2026)

Looking forward, ensuring adequate facilities and sustainable volunteer capacity will be essential to supporting the town's future needs and meeting the demands of a growing and aging population. Continued coordination with neighboring communities, investment in infrastructure, and strategic planning will be critical to maintaining high-quality fire and rescue services.

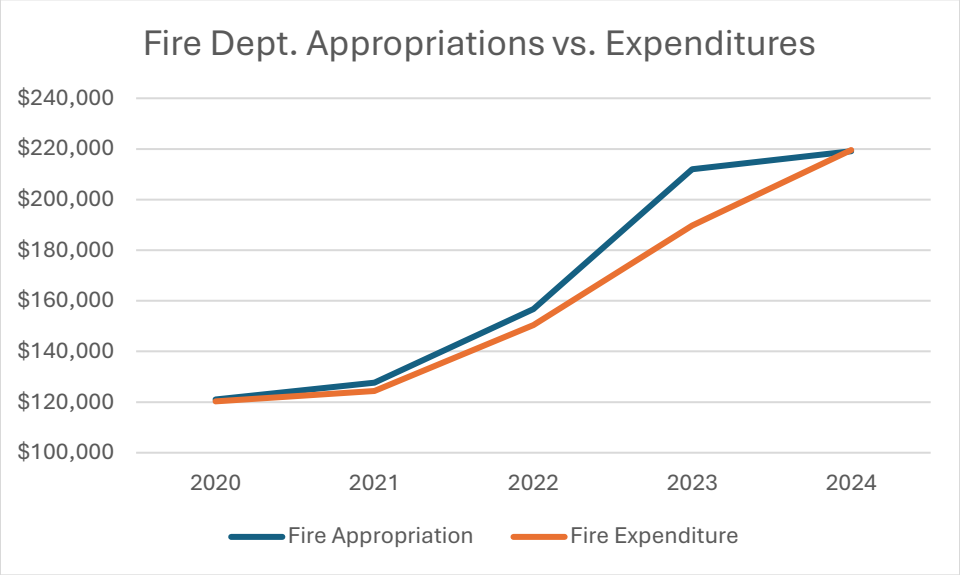

Figure 22 Fire Dept. Funding 2020 - 2024 (NI Annual Reports)

Ambulance Service

Emergency medical services in New Ipswich are provided by the Souhegan Valley Ambulance Service (SVAS), a nonprofit 501(c)(3) organization that operates from a dedicated facility on Turnpike Road. SVAS serves the towns of New Ipswich and Greenville and regularly provides mutual aid to surrounding communities. The organization plays a critical role in the regional emergency response system, delivering pre-hospital care and transport to area hospitals.

In 2024, SVAS responded to 533 calls in New Ipswich and Greenville, reflecting a steady demand for service across its coverage area. Operational funding is provided through municipal contributions from participating towns, apportioned based on call volume, and supplemented by grants, donations, and insurance reimbursements. This shared funding model supports operational costs while reinforcing the regional nature of the service.

As the region grows and ages, access to reliable emergency medical services will remain essential to public safety and community resilience. Stakeholder input indicates strong public confidence in SVAS, citing professionalism and responsiveness as key strengths.

However, the organization faces ongoing challenges related to workforce recruitment, and long-term financial sustainability.

To support future growth, it will be important to maintain strong intermunicipal coordination and ensure that SVAS remains adequately staffed, equipped, and funded. Continued collaboration among member towns and proactive planning with state and regional partners will help ensure that emergency medical services remain responsive to future demand across jurisdictional boundaries.

Highway Department

The New Ipswich Highway Department, located on Turnpike Road, is responsible for maintaining 39 miles of paved roads and 17 miles of gravel roads across the community. Core responsibilities include pothole repair, snow removal, drainage and culvert maintenance, and replacement of street signage. The department is staffed by a five-member full-time crew, supplemented by seasonal workers during periods of peak demand. [33] These responsibilities are essential to supporting the community's transportation network and ensuring safe access for residents, emergency services, and school transportation.

In 2024, the department undertook several infrastructure improvements, including the reconstruction and paving of Wilson Hill Road, targeted drainage enhancements, and culvert replacements. Equipment upgrades included the acquisition of a new plow truck to support winter operations.

Despite these efforts, the department faces ongoing challenges due to aging equipment and limited facilities. Stakeholders noted that critical infrastructure, including septic and water systems at the department's own facility, is deteriorating. The absence of a stable maintenance budget has forced reliance on capital reserve funds for routine upkeep, undermining long-term financial planning. These constraints underscore the importance of sustained investment in both operational capacity and facility modernization to ensure the department can continue to meet service expectations efficiently and safely.

The 2025-2026 CIP documented the following assets and planned replacement for the next ten years:

Asset	Fiscal Year	Cost
DPW Ford F350 (2012)	2025	$70,000
DPW Truck 2012 International Dump Truck (listed as 2013)	2025	$275,000
DPW Auto/Truck F250 Pick Up 2008	2026	$70,000

[33] welcome_to_the_town_of_new_ipswich_3.pdf

DPW Dump Truck (2015 International Dump Truck)	2026	$275,000
GGB Replacement of Waste Furnace at Hwy Garage	2026	$30,000
DPW Backhoe Trade In for Rubber Tire Excavator	2026	$100,000
EMS Fire Police DPW Communication	2026	$48,000
DPW Broom for Loader	2026	$30,000
DPW Sidewalk Plow (1997 Holder)	2026	$80,000
DPW Trailer 2016 FELB FT-12	2027	$12,500
DPW Sidewalk Repair Rt 123	2027	$158,000
DPW Grader - John Deere Motor Grader 2004	2027	$500,000
DPW Dumptruck F600 Dumptruck	2028	$77,613
DPW 2014 International Dump Truck 7400	2028	$418,157
DPW Truck 2015 International 7400 SFA	2028	$191,280
DPW Forklift (2020 Toyota)	2028	$25,000
DPW Tractor Roadside Mower 2021	2028	$128,369
DPW Doosan Loader 2014	2029	$235,000
DPW Trailer (1985 Eager Beaver)	2029	$8,025
DPW Truck	2029	$77,614
DPW Tractor Roadside Mower 2021	2030	$128,369
DPW Bomag Roller 2010	2030	$100,000
DPW Backhoe CAT 2022	2031	$135,596
DPW Loader - Caterpillar 930M Wheel Loader 2022	2032	$250,000
DPW Electronic Sign Wanco 2017	2032	$20,000
DPW Truck 2012 International Dump Truck (listed as 2013)	2034	$290,000
DPW Utility Trailer (2002 Big Tex 50LA)	2034	$2,800
DPW Ford F350 (2012)	2034	$70,000
Total:		**$3,776,323**
DPW Forklift (2020 Toyota)	future	$35,070
DPW Trailer (1985 Eager Beaver)	future	$8,024
DPW Backhoe CAT 2022	future	$132,596
DPW Loader - Caterpillar 930M Wheel Loader 2022	future	$287,430
Total Future:		$463,120

Table 25 DPW CIP Requests (2025-2026)

In FY2024, the Highway Department was appropriated $1,461,801, with actual expenditures totaling $799,107. Over the past five years, appropriations have more than doubled, reflecting increased investment in road reconstruction, drainage improvements, and equipment replacement. Actual expenditures have fluctuated due to the timing of capital purchases, the use of reserve funds, and successful pursuit of grant funding for specific infrastructure projects. This variability makes long-term budgeting more complex but also highlights the department's ability to leverage outside resources. As the Town continues to invest in its road network and manage aging infrastructure, aligning annual appropriations

with a dedicated maintenance plan will be essential to maintaining safe, reliable service delivery.

As noted by public safety stakeholders, stronger coordination between highway maintenance and emergency response priorities is essential. In several areas of town, limited road width, poor shoulders, or seasonal washouts hinder access for fire trucks, ambulances, and police vehicles—particularly on River Road, Nieme Road, and Old Tenney Road. Improved alignment between the Highway Department's paving and maintenance schedule and the access needs of police, fire, and EMS services would help reduce response delays and support safer service delivery. In the future, strategic collaboration during capital planning can help ensure infrastructure investments enhance both transportation function and public safety readiness. A full listing of planned roadway and sidewalk improvements are listed in the *Transportation and Thoroughfare Analysis* chapter.

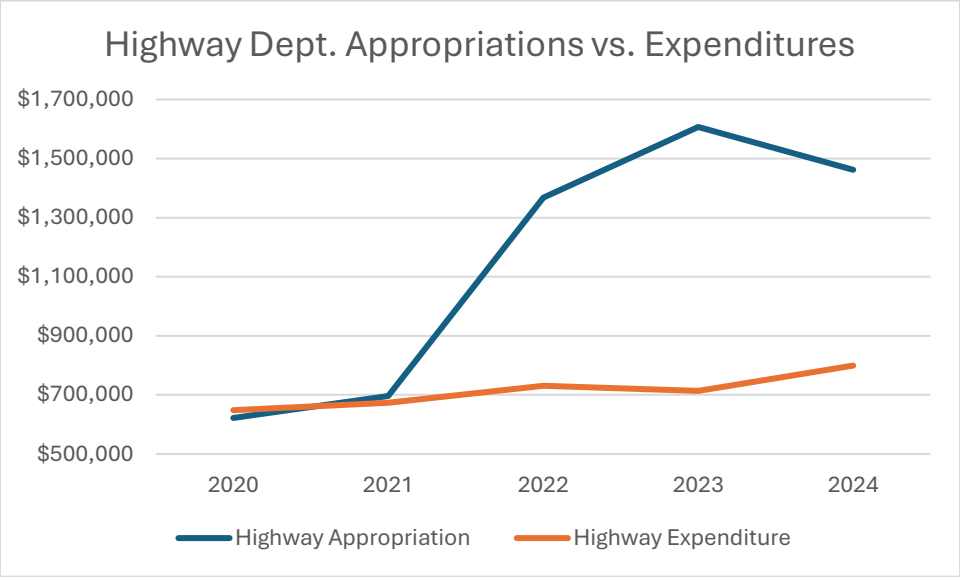

Figure 23 Highway Dept. Funding 2020 - 2024 (NI Annual Reports)

Solid Waste Disposal

New Ipswich provides residential waste and recycling services through a municipally operated solid waste transfer station located on Turnpike Road. The facility serves as the community's primary disposal site and is considered adequate for current needs. It accepts household trash, construction and demolition debris, yard waste, and various recyclable materials. To encourage responsible waste practices, residents are required to use specially marked trash bags purchased through the Town or authorized vendors.

Adjacent to the municipal complex at 661 Turnpike Road is the Green Center, a seasonal, volunteer-run program that promotes sustainability and waste reduction. The Green Center facilitates the donation and exchange of reusable household items, including furniture,

clothing, books, and small appliances. This initiative not only extends the life cycle of usable goods but also fosters community engagement and environmental responsibility.

Planned facility maintenance includes Transfer Station roof replacement ($20,000 FY2025) and Transfer Station Paving ($100,000 FY2027). Maintaining and supporting both the transfer station and the Green Center aligns with New Ipswich's goals of providing efficient municipal services and promoting long-term environmental stewardship. These services are an integral part of the Town's infrastructure, helping to meet current and future solid waste management needs in coordination with regional sustainability efforts.

In FY2024, the Solid Waste Transfer Station operated within its appropriated budget of $136,268, covering site operations, disposal costs, and staffing. Over the past five years, appropriations for sanitation services have nearly doubled, reflecting rising disposal costs, increased service demands, and adjustments to maintain regulatory compliance. Volunteer-supported programs like the Green Center further contribute to waste diversion and community engagement. Although no major capital upgrades are currently proposed, the upward trend in appropriations suggests growing financial pressure on the system. Future planning may need to address long-term equipment needs, evolving waste streams, and opportunities for regional collaboration.

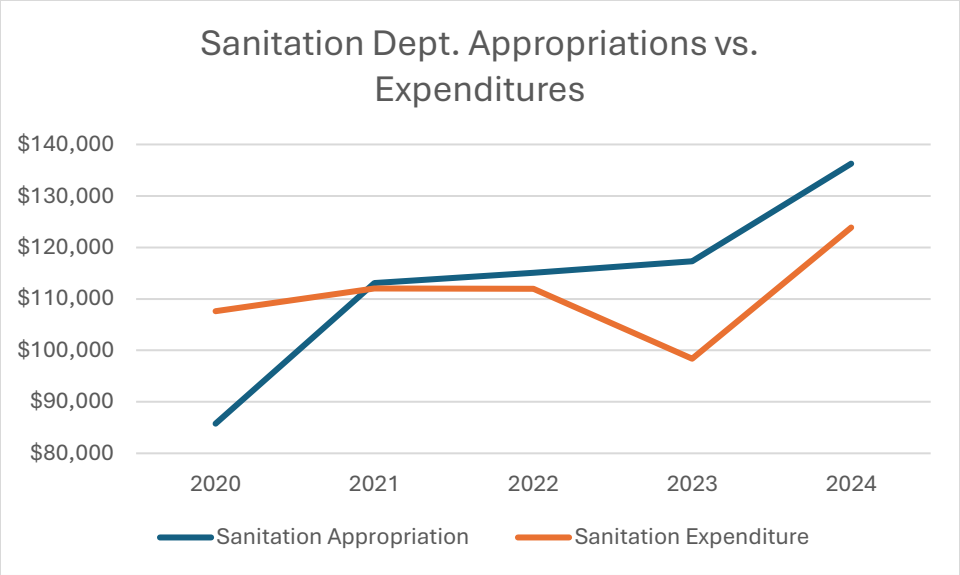

Figure 24 Sanitation Funding 2020 - 2024 (NI Annual Reports)

Recreation Facilities

New Ipswich offers a variety of recreational assets that support active lifestyles, community engagement, and access to natural landscapes. These facilities include athletic fields, a town-owned swimming pool, school-based sports infrastructure, and extensive trail networks managed through local and regional partnerships. While existing resources meet

many current needs, stakeholders and residents have consistently identified gaps in programming and facilities for specific age groups, particularly teenagers and older adults.

Public input emphasized the lack of indoor community gathering spaces, highlighting a strong interest in the development of a multi-purpose community center and a dedicated senior center. Respondents also noted limited structured recreational programming for youth, especially during out-of-school hours. With the community's rising share of older residents, the need to develop senior-focused recreation opportunities has become increasingly important. Addressing these gaps, improving access to shared school facilities, and expanding the Town's capacity to coordinate recreation services are recurring themes in both stakeholder interviews and public feedback. In planning for such a facility, the Town also has the opportunity to align recreation goals with community resilience needs. The 2025 Hazard Mitigation Plan Update identified the absence of an American Red Cross–approved shelter as a critical gap. Designing a multi-purpose center to meet shelter standards—for example, including backup power, adequate kitchen and restroom facilities, and accessibility—would allow the building to serve a dual purpose, maximizing public investment and ensuring readiness in emergencies.

Memorial Field

Memorial Field, located at 9 Temple Road and maintained by the New Ipswich Recreation Department, serves as the Town's primary recreational hub. The site includes three ball fields, a basketball court, tennis courts, the New Ipswich Town Pool, and an adjacent pool house. It is the central venue for youth sports leagues, summer recreation programs, and various community events.

Stakeholder interviews, community survey responses, and public forum feedback consistently highlighted the facility's value alongside growing concerns. Residents cited overuse of the fields, insufficient maintenance, and safety challenges related to parking and traffic management during peak events. The survey specifically noted the need for field upgrades, improved scheduling coordination, and better access for users. Forum participants echoed these concerns while also framing Memorial Field as a key location that could evolve to meet broader community needs, including expanded recreational programming and intergenerational use.

The combination of aging infrastructure and rising demand positions Memorial Field as a priority for future planning and investment.

Identified Needs and Requests:

- Enhanced field maintenance and upkeep

- Improved parking and traffic flow, particularly during events
- Coordinated scheduling and program access for youth and community sports
- Upgrades to existing infrastructure (e.g., courts, lighting, amenities)
- Potential expansion of programming to serve broader age groups

School Facilities Used for Recreation

Mascenic Regional High School Athletic Facilities

Location: 175 Turnpike Road
Maintained by: Mascenic Regional School District

Mascenic Regional High School includes athletic fields, courts, and indoor spaces that are used by school teams and, when available, by the broader community. These facilities play a vital role in supporting youth sports and extracurricular programming. Stakeholders highlighted the importance of this shared use but also emphasized recurring challenges in coordinating access between school programs, town recreation leagues, and outside organizations.

Community and stakeholder feedback suggests a need for more structured agreements or scheduling systems to reduce conflicts and maximize the availability of these valuable resources. Improved communication and collaboration between the Recreation Department and the school district were common themes in both interviews and public forum discussions.

Identified Needs and Requests:

- Improved coordination of shared facility scheduling
- Formalized agreements to guide community use of school fields
- Continued access for youth sports and local programs

Boynton Middle School Athletic Facilities

Location: 500 Turnpike Road
Maintained by: Mascenic Regional School District

Boynton Middle School offers additional athletic and recreational amenities that support both school-based physical education and community recreation. These include fields and courts accessible for local programming when school is not in session. Like the high school, these spaces are valued for their contribution to youth sports and public access to structured play environments.

However, stakeholders and residents cited similar issues around scheduling conflicts and unclear protocols for access. The broader public expressed interest in creating more formal systems that balance educational priorities with recreational demand. Coordination with the school district is seen as essential for optimizing these shared resources.

Identified Needs and Requests:

- Clearer protocols for public access and use
- Strengthened collaboration between the Town and school district
- Consideration of community needs in school facility planning

Recreational Facilities Not Owned or Maintained by the Town

Trails & Open Space

New Ipswich is rich in recreational assets that support hiking, fishing, boating, hunting, and other outdoor activities. With much of the land in private ownership, many landowners allow the public to access and use their land for recreation. However, changes in land use, ownership, and misuse or overuse of recreational lands can threaten the continued availability of these resources.

Binney Hill Preserve, located along Binney Hill Road, is a cornerstone of New Ipswich's conservation and passive recreation landscape. Spanning over 550 acres across New Ipswich and Rindge, the preserve is protected through a collaboration between the New Ipswich Conservation Commission, the Northeast Wilderness Trust, and the Friends of the Wapack. This ecologically significant area serves as a vital wildlife corridor and provides year-round recreational opportunities for residents and visitors alike. Recent conservation efforts have expanded the preserve through the Sawtelle Addition (47 acres in 2020) and the Steel Addition (15 acres in 2021). To enhance visitor experience and support environmental education, a new kiosk and interpretive signage have also been installed. [34]

The historic Wapack Trail, which traverses more than one mile of the Binney Hill Preserve, offers hiking, snowshoeing, and cross-country skiing amid scenic forested terrain. The Wapack Trail extends 21 miles from Mount Watatic in Ashburnham, Massachusetts to North Pack Monadnock in Greenfield, New Hampshire. At the state line it connects with the 92-mile Massachusetts Midstate Trail, creating a combined 113-mile regional trail network used by millions of people within a short drive of the area. To preserve the wilderness

[34] Binney Hill Wilderness Preserve - Northeast Wilderness Trust

experience for hikers, a 500-foot buffer strip has been established on both sides of the Wapack Trail.

The Kidder Mountain Trail, a nine-tenths mile side trail from the Wapack, provides an easy hike to the 1,805-foot summit of Kidder Mountain, with open southern and eastern views across New Ipswich and the Wapack Range. The Frank Robbins Trail, another Wapack side trail named in honor of one of the Wapack's founders, connects to the main trail at two locations. Blazed with a white stripe, this one-mile route offers a moderately easy hike through a re-wilding forest and views of Pratt Mountain while bypassing a large former timber clearing.[35]

A Town trail connects Walsh Road to the historic Porter Hill Cemetery. Porter Hill Cemetery is the quintessential vision of a New England burial ground, complete with fieldstone walls and centuries-old headstones. The cemetery was laid out in 1753 on a hill opposite the town's first meetinghouse. Over the course of the American Revolution and the years following, at least 31 Patriots were interred in the "Old Burial Ground" on Farrar Hill.[36]

The Hoar Pond Trail extends between Hoar Pond and Old Country Road and is commonly regarded as part of the Nussdorfer Nature Area. The trail offers a quiet woodland walk with occasional pond views and is sometimes used by the high school cross-country team as part of their training routes. Its modest terrain and connection to Old Country Road make it an accessible option for local residents seeking a shorter hike within the town's conservation lands.

The Town has also reclassified two former Class VI roads to trail status: the Whirlpool Trail and the Preston Hill Trail. These designations help expand local opportunities for hiking and passive recreation while preserving traditional access routes.

In addition to extensive trail networks, the Smithville Dam provides local recreation amenities including a boat launch, a walking path along the reservoir, and a modestly maintained baseball field. Conservation land adjacent to the reservoir also supports a short public trail from the parking area toward the dam, offering a quiet walking route with views of the water and surrounding forest.

Library

The New Ipswich Library, located at 6 Main Street and operated as an independent nonprofit, serves as a valued cultural and educational resource for the community. It offers access to

[35] Side Trails - Friends of the Wapack
[36] New Ipswich's Hill Cemetery | Freedom's Way National Heritage Area

books, digital media, and public programming, and provides a welcoming space for individual learning and small-group engagement.

The library is small and operates out of a modest facility with limited space for program expansion. While no specific facility upgrades or expansion plans have been proposed, it is widely recognized that significant expansion would be necessary to accommodate any major increase in services. Such growth would not be feasible at the current location due to site constraints.

Broader community feedback, including from the public forum and survey, expressed a strong interest in expanded programming for children, teens, and older adults, as well as in the creation of indoor gathering spaces. Although the library was not specifically identified as the venue for these desired offerings, its role as a public resource places it in potential alignment with these evolving community needs.

Identified Needs and Requests:

- Continued operational support to maintain current levels of service
- Recognition of spatial limitations that constrain programming expansion
- Long-term consideration of how the library fits into broader community facility planning

The 2025-2026 Capital Improvement Program (CIP) outlines a range of planned investments to improve and maintain the Town's recreational facilities, totaling approximately $430,100 over the next decade. These projects include substantial upgrades in FY2025, such as new playground equipment ($110,000), construction of softball dugouts, basketball court sealing and refurbishment, and a Memorial Field pavilion. Planned investments also support the ongoing development of the Old Tenney Road soccer field, with phased funding from 2026 through 2029, and continuous walking path establishment and maintenance projects scheduled annually throughout the 10-year period. Additional improvements include tennis court repairs, pool facility upgrades such as a new liner and water treatment system, and a Government & General Building (GGB) entry in FY2026 for pool filter house refurbishment.

Asset	Fiscal Year	Cost
Recreation Basketball Court Sealing and Refurbishment	2025	$9,500
Recreation Playground Equipment	2025	$110,000
Recreation Softball Dugouts	2025	$10,000
Recreation Walking Path Establishment and Maintenance	2025	$100
Recreation Memorial Field Pavillion	2025	$55,000
Recreation Tennis Court Repairs and Refurbishment	2026	$1,000

Recreation Old Tenney Road Soccer Field Development	2026	$5,000
Recreation Walking Path Establishment and Maintenance	2026	$4,000
GGB Pool Filter House Refurbishment	2026	$70,000
Recreation Old Tenney Road Soccer Field Development	2027	$20,000
Recreation Walking Path Establishment and Maintenance	2027	$5,000
Recreation Old Tenney Road Soccer Field Development	2028	$20,000
Recreation Walking Path Establishment and Maintenance	2028	$5,000
Recreation Old Tenney Road Soccer Field Development	2029	$20,000
Recreation Walking Path Establishment and Maintenance	2029	$5,000
Recreation Walking Path Establishment and Maintenance	2030	$5,000
Recreation Pool Water Treatment System	2030	$4,000
Recreation Pool Liner	2030	$61,500
Recreation Walking Path Establishment and Maintenance	2031	$5,000
Recreation Walking Path Establishment and Maintenance	2032	$5,000
Recreation Walking Path Establishment and Maintenance	2033	$5,000
Recreation Walking Path Establishment and Maintenance	2034	$5,000
Total:		**$430,100**

Table 26 Rec. Dept. CIP Requests (2025-2026)

Support for public amenities included $45,000 in Town funding for the independently operated New Ipswich Library and $80,533 for the Recreation Department. The latter oversees Memorial Field, the Town Pool, and related programming. A significant portion of this funding is dedicated to maintaining and staffing the Town Pool, which limits the department's ability to address broader infrastructure or programming needs. While appropriations have increased only modestly since 2020, actual expenditures are now beginning to keep pace, suggesting rising operating costs and a more active use of available funds. This shift may reflect a growing effort to respond to public input, which has consistently called for safer fields, expanded programming, and improved access to intergenerational recreation. Without a corresponding increase in overall funding, however, the department's capacity to meet these needs remains constrained. Future investment will be necessary to modernize facilities, improve coordination with school resources, and ensure more inclusive, year-round access to recreation across age groups.

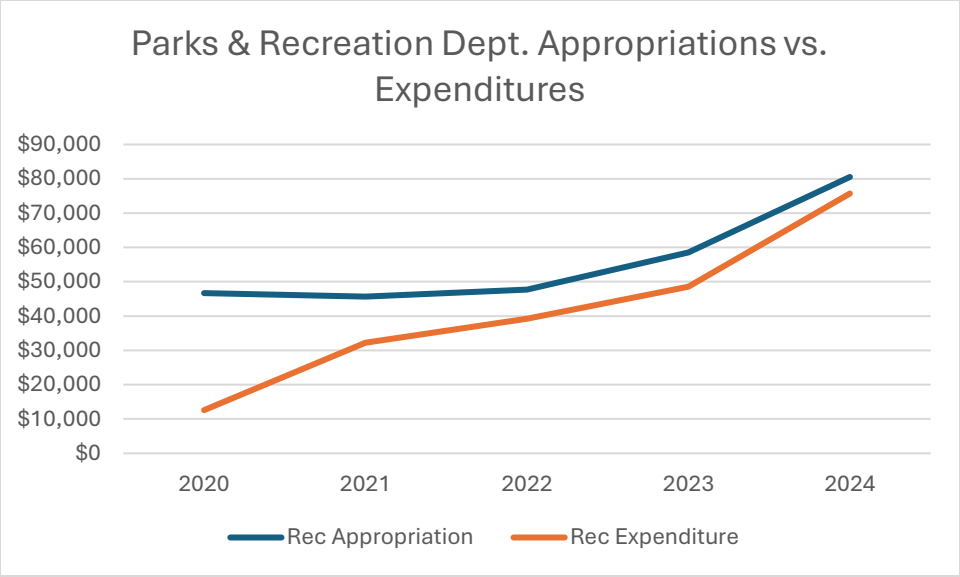

Figure 25 Parks & Rec. Funding 2020 - 2024 (NI Annual Reports)

Education Related Considerations

Although the Mascenic Regional School District operates under a separate governance and budgeting structure from the Town, it remains a critical component of the community's overall public infrastructure. Local taxpayers fund both municipal and school operations through a unified property tax bill, underscoring the shared fiscal responsibility and interconnectedness of public services. As New Ipswich plans for future growth and development, the capacity, condition, and strategic planning of its school facilities are essential considerations to ensure they continue to meet the needs of the community.

New Ipswich is part of the Mascenic Regional School District (SAU 87), which also serves Greenville. The district operates the following schools:

- Mascenic Regional High School, 175 Turnpike Road (reconstructed and added on to in 1990)
- Boynton Middle School, 500 Turnpike Road (built in 1989)
- Highbridge Hill Elementary School, 184 Turnpike Road

These facilities are co-located on Turnpike Road, providing a somewhat consolidated educational campus that facilitates shared services, coordinated transportation, and operational efficiencies.

Facility Conditions and Capital Needs

The district faces ongoing challenges with deferred maintenance, particularly regarding heating systems, ventilation, roofing, flooring, and plumbing. As reported by the Facilities Director, capital improvements have been prioritized to maintain safety and functionality.

Recent Facility Improvements (2023–2024):

Project	Location	Status
HVAC upgrades	Mascenic High & Boynton MS	Completed
Roofing repairs	Highbridge Hill Elementary	In progress
Flooring replacement	All buildings	Ongoing
Plumbing system inspections	District-wide	Ongoing

Planned Capital Needs:

- Continued HVAC upgrades
- Roof system completion
- Full ADA compliance review
- Exterior building envelope repairs
- Security and technology infrastructure improvements

These items are expected to be addressed through a forthcoming multi-year capital improvement plan.

Use of School Facilities

School buildings, particularly Mascenic High School and Boynton Middle School, serve a dual role in the community by providing athletic fields, gymnasiums, and multipurpose rooms for town recreation and events. While these arrangements provide community value, stakeholders have noted the absence of formal scheduling agreements, leading to occasional conflicts and access limitations for Town-sponsored programs. At the School District Deliberative Session (Feb. 2024), discussion was raised pertaining to school consolidation. At that time, student populations had not declined enough to feasibly eliminate one facility. However, if student enrollment continues to decline, it could be considered in seven to ten years. The potential to better partner with the schools for facility use in the near and long term should not be overlooked as the town considers expanding Recreation Department programing and facilities.

Enrollment

Enrollment across the district has declined steadily over the past several years.

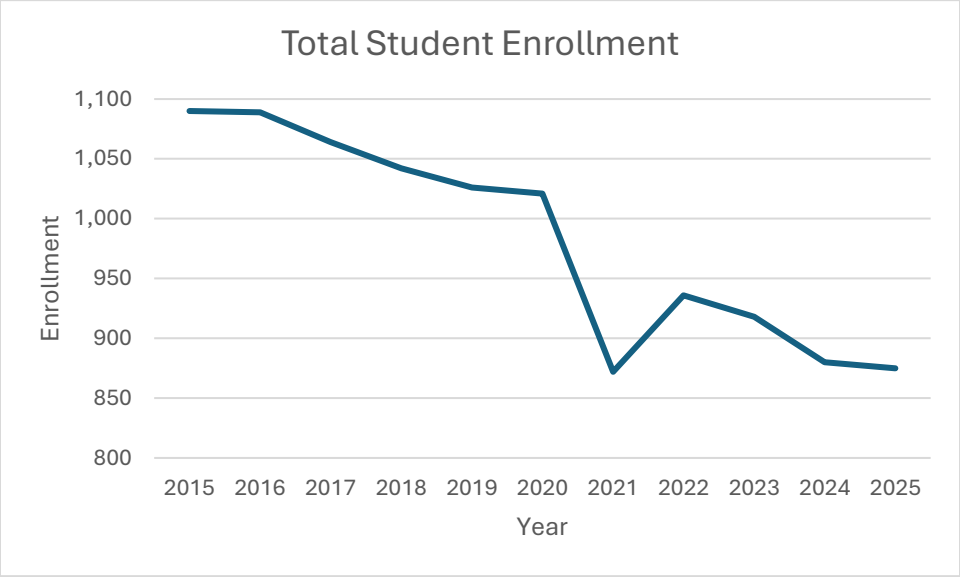

Figure 26 Total Student Enrollment (NH Dept. of Education)

The downward trend in enrollment has reduced pressure on building capacity. However, it has also led to discussions about long-term viability, staffing efficiency, and potential realignment of facilities. The district continues to monitor enrollment closely and adapt instructional and operational strategies accordingly.

Recent homeschool enrollment data indicates a fluctuating student population. Homeschool enrollments have notably increased, with 223 homeschool enrollments reported for 2024-2025, a significant rise from previous years.

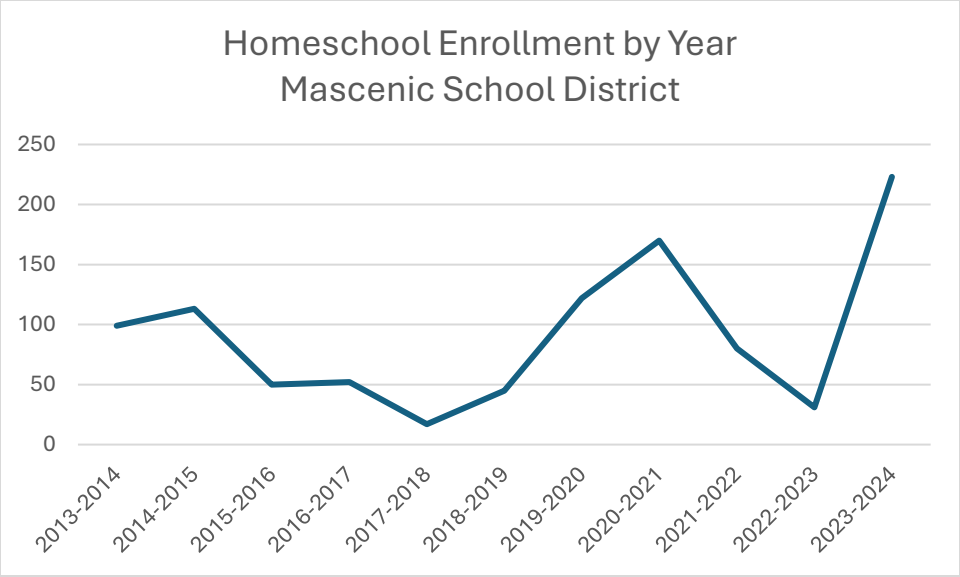

Figure 27 Homeschool Enrollment by Year (NH Dept. of Education)

The increase in homeschooling reflects broader shifts in educational preferences and likely contributes to declining in-district enrollment. This trend has implications for long-term planning, as it can affect state aid calculations, staffing needs, and facility utilization. Continued declines in traditional public school enrollment, paired with rising per-pupil costs, underscore the importance of efficient resource allocation and strategic planning.

Financial Considerations

The MRSD general fund expenditures for FY2024 totaled approximately $21 million, with facilities-related spending covering utilities, custodial operations, repairs, and capital improvements.

FY2024 Budget Summary:

Category	**Expenditure**
Instructional Services	$9,598,264
Special Education	$4,453,643
Facilities Operations & Maintenance	$1,888,363
Transportation	$1,325,206
Administration	$1,087,157
Other	$2,218,292
Total	$20,570,925

Facility operations account for nearly 9.2% of the total district budget. Given the aging infrastructure and emerging capital needs, ongoing investments will be necessary to preserve safe and functional learning environments.

Per Pupil Spending

Cost per pupil in the Mascenic Regional School District has continued to rise in recent years, influenced by factors such as personnel costs, special education services, and infrastructure investment. As enrollment declines and fixed costs remain, the cost to educate each student naturally increases. Monitoring this relationship over time will be critical to evaluating the financial sustainability of current facilities and programming.

DISTRICT	2018-2019	2019-2020	2021-2022	2022-2023	2023-2024
STATE AVERAGE	$ 16, 346	$ 16, 823	$18,434	$20,322	$21,545
Mascenic Regional	**$ 14,237**	**$ 14, 732**	**$17,894**	**$18,641**	**$19,736**
Claremont	$ 16,754	$ 17, 083	$20,542	$21,590	$23,2878
Contoocook Valley	$ 19,603	$ 20, 171	$22,132	$25,620	$26,428
Fall Mountain Regional	$ 18,463	$ 19, 709	$20,497	$23,187	$24,081
Goffstown	$ 13,583	$ 14, 198	$14,952	$16,400	$17,078
Hillsboro-Deering	$ 19,236	$ 19, 636	$21,269	$23,621	$24,481
Hopkinton	$ 17,175	$ 17, 859	$19,787	$21,896	$22,423
Jaffrey-Rindge	$ 14,828	$ 14, 970	$17,678	$19,175	$20,655
Kearsarge	$ 20,543	$ 20, 956	$22,356	$23,774	$25,963
Milford	$ 16,081	$ 16, 469	$17,554	$19,420	$20,765
Monadnock	$ 17,557	$ 18,224	$19,311	$20,065	$21,249
Sanborn Regional	$ 18,770	$ 19,016	$20,669	$24,035	$23,765
Timberlane Regional	$ 17,463	$ 18,120	$19,768	$20,011	$20,258
White Mountain Regional	$ 18,223	$ 18,506	$21,278	$24,799	$23,384
Wilton-Lyndeborough	$ 19,445	$ 18,678	$17,933	$20,022	$21,598

Table 27 Cost Per Pupil by District (Mascenic Regional School District Annual Report – 2024)

As New Ipswich considers future growth and development, close coordination with the Mascenic Regional School District will be essential. While the Town does not oversee the

school system directly, the quality, capacity, and financial health of the district have significant implications for housing demand, community cohesion, and long-term economic vitality. A strong and responsive school system helps attract and retain families, who in turn support local businesses both as consumers and as members of the workforce. In this way, investment in public education contributes not only to individual opportunity but also to a stable and thriving local economy.

Transportation and Thoroughfare Analysis

Introduction

Transportation is an essential planning consideration that has far reaching impacts on the development of the Town. The careful planning of road and other transportation-related infrastructure will help determine where development will occur and the type of land uses it will attract. Transportation planning is not just for vehicular traffic, but should consider all modes of transportation including transit, pedestrian and bicycle users. In addition, freight transportation should be considered.

This chapter begins with transportation-related goals, objectives, and actions that provide strategic direction for maintaining and improving New Ipswich's transportation system. Following this, the chapter describes the relationship between transportation and other Master Plan elements. It then provides an inventory of the Town's transportation infrastructure, including road classifications, conditions, and maintenance history, as well as bridge conditions and traffic volume trends. Detailed sections address roadway usage, crash locations, and areas of safety concern, followed by descriptions of multimodal transportation options. The chapter also reviews access management practices, anticipated changes in transportation technology, and the Town's connections to state and regional planning efforts. It concludes with resources and potential funding opportunities to support future improvements.

Transportation and Thoroughfare Goals, Objectives, and Actions

Goal: *Ensure that the transportation system in and through the Town of New Ipswich functions as safely and efficiently as possible for all users.*

Objective 1

Promote safe, active transportation for pedestrians and cyclists.

Action 1.1

Improve shoulder areas or breakdown lanes during road reconstruction and repaving to support walking and bicycling.

Background: New Ipswich has limited dedicated pedestrian and bicycle infrastructure. In rural settings where sidewalks and bike lanes are not always feasible, paved shoulders or breakdown lanes can provide safer space for walking and bicycling, particularly along collector roads and key connections between neighborhoods, schools, and community facilities. Integrating these features during scheduled road reconstruction and repaving

projects is a cost-effective way to expand multimodal options without requiring standalone projects. In addition, the Town can use the development review process to prioritize pedestrian improvements near commercial activity centers and apply exactions where appropriate, ensuring that growth contributes to long-term safety and connectivity goals. This action focuses on incremental improvements made in conjunction with road projects, complementing targeted standalone projects such as the proposed safe connection between Boynton Middle School and the recreation complex (Action 1.4).

Timeframe: Begin 1-3 years, ongoing incorporation into applicable roadway projects

Action Lead: BOS

Partners: Road Committee, Planning Board

Potential Funding: Local capital improvement program; NH Department of Transportation State Aid Highway funds; Transportation Alternatives Program (TAP); Monadnock Alliance for Sustainable Transportation (MAST) Complete Streets Implementation Grant; SWRPC Unified Planning Work Program funds (for conceptual engineering and cost estimates).

Outputs: Number of roadway projects that include improved shoulder areas; linear feet of paved shoulder or breakdown lane added or widened; increased connectivity and safety for non-motorized users; number of new or redeveloped commercial properties contributing to pedestrian improvements through exactions or related conditions

Action 1.2

Coordinate transportation safety improvements with regional and statewide initiatives such as development of a Complete Streets Policy or participating in the State's Road Safety Audit, to help establish which design guidelines should be implemented on specific road segments.

Background: Regional initiatives such as the Monadnock Alliance for Sustainable Transportation's (MAST) Complete Streets program provide technical resources, funding opportunities, and best practices for improving roadway safety and accessibility for all users. Coordinating local transportation safety improvements with these efforts can help New Ipswich adopt context-sensitive design guidelines for specific road segments, ensure consistency with neighboring communities, and strengthen the Town's eligibility for competitive funding.

Timeframe: 1 - 3 years to establish coordination and policy framework; ongoing implementation thereafter.

Action Lead: Board of Selectmen or designee

Partners: Monadnock Alliance for Sustainable Transportation (MAST); Southwest Region Planning Commission (SWRPC); New Hampshire Department of Transportation (NHDOT).

Potential Funding: MAST Complete Streets Implementation Grant; Transportation Alternatives Program (TAP); Highway Safety Improvement Program (HSIP); local capital improvement program; SWRPC Unified Planning Work Program funds.

Outputs: Adoption or applicable Complete Streets policy; identification of priority road segments or intersections for safety improvements

Action 1.3

Identify priority road segments for advisory shoulder improvements based on proximity to schools, parks, and village areas.

Background: Advisory shoulders, also known as "bicycle priority lanes" or "edge lanes," are an effective and lower-cost approach for improving safety on narrow roads where full-width bike lanes or sidewalks are not feasible. They are particularly beneficial near schools, parks, and village areas where pedestrian and bicycle activity is higher. Identifying priority road segments for advisory shoulders will allow the Town to target improvements where they will have the greatest safety impact and community benefit.

Timeframe: 1 – 3 years to complete priority list; 4 – 6 years to implement improvements

Action Lead: Board of Selectmen or designee

Partners: Road Committee, MAST, NHDOT

Potential Funding: Transportation Alternatives Program (TAP); MAST Complete Streets Implementation Grant; Highway Safety Improvement Program (HSIP); local capital improvement program; SWRPC Unified Planning Work Program funds (for conceptual engineering and cost estimates).

Outputs: Mapped inventory of candidate road segments for advisory shoulders; prioritized list based on safety needs and proximity to key destinations; road segments improved with advisory shoulders

Action 1.4

Develop a safe pedestrian connection between Boynton Middle School and the municipal recreation complex, including a protected crossing of Turnpike Road and widened shoulder improvements along Temple Road.

Background: Stakeholder interviews identified a major pedestrian safety issue for students and residents traveling from Boynton Middle School to the municipal recreation complex

across Turnpike Road (NH 124). The most commonly used crossing point does not align with existing sidewalks or crosswalks, creating unsafe conditions. A crosswalk at King Road leads to no pedestrian facility ("crosswalk to nowhere"), while Temple Road has no infrastructure for pedestrians traveling to the fields. These gaps result in students and other pedestrians walking in the roadway or on uneven, unpaved surfaces. Addressing these deficiencies requires a comprehensive solution: installing a protected crossing of Turnpike Road and creating continuous widened shoulders along Temple Road to safely accommodate walkers and bicyclists. This approach reflects community input preferring shoulder improvements over new sidewalks while still ensuring safe and accessible connections between the school and recreation facilities.

Timeframe: Begin planning and conceptual engineering in 1–2 years; implement within 3–5 years

Action Lead: BOS

Partners: Road Committee; School District; Police Department; Planning Board

Potential Funding: Local capital improvement program; NHDOT Safe Routes to School program; TAP; HSIP; MAST Complete Streets Implementation Grant; SWRPC Unified Planning Work Program funds (for conceptual engineering and cost estimates).

Outputs: Completed feasibility and design study; installation of a protected pedestrian crossing; linear feet of widened/improved shoulders added along Temple Road; measurable reduction in pedestrian conflicts; increased safety and accessibility for students and families traveling between the school and recreation facilities.

Objective 2

Maintain and upgrade local roads based on long-term needs and changing conditions.

Action 2.1

Conduct drainage and culvert assessment in areas experiencing runoff, erosion, or pavement degradation, to determine candidate areas for closed drainage systems and to determine areas where drainage infrastructure is failing.

Background: Effective stormwater management is essential for maintaining road quality and extending pavement life. Areas experiencing frequent runoff, erosion, or pavement degradation may require upgrades from open drainage to closed drainage systems to better

control water flow and reduce damage. Conducting a systematic assessment of drainage and culvert conditions will help the Town prioritize locations for upgrades, prevent recurring maintenance issues, and protect nearby properties and water resources.

Timeframe: 1 – 3 years for assessment

Action Lead: Board of Selectmen or designee

Partners: Road Committee, Road Agent

Potential Funding: municipal capital improvement funds; SWRPC Unified Planning Work Program funds

Outputs: Comprehensive drainage and culvert inventory; prioritized list of candidate areas for closed drainage systems; cost estimates for upgrades; integration of findings into the Town's Capital Improvement Program

Action 2.2

Incorporate projected land use changes and anticipated traffic volume increases into road design and maintenance planning to identify where safety improvements such as signage, shoulder widening, traffic calming, or intersection upgrades may be needed. Coordinate with the Road Agent and regional partners to proactively address areas expected to experience development-related traffic growth.

Background: Much of New Ipswich's development potential lies along state highways, where the Town has limited authority to make improvements. In these areas, the Town's role is to document projected growth and work with SWRPC to advocate for safety upgrades through the NHDOT Ten-Year Plan process. For local roads, the Town can directly incorporate growth-related safety needs into its Capital Improvements Plan (CIP). This action establishes a structured, recurring planning process to ensure that land use projections are translated into transportation priorities. Where warranted, the Town may also pursue grant funding for targeted traffic studies or engineering work to support local and state improvement requests.

Timeframe: Ongoing (reviewed annually in coordination with CIP and TYP cycles)

Action Lead: Board of Selectmen or designee

Partners: Road Committee, Road Agent, Planning Board, SWRPC, NHDOT

Potential Funding: Local CIP funds; NHDOT Ten-Year Plan; SWRPC Unified Planning Work Program funds (for conceptual engineering and cost estimates).

Outputs: Annual identification of priority road segments based on development patterns; integration of local road needs into the CIP; formal submissions to NHDOT for state highway improvements; increased alignment between land use and transportation planning

Action 2.3

Update the Road Surface Management System (RSMS) every 3 – 5 years to evaluate roadway conditions and prioritize repaving projects in a cost-effective manner. Use this system to guide road improvement investments through the Capital Improvements Program (CIP) and align project timing with available state and federal funding opportunities.

Background: The Town's paved road network represents one of its largest infrastructure investments. Maintaining pavement in good condition requires systematic evaluation of road surfaces and careful prioritization of repairs. The Road Surface Management System (RSMS) technical assistance, available through the regional planning commission, provides an objective method for assessing pavement conditions, forecasting future needs, and developing cost-effective maintenance strategies. Regular updates to RSMS will help the Town align repaving priorities with long-term transportation goals and available funding.

Timeframe: Ongoing; update every 3 – 5 years

Action Lead: Board of Select men or designee

Partners: Road Agent, Road Committee, SWRPC

Potential Funding: Town CIP; SWRPC Unified Planning Work Program funds

Outputs: Updated RSMS pavement condition inventory and forecast; prioritized list of repaving and preservation projects; integration of RSMS data into the Town's CIP for budgeting and scheduling

Action 2.4

Use the updated transportation infrastructure map, traffic volume data, and community needs assessment to review the classification of public and private roads—including Class VI roads—and evaluate whether changes are needed to support long-term access, safety, and development goals. Identify candidate roads for reclassification, discontinuance, or improvement based on these findings.

Background: New Ipswich's network includes both public and privately maintained roads. While private roads are not maintained by the Town, it may be appropriate to consider adoption in some cases to ensure long-term access or safety. The passage of NH Senate Bill 281 (effective July 1, 2026) prohibits municipalities from denying building or occupancy permits for properties adjacent to Class VI roads under certain circumstances. Given this

change, the Town should proactively review road classifications, including Class VI and private roads, in light of development pressures, safety, and access objectives. This review will help determine where reclassification, discontinuance, adoption, or improvement may be warranted to support long-term transportation and development goals.

Timeframe: Review every 5–10 years, or as major development proposals arise

Action Lead: Planning Board

Partners: Board of Selectmen or designee, Road Agent, Road Committee

Potential Funding: Town operating budget, CIP for upgrades

Outputs: Updated inventory of road classifications and conditions; recommendations for reclassification, discontinuance, or upgrades; integration of findings into land use and capital improvement planning

Transportation Linkages with Other Chapters in the Master Plan

Transportation planning considerations factor into a number of other parts of New Ipswich's Master Plan. It is important to recognize the interconnectedness to guide the growth and development of the Town.

Land Use: Transportation connects origins to destinations and helps people access goods, services and each other. Roads will, in large part, be the basis for the development patterns of the future. Road design, functionality and placement will determine the types of land uses that will be able to occur on a parcel of land.

Economic Development**:** Direct access to major roads and parking availability are key elements to attract and retain uses that depend on drive-by traffic. Planning for nodal development, or interspersing centers of development between roads with little development, allows communities to plan for multiple economic and cultural activity centers. Freight transportation, or the movement of goods, is another important economic development and transportation consideration.

Housing/Population/Demographics: The *pattern* of residential development will be determined, in part, by the roads that service them. Roadway classifications also have an effect on the *density* of development that can occur. Local roads can serve residential neighborhoods and multi-family developments safely without concerns of heavy through traffic. The use of access management on arterial and collector roads provides safe transportation to denser developments. Higher density housing may benefit by an offering of bicycle, pedestrian or transit improvements in order to maximize space and increase the affordability of the neighborhood.

Natural Resources/Environmental: The careful consideration of locating roads away from sensitive areas such as streams and wildlife habitats is critical to the protection of our natural resources. Avoiding these areas will protect the water quality of our waterbodies, protect the wildlife that depend on large unfragmented areas and add to the safety of roadway users.

Hazard Mitigation: Maintaining access to primary and secondary evacuation routes in Town is an important life safety issue. Proper culvert size and installation for all road/stream crossings must be a priority for hazard mitigation in the event of heavy storm events. Bridge maintenance, erosion control, and stormwater management are also important considerations to maintain safe roadway infrastructure.

Road Classifications and Conditions

New Ipswich roads are managed under a series of classifications. Road systems are grouped and classified for several reasons. Some important reasons to classify roads include:

- Designing appropriate capacity, safety measures and design speed for roads;
- Guiding investment priorities for roads;
- Providing a framework for a road maintenance program; and
- Guiding land use regulations and access management standards with frontage on the roadway system.

Broadly, roadways in New Hampshire are classified for planning purposes into two types: State Highway Classification and Federal Functional Classification. *State highway classification* refers to the state's system of defining state and town responsibilities for road construction and maintenance. *Federal functional classification* is the system by which streets and highways are grouped into classes according to the type of service they are intended to provide.

State Classification (Administrative) Classification

All public roads in New Hampshire are classified in one of seven categories per NH RSA 229:5. Highways under state maintenance and control include Classes I, II, III and III(a). The State is also responsible for driveway permitting and other related access management responsibilities on these roads. Classes IV, V, and VI highways are under the jurisdiction of municipalities. The following provides a description of various administrative classes.

Class I: Trunk Line Highways

Class II: State Aid Highways

Class III: State Recreational Roads

Class IIIa: State Boating Access Roads

Class IV: Town Roads with Urban Compact

Class V: Town Roads

Class VI: Unmaintained Highways

Of these seven road classifications, New Ipswich roads fall into Classes II, V, & VI. The definition of these classifications, and the roads that fall within each category are described below. These can also be found on the *Transportation Infrastructure Characteristics Map* (page 116 and as an annex to this plan) and also in *Table 28*.

Class I: Trunk Line Highways - These belong to the primary state highway system. NHDOT assumes full control and responsibility for construction, reconstruction and maintenance of these roads. There are 190 feet (0.036 miles) of Class I Highways located in the Town of New Ipswich on NH State Route 119.

Class II: State Aid Highways - These consist of highways that belong to the secondary state highway system. All sections improved to state standards are maintained and reconstructed by NHDOT. Other Class II highways, not improved to NHDOT's standards, are maintained by the Town and are eligible to be improved to NHDOT standards with the use of state aid funds as those funds become available. The same applies to bridges on Class II highways. Class II Highways comprise 31.3% of total road length in New Ipswich, or 28.958 miles.

Class III: Recreational Roads - Recreational Roads are those roads leading to and within state reservations designated by the State Legislature. NHDOT assumes full control for construction, reconstruction and maintenance of these roads. There are no Class III Highways in New Ipswich.

Class III(a): Boating Access Roads- boating access highways from any existing highway to any public water in New Hampshire. There are no boating access roads in New Ipswich.

Class IV: Urban Compact Section Highways - These are portions of highways designated by NHDOT within the compact sections of towns and cities. The municipality assumes full responsibility for construction and maintenance of these roads. There are no Class IV roads in New Ipswich.

Class V: Town Roads - These consist of all regularly maintained roads that are not in the state system, which the Town has the duty to construct and maintain. These roads may be paved or gravel. Town roads comprise 60.9%, or 56.33 miles, of New Ipswich roadways. The town maintains 39.125 miles (69.5% of all Class V roads) of paved and 17.2 miles of gravel roads (18.6% of all public roadways in New Ipswich).

Class VI: Unmaintained Highways - These are all other existing public ways, that are not maintained by the Town and have not been for five or more consecutive years. While subdivision of land is usually restricted on Class VI roads, the potential for development exists if the roads are upgraded to a Class V status, either by the landowner or the Town.

As frontage along Class V roads becomes less available and the centers of town villages reach capacity, there is mounting pressure to develop on Class VI roads. Class VI roads are an important component of a town's transportation infrastructure as they personify the community's rural character and can provide a variety of recreational opportunities. There are 7.177 miles (7.8% of public roadways) of Class VI roads in New Ipswich.

State Highway Classification of New Ipswich Roadways

Road Class	Miles
Class I: Trunk Line / Primary State Aid Highways	0.036
Class II: Secondary State Aid Highways	28.958
Class III: Recreational Roads (incl. boat access road)	0.0
State Miles	29.021
Class IV: Urban Compact Section Highways	0.0
Class V: Town Roads and Streets	39.125
Class VI: Unmaintained Roadways	7.177
Town Miles	46.302
Other (Includes Private)	13.21
Other Miles	13.21
Total Miles of Roadway	**88.533**

Table 28 State Highway Classification of New Ipswich Roadways (NHDOT)

Federal Functional Classification

Functional classifications can be used by local, state and federal governments, but the federal functional classification is most commonly cited in transportation planning. It is a method of grouping roads by the service they provide and is very useful for planning purposes. Functionality, at its most basic level, is divided into three road types: arterials, collectors and local roads. By identifying the function of the road, decisions can be made as to the road design and speed. A road that functions as a means to move traffic from one town to another town has different needs than a road that provides access within a residential neighborhood. They will require different road widths, speeds, signs and construction standards. A road that has truck traffic is constructed differently to handle heavier, larger, and wider vehicles and greater traffic volumes than those serving neighborhoods. Access and turning maneuvers are also different depending on the

functional classification. Therefore, identifying the function of the road is an essential part of planning.

Major Arterial Roads - These arterials are controlled access highways and interstates. Major arterial highways are designed to carry the largest percentage of traffic entering and leaving a region as well as the greatest amount of traffic traveling through the region. There are no major arterial highways in New Ipswich.

Minor Arterial Roads - Similar to the major arterial roads, these are designed to carry traffic through the region. Minor arterials have limited access and faster speeds than collector and local roads. There are no minor arterial roads in New Ipswich.

Collector Roads (major & minor) - The collector system provides more direct land access than do the arterials. Collector streets may enter residential areas, business districts, and industrial areas. A major collector is designed to move medium traffic volumes at low speeds between or within communities and to funnel traffic to and from residential and commercial areas to an arterial system. A minor collector has lower traffic volumes and provides alternative routes to major collectors. Turnpike Road (NH 124) and Sharon Road (NH 123) are examples of major collectors in New Ipswich. Tobey Highway (NH 45) and Ashburnham Road (NH 123A) are examples of minor collectors in New Ipswich.

Local Roads - The local street system includes all other streets not classified in one of the higher systems. The primary function of these roads is to provide direct access to individual properties. This system offers the lowest level of mobility. Through-traffic is usually deliberately discouraged. Old County Road is an example of a local road in New Ipswich.

Scenic Road Classification

NH RSA 231:157 allows towns, by a vote at Town Meeting, to designate any road other than a Class I or II highway as a Scenic Road. The effect of this designation is that there shall be no tree cutting or alteration of stone walls within the right-of-way without approval of the Planning Board, after a duly-noticed public hearing. The only exception to this applies when there is an emergency situation. This law does not affect the rights of individual property owners, nor does it affect land uses as permitted by local zoning. The statute also authorizes towns to adopt provisions dealing with Scenic Roads that are different from, or in addition to, those that are spelled out in the law. The following roads in New Ipswich are classified as scenic roads:

- Currier Road from Rt 123/124 to River Road
- Old Country Road from River Road to the Taft/PE Realty Trust boundary line
- Old Country Road from Manley Road to River Road

- Preston Hill Road from Old Country Road to Whirlpool Road (note - this is mostly a trail as the "road" goes into the church parking lot and becomes a trail, but it is still technically on the list, and there is a 50 ft dirt road to a gate on the Old Country Rd. side)
- Timbertop Road from the Intersection of Huse and Willard Farm Roads to Rindge
- Willard Road

Complete Streets

Complete Streets is an overall approach to planning, improving and maintaining the street right-of-way for all potential users of the roadway. It takes into consideration all modes of transportation. It is an understanding that people have a variety of needs and at varying levels of abilities. Complete Streets encompasses a broader way of viewing transportation corridors beyond the travelled portion of the roadway. By understanding these needs and abilities, streets can be planned in a way that is safe and convenient for all users. Providing sidewalks, crosswalks, ramps, benches, and shade trees help to encourage walking, which in turn includes benefits such as healthier lifestyles, social interaction, reduction in localized automobile trips, and improved environmental quality. This adds to the social capital of the community and helps to define the distinct character of the community. It provides options for residents and visitors to access shopping, health care, school, and employment. The additional pedestrian traffic can have economic benefits for local businesses as well. Inclusion of landscape improvements may also result in an increase of adjacent property values.

The Town of New Ipswich has not adopted a Complete Streets policy. However, grant funding is available through the Monadnock Alliance for Sustainable Transportation (MAST) to support the development of such a policy. Adoption of a Complete Streets framework could help the Town plan and implement roadway improvements that enhance safety, accessibility, and mobility for all users, while also positioning the Town to leverage additional funding opportunities.

Roadway Usage and Conditions

Roadway usage and conditions have an impact on our everyday enjoyment, or frustrations, of traveling through Town. As the population increases within the state and region, so will the amount of traffic. Careful planning of our roadways, including alternative routes will give users options to get to their destinations.

Traffic Volume

A heavily travelled road during peak hours or a road with poor maintenance can be avoided making our travel experience more desirable. The table below shows the Average Daily Traffic Counts that are actual or estimated over the last five years. This is an important factor

in planning the location of future land uses as well as access points. The changes in traffic counts can be attributed to a variety of factors including but not limited to new subdivisions, new businesses opening, closing of businesses and road and bridge reconstruction projects. The *Transportation Infrastructure Characteristics Map* shown in Appendix F and as a full-size annex to this plan shows counter locations listed below.

Average Daily Traffic Counts (*2019-2024*)

Counter Location	Counter Number	2019	2020	2021	2022	2023	2024	% Change 2019-2024	Annual % Change	Average Volume
NH 124 at TL (Turnpike Rd.)	62191050	2,992	2,525	2,939	2,995	3,064	3,180	6.3%	1.8%	2,949
NH 119 at TL (Gen. James Reed Hwy)	62387055	3,492	3,031	3,367	3,656	3,711	3,756	7.6%	1.8%	3,502
NH 123 / NH 124 West of Currier Rd.	82333051	5,123	3,768	4,186	4,228	4,074	4,123	-19.5%	-3.4%	4,250
NH 123 / NH 124 North of Chapman Rd.	82333052	5,160	4,595	5,105	5,156	4,844	4,902	-5.0%	-0.7%	4,960
NH 123A at MA SL	82333053	727	714	793	801	874	884	21.6%	4.1%	799
NH 124 West of Philmart Dr.	82333055	3,803	3,447	3,830	3,868	3,605	3,648	-4.1%	-0.6%	3,700
NH 123 / NH 124 at Souhegan River	82333058	5,775	4,815	5,349	5,402	5,564	5,631	-2.5%	-0.1%	5,423
Goen Rd. over West Branch Souhegan River	82333060	893	746	829	837	807	817	-8.5%	-1.3%	822

Counter Location	Counter Number	2019	2020	2021	2022	2023	2024	% Change 2019-2024	Annual % Change	Average Volume
NH 123A North of Goen Rd.	82333061	1,320	1,114	1,238	1,250	1,299	1,315	-0.4%	0.3%	1,256
River Rd. North of NH 123A	82333062	904	881	979	989	1,111	1,124	24.3%	4.6%	998
Tricnit Rd. over Furnace Brook	82333063	435	404	449	453	327	331	-23.9%	-4.3%	400

Table 29 Average Daily Traffic Counts[37] (2019-2024)

Between 2019 and 2024, total average daily traffic volumes in New Ipswich declined by approximately 3 percent. This modest reduction suggests that overall travel activity through the community has not kept pace with pre-pandemic levels, despite growth in certain areas. The decline is likely influenced by a combination of factors, including changes in commuting behavior, such as the rise of hybrid and remote work, and shifts in regional travel patterns. While some individual routes experienced increases, these gains were offset by reductions on other segments, resulting in a net decrease in total trips.

The stability of volumes on major corridors, coupled with modest declines overall, indicates that New Ipswich continues to serve as a commuter route for nearby employment centers while experiencing a gradual adjustment in trip frequency and distribution. Continued monitoring will be important to determine whether these changes represent a long-term trend or a temporary shift influenced by economic conditions, fuel prices, and regional development patterns.

Pavement Conditions/Maintenance and Condition of Roads

In most municipalities, road surfaces are one of the largest single costs of maintaining and building a transportation system. Knowing the history of road repairs and the condition of those roads that may be in need of repair can assist the Town in budgeting and prioritizing. Investing in roads when they are in good condition cost a fraction of rebuilding a road that has deteriorated to poor condition. A tool to assist the Town is through the road surface management system (RSMS).

[37] Transportation Data Management System

Road Improvements (*2019-2024*)

Road Name	Year	Work Completed
Appleton Rd.	2019	Repaired cross drainage pipes, cleaned ditches
Ashby Rd.	2019	Repaired cross drainage pipes, cleaned ditches
Ken St.	2019	Repaired cross drainage pipes, cleaned ditches
Gibbs Ave.	2019	Repaired cross drainage pipes, cleaned ditches
Temple Rd.	2019	Lined ditches with trap rock (washout prevention)
Greenville Rd.	2019	Lined ditches with trap rock (washout prevention)
Boynton Hill Rd.	2019	Tree trimming & road widening
Binney Hill Rd.	2020	Repaired cross drainage pipes, cleaned ditches, reclaimed and repaved
Hubbard Pond Rd.	2020	Repaired cross drainage pipes, cleaned ditches
Lower Ashby	2020	Top coated
Hubbard Pond Rd.	2020	Base coated
Collins Rd.	2021	Repaired cross drainage pipes, cleaned ditches
Beechwood Rd.	2021	Repaired cross drainage pipes, cleaned ditches
Mountain View Rd.	2021	Reclaimed and repaved
Malthouse Rd.	2021	Reclaimed and repaved
Porter Hill Rd.	2021	Reclaimed and repaved
Academy Rd.	2021	Reclaimed and repaved
Beechwood Rd.	2021	Reclaimed and repaved
Smith Dr.	2021	Reclaimed and repaved
Playground Rd.	2021	Reclaimed and repaved
Laurel Rd.	2021	Reclaimed and repaved
Tricnit Rd.	2021	Reclaimed and repaved
Collins Rd.	2022	Repaired cross drainage pipes
Malthouse Rd.	2022	Reclaimed and top coated
Hubbard Pond Rd.	2022	Reclaimed and top coated
Stowell Rd.	2022	Reclaimed and top coated
Mason Rd.	2023	Installed new cross culverts, ditched, reclaimed and repaved
Hakala Dr.	2023	Installed new cross culverts, ditched, reclaimed and repaved
Finn Hill Dr.	2023	Installed new cross culverts, ditched, reclaimed and repaved
Poor Farm Rd.	2023	Installed new cross culverts, ditched, reclaimed and repaved (end)

Road Name	Year	Work Completed
Philmart Rd.	2023	Installed new cross culverts
Blueberry Ln.	2023	Installed underdrain, reclaimed and repaved
Andrew Dr.	2023	Reclaimed and repaved
Nora Ct.	2023	Reclaimed and repaved
Whittemore Hill Rd.	2024	Ditched
Boynton Hill Rd.	2024	Ditched, removed large rocks from center roadway
Wilson Hill Rd.	2024	Ditched, removed large trees, installed new culverts, added gravel with fabric, base coat
Finn Hill Rd.	2024	Top coated
Hakala Dr.	2024	Top coated
Mason Rd.	2024	Top coated
Blueberry Ln.	2024	Top coated
Andrew Dr.	2024	Top coated
Nora Ct.	2024	Top coated
Poor Farm Rd.	2024	Top coated (end)
Richardson Rd.	2024	Top coated (end)
Philmart Dr.	2024	Reclaimed, base coat
Nashua Rd.	2024	Reclaimed, base coat
Porter Hill Rd.	2024	Trimmed roadside branches
Academy Rd.	2024	Trimmed roadside branches
Upper School St.	2024	Trimmed roadside branches
Lower School St.	2024	Trimmed roadside branches
Manley Rd.	2024	Trimmed roadside branches
Playground Rd.	2024	Trimmed roadside branches
Mountain View Dr.	2024	Trimmed roadside branches
Timber Top Rd.	2024	Trimmed roadside branches (gravel section)

Table 30 Road Improvements (2019 – 2024) (New Ipswich Annual Reports)

In addition to tracking past roadway improvements, it is also important for the Town to maintain a clear inventory of its roadway network. The following table, drafted by Town staff, summarizes every road in New Ipswich, including its functional classification, surface type, and responsible maintaining authority. This information provides essential context for understanding long-term maintenance needs, planning future roadway investments, and evaluating how different segments of the network support local and regional travel. Maintaining a current roadway inventory also helps the Town align maintenance priorities with available resources and ensure that unpaved, paved, local, and collector roads are all evaluated consistently as part of the broader transportation system.

New Ipswich Road Inventory (2025)

Name	Suffix	Class	Paved/ Unpaved	Maintained by
Academy	Road	V	Paved	Town
Aho	Road	Private		Private
Aho	Drive	Private		Private
Andrew	Drive	V	Paved	Town
Appleton	Road	V	Paved	Town
Arrowhead	Lane	Driveway	Paved	Private
Arvi	Road	Driveway	Unpaved	Private
Ashburnham	Road	II	Paved	State
Ashby	Road	V & II	Paved	Town & State
Ashlawn Farm	Road	V	Paved & Unpaved	Town
Barrett Mountain	Road	Private	Unpaved	Private
Beechwood	Drive	V	Paved	Town
Binney Hill	Road	V & VI	Paved & Unpaved	Town
Blueberry	Lane	V	Paved	Town
Boston View	Drive	Private	Paved	Private
Boynton Hill	Road	V	Unpaved	Town
Buck Meadow	Lane	Driveway	Unpaved	Private
Camden	Court	Private	Paved	Private
Cascade	Road	V	Paved	Town
Cattail	Circle	Private	Paved	Private
Cedar Ridge	Drive	V		Town & Private
Chapman	Road	Private	Unpaved	Private
Collins	Road	V & VI	Unpaved	Town & Not Maintained
Cravens	Way	Private	Paved	Private
Currier	Road	V	Unpaved	Town

Cutter	Road	V & VI	Paved	Town
Dark	Lane	V	Paved	Town
Davis Village	Road	V	Paved	Town
Deer Run	Road	Private		Private
Douglas	Drive	Driveway	Unpaved	Private
East Old Country	Road	VI	Unpaved	Town
Emerson Hill	Road	V and VI	Unpaved	Town & Private
Fairbanks	Road	V	Paved	Town
Finn Hill	Drive	V	Paved	Town
Flinkstrom	Road	Private	Unpaved	Private
Fox Farm	Road	V	Paved	Town
Gibbs	Ave	V	Paved	Town
Goen	Road	V	Paved	Town
Granite	Drive	Driveway	Paved	Private
Green Farm	Road	V	Paved	Town
Greenbriar	Road	V	Paved	Town
Greenville	Road	V	Paved	Town
Hakala	Drive	V	Paved	Town
Hemlock	Road	Private		Private
High Range	Drive	V	Paved	Town
Highbridge	Road	II	Paved	State
Hildreth	Place	VI	Unpaved	Private
Hillside	Drive	Driveway	Paved	Private
Hollyview	Drive	Private	Paved	Private
Hubbard Pond	Road	V	Paved	Town
Huntee Loop	Road	Private		Private
Huse	Road	VI	Unpaved	Town
Jacqueline	Drive	V	Paved	Town

Jalen	Drive	Private	Paved	Private
Joy	Lane	V and Driveway	V-Paved	Town & Private
Kangas	Road	V	Paved	Town
Ken	Street	V	Paved	Town
Kenney	Road	VI & Private	Unpaved	Town & Private
Kenneybeck	Court	V	Paved	Town
Kesti	Road	V (or V/VI)	Unpaved	Town
King	Road	V	Paved	Town
Kivela	Road	V	Unpaved	Town
Kolb	Road	V	Paved	Town
Lafleur	Drive	Driveway		Private
Laurel	Street	V	Paved	Town
Leel	Road	V	Unpaved	Town
Leggy	Lane	Driveway		Private
Locke	Road	V & Private	Paved	Town & Private
Lord's Valley	Drive	Driveway		Private
Lower Pratt Pond	Road	V & VI	Unpaved	Town & Private
Lower River	Road	V	Paved	Town
Lower School	Street	V	Paved	Town
Main	Street	II	Paved	State
Maki	Road	V	Paved	Town
Malthouse	Road	V	Paved	Town
Manley	Road	V	Paved	Town
Maple Wood	Drive	V	Unpaved	Town
Mason	Road	V	Paved	Town
Matson	Road	V	Unpaved	Town
Matthew	Way	Private	Paved	Private
Middle Pratt Pond	Road	Private	Unpaved	Private

Mill	Street	V	Paved	Town
Moose	Drive	Private	Unpaved	Private
Mountain View	Drive	V	Paved	Town
Nashua	Road	V	Paved	Town
Niemi	Road	V	Unpaved	Town
Nora	Court	V	Paved	Town
North	Road	V	Paved	Town
Oak Hill	Road	Private	Paved & Unpaved	Private
Oak Hollow	Lane	Private	Paved	Private
Old Beaver	Road	V	Paved	Town
Old Binney Hill	Road	Class V/Private		Town & Private
Old Country	Road	V	Paved & Unpaved	Town
Old Peterborough	Road	DISCONTINUED	Unpaved	Not Passible
Old Rindge	Road	VI	Paved	Not Maintained
Old Tenney	Road	V	Unpaved	Town
Old Wilton	Road	V	Paved	Town
Owl	Drive	Driveway		Private
Page Hill	Road	V & II	Paved	Town & State
Perry	Road	V	Paved	Town
Peterson	Road	V	Unpaved	Town
Philmart	Drive	V	Paved	Town
Pine	Road	V	Unpaved	Town
Playground	Road	V	Paved & Unpaved	Town & Private
Poor Farm	Road	V	Paved	Town
Porter Hill	Road	V	Paved	Town
Preston Hill	Road	VI	Paved	Town
Preston Hill	TRAIL	DISCONTINUED	Impassable	Not Maintained
River	Road	V	Paved	Town

Rumrill	Road	VI	Unpaved	Not Maintained
Settlement Hill	Road	Private	Unpaved	Private
Sharon	Road	II	Paved	State
Skinny Cat	Road	VI	Unpaved	Not Maintained
Smith	Drive	V & VI	Paved & Unpaved	V is Paved, VI is Unpaved
Smithville	Road	II	Paved	State
South	Road	V	Unpaved	Town
Spindleback	Lane	V	Paved	Town
Stoneridge	Road	V	Paved	Town
Stowell	Road	V & VI	Unpaved	Town
Taylor	Road	V	Paved	Town
Temple	Road	V	Paved	Town
Thayer	Road	V	Paved	Town
Timbertop	Road	V	Paved	Town
Tobey	Highway	II	Paved	State
Todd	Road	VI (portion)	Impassable	Not Maintained
Tophet	Road	Private	Paved	Private
Tote	Drive	Private	Paved	Private
Tricnit	Road	V	Paved	Town
Turnpike	Road	II	Paved	State
Upper Pratt Pond	Road	Private	Unpaved	Private
Upper School	Street	V	Paved	Town
Vaillancourt	Drive	Private	Unpaved	Private
Valley	Road	V	Paved	Town
Villa	Road	Driveway	Paved	Private
Vista	Drive	Private	Paved	Private
Walsh	Road	V	Unpaved	Town

Wapack	Road	Private	Unpaved	Private
West Binney Hill	Road	V & VI	Unpaved	Town
Westbrook	Drive	Private	Paved	Private
Wheeler	Drive	V	Paved	Town
Whirlpool	TRAIL	Discontinued	Impassable	Not Maintained
Whittemore Hill	Road	V	Paved & Unpaved	Town
Wildcat Hill	Road	Private	Unpaved	Private
Will	Drive	Private	Paved	Private
Willard Farm	Road	V	Unpaved	Town
Willard	Road	V	Paved & Unpaved	Town
Wilson Hill	Road	V	Paved	Town
Windblown Ski	Road	DISCONTINUED (1903)	Unpaved	Private
Windy Hill	Road	Private	Paved	Private
Woodland	Drive	Private	Unpaved	Private
Wyman	Road	V	Unpaved	Town
Ypya	Drive	V	Paved	Town

Table 31 New Ipswich Roads Inventory (2025)

The Town of New Ipswich has allocated funding shown in the following table in its Capital Improvement Program for FY2023-2024 for future roadway and sidewalk projects during the 2025–2034 period. While no specific roads or sidewalk segments have been designated at this time, these budgeted amounts are intended to support planned maintenance, reconstruction, or improvement projects as priorities are identified. There are currently no road improvement projects programmed by New Ipswich or by NHDOT through the FY 2025-2034 Ten Year Transportation Improvement Plan. It is likely that New Ipswich's State Routes will be resurfaced during this period as part of the Statewide Resurfacing Program. NH 123A is planned for resurfacing during the 2026 – 2028 cycle.[38]

Programmed Road & Sidewalk Projects (NI CIP)

Fiscal Year	Project	Cost
2025	Road Paving and Services	$742,630
	Sidewalks	$116,699

[38] nhdot-future-resurfacing-program-map.pdf

Fiscal Year	Project	Cost
2026	Road Paving and Services	$764,908
2027	Road Paving and Services	$787,856
2028	Road Paving and Services	$811,491
2029	Road Paving and Services	$835,836
2030	Road Paving and Services	$860,911
	Sidewalks	$135,286
2031	Road Paving and Services	$886,739
2032	Road Paving and Services	$913,341
2033	Road Paving and Services	$940,741
2034	Road Paving and Services	$968,963
2035	Road Paving and Services	$998,032
	Sidewalks	$156,833
Total		$9,920,266

Table 32 Planned Road and Sidewalk Improvements (2023-2024 CIP)

Bridge Conditions

NH RSA 234:2 defines a *bridge* as a structure on a public highway that has a clear span of 10 feet or more, measured along the highway's center line, spanning a water course or other opening or obstruction. It includes the substructure, superstructure, deck and approaches. This definition is important to help the Town and State in determining the maintenance and funding responsibility.

Bridges are inspected biennially by the NHDOT and given a classification according to the condition of the bridge. These classifications are defined as:

Good Condition - Bridges that do not need repairs, just scheduled maintenance.

Structurally Deficient - A bridge, due to its deteriorated condition, no longer meets current standards for load carrying capacity and structural integrity.

Functionally Obsolete - A bridge, due to the changing need of the transportation system, no longer meets current standards for deck geometry, load carrying capacity, vertical or horizontal clearances, or alignment of the approaches to the bridge.

Red List - Bridges that require more frequent inspections due to known deficiencies, poor structural conditions, weight restrictions, or the type of construction (such as a replacement bridge installed on a temporary basis).

There are 13 bridges in New Ipswich. Below is a list of bridges with information that may be useful in planning for the Capital Improvements Program (CIP).

Bridges in New Ipswich & Annual Average Daily Traffic (AADT)

Location	Bridge No.	Owner	Year Built	Condition	AADT
NH123A over Ash Pot Brook	130/053	NHDOT	1936/1978	Good	801
NH124 over Otter Brook	057/140	NHDOT	1997	Very Good	3,868
Tricnit Rd. over Furnace Brook	139/106	Town of New Ipswich	2009	Good	453
NH 123, NH124 over Furnace Brook	145/101	NHDOT	1964	Fair	4,228
NH 123, NH124 over Furnace Brook	149/101	NHDOT	1964	Fair	4,228
Bypassed Historic over Souhegan River	157/096	Town of New Ipswich	1923	Structurally Deficient Closed	-
NH123, NH124 over Souhegan River, BYP Hist.	156/094	NHDOT	2015	Very Good	2,042
Bypassed Historic over Souhegan River	157/093	NHDOT	1900	Structurally Deficient Closed	-
Old Country Road over Waterloom Pond Outlet	145/089	Town of New Ipswich	2005	Very Good	90
Lower Ashby Road over Souhegan River	137/062	Town of New Ipswich	2006	Very Good	1,214

Location	Bridge No.	Owner	Year Built	Condition	AADT
NH123A over West Br Souhegan River	129/067	NHDOT	1936	Good Deck: Very Good, Super: Good, Sub: Fair	1,250
Smithville Road over West Br. Souhegan River	113/074	NHDOT	2010	Very Good	837
Taylor Road over West Br. Souhegan River	108/070	Town of New Ipswich	1981	Structurally Deficient Closed (Muni Red list)	-

Table 33 Bridges in New Ipswich (NHDOT[39])

Of the 13 bridges in New Ipswich, 8 were listed as being in good condition, 2 listed as structurally deficient, 3 listed as functionally obsolete. All bridges are shown on the *Transportation Infrastructure Characteristics* on page 116 and as a full-size annex to this plan.

NH RSA 234:23 imposes a requirement on towns to inspect all bridges along town roads, every two years. The assessment is conducted by NHDOT and forwarded to the towns after the report is finalized. This inspection and corresponding classification is a useful planning tool for budgeting of those bridges in need of repairs or replacement.

One bridge project is programmed by NHDOT through the FY 2025-2034 Ten Year Transportation Improvement Plan. This project, which is on a local road, will be partially funded through NHDOT's State Aid Bridge Program.

Programmed Bridge Projects (NHDOT TYP)

Project Name	Scope of Work	Cost	Planned Year(s) of Construction
New Ipswich (44332)	Replace Taylor Road Bridge over West Branch Souhegan River	$1,370.048	2030

Table 34 Programmed Bridge Project (NHDOT TYP)

Stream Crossings and Culverts

[39] Bridge Maps | Department of Transportation

In addition to the bridges inventoried above, New Ipswich has numerous culverts and smaller stream crossings that play a critical role in maintaining roadway function, protecting water quality, and reducing flood risks. The *Souhegan River Watershed Management Plan (2025)* [40] highlights the importance of maintaining these assets and monitoring their condition, as failing or undersized culverts can exacerbate localized flooding and degrade aquatic habitat. The Plan notes that ongoing maintenance and systematic replacement of aging culverts are essential to both community resilience and watershed health.

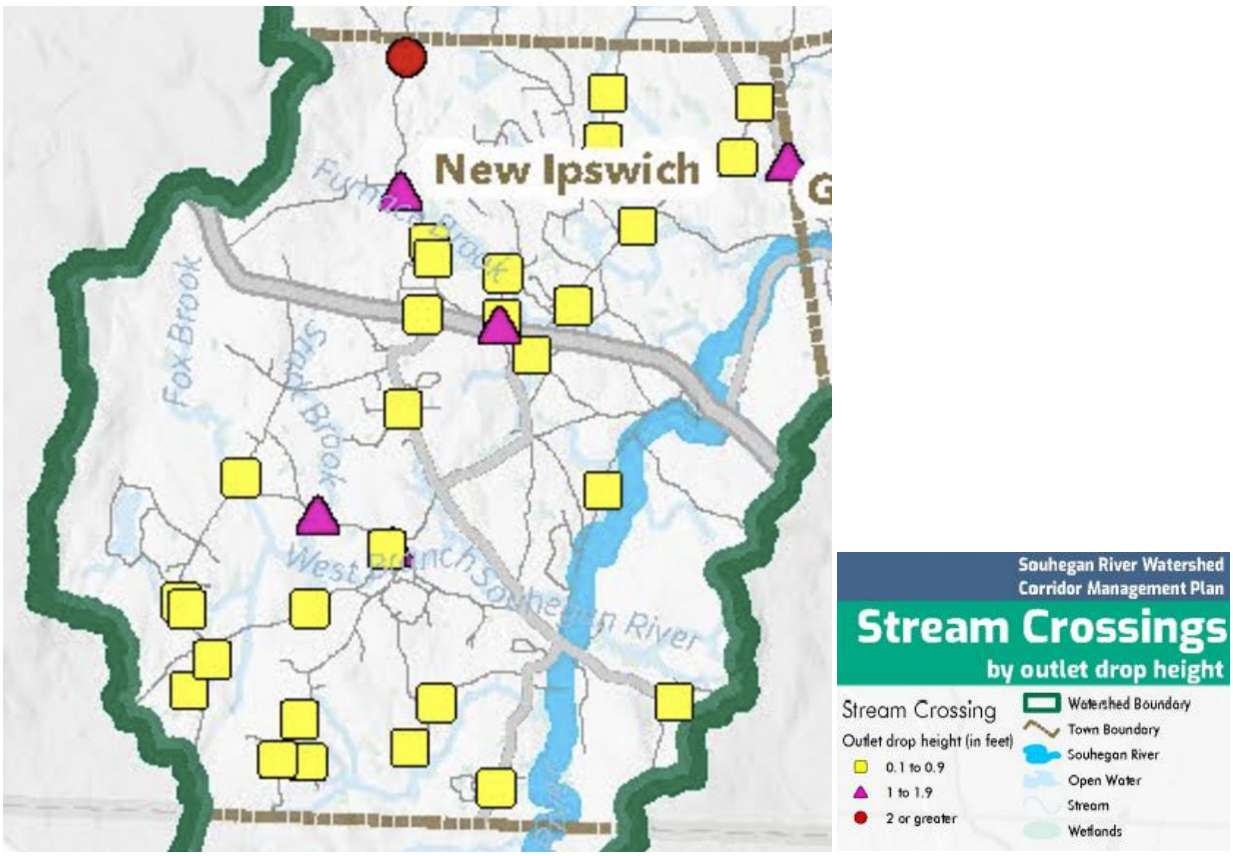

Figure 28 Stream Crossings within Souhegan River Watershed (pp. 53 *Souhegan River Corridor Management Plan 2025)*

Southwest Region Planning Commission has also developed a regional tool — the *Monadnock Region Transportation Infrastructure Flood Vulnerability Assessment*[41] — that evaluates the vulnerability of stream crossings to flood damage. While the assessment did not identify any of New Ipswich's crossings among the 50 most vulnerable in the region, the methodology and findings provide a useful framework for planning future culvert improvements. Together, the River Plan and the Vulnerability Assessment offer resources

[40] Souhegan River Corridor Management Plan (2025)
[41] Monadnock-Region-Transportation-Infrastructure-Flood-Vulnerability-Assessment.pdf

that can help inform the Town's Capital Improvement Program (CIP) and long-term maintenance planning, particularly for stream crossings not classified as bridges.

Crash Analysis

The table below indicates suspected serious injury, possible injury, and fatality crashes that were reported to the New Hampshire Department of Safety and recorded between 2013 to 2023. This can be helpful in determining the need for a traffic study of a particular development proposal and the need for road improvements.

Serious Injury and Fatality Crashes (2013 - 2023)

Year	Date	Accident Location	Injuries	Fatalities
2013	-	122 Poor Farm Rd.	1	-
2013	-	405 Turnpike Rd.	1	-
2013	-	122 Collins Rd.	-	1
2014	January 23	Willard Rd.	(possible injury)	-
2014	February 14	Smithville Rd.	(possible injury)	-
2014	February 19	Turnpike Rd.	(possible injury)	-
2014	August 14	2 River Rd.	(possible injury)	-
2014	November 28	113 Hubbard Pond Rd.	(possible injury)	-
2014	December 1	204 Old Wilton Rd.	(possible injury)	-
2015	January 6	175 Ashby Rd.	1	-
2015	January 19	154 Mason Rd.	(possible injury)	-
2015	March 19	75 Sharon Rd.	(possible injury)	-
2015	May 15	1360 Turnpike Rd.	-	1
2015	May 29	Turnpike Rd.	1 (bicyclist)	-
2015	September 23	Smithville Rd.	(possible injury)	-
2015	September 25	1198 Turnpike Rd.	(possible injury)	-
2016	February 20	1400 Turnpike Rd.	1	-
2016	April 20	90 Temple Rd.	(possible injury)	-

Year	Date	Accident Location	Injuries	Fatalities
2016	July 6	High Bridge Rd.		1
2016	July 24	Turnpike Rd.	1	-
2016	August 20	1026 Turnpike Rd.	(possible injury)	-
2016	September 16	79 Ashby Rd.	1 (bicyclist)	-
2016	November 1	Turnpike Rd.	-	1
2016	December 30	1312 Turnpike Rd.	(possible injury)	-
2016	December 30	1316 Turnpike Rd.	(possible injury)	-
2017	February 6	800 Turnpike Rd.	(possible injury)	-
2017	March 11	Ashby Rd.	(possible injury)	-
2017	March 25	126 Highbridge Rd.	1	-
2017	March 30	1360 Turnpike Rd.	1	-
2017	March 31	Main St.	1	-
2017	May 16	91 Goen Rd.	1	-
2017	May 29	35 Temple Rd.	1	-
2017	June 20	Turnpike Rd. E		-
2017	June 25	36 Stoneridge Rd.	1	-
2017	July 6	155 Old Wilton Rd.	2	-
2017	September 30	Davis Village Rd.	1	-
2017	November 8	Turnpike Rd.	(possible injury)	-
2017	December 9	Ashby Rd.	1	-
2017	December 9	River Rd.	1	-
2017	December 12	Ashby Rd., at intersection	-	1
2018	February 25	Turnpike Rd.	1	-
2018	March 18	River Rd.	(possible injury)	-
2018	April 15	Turnpike Rd.	(possible injury)	-
2018	May 9	38 Binney Rd.	1	-

Year	Date	Accident Location	Injuries	Fatalities
2018	June 26	949 Turnpike Rd.	2	-
2018	September 8	57 Hubbard Rd.	1	-
2019	January 11	Turnpike Rd.	(possible injury)	-
2019	July 1	Thayer Rd.	(possible injury)	-
2019	August 2	Turnpike Rd.	1	-
2019	August 11	91 Goen Rd.	1	-
2019	October 12	157 Goen Rd.	1	-
2020	January 16	1270 Turnpike Rd.	(possible injury)	-
2020	August 12	593 Turnpike Rd.	1	-
2020	August 21	258 Ashby Rd.	1	-
2020	September 4	1180 Turnpike Rd.	(possible injury)	-
2020	September 13	393 Turnpike Rd.	(possible injury)	-
2020	September 19	River Rd.	(possible injury)	-
2020	October 29	176 Greenville Rd	1	-
2020	December 4	Highbridge Rd.	(possible injury)	-
2020	December 25	Turnpike Rd.	(possible injury)	-
2021	March 19	Turnpike Rd.	(possible injury)	-
2021	May 15	Ashby Rd.	(possible injury)	-
2022	May 5	225 Binney Hill Rd.	1	-
2022	June 4	405 Turnpike Rd.	2	-
2022	October 9	Temple Rd.	(possible injury)	-
2022	October 16	253 Main St.	(possible injury)	-
2022	November 20	163 Perry Rd.	(possible injury)	-
2023	February 18	906 Turnpike Rd.	1	-
2023	March 28	Turnpike Rd.	1	-
2023	June 29	844 Ashby Rd.	(possible injury)	-

Year	Date	Accident Location	Injuries	Fatalities
2023	July 29	108 Mason Rd.	(possible injury)	-
2023	September 1	Turnpike Rd.	2	-
2023	September 6	578 Turnpike Rd.	1	-
2023	September 6	70 River Rd.	1	-
2023	September 11	111 Willard Rd.	(possible injury)	-

Table 35 Serious Injury and Fatality Crashes 2013 – 2023 (NHDOS)

Over the past decade, serious and fatal crashes in New Ipswich have been concentrated along Turnpike Road and Ashby Road. The western section of Turnpike Road contains several crash sites in areas with steep slopes and curving alignments, conditions that can limit sight distance and increase braking distances in poor weather. Ashby Road, while generally flatter, also shows multiple crash locations; as a major collector to Massachusetts, higher travel speeds and limited shoulders may contribute to crash severity. Other serious crashes have occurred at scattered locations on lower-volume roads such as Goen Road, River Road, and Binney Hill Road, where site-specific factors like narrow bridge approaches, curves, or poor visibility may play a role. Traffic count data indicate that higher volumes alone do not predict crash severity, as the busiest intersection in town—NH 123/NH 124 at the Souhegan River—has not recorded a serious or fatal crash during this period.

Problem Locations: Crash reports obtained from the Police Department are an effective way to identify areas that are in need of correction to improve safety of motorists, pedestrians, and cyclists. Factors such as sightline visibility at intersections and driveways, poor drainage, excessive speed, sun glare and icing are some of the key reasons for traffic accidents.

The table below shows *areas of concern* that have been identified by residents or Town employees. These are areas with sight distance issues, history of crashes, or other obstruction that raises concern for vehicular and/or pedestrian safety. In many instances, these concerns can be alleviated with taking preventative action such as including traffic calming methods, improving pedestrian and bicycle safety infrastructure, and relocation of driveways, mailboxes, signs, etc.

Location	Safety Concern/ Obstruction
New Ipswich Market intersection with Greenville Rd	Multiple accidents at this intersection

Memorial Park area	Lots of traffic, bikes and children (near market and cross road traffic moving from schools to park); no sidewalks or crosswalks
Ashby Rd. & Main St.	Multiple accidents at that intersection; some significant
Goen & Ashby intersection	Road has a non 90-degree angle, near a slight curve on Ashby Rd. in an area with poor visibility due to tree cover
River Rd. / Ashburnham Rd.	River Rd. at Ashby Rd. and Ashburnham Rd. has always been an issue due to not being able to see left coming off of River Rd. There have been many accidents at this intersection.
Temple Rd. & Greenville Rd.	Poor visibility at intersection, but not many incidents there.
Old Rindge Rd. onto Turnpike Rd.	On curve and hill, hiking area parking nearby (traffic generator), poor visibility
123/124 split to Sharon	Accidents and rollovers, particularly in winter
Thayer Rd. Onto Turnpike Rd.	Poor visibility due to steep hill and tall bushes
Highbridge Rd. onto Turnpike Rd.	Continuous problem, multiple accidents a year there, mostly during the winter. Cars coming down the hill usually can't make the right hand turn from Turnpike to Highbridge. Or coming off of Highbridge they can't see or get out into the intersection fast enough and get hit there.
Old Wilton / Tobey Hwy	Coming off Old Wilton, poor visibility to the left toward Temple; significant incidents at this location

Table 36 Areas of Traffic Safety Concern, New Ipswich

The *Transportation Safety Map* shown in Appendix F and as an annex to this plan (full size), depicts crash locations over a twenty-year period.

Traffic Calming

Many communities in New Hampshire have a concern about the speed of traffic through the Town center. The lack of state highway bypasses, leave communities with a heavy flow of drive-through traffic. While this traffic may be beneficial for local businesses, it often creates traffic from additional motor vehicles that have out-of-town destinations. In an effort to slow traffic down, it may be necessary to use traffic calming techniques in these

areas. Traffic calming measures are designed to alter the behavior of drivers and improve safe conditions for pedestrians and cyclists. Below is a list of traffic calming methods that may be utilized in appropriate areas of town as necessary.

Raised, textured or colored crosswalks- raised crosswalks is a physical approach to slowing speeds; textured or colored crosswalks are visual approaches to slowing speeds.

Raised median strip/island- this method narrows the road and limits turning across traffic.

Signalization and signage- traffic signals with pedestrian features provide safety for pedestrians; signage can also be an effective method for reducing speed and providing safe pedestrian passage.

Roundabouts- these can be used to reduce speeds and allow a flow of traffic, thereby reducing negative effects of pollution that occurs with idling vehicles at traffic lights.

Reduce road width- narrowing the road width generally slows the speed of vehicles, however, it also reduces the safe zone for cyclists.

Commuting

According to the US Census Longitudinal Employer-Household Dynamics, New Ipswich had an estimated 2,784 working residents in 2022 that account for 53.5 percent of the Town population. Of these working residents, 351 commuted to work in Town and 2,433 traveled to work outside of Town. The top commuting locations for New Ipswich residents are listed in the table below. Approximately 8.7 percent of residents work in towns adjacent to New Ipswich. Jaffrey, Peterborough, and Nashua had the most commuters from New Ipswich. Based on the percentage of residents travelling to these locations, Routes NH 123 and NH 124, carry the greatest amount of commuter traffic.

Common Commuting Locations

In State		
Destination	# Residents	% Working Population
Peterborough	202	7.3%
Nashua	195	7%
Jaffrey	163	5.9%
Manchester	108	3.9
Milford	57	2.0
Keene	50	1.8%

Concord	40	1.4%
Portsmouth	36	1.3%
Other NH Towns	1,219	43.8%
Out of State		
Destination	# Residents	% Working Population
Fitchburg	56	2%
Boston (city)	50	1.8%
Other MA Towns	557	20%
Other States	51	1.8%

Table 37 Common Commuting Location From New Ipswich (US Census On the Map, 2022)

Commuting into New Ipswich

Origin	# of Workers	% Workers Commuting into New Ipswich
Greenville	29	2.7%
Peterborough	28	2.6%
Jaffrey	23	2.2%
Nashua	17	1.6%
Manchester	13	1.2%
Other NH Towns	482	45.5%
MA Towns	90	8.5%
Other States	27	2.5%
New Ipswich to New Ipswich	*351*	*33.1%*

Table 38 Common Commuting Location Into New Ipswich (US Census On the Map, 2022)

This Inflow/Outflow figure below provides a visual representation of New Ipswich residents' daily commuting to their place of employment and non-residents who are employed in (town). As shown in *Figure 29*, 709 people travel into New Ipswich for employment, while 2,431 New Ipswich residents leave Town to get to their jobs in other towns. It also shows that 351 people live and work in Town.

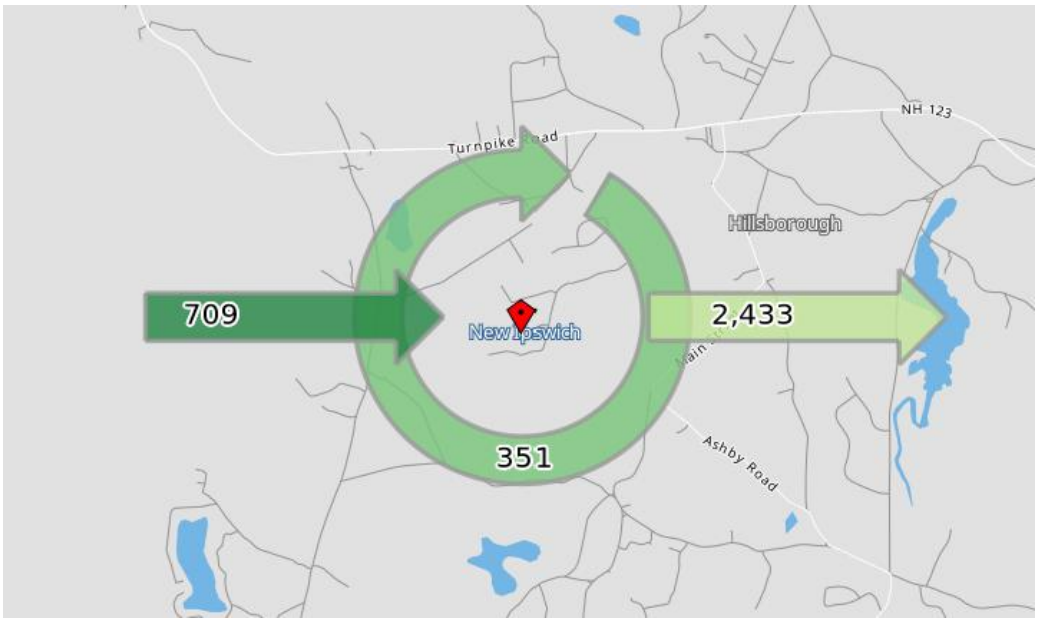

Figure 29 Commuting Directions, New Ipswich (US Census- Longitudinal Employer-Household Dynamics Data)

Multimodal Transportation

Multimodal describes the variety of ways of moving people and goods. It encompasses the broad range of transportation modes in addition to vehicular traffic. Multimodal transportation includes:

Pedestrian: Planning for pedestrian traffic involves providing areas and amenities that allow pedestrians to get to their destination by walking. Providing sidewalks, crosswalks, and pathways is the way to accomplish this form of transportation. Adding amenities, such as benches and shade trees will help to encourage walking. Another point of consideration for this mode is *connectivity* from one location to another. The proximity and safety between locations will be a deciding factor for some users. Sidewalks that don't connect pose a safety risk for pedestrians, especially those with physical challenges and strollers. It forces them to walk in the roadway or walk across unpaved and uneven terrain. The local sidewalk network in New Ipswich is limited to a section on the south side of Turnpike Road between the intersections of Appleton Road and King Road.

Stakeholder interviews identified a pedestrian safety issue for students traveling from Boynton Middle School to the municipal recreation complex across Turnpike Road (NH 124). The traveled way most often used by students does not align with existing sidewalks or crosswalks. At the end of King Road—a likely route for bus and vehicular traffic from the school—there is a crosswalk across Turnpike Road, but no sidewalk on the opposite side, creating a "crosswalk to nowhere." Farther along Turnpike Road toward Temple Road, which ultimately leads to the recreation

facilities, a sidewalk is present on Turnpike Road west of King Road, but there are no protected crossings to Temple Road and no sidewalks along Temple Road itself. These gaps leave students and other pedestrians without a continuous, safe, and accessible route between the school and the recreation facilities. Addressing these deficiencies by adding protected crossings, filling sidewalk gaps, and improving connections along Temple Road would greatly improve safety and accessibility for all users. Where full sidewalks are not practical due to cost or space constraints, residents have expressed support for widened or improved shoulders as a way to safely accommodate both pedestrians and bicyclists.

In addition to these improvements, residents and stakeholders have identified several other roads where widened shoulders or other upgrades should be prioritized to improve bicycle and pedestrian safety. These include River Road and Willard Road, which are among the few north–south routes in town; Davis Village Road/Dark Lane; connections from the NeWest Mall area along Turnpike Road toward downtown; Green Farm Road as a north–south connector; Old Country Road as development occurs; Poor Farm Road (also referred to as North Road or N. Road); and Wheeler/Locke Road as development occurs. Together, these corridors represent the most significant opportunities for improving non-motorized travel throughout New Ipswich.

Bicycle: As people become more health conscious and environmentally aware, this form of transportation is more attractive. The rising cost of fuel also contributes to this decision. Providing bicycle lanes along the roadways is an important and responsible part of transportation planning. This includes clearly established bike lanes, pavement markings, and signage. Planning for the safe passage of bicycle users also includes bike friendly drainage grates and an awareness of other potential hazards. Similar to the needs of pedestrians, connectivity between locations is important for the local bikers that are just trying to get to areas within Town. Making sure that pathways and bike lanes connect to local destinations will help to avoid conflicts between bikes and vehicles.

New Ipswich does not currently have any dedicated bike lanes. In the 2025 Community Survey (Appendix E), 80% of respondents who answered supported improved bicycle and pedestrian infrastructure; however, only 52% of all respondents answered the question, indicating that this support does not represent a majority of the overall survey population. Bicycling in New Ipswich is primarily a recreational activity, with many residents using the town's rural roads and local trails for leisure riding rather than commuting. Given that just over 25% of the town's population was under age 18 in the 2020 Census, sidewalk and bicycle improvements may be especially important for serving younger residents.

Trails: The trail system is an important part of outdoor enjoyment by residents and visitors of the region and beyond. A considerable amount of effort has been done to create a network that serves as a recreational attraction but not so much as an alternative method of transportation.

New Ipswich's trail system is anchored by the Wapack Trail, a 21.5-mile north–south regional route that crosses the west side of town and passes through the Binney Hill Wilderness Preserve. The Wapack is a long-standing recreational draw and is managed in partnership with the Friends of the Wapack and conservation partners. Regionally, rail-trail access sits just over the town line: the Mason Railroad Trail and the Greenville Recreational Rail Trail provide off-road biking and multi-use opportunities nearby, but they do not currently form a continuous, in-town transportation spine for New Ipswich. This reinforces the recreational orientation of local trail use today.

Carpooling: Ride sharing to work and events is a form of transportation that should be encouraged. While most of us enjoy the freedom of getting to our destinations in our own vehicle, and at our own convenience, there are other options that can be utilized in an effort to be environmentally sensitive and budget wise. About 251 New Ipswich workers already carpool to work, based on 2018–2023 ACS estimates. There is no designated Park & Ride lot in New Ipswich and the region's nearest designated lots are in Nashua, [42] but residents can use NH Rideshare / CommuteSmart NH to find carpool partners and identify nearby Park & Ride locations; the Town could also host a simple online ride-share board to connect neighbors for recurring trips.

Public Transportation:

Bus Service: Local and regional transit systems allow people to have affordable access to education, employment, healthcare and services. They also make it possible for some residents to remain in their homes as they age. This can function as a lifeline for residents who cannot afford a car or cannot drive. In New Ipswich, 13.2 percent of the population is age 65 or older, and national data indicate that roughly 11 percent[43] of seniors do not drive. In addition, about 6.6 percent of the town's population are between the ages of 15 and 19, an age group that often includes teens with jobs, driving limitations, or after-school commitments. These age groups collectively represent residents who could benefit from reliable public transportation options.

[42] https://mm.nh.gov/files/uploads/dot/remote-docs/appendix-d-park-and-ride.pdf
[43] https://www.nhtsa.gov/book/countermeasures-that-work/older-drivers

Community Transportation Services: There are additional options of transportation providers that serve New Ipswich to help residents get to the needed destinations using both volunteer and fee-for-service rides. These can be found by using NH's 211 service.

In addition to fee-for-service providers that can be found through NH's 211 service, the Community Volunteer Transportation Company (CVTC) is the most visible transit-like service available to New Ipswich residents. CVTC uses a network of volunteer drivers to provide no-cost rides to medical appointments, essential shopping, and other critical destinations, helping to fill mobility gaps for seniors, people with disabilities, and those without access to a vehicle. In the past, towns in the region have been encouraged to support CVTC by helping recruit local volunteer drivers and, where possible, contributing financially to their operations. Continued local engagement with CVTC could strengthen mobility options in New Ipswich, particularly for residents who do not drive.

Rail: The closest connections to intercity rail service are in Brattleboro, VT and Fitchburg, MA. Brattleboro is one of the stops of Amtrak's Vermonter service, which runs a northbound and southbound train daily from St. Albans, VT to Washington, D.C. Parking is available in Brattleboro near the Amtrak station. The Massachusetts Bay Transit Authority offers multiple runs of commuter rail service from the Wachusett station in Fitchburg into the North Station in Boston seven days a week and includes parking as well. There are no public transportation connections to either of these rail stations at this time, but access may be available through local private transportation companies or taxis.

Access Management

Access management is a planning mechanism to improve the safe usage of the roads for motorists, cyclists, and pedestrians. It includes careful planning for the location, spacing, design and operations of driveways and commercial accessways onto the road. Encouraging interconnections between properties helps to limit the number of access points onto the road and thereby reduces the number of conflict points. This is especially useful in retail centers, and in residential areas that have sight-line limitations due to road design. RSA 236:13 establishes requirements for driveway permits.

The State has the authority to regulate access to and from state highways which can affect the overall mobility and accessibility of those roads. The State exercises this authority by issuing permits for driveways and entrances, and planning signalization, medians and other design considerations for new developments that are expected to have high traffic generation.

The Town of New Ipswich adopted updated Driveway Regulations in 2021 to ensure safe and well-managed access to local roads. A permit is required for any new driveway or substantial

alteration, and applications must demonstrate that the location will not create safety hazards or drainage issues. The regulations also allow for shared driveways to reduce curb cuts, provided there is a recorded maintenance agreement between property owners.

Future of Transportation Modes/Changing Technologies

Planning for the future involves a great deal of insight to the trends within the region, state, country, and even worldwide. The changing technologies will undoubtedly bring about changes to the way we look at our modes of transportation. With the cost of gasoline, and the increased environmental awareness, the movement towards alternative fuel sources is stronger than ever. With these changes, we may be faced with finding creative ways of making adjustments to accommodate them. Although the change is inevitable, it will be a gradual process. Fortunately, with careful planning, we can make the necessary shift to the future. It is anticipated that changes to roadway standards, parking areas, refueling/repowering stations, and more will require us to change the way we currently think about transportation.

State and Regional Transportation Plans

State and regional plans provide important information that should be considered as an aid to the Town for planning. They can be useful in preparation for Capital Improvement Programs, site plan and subdivision reviews, multimodal planning, and other uses as well.

Specific projects for NH 124 (Turnpike Road) are not currently identified in corridor-level planning. However, New Ipswich is identified as part of the New Hampshire 101 East corridor, and even though NH 101 is not adjacent to the community, it remains an important route for regional connectivity. The broader regional focus on multimodal safety and access management along nearby routes provides a conceptual foundation for advancing similar improvements in New Ipswich.

Below is a list of Regional and State Transportation Plans and links to information. It is beneficial to provide local input to these studies as they are updated.

Regional and State Resources

Regional Plans	Description	Source	Web link
Southwest Connects Regional Transportation Plan	An inventory of transportation system, policy recommendations for the region and priority projects.	SWRPC	http://www.swrpc.org/trans

Coordinated Community Transportation Plan	Documentation of regional community transportation needs and plans for improvement.	SWRPC	https://keepnhmoving.com/region/region-5/
MRTMA Action Plan	A multimodal development plan for the region.	MRTMA	http://www.mastnh.org/

State Plans	Description	Source	Web link
NH Ten Year Transportation Improvement Plan	A list of projects planned for construction in a ten-year period.	NHDOT	https://www.dot.nh.gov/projects-plans-and-programs/ten-year-plan
NH Long Range Transportation Plan	An inventory of transportation system and policy recommendations for state.	NHDOT	https://www.dot.nh.gov/projects-plans-and-programs/long-range-transportation-plan
NH Climate Action Plan	A plan that includes many policy recommendations specifically on transportation.	NHDES	https://www.des.nh.gov/climate-and-sustainability/climate-change

Table 39 Regional and State Transportation Planning Resources

Useful Resources, Links, Programs, Funding Opportunities

The list below provides a variety of state and federal programs with potential funding opportunities. These resources cover a range of transportation projects including, but not limited to: road and intersection improvements, bridge and culvert projects, sidewalks and other pedestrian safety enhancements, etc.

State Aid Bridge (SAB)

Block Grant Aid (BGA)

Federal Bridge Aid (MOBRR)

Highway Safety Improvement Program (HSIP)

Transportation Alternatives (TA)

Recreational Trails (RT)

FEMA

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Land Use Analysis

Purpose and Overview

The Land Use Analysis Chapter provides a clear understanding of how land in New Ipswich is currently used, how it is regulated, and the physical and environmental constraints that shape its future development potential. This section fulfills the intent of NH RSA 674:2, III(j), which provides for a master plan to include a land use section depicting existing conditions and analyzing opportunities and constraints. The analysis is informed by three primary mapping resources:

- Zoning Map, illustrating the boundaries and regulations of the Town's zoning districts.
- Existing Land Use Map, showing the actual distribution of uses such as residential, commercial, industrial, institutional, agricultural, conservation, and vacant land.
- Development Constraints Map, identifying environmental and physical features such as wetlands, steep slopes, and protected lands that limit where and how development can occur.

Together, these maps provide a visual and data-based foundation for evaluating whether existing land use patterns align with the Town's goals, and where changes to policy, infrastructure, or conservation efforts may be warranted. The findings in this section will inform other master plan elements, including housing, economic development, and transportation, ensuring that future growth and preservation efforts are consistent with the community's vision.

This chapter begins with the Town's land use goals, objectives, and actions, followed by descriptions and observations drawn from the three primary mapping products. It concludes with recommendations that align with the Town's long-term vision and policy priorities, identifying areas most suitable for future development, areas for managed growth, and areas for preservation.

Land Use Goals, Objectives, and Actions

Goal: *Promote land use activities that accommodate the needs of the residents of New Ipswich while at the same time protect and preserve the natural, cultural, scenic, and historic resources of the Town.*

Objective 1

Strengthen local regulations to support resource-based land use planning.

Action 1.1

Review Groundwater Protection Ordinance to ensure alignment with NHDES Model Groundwater Protection to further safeguard drinking water supplies from potential contamination.

Background: New Ipswich's groundwater resources are concentrated along the Souhegan and Gridley River corridors, with certain stratified-drift aquifers having higher transmissivity and vulnerability to contamination. Public input through the community survey and forums emphasized the importance of protecting drinking water sources. The NHDES Model Groundwater Protection Ordinance includes updated best practices for managing potential contamination risks from commercial, industrial, and high-intensity land uses, as well as standards for siting and design of facilities that handle regulated substances. Aligning the Town's ordinance with the model would help ensure regulatory consistency with state guidance and strengthen protection of critical water resources. In addition, the *Souhegan River Watershed Management Plan (2025)* provides a broader regional framework for protecting these aquifers, highlighting risks such as non-point source pollution, stormwater runoff, and road salt. Referring to this plan can help ensure that local updates to New Ipswich's ordinance also align with regional watershed protection priorities.

Timeframe: 1-3 years

Action Lead: Planning Board

Partners: Conservation Commission

Potential Funding: NHDES Source Water Protection Grant Program

Outputs: Updated Groundwater Protection Ordinance

Action 1.2

Update NRI and natural resource map to reflect current conditions, including aquifer recharge areas, wetlands, and prime farmland soils.

Background: The Town's most recent NRI and associated mapping are outdated and do not fully reflect current conditions or available data. Updates are needed to incorporate recent wetlands delineations, refined aquifer recharge area mapping, and updated soils data identifying prime and statewide important farmland soils. The Development Constraints Map shown in Appendix F identifies steep slopes, wetlands, floodplains, aquifers, and

conserved lands, but a dedicated NRI would provide a more comprehensive resource for land use planning, conservation prioritization, and grant applications. Public input has consistently emphasized the importance of protecting drinking water supplies, agricultural soils, and ecologically valuable lands, aligning with this update.

Timeframe: 2-4 years

Action Lead: Conservation Commission

Partners: Planning Board

Potential Funding: Land Use Change Tax Revenue

Outputs: Updated NRI report with accompanying maps

Action 1.3

Use updated natural resource data and overlay districts to guide zoning amendments and prioritize areas for conservation or limited development.

Background: The Town's zoning framework already incorporates several resource-based overlay districts, including the Floodplain, Steep Slopes, and Wetlands and Surface Water Conservation overlays. Updated mapping of aquifer recharge areas, wetlands, prime farmland soils, and other natural resources (see Action 1.2) will provide a stronger factual basis for reviewing these districts and making targeted zoning amendments. This will help ensure that environmentally sensitive lands are adequately protected while directing growth toward areas with fewer constraints. Using up-to-date resource data will allow the Planning Board and Conservation Commission to identify priority areas for conservation and areas where development should be more carefully managed.

Timeframe: 3-5 years

Action Lead: Planning Board

Partners: Conservation Commission, non-profit land conservation organizations

Potential Funding: Land Use Change Tax Revenue

Outputs: Zoning amendments supported by updated environmental data; conservation priority map identifying lands for protection or limited development

Objective 2

Integrate environmental and groundwater data into land use regulations and decision-making.

Action 2.1

Partner with NHDES to organize town-sponsored voluntary well testing events to collect local groundwater quality data that can inform planning decisions.

Background: Residents and businesses in New Ipswich rely on private wells for drinking water. While the Town's zoning and overlay districts help protect aquifer recharge areas, there is limited locally specific data on groundwater quality. Partnering with the New Hampshire Department of Environmental Services (NHDES) to host voluntary well testing events would provide residents with affordable or free water quality screening and generate aggregate, non-identifiable data on local groundwater conditions. This data can help identify patterns of contamination, guide resource protection priorities, and inform updates to land use regulations.

Timeframe: 1-2 years, revisited bi-annually

Action Lead: Conservation Commission

Partners: NHDES Drinking Water & Groundwater Bureau

Potential Funding: NHDES Drinking Water & Groundwater Bureau sponsored events.

Outputs: Well testing event(s) promoted and held in New Ipswich; individual water quality results provided to participants; aggregate groundwater quality data compiled for municipal planning purposes; public outreach materials summarizing local water quality trends

Action 2.2

Use well testing and environmental data where available (e.g., water quality, nitrate levels, seasonal high water tables) to identify areas where land use intensity should be limited.

Background: Environmental factors such as high nitrate concentrations, impaired water quality, and seasonal high water tables can limit the suitability of land for certain types of development, particularly those with higher wastewater generation or impervious surface coverage. Data from voluntary well testing events (see Action 2.1), state environmental databases, and local site-specific assessments can help the Town identify areas where higher-density or more intensive land uses may increase the risk of groundwater contamination or septic system failure. The Development Constraints Map shown in Appendix F already highlights physical and environmental limitations such as shallow water tables and aquifer recharge areas; integrating water quality data into this framework will allow for more precise, resource-based land use planning.

Timeframe: Ongoing; initiate within 1–2 years following the first well testing event.

Action Lead: Planning Board

Partners: Conservation Commission

Potential Funding: U.S. Environmental Protection Agency (EPA) technical assistance programs, NH Department of Environmental Services Source Water Protection Grant Program

Outputs: Updated zoning or site plan review standards informed by environmental data; publicly accessible summary of data use in land use decision-making; mapped areas with environmental constraints tied to water quality

Action 2.3

Incorporate environmental data into zoning amendments, overlay district boundaries, and land suitability criteria for subdivisions.

Background: Environmental data, such as aquifer recharge areas, wetlands, steep slopes, shallow water tables, and areas with known water quality concerns, provides a factual foundation for refining the Town's land use regulations. By integrating updated data into zoning amendments and overlay district boundaries, the Planning Board can better align permitted uses, density, and site design standards with resource protection goals. Similarly, subdivision review criteria can be updated to ensure that lot layout, infrastructure placement, and wastewater systems are sited on land with adequate capacity and minimal environmental constraints. This approach supports the Town's goal of accommodating growth while preserving natural resources and avoiding costly environmental impacts.

Timeframe: Ongoing; initiate within 2–3 years following updates to natural resource mapping (see Action 1.2).

Action Lead: Planning Board

Partners: Conservation Commission

Potential Funding: NH State Conservation Committee Conservation Grant Program

Outputs: Updated zoning map and overlay district boundaries reflecting current environmental data; revised subdivision regulations with updated land suitability criteria; public guidance materials explaining changes and their purpose in resource protection

New Ipswich Zoning Districts

The Town of New Ipswich has three primary zoning districts and one overlay district.

Village District I Comprised of two distinct areas:

Bank Village (approximately 43 acres) is located east of New Ipswich Village and includes portions of Turnpike Road, Joy Lane, Old Country Road, Currier Road, and River Road.

Smithville (approximately 38 acres) is located southwest of New Ipswich Village and includes Smithville Road near the junctions with Page Hill Road, Taylor Road, and Fox Farm Road.

Village District II *(New Ipswich Village or Center Village)* Encompasses approximately 168 acres, including portions of Turnpike Road, Academy Road, King Road, Manley Road, Porter Hill Road, Main Street, and NH Route 123A.

Rural District Covers the remainder of the town outside the village districts.

Conservation Overlay District includes three resource-protection overlays:

Floodplain Overlay District Encompasses all Special Flood Hazard Areas as identified by FEMA.

Steep Slopes Overlay District Applies to slopes exceeding 15 percent; development is prohibited on slopes greater than 25 percent.

Wetlands and Surface Water Conservation Overlay District Protects delineated wetlands, surface waters, and associated setback areas.

Permitted uses within the zoning districts are described in the *Economic Analysis* chapter. The geographic boundaries of the zoning districts have remained consistent with the configuration in place since at least 1994.

Existing Land Use

New Ipswich encompasses 21,376 acres (33.4 square miles). The majority of land area is assessed as single-family residential, with additional areas in other residential, commercial/industrial, and exempt categories. The land use categories shown in *Table 39* are derived from the Town's tax assessment data, which classifies parcels based on their primary use for taxation purposes. This means the table does not always reflect the actual mix of uses occurring on the ground. The total assessed acreage in New Ipswich is 20,701 acres. This varies from the total land area because it excludes most surface waters. A substantial portion of New Ipswich's land area (13,728 acres) is enrolled in the State's

Current Use program, but only some of that acreage appears in *Table 39* as "Farm Land" or "Other Current Use." Many parcels with a primary assessed use of residential or commercial also contain large areas of forest or farmland under Current Use, which are represented on the *Existing Land Use Map* (Appendix F and as a full size annex to this plan) with a hatch pattern. Total Current Use acreage for each land use category in *Table 39* is shown bracketed under the total acreage. This distinction is important when considering actual land cover and development patterns, as much of the town remains in an undeveloped or lightly developed state despite its primary assessment classification. Because over 60% of the total land area of New Ipswich is enrolled in Current Use, the assessed value, and therefore property tax revenue, from this land is substantially reduced compared to full market valuation, shifting a greater share of the tax burden to other properties.

Table 39 summarizes the current distribution of land use categories as assessed.

Land Use Category	Acres [Acreage in Current Use Program]	% of Total Land Area
Single-Family Residential	16,723.7 [11,524]	80.8%
Two-Family Residential	328.5 [140.6]	1.6%
Three or More Family Residential	39.4 [9.4]	0.2%
Commercial / Industrial	746.2 [567.4]	3.6%
Farm Land	37.2 [37.2]	0.2%
Other Undeveloped (Managed / Unmanaged Forest)	1,459.2 [1,459.2]	7.0%
Federally Exempt	2.00	0.01%
Municipally Exempt	1,187.6	5.7%
State Exempt	177.5	0.83%
Total Current Use	13,728.4	66.3%

Table 40 Land Use Category & Area (NI Tax Assessment)

Residential Uses

Single-Family Residential development accounts for the vast majority of land use, covering 80.8 percent of the total land area. These homes are widely distributed across the Rural District, with concentrations along NH Route 124 (Turnpike Road) and other primary roads such as Ashby Road, Temple Road, and River Road. Higher densities occur in Bank Village, Smithville, and Center Village, where smaller lot sizes and closer spacing reflect historic settlement patterns. Outside the villages, residential lots tend to be larger and more dispersed. Single-family residential properties are shown on the Existing Land Use Map with yellow shading.

Two-Family Residential uses account for 328.5 acres (1.6%). Parcels are dispersed across the developed portions of town with no identifiable pattern or clustering, occurring as individual lots interspersed among predominantly single-family areas. Two-family residential properties are shown on the Existing Land Use Map with orange shading.

Three or More Family Residential properties (0.18%) are rare, with only seven parcels categorized as such. The existing multifamily properties are not clustered in any one area. Multifamily housing is not a dominant component of the housing stock. Three or more family residential properties are shown on the Existing Land Use Map with pink shading.

Commercial and Industrial Uses

Commercial and industrial uses comprise 3.6 percent of the land area and are concentrated along NH Route 124, primarily from the center of town to the eastern border. Some isolated industrial uses are found in rural areas, often tied to resource-based activities such as gravel excavation. Location patterns reflect a preference for parcels with direct road frontage, good truck access, and relatively few environmental constraints. Commercial and industrial properties are shown with red shading.

Agriculture, Forestry, and Current Use

Land assessed as active farmland or other current uses comprises 7.2 percent of the total land area of town. These properties are undeveloped and in some cases lack road frontage, a barrier to future development. Farmland parcels are scattered throughout town in areas with low slopes and productive soils. Other primary current use lands are more extensive than farmlands but are also scattered with little connectivity. Primary assessed current use properties are shown in shades of green on the Existing Land Use Map. Actual current use acreage is shown with a black hatch. These properties, totaling 66.3 percent of the town's land area, are shown in all areas of town (excluding village areas) with tremendous connectivity.

Exempt Lands

Municipally Exempt lands (5.7%) include public buildings, schools, cemeteries, the transfer station, parks, and recreation fields, spread throughout town but with concentrations in or near the village centers. In addition to Town owned properties, municipally exempt lands include open space areas for several subdivisions in the community. These properties are shown with purple shading.

State Exempt parcels (0.83%) are limited and include the Binney Hill hiking area, the Smithville Dam, and Marshall State Forest, among others. State exempt properties are shown with brown shading.

Federally Exempt land is minimal (0.01%), consisting solely of the Souhegan Valley Ambulance Service facility. This parcel is shown with pink shading.

Spatial Development Patterns

The pattern of land use in New Ipswich is shaped by both the transportation network and physical geography:

- Residential and commercial development is closely aligned with NH Route 124 and key collector roads, providing access for commuters, customers, and freight.
- Steep slopes, hydric soils, floodplains, and high-elevation ridges constrain development in much of the northwest and southern portions of town, directing growth toward lower-slope areas with suitable soils for septic systems.
- Agricultural uses persist in open areas with prime soils, while extensive forested tracts remain undeveloped due to terrain limitations and conservation protections.

Overall, the distribution of land uses includes concentrated development within the village areas, consistent with historic settlement patterns, but much of the remaining development is dispersed. Residential growth outside the villages is somewhat sprawling, with occasional higher-density nodes where more deliberate subdivisions have been developed. Commercial uses are scattered, with no clear clustering or coordinated siting pattern beyond proximity to the local road network – primarily along Turnpike Road.

Development Constraints

The *Development Constraints Map* (Appendix F and as a full size annex to this plan) identifies environmental and physical features that limit where and how development can occur in New Ipswich. These constraints are not mutually exclusive and often overlap. Their combined effect reduces the amount of land that is realistically developable and shapes the location, form, and cost of future projects. The mapped constraint layers include steep

slopes, wetlands and hydric soils, floodplains, shallow depth to bedrock, shallow water tables, aquifer resources by transmissivity, conserved and public lands, and major surface waters. The *Development Constraints Map* is a planning-level screening tool. Site-specific conditions must be verified through field investigation, test pits, surveying, and detailed engineering during project review.

Steep Slopes (15 percent or greater)

Areas with slopes of 15 percent or greater are widespread along the town's higher ridges and hills, including Barrett Mountain, New Ipswich Mountain, Kidder Mountain, Pratt Mountain, Stony Top, Binney Hill, and nearby uplands. Steep terrain limits road and driveway layouts, increases erosion risk, and can constrain building envelopes. Where steep slopes coincide with shallow soils or wetlands, overall development potential is low.

Shallow Depth to Bedrock (100 cm or less)

Shallow bedrock is mapped in multiple parts of town, commonly in upland and ridge areas, and in some lower-lying settings as well. Where shallow bedrock coincides with steep slopes, site design flexibility is especially limited (driveways, building envelopes, and grading). Shallow ledge increases excavation difficulty and cost and can restrict basement construction. New Hampshire rules require the bottom of the leach field (effluent disposal area) to be at least 4 feet above bedrock for new septic systems (with limited exceptions for certain technologies and special cases). This vertical separation requirement is often the binding constraint where ledge is near the surface.

Wetlands and Hydric Soils

Wetlands and mapped hydric soils occur along the Souhegan River corridor, the Gridley River and tributaries, around major ponds and reservoirs, and within large interior complexes, the largest located in the northwestern corner of town. These areas provide flood storage, groundwater recharge, and habitat. Wetland presence, together with local and state protections and buffers, reduces buildable area and influences lot layout and road alignment.

Floodplains (1 percent annual chance)

Flood hazard areas are concentrated along the Souhegan River, the Gridley River, and around associated impoundments and backwater zones. Development in these areas is strictly regulated, all new construction and substantial improvements require permits and must meet stringent floodplain standards, including secure anchoring, flood-resistant construction, and placement of utilities above vulnerable elevations. The ordinance also limits water or sewer projects and fill that could elevate flood levels. Avoiding new development in mapped floodplains significantly reduces the risk of property damage and lessens the burden on emergency response systems.

High Water Tables (50 cm or less)

The "Shallow to Water Table (50 cm or less)" layer identifies places where the seasonal high water table sits within about 20 inches of the ground surface. These areas occur most often along river and stream valleys, around wetland complexes, along pond shorelands, and in other low-lying depressions. Shallow groundwater limits conventional on-site wastewater disposal because the required vertical separation is difficult to achieve. Many sites in these areas will need raised or alternative systems or must shift the leach field to higher ground. It also constrains building design by increasing seepage and hydrostatic pressure on foundations, which can make full basements impractical and require enhanced drainage and waterproofing.

High water tables are noted within Village District I and were identified through stakeholder interviews and community forums as a limiting factor for additional development there. Reported septic system challenges in this area further reduce siting flexibility for new or expanded uses.

These groundwater constraints affect all development types, but the implications are especially visible in commercial and larger multifamily projects that trigger engineered stormwater controls and create larger areas of impervious surface. Where groundwater is shallow, infiltration-based practices can be infeasible or require costly design modifications, which can reduce buildable area, reconfigure parking or circulation, and increase overall project costs. Saturated soils reduce bearing strength for roads, driveways, and yards, leading to rutting and frost heave unless thicker subbases or other measures are used. Because shallow groundwater commonly occurs near wetlands and floodplains, related buffer or performance standards may also influence layout and further narrow feasible building envelopes.

Aquifers and Groundwater Resources

The constraints map classifies stratified-drift aquifers by transmissivity: less than 2,000, 2,000 to 4,000, and greater than 4,000 square feet per day. The aquifer transmissivity zones primarily follow the Souhegan and Gridley River corridors. Much of the mapped transmissivity is less than 2,000 square feet per day. The higher-transmissivity zones (2,000–4,000 and greater than 4,000) are concentrated along the Gridley River in the northwest part of town.

Higher transmissivity means the aquifer can transmit water more readily. These areas are valuable for water supply and are more vulnerable because contaminants can move through them more quickly. These resources are important for long-term groundwater supply and merit protection from land uses that pose contamination risks. Where aquifers coincide

with floodplains or shallow water tables, careful site design and protective standards are warranted.

The *Souhegan River Watershed Management Plan (2025)*[44] prepared by the Souhegan River Local Advisory Committee (SoRLAC) reinforces these findings at the regional scale. The plan identifies the Souhegan Aquifer as a critical water resource and highlights risks from non-point source pollution, stormwater runoff, and road salt. Incorporating its recommendations into local land use planning helps ensure that New Ipswich's efforts to protect aquifers and groundwater are consistent with broader watershed goals.

Figure 30 Groundwater in the Souhegan River Watershed.

In addition, the watershed management plan maps wellhead protection areas and potential contamination sites. In New Ipswich, these designations show limited overlap with high-transmissivity aquifer zones. Only one potential contamination site coincides with three wellhead protection areas, indicating a localized area of elevated concern. While the overall risk of overlap is relatively low, this finding underscores the importance of maintaining protective measures around public water supplies and ensuring that potential sources of contamination are carefully monitored. *Figure 30*, taken from the watershed management

[44] Souhegan River Watershed Management Plan 2025

plan, illustrates the relationship between transmissivity, wellhead areas, and mapped contamination sites.

Conserved and Public Lands

Parcels identified as conserved or public land are generally removed from the supply of land available for private development and help maintain the town's rural and conservation values. Their presence also shapes the pattern of where future growth can or cannot occur.

Approximately 4,833 acres of land in New Ipswich are conserved or publicly owned, or about 22.6 percent of the town's 21,376 acres.

Conserved and public lands are concentrated in several places across town. In the western quarter, extensive, connected conservation blocks encompass the Tophet Swamp complex and adjacent uplands, including Binney Hill and Barrett Mountain, creating a large, continuous open space network. Additional conserved areas occur along selected pond shorelines, notably Smithville Reservoir and Mountain Pond, with other protected frontage shown on the map. In and near the village areas, publicly owned parcels such as schools, municipal facilities, cemeteries, parks, and recreation fields are also outside the private development land supply and shape how nearby areas can grow. These conserved and public lands create a set of fixed places in the landscape that help direct new growth toward areas without long-term protection.

Composite Constraint Areas and Unconstrained Land

The *Development Constraints Map* shows the greatest overlap of constraints in the western quarter of town, where the Tophet Swamp complex and adjacent uplands around Binney Hill and Barrett Mountain coincide with steep slopes, wetlands, and hydric soils. Riverine lowlands along the Souhegan and Gridley corridors, as well as shorelines around major ponds and reservoirs, also exhibit multiple constraints in close proximity. Village District I has documented high water table conditions that limit additional infill or intensification.

Relatively unconstrained land appears in scattered pockets where slopes are moderate and the map does not show wetlands, floodplains, shallow groundwater, or shallow bedrock. These pockets are most noticeable on higher ground along segments of Turnpike Road and in a few portions of the Temple Road corridor that already include some nonresidential uses and have discontinuous residential frontage. Outside of these locations, unconstrained land tends to be fragmented rather than forming a large district-scale area.

In addition to environmental constraints, the Town must also consider the presence of prime farmland soils and actively farmed lands, shown in *Figure 31*. Productive agricultural soils are a finite resource, and once converted to development, they cannot be replaced. Many of

New Ipswich's prime farmland areas overlap with land enrolled in Current Use, as shown on the *Existing Land Use Map*. These areas provide important agricultural, ecological, and scenic functions. Protecting prime farmland helps sustain the Town's rural character, supports local food production, and maintains flexibility for future agricultural uses.

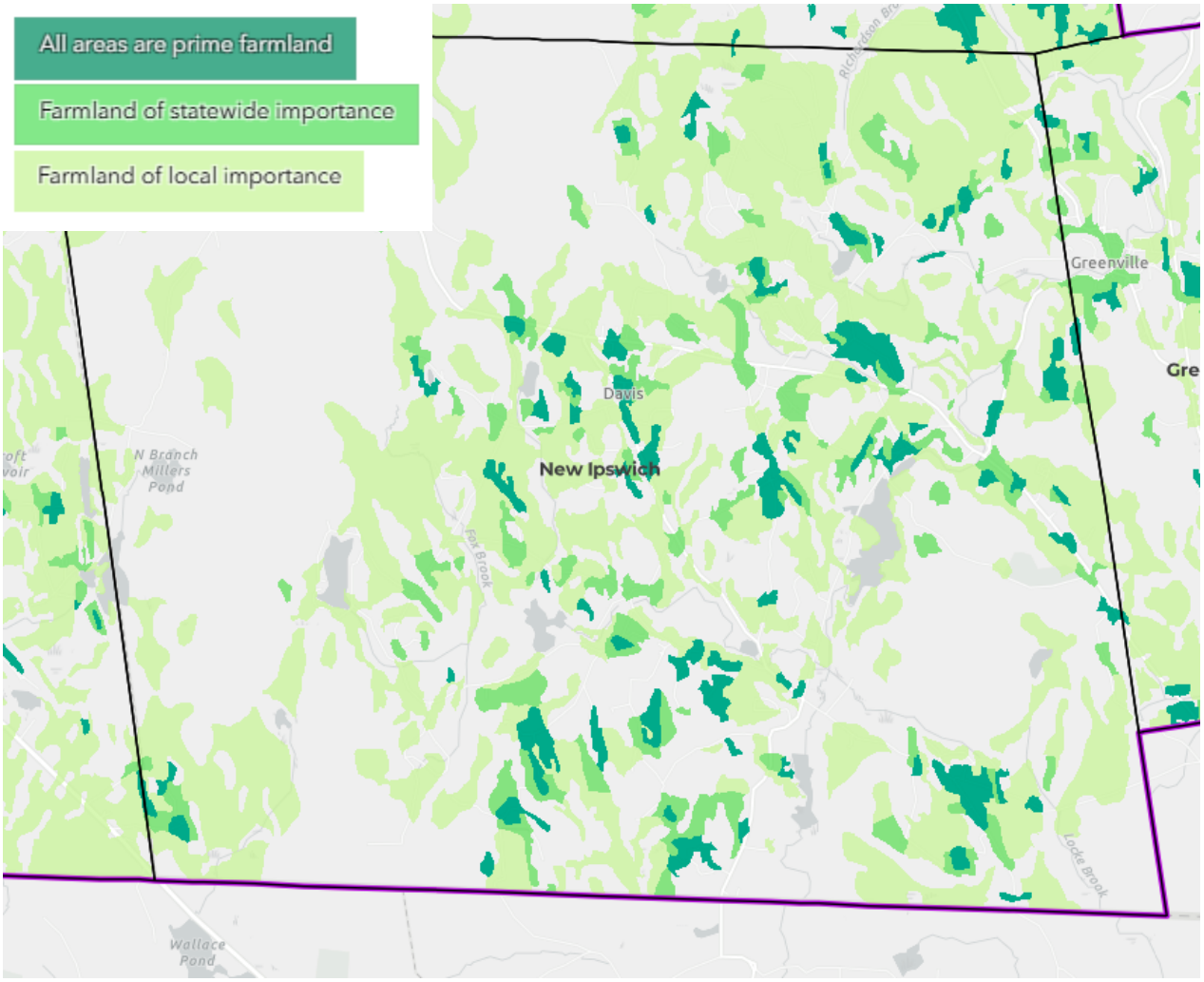


Figure 31 Areas of Prime Farmland (SWRPC[45])

Given this pattern, any future commercial or industrial district, if pursued, is more likely to take the form of short corridor segments or small nodes in the areas noted above or as reuse and redevelopment of properties that may be underutilized currently. There are no large, uninterrupted stretches of land that are both free of mapped constraints and not already developed with single-family housing. Further refinement would require parcel-level review.

Moving forward, the Town's ability to balance growth with the protection of natural, cultural, and scenic resources will depend on targeted updates to local regulations, coordinated

[45] Prime Farmland in Southwest NH

infrastructure planning, and continued reliance on accurate environmental data. The goals, objectives, and actions in this chapter provide a framework for aligning land use decisions with the community's long-term vision, ensuring that future development supports both economic vitality and resource conservation.

A Capsule History of New Ipswich

New Ipswich was one of New Hampshire's first towns, chartered in 1750 and incorporated in 1762. The physical characteristics of New Ipswich made it an ideal location for industry. Hills, mountains, and valleys with rivulets emptying into the larger Souhegan River provided a surplus of water power to run the many sawmills, grist mills, starch mills and textile manufacturing plants active in the town's past. The Warwick Mill at High Bridge is still in operation and is close to the site of the first textile manufacturing plant established in the state.

In addition to its textile mills, New Ipswich became well known as a center for cabinet making and as the home of skilled artisans and craftsmen. During the late 18th and early 19th centuries, New Ipswich grew to be a prosperous and progressive community with a commitment to education and intellectual pursuits. It opened one of the first libraries in the state in 1793 and was second only to Exeter in establishing a high school, Appleton Academy. With its splendid scenery and relative proximity to Boston, the town also became popular as a summer resort.

New Ipswich developed into a town of many villages. From the Center Village, early settlement spread east to High Bridge and Bank Village, south to Smith Village, west to Davis Village, and northwest to Wilder Village. Wilder Village was the site of the Wilder Chair Factory which flourished in the pre-Civil War period. During the 1800s, each of these villages was a busy community with its own school, stores, shops, and mills. Today they are mainly residential.

At the turn of the century, an influx of immigrants from Canada and Finland arrived in the region to work in the textile industry or purchase inexpensive farmland while raising large families. Through the First World War and roaring 1920s, the population demographics shifted leading up to the Great Depression.

The 1930s were especially hard on New Ipswich. When the textile industry closed its New England mills and moved south, the town lost its main industrial base and fell into an economic slump that persisted for almost 50 years. With the advent of refrigeration, what had been a thriving dairy business also moved south to find sunnier pastures. During this time, former skilled artisans entered the construction field and started small building trades businesses that served New Hampshire and beyond.

With World War II came a rebirth of New England's industrial economy. Northern Massachusetts and southern New Hampshire became the electronic and technological center of the nation. New highways brought New Ipswich within commuting distance of

these rapidly growing industrial centers. Building trades artisans established generational family businesses that grew to serve New England and beyond.

During the decade of the 1980s, the town experienced an unprecedented housing boom with a proliferation of subdivisions that consumed large areas of open land, increased demands on schools, roads, and local services, and raised property taxes.

Starting in the 90s, internet access introduced professionals employed in remote work and further expansion of building trades organizations, small businesses and sole proprietors. A middle school was built to replace aging school buildings and provided expansion for a growing population.

At the turn of the 21st century, New Ipswich gained popularity through a growth of remote work, affordable living and social media. Several events such as the great ice storm in 2006 and an economic downturn in 2008 galvanized the community and fostered more support to impacted individuals from within the community. As the global economy improved, the population grew by attracting a diverse population to the tight-knit rural community, providing a lower cost of living compared to other New England states, and a continued expansion of housing.

Education took on a new shape with a variety of organized home schools, private schools, and public education. Athletic teams that included students from all local schools and the arts were a focus of high achievements.

When the COVID-19 epidemic swept through the community and the world, building trade companies proliferated as skilled workers were in high demand for a variety of socio-economic reasons. This period also brought a global shift to knowledge workers, most of them suddenly transitioning away from commuting to working remotely in town. Housing prices rose quickly yet continued to be attractive to another influx of buyers from higher priced states.

New Ipswich is once again at a critical moment in its history. It is hoped that this update of the town's master plan contains measurable insights that describe a pulse for the vision hopes and dreams for New Ipswich as the community evolves to survive and flourish into the mid twenty-first century.

Appendices

Appendix A: Conservation and Preservation Analysis (Previous Masterplan Update)

CHAPTER VIII

CONSERVATION AND PRESERVATION ANALYSIS

OPEN SPACE, FARMS, AND FORESTS

To a large extent it is open space that defines the rural character of any town. It is important to preserve open land and especially land that provides habitat for wildlife populations and land that has value for agriculture and forestry. Granting of conservation easements is an effective method of preserving open space while allowing the grantor to continue to use and own the land. The town can also protect valuable tracts by accepting outright donations of land for conservation purposes.

The state's Current Use law can help to preserve open space for wildlife, recreation, agriculture, and forestry. However, since the Current Use law is continuously under scrutiny and undergoing change, the town must continue to develop its own techniques for supporting agriculture and forestry.

The Conservation Commission is responsible for monitoring and managing land that has been given to the town for conservation purposes as well land on which the town holds conservation easements. The selectmen need to provide the enforcement authority necessary for the commission to make on-site inspection and see that abuses are prevented.

The Conservation Commission should continue to keep an updated inventory of protected open space and begin to identify key pieces of land for future protection.

GRAVEL AND SAND

New Ipswich has within its borders an abundant supply of sand and gravel; this is a valuable and non-renewable resource which needs to be protected and conserved. Although planning boards have been charged with the responsibility for gravel pit regulation, few have the resources to regulate pits effectively; the New Ipswich board is no exception. Towns need to adopt empowering ordinances to assure that state laws governing excavations and gravel pits are strictly enforced.

Rivers, Ponds, Streams, and Wetlands

The Souhegan River has been a major factor in shaping the topography of the area as well as the growth and development of New Ipswich. The river is a source of power, with a hydro-electric plant at the dam on Water Loom Pond. The Souhegan also supports a variety of wildlife and provides opportunities for fishing, boating, and other water activities. New Ipswich is also fortunate in the number of brooks, streams, and ponds that are evident in almost every section of the town, all providing sources for recreation and enhancing the scenic quality of the area. A significant portion of land in the town is in wetlands, supporting wildlife and protecting the aquifer.

Water is an invaluable resource. Ponds and wetlands are especially vulnerable water sources because once contaminated, they have very limited capacity for revival. The density of residential development around Pratt Pond places it in serious jeopardy. The density of housing and the existence of ancient septic systems makes water in the Center Village especially vulnerable to contamination.

One of the town's highest priorities must be water protection. The threat of water pollution and contamination cannot be ignored. There is an immediate need to determine the magnitude of the problem, and that can only be done by an extensive water testing program. Assistance from the state is available through the Groundwater Protection Act passed in 1991. The state has responded to threats upon water sources by imposing special restrictions on development and building in proximity to ponds, streams, and rivers.

The New Ipswich Conservation Commission has in recent years experienced considerable success in its efforts to protect Hoar Pond through land acquisition and conservation easements. It has also been instrumental in providing greater public access to the Souhegan River, safeguarding its shoreline through conservation easement, and protecting Furnace Creek, one of its tributaries. The town must stay alert to other opportunities to protect and provide public access to its ponds, streams, and the Souhegan River.

Sites of Historic Importance

The protection and conservation of open land, natural resources, and water is essential. Also of importance is the preservation of sites of historic and aesthetic value. The selectmen should establish a Preservation Task Force. The charge to it should be to make an inventory of houses, buildings, and sites of historic, aesthetic, or environmental worth; place those in priority order; develop a preservation plan; and seek funds and grants to implement the preservation plan. Preservation of the town's most valuable assets cannot be left to happenstance. Unless responsibility is fixed and plans drawn up, those assets will deteriorate or be destroyed.

Appendix B: New Ipswich Open Space Plan (Adopted March 28, 2007)

CHAPTER __*
OPEN SPACE PLAN

** Note to the Reader: It is anticipated that this document will eventually be incorporated as part of the town's master plan at which time the chapter would be numbered appropriately for its location within the plan.*

I. INTRODUCTION

There are three primary purposes that underlie the preparation of this open space plan. The first is to establish a vision for open space planning in New Ipswich that will guide future preservation efforts. Second is the completion of an inventory of natural resources in order to identify the most significant and critical area of importance and third is the development of an implementation strategy for use by the Planning Board and the town as a whole in achieving the community's open space objectives.

The preparation of this chapter is based on a variety of source information including community forums, a town-wide questionnaire, a previously completed natural resource inventory, and recommended standards for open space and resource protection. Some of this information, such as the vision and goals for open space preservation, have been presented previously in this master plan. However, the significance of these statements and concepts necessitates that they be re-emphasized within this chapter in order to establish a basis for the recommendations presented in the implementation strategy.

II. COMMUNITY OPEN SPACE VISION

The term *open space* is used to describe places that come in a variety of forms, ranging from municipal parks to large wilderness areas, and accommodate an assortment of uses and activities. In the context of this report the term is used in a similarly broad context that includes neighborhood and community parks or playgrounds, productive agricultural and forest lands, large habitat areas that support a diversity of wildlife, as well as natural systems such as rivers, wetlands and floodplains. These large, unfragmented habitat areas, as well as the "green corridors" that link them together, also provide opportunities for traditional New Hampshire recreational activities that residents of the community have historically enjoyed.

There are several key concepts related to open space planning in New Ipswich that have evolved from community input at various stages during the planning process. These concepts, which are summarized below, provide the basis for the town's open space vision that has been used to identify an implementation strategy for future actions.

1. Keep the environs of the town free from the effects of pollution related to water, air, noise and light
2. Maintain the traditional New England character of the town by preserving the visual characteristics of the following:
    a. Farmlands
    b. Forest areas
    c. Hillsides and ridgelines
    d. Rivers, ponds, and streams
    e. Historic structures, sites and artifacts
    f. Tree-lined country roads offering scenic views throughout the town
3. Support sustainable, resource-based industry related to agriculture and forestry

4. Preserve a variety of habitat types that can sustain viable populations of native animals, plants, and aquatic species
5. Provide access to an adequate supply of land and facilities that offer a variety of recreational opportunities for residents
6. Promote a land use development pattern that encourages a variety of density alternatives ranging from the more densely developed, historic village settlements to more sparsely developed rural areas

Protecting as many of these aspects of the landscape in New Ipswich as possible is critical to preserving the essence of what residents draw on to help define their sense of place. These features also provide an important part of the identity that residents share with one another that contributes to the fabric of the community as a whole.

As a means to organize the general guidelines outlined above into a strategic approach for implementing the town's overall objectives, this plan establishes two broad categories of open space; Habitat Oriented (H/O) areas and Neighborhood/Community (N/C) based sites. The former of the two types, H/O areas, is intended to encourage the preservation of large scale tracts of land that manifest significant ecological features, unique landscape characteristics, and the potential for natural resources management, as well as corridors that provide linkages to other preserves or open space properties, and open space "buffers" that protect ecosystems on existing conservation lands. The potential for recreational opportunities that are compatible with the preservation and protection of natural ecosystems is also encouraged as an integral part of these H/O open space areas.

The latter category, neighborhood/community based areas, are intended to provide open space within the more developed, or more likely to be developed, portions of the town. These N/C areas would typically include playgrounds, parks, playing fields, and other facilities-based activities, as well as undeveloped open space sites within areas of higher density housing, such as cluster housing or village areas. Structures or buildings on N/C open space properties should support the recreational, cultural or historical values and needs of the community.

It should be emphasized that these two types of open space areas are not necessarily mutually exclusive. For example, there are still some tracts of land within the more developed portions of town containing significant natural resources that warrant classification as an H/O open space area. Therefore, each tract or site must be evaluated in the context of the surrounding area to determine its significance within the town's overall open space planning objectives.

III. ENVIRONMENTAL INVENTORY AND ANALYSIS

An important foundation that supports the conclusions and recommendations presented in this open space plan is the inventory of existing conditions as they relate to natural resources and other special characteristics of the town. The identification and evaluation of these features were documented in the Natural Resource Inventory (NRI) completed by the town in 2003/04. The NRI included a detailed summary and analysis of the town's natural resources

and environmentally sensitive areas, which are summarized in this section, that provides the baseline of information used to develop recommendations for future open space preservation efforts.

A. Existing Development Patterns and Protected Lands

While the primary focus of this chapter is to identify the future need and priorities for open space the analysis must also take into consideration the future growth and development that will need to be accommodated within the community. Map 1, Existing Development Patterns, illustrates the town's existing development pattern in conjunction with the location of protected open space and conservation areas. The town is approximately 32.5 square miles in size, including water bodies, which is equivalent to about 21,000 acres. Existing land use has been mapped based on parcel level land use codes from the town's assessment data base. Land use has been generalized into six categories for purposes of open space planning which are: developed, partially developed, undeveloped, protected, and municipal/school. The "developed" category includes all parcels 10 acres or less in size that have an existing residential or commercial structure. There are 1,323 such parcels, with a total land area of approximately 6,000 acres, which are considered to be essentially built out although some may have further limited development potential. This represents approximately 29% of the town's total area. The "partially developed" category includes all parcels, 183 in total, greater that 10 acres in size that also have an existing residential or commercial structure. These parcels contain approximately 5,400 acres in total, approximately 26% of the town, and are assumed to have further development potential although the fact that the site has some existing development may delay, or otherwise affect, the amount and timing of any future development. The "undeveloped" land use category signifies those parcels without existing structures although their potential for future development may be constrained by environmental factors such as steep slopes or wetlands. There are 364 undeveloped parcels with a total area of approximately 8,700 acres, or 41% of the town's total area. The "municipal/school" land use category denotes parcels used for town activities and school district facilities.

The existing development patterns illustrated on Map 1 highlight the strong concentration of development creating a swath that runs generally from the town's northeast corner down to the Massachusetts state line. This development pattern encompasses the frontage of most roadways in this north-south corridor and has been influenced by the town's historic settlements around the village areas, as well as the topographical features of the town. Additional development also branches out from this central area along Route 124 to the north and south, as well as along Timbertop/Hubbard Pond Roads in the northeast portion of town and Ashby Road in the southeast corner of town.

The remaining land use category on Map 1 denotes the town's protected land areas. Within New Ipswich there are approximately 80 parcels, or portions of parcels, that are essentially protected (or proposed for protection) from further development and therefore, constitute the town's conservation lands base. These parcels range in size from less than one acre to almost 300 acres. These parcels are protected by the town, as well as other public and private organizations, either through fee simple ownership or conservation easements.

There are approximately 2,400 acres of conservation land within the town, representing a little over 11% of the town's total area, which are illustrated on Map 1. Of that total, the Town of New Ipswich is responsible for overseeing the management of approximately 175 acres in 11 parcels. The State of New Hampshire owns six (6) parcels with a combined area of approximately 205 acres. The remaining 70 parcels are either privately owned or protected by a third party interest. Two of the most prominent organizations that oversee a large portion of the privately protected lands are the New England Forestry Foundation (NEFF) and the Society for the Protection of New Hampshire Forests (SPNHF). A detailed listing of ownership, parcel size, and means of protection (i.e. fee simple ownership, easement, etc.) for all conservation lands is contained in the appendix of the town's NRI.

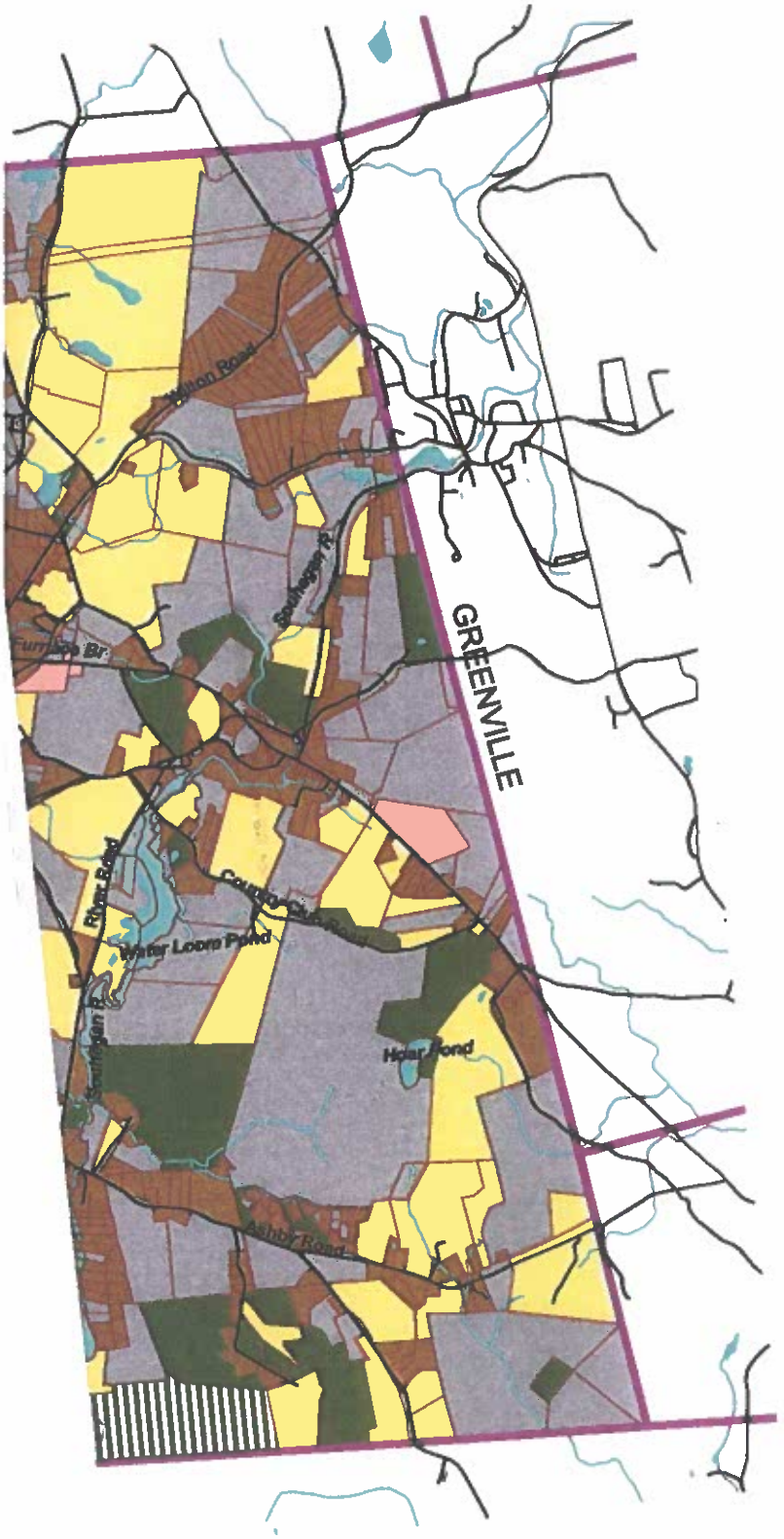
Also highlighted on Map 1 are two parcels currently under negotiation for a conservation easement. The first is owned by the Hampshire Country School, which has its facilities located in the Town of Rindge with the majority of the property extending into New Ipswich. The Northeast Wilderness Trust (NWT) is working with the school to preserve approximately 1,000 acres of undeveloped land that encompasses the Wapack Trail corridor and other natural resources on the property. The NWT is in the process of fundraising approximately $1.3 million to purchase the easement. The second is a parcel located on the Massachusetts state line where the NEFF is in the process of securing a conservation easement on approximately 200 acres of a site that straddles the border of New Ipswich and Ashburnham, MA.

As illustrated on Map 1, the existing conservation lands in New Ipswich are relatively dispersed throughout the town. There are several exceptions to this however, such as in areas along the Wapack Range and around Tophet Swamp, where assemblage of multiple parcels has been used to establish larger blocks of protected land. The current size and configuration of these parcel groupings however, does not yet ensure against the future fragmentation of some of the town's priority open space areas, which are discussed in the following section.

B. Unfragmented Blocks of Land and Corridors

The use of the term unfragmented blocks has received a growing level of recognition over the last decade with regard to open space planning. Their initial use was related primarily to preservation of wildlife habitat but their relevance offers broader opportunities for evaluating open space priorities within the community. Unfragmented blocks are generally defined as large tracts of land with few or no roads, houses, businesses or other human habitation. Their significance is based on size (larger is generally better) and their location within the state. For example, land in the southeastern tier of New Hampshire has been very fragmented by development and therefore, smaller blocks of remaining unfragmented land are more significant than they would be elsewhere in the state.

Existing Development Patterns
MAP 1



General Land Use
- Developed*
- Partially Developed**
- Undeveloped
- Municipal/School
- Surface Water

Conservation/Protected Property
- Protected
- Under Negotiation

- Wapack Trail
- Town Boundary
- Parcel Boundary

*Developed = Parcel <10 acres with structure
** Partially Developed = Parcel >10 acres with structure

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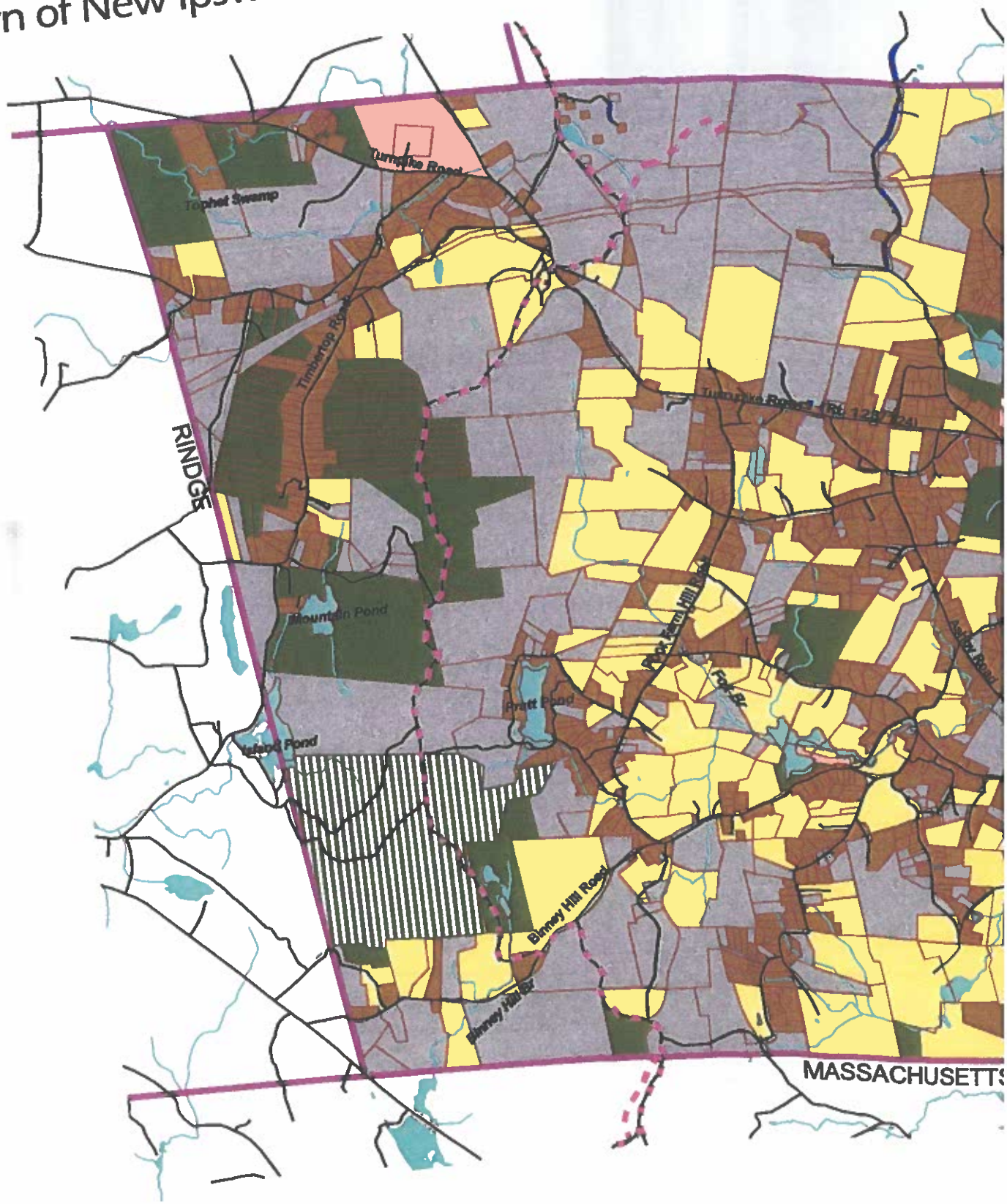
Open Space Plan

Town of New Ipswich, NH



Prepared by RKG Associates, Inc. - January 2006
SOURCES: Assessment Records, Town of New Ipswich and NH GRANIT

One of the primary characteristics of unfragmented habitat is their lack of roads since roads increase animal mortality and act as a barrier to wildlife movement. Consideration of road placement and configuration is one of the most important factors when planning for development with regard to habitat protection. Unmaintained dirt roads, such as Class VI highways, do not represent the same threat to wildlife as a paved highway.

One reason that unfragmented blocks are so valuable to wildlife is that they offer connectivity, or "corridors", between a range of contiguous habitats that often encompass many habitat types. This factor helps to support a diverse array of native wildlife that are common to the area. However, these corridors, or linkages, can also have a narrower shape or configuration that still allows for the movement of wildlife or the establishment of recreation trails between larger tracts of land. Establishment of these linkages is most often appropriate along river and stream corridors that allows for the movement of wildlife and people and also creates a buffer to protect the shoreline of these water bodies. However, linkages can also be preserved along ridgelines, through natural drainageways, and other naturally occurring features of the terrain.

This diversity of habitat within large unfragmented blocks is a characteristic that makes these land areas important not only to wildlife, but to open space planning in general and a key component for establishing priorities within the New Ipswich open space plan. Large unfragmented blocks provide uninterrupted tracts of forested land that may also include some or many of the following features that are high priorities for open space planning in New Ipswich:

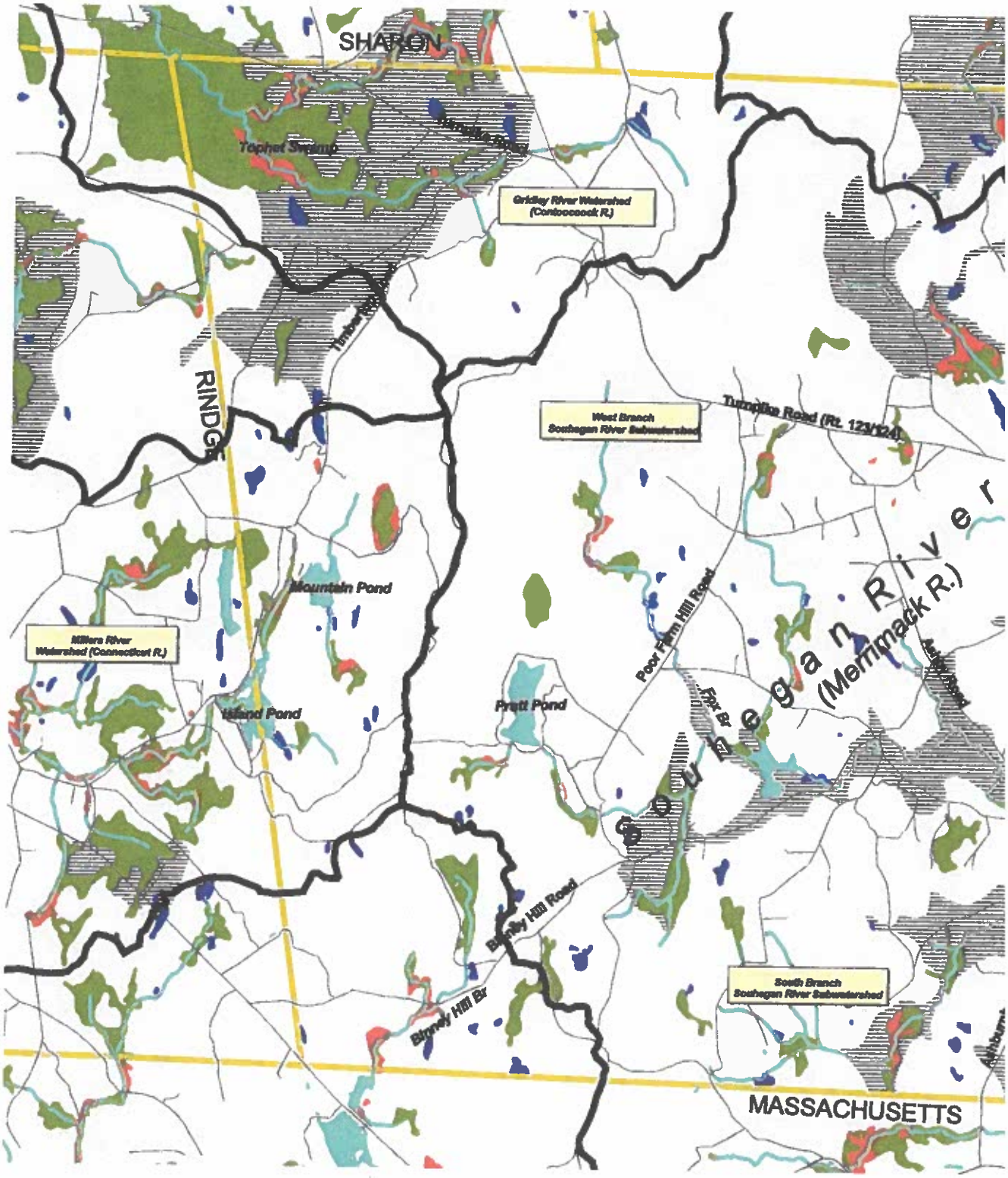
- Large wetlands or wetland clusters
- Undeveloped riparian areas along rivers and ponds
- Unique or critical habitat such as deer yards or mountain tops
- Sensitive watershed areas
- Adjacency to agricultural or open areas providing edge habitat

In addition to the features noted above, large unfragmented blocks also offer opportunities for community recreation, such as hunting, hiking, and trail networks that cannot generally be provided on smaller tracts of land. Preserving large blocks of land also offers the potential for minimizing the impacts of development of some of the town's most scenic and visually prominent landscape features associated with the ridgelines and adjoining hillsides of the Wapack Range. These large tracts of land also provide the potential for managing woodlands as a renewable economic resource that creates jobs and supports wildlife habitat.

There are 29 blocks of unfragmented land in New Ipswich that range in size from 18 acres to approximately 4,800 acres. These blocks were initially delineated by the New Hampshire Fish & Game (NHF&G) Department, as part of its Wildlife Action Plan (WAP), using a Geographic Information System (GIS) and data layers from GRANIT, the state's GIS data system. The blocks were defined by creating a buffer around roadways, ranging from approximately 250 feet to 380 feet, depending on the road classification (i.e. NHDOT Classes of I through V, as well as private roads). Areas that were identified as being developed for residential, commercial, or industrial uses, based on GRANIT data and aerial

Open Space Plan

Town of New Ipswich, NH



Prepared by RKG Associates, Inc. - January 2006
SOURCES: Town of New Ipswich NRI and NH GRANIT

2. Wetlands

Wetlands represent the interface between the aquatic and terrestrial environments. Wetlands provide a variety of functions, which include: helping to filter excess nutrients and contaminants from runoff before they enter surface waters; the temporary storage of flood waters; erosion control through the stabilization of river banks and other shoreland areas; as habitat for a variety of water-dependant and upland species of animals; and, as recreational areas for a variety of activities.

Wetlands are defined based on a combination of plant species, soil types, and duration of flooding/saturation by water. For town-wide planning purposes, the source of information used to identify wetlands is based on the definition used in the National Wetlands Inventory (NWI) that was produced during the 1980s by the U.S. Fish and Wildlife Service (USFWS) based on an analysis of aerial photography from that time period. A detailed overview of wetlands classification based on this system is provided in the New Ipswich NRI. While most wetlands are valuable for one or more of the functions noted previously, some wetlands are particularly important because of their scarcity within the large ecosystem that includes New Ipswich or because of their suitability as wildlife habitat.

Wetlands that should be given special consideration within the town's open space planning activities are discussed below.

Vernal Pools

Vernal pools are temporary bodies of freshwater that provide essential breeding and nursery habitat for many wildlife species. These wetland areas generally exist for only a brief portion of the year, having been filled by spring rains or snow melt only to dry up during hotter periods. Vernal pools are often very small but can support rich communities of vertebrate and invertebrate species. At this time, vernal pool locations in New Ipswich have not been mapped.

Palustrine Emergent Marsh (PEM)

Within the wetland classification system used by the USFWS to create the NWI, the Palustrine category refers to the group of wetlands dominated by trees, shrubs, plants, grasses and mosses, that are not part of a river or lake regime. They are typically referred to as marshes, swamps, bogs, and fens. Within the Palustrine category, marshes with emergent vegetation have been identified by the New Hampshire Natural Heritage Inventory (NHNHI) and the New Hampshire Fish & Game Department (NHF&G) as having limited occurrences throughout the state. Therefore, their protection is more critical in order to preserve one of the state's native wetland communities. There are approximately 280 acres of PEM wetlands in New Ipswich that are located along the various stream channels and ponded areas as illustrated on Map 3. The emergent wetland class is characterized by erect, rooted, herbaceous hydrophytes (water loving plants) that are present for most of the growing season.

Large Wetland Complexes

Large wetland areas are another important category since their size allows them to fulfill their functions to a greater degree than smaller wetland areas. For example, larger wetlands are capable of storing larger quantities of flood water, filtering more particulates, offering more recreation potential, and providing more diverse wildlife habitat. The minimum size threshold as to what constitutes a large wetland complex is relative to the size of all wetlands in the community. The NHF&G established five acres as the statewide threshold in the department's recently completed Wildlife Action Plan (WAP), which is also considered a suitable threshold for New Ipswich's inventory of wetlands. These large wetland complexes are illustrated on Map 3. There are 54 large wetland complexes containing approximately 1,600 acres located in New Ipswich (Note: some of this acreage crosses municipal boundaries but the majority lies within New Ipswich). In defining wetlands greater than five acres in size the NHF&G used the NWI palustrine wetland category combined with areas of very poorly drained soils (Hydric A from the Natural Resources Conservation Service soils map). The largest of these complexes is Tophet Swamp at over 700 acres but numerous others are associated with the Souhegan River corridor and its tributaries.

Wetland Clusters

From a wildlife habitat perspective, wetlands that are less than five acres in size but within close proximity to one another, are also important when evaluating open space protection alternatives. Once again, the approach used by NHF&G in the WAP is considered appropriate for New Ipswich, wherein clusters were defined as three or more wetlands less than five acres in size that are within approximately one half mile of each other. Based on this classification, New Ipswich contains 115 wetland clusters that contain approximately 170 acres scattered throughout the town. Given the smaller nature of these wetland areas, field verification will be required to determine whether they constitute true wetlands based on vegetation, soils and water regime.

D. Groundwater

Groundwater is found in the soil and bedrock formations that make up the surficial and bedrock geology that underlies the town's land area. The amount of groundwater occurring in a given location depends on the characteristics of these soil and bedrock formations and the ability to store water, a characteristic referred to as porosity. Groundwater is the source for all water supplies in New Ipswich, providing water to residential and non-residential wells within the community.

Groundwater occurring in concentrations sufficient to yield larger, sustained amounts of water to a well is referred to as an aquifer. In New Ipswich, these aquifer areas are comprised of stratified drift deposits in geologic formations referred to as glacial outwash and kame terraces. As illustrated on Map 3, these aquifers are primarily located in the Souhegan and Gridley River valleys. Presently, these aquifers have not been developed for use by a municipal water system or other large-scale withdrawal. While it may be possible to withdraw larger quantities of groundwater from these aquifers, a more detailed study would be required to determine the capability of these resources to sustain such a system.

Maintaining the long-term viability of these aquifers for use as potential water supplies in the future will be dependent upon sustaining the recharge capabilities of overlying land areas and preventing the leaching of contaminants into the subsurface water table. Recharge to aquifers is diminished when impervious surfaces, such as pavement and buildings, are located above the aquifer that prevent rain fall and other surface runoff from returning to the formation. Similarly, contaminants picked up by such recharge sources, or from poorly operating septic systems, can also impact water quality and negatively effect its potential as a drinking water supply. The town will need to manage both impervious surface and sources of contamination over these aquifer areas if it is to secure their long-term viability as a water supply.

E. Wildlife Habitat

Wildlife habitat is a very broad and all-encompassing term that can vary greatly in its meaning since most undeveloped areas, and even many developed areas, can support some types of wildlife species. However, certain types and configurations of habitat are considered more important for maintaining viable populations of wildlife within New Ipswich and its larger ecosystem. Generally speaking, habitat is more significant when it: supports a rare species; represents a unique area within the landscape; provides an abundance of food or other resources; provides a buffer for wildlife against the effects of development; and/or, supports several types of habitat. [1] More specifically, the following types of habitat are considered significant for supporting wildlife as well as many of the town's other open space priorities.

Riparian Areas

The shorelines of lakes, ponds, and rivers are referred to as riparian areas and are extremely important from a wildlife habitat perspective. Shorelines provide nesting and perching sites for many birds such as ospreys, herons, kingfishers, and sandpipers. River corridors are important as migration areas for birds and mammals and the natural vegetation along these corridors, as well as their adjoining floodplains, provides important sources of food and shelter. Protection of riparian areas by means of vegetated buffers and building setbacks also serves to protect water quality by minimizing the impacts of runoff as well as offering the potential for recreational activities such as trails or water-related uses. For wildlife habitat and migration purposes a riparian buffer/setback of 300 feet is recommended, since this size will allow the greatest potential for uninhibited use by most species, especially larger mammals.

Wetlands

The importance of wetlands has been discussed to some degree in the previous section on water resources. However, it bears restating that wetlands are significant wildlife habitat for a variety of reasons. Wetlands support a number of wildlife species that are specifically adapted to those areas, such as beaver and otter, and are also important to a large number of bird species during migration. Wetlands are important from a food source perspective and act as nursery areas for a variety of species to nurture their offspring. As noted previously, wetlands that should receive special consideration in the town's open space plan are those

[1] Identifying and Protecting New Hampshire's Significant Wildlife Habitat: A Guide for Towns and Conservation Groups, by Kanter et. al., NH Fish & Game Department, 2001

complexes that are greater than five acres in size, wetlands that are classified as Palustrine Emergent Marshes (PEM), and wetland clusters of three or more that are less than one acre and within one-half mile of each other.

Agricultural and Open Land

Agricultural and other open lands are important from a wildlife perspective for several reasons. Agricultural crop land can provide important food for certain species during times when normal food supplies are limited. Other open lands, such as fields, grasslands, and shrubland, offer a diversity of habitat that has greatly diminished over time in New Hampshire as the state became predominantly forested. Grass and shrublands may represent food supplies for various species and are important to other species that require "edge habitat" that occurs where fields, forests, or other habitat join one another. It is important to note that both agricultural areas and open lands require human management to prevent those areas from reverting to forests. As discussed previously, actively managed agricultural lands are also important to the town, since they represent part of the rural character and historic industrial base that residents consider to be a key aspect that partially defines New Ipswich as a community.

Unique or Critical Habitat

Certain types of habitat are valuable for wildlife because their occurrence either within the town or the broader ecosystem is relatively rare. Other types of habitat are important because they provide critical sources of food, shelter, or breeding areas. In New Ipswich, there are a number of locations that have characteristics that fulfill these criteria that should be considered priorities for open space planning and protection.

Deer Wintering Areas (DWA) – During the winter months deer rely on certain locations, which are used regularly from year to year, referred to as deer wintering areas. These DWAs, also known as deer yards, are densely wooded with evergreens and can vary in size from several acres to a few hundred acres. There are eight DWAs identified in the town's Natural Resource Inventory (NRI) that range in size between approximately 100 and 350 acres, although one of these areas (between Wilton and Greenville Roads) may no longer be active due to subdivision activity that has occurred there.

Heron Rookeries – These are wooded/swampy areas where Great Blue Herons regularly return to breed. The NHNHI classifies heron rookeries as habitat of high importance with only 37 known locations in the state. There is a heron rookery in New Ipswich located in Binney State Forest off Binney Hill Road. The site is protected by state ownership but potentially subject to encroach from development on adjoining properties.

Special Land Features – Unusual geologic features, such as hilltops and dramatic changes in topography, are unique features in the southern portion of the state. These environments often create unusual sets of growing conditions and can support vegetation and wildlife that would not otherwise occur in this area. The Wapack Range, which is comprised of Pratt, New Ipswich, Barrett, and Kidder Mountains, qualifies as such a special land feature that should be given high priority within the town's open space planning activities. This ridgeline, and its adjoining hillside terrain, is part of a 21 mile,

regionally recognized hiking trail that runs between Mount Watatic in Ashburnham, Massachusetts and North Pack Monadnock in Greenfield, New Hampshire. As such, this portion of New Ipswich is an important recreation area that also offers some of the most striking scenic views in the town. The significance of this mountain range is highlighted in the on-going Quabbin to Cardigain Conservation Collaborative (Q2C) initiative being promoted by the SPNHF to protect a broad corridor of interconnected conservation lands along the Monadnock Highlands, between the Quabbin Reservoir in central Massachusetts and Mount Cardigain in New Hampshire. Within this broad 100 mile corridor, encompassing approximately 3,000 square miles, the Wapack Range has been singled-out as one of several "focus areas" that warrant special consideration within the overall objectives of the Q2C initiative. In addition, the NHNHI lists two locations of natural communities (Acidic Rocky Summit/Rock Outcrop Community) along this ridgeline. These natural communities are considered to be of very high importance with only 23 known locations in the state.

Rare Species and Natural Communities – The NHNHI lists two additional natural communities and one plant species that are considered rare within the state. The two communities include a Red Maple Alluvial Swamp and an Acidic Level Fen, both of which are associated with the Tophet Swamp area. The plant species is the Spatterdock, which was last observed in the area around Binney State Forest.

F. Agriculture and Forestry Lands

As discussed previously in this chapter, an important component of the town's future open space planning effort is the preservation of land used for active agricultural and forestry operations. Also important is the preservation of areas that have the potential to be used for such purposes, although such activities may not be present at this time.

Lands devoted to agricultural and forestry uses are important open spaces from a visual and habitat perspective but also represent a component of the town's economic base and rural character that residents have indicated a desire to preserve. The town presently has approximately 39 active farms and six (6) Certified Tree Farms. The majority of the town's agricultural operations are involved in hay production; however, others include the raising of livestock and horses, blueberries, maple products, and greenhouses. The tree farms represent properties that are being actively managed for wood products, as well multiple use habitat values. According to records maintained by the SPNHF, there are currently five (5) Certified Tree Farms in New Ipswich that range in size from 30 to 300 acres, with a total of 630 managed acres.

Along with the active agricultural operations noted above, there are locations in town where the soils have been identified by the Natural Resources Conservation Services (NRCS) as being ideally suited and highly productive farmland. These soils are designated as either Prime Farmland or Soils of Statewide Importance. In some instances, these soils are located on properties that are presently being farmed; however, other locations may not be in production but remain undeveloped with structures. It will be important for the town's open space planning activities to support both the active farm and forestry operations and preserve

productive agricultural soils for potential long-term use. The location of these important agricultural soils are illustrated in the NRI.

IV. STRATEGY FOR PROTECTING OPEN SPACE

Previous sections of this chapter have outlined the town's vision for open space and presented an inventory of important natural resources and characteristics of the landscape considered to be priorities for future conservation efforts. This final section presents the two remaining components of the town's open space plan, which includes criteria for evaluating the significance of potential conservation parcels within the open space objectives and an implementation strategy that provides a list of actions to be taken to support the plan. The implementation strategy is divided into three broad categories that include: administration, education, and outreach; regulatory actions; and land and habitat preservation initiatives.

A. Open Space Protection Criteria

Using the vision concepts outlined earlier in this chapter as the overarching framework for open space protection, as well as the three tier classification system of unfragmented blocks and their associated inventory of natural resources, a number of criteria have been developed to assist in establishing priorities when evaluating a specific parcel, or group of parcels, with regard to their suitability in achieving the town's open space goals and objectives. The following criteria are recommended for use when evaluating and identify priorities relating to the potential open space value of land within the town or adjoining communities.

1. A parcel, or group of parcels, should be at least 30 acres in size when evaluating Habitat Oriented (H/O) parcels. Smaller parcels may be considered for specific purposes, especially for Neighborhood/Community (N/C) open space sites, such as providing public access, recreation, historic/cultural preservation, forming linkages for trails or natural corridors, or expanding previously protected areas.

2. Land that abuts or contains a segment of the Souhegan River corridor is considered to be a high priority. Preference may be given to locations that have the following characteristics.
   - Locations in less developed portions of the town that are part of large unfragmented blocks of land
   - Locations where the river corridor intersects or overlays identified aquifers or floodplains
   - Parcels containing additional significant upland or wetland habitat

3. Land that abuts property that is currently preserved as open space where protection of additional land will enhance and/or further protect the characteristics of the existing protected area.
   - Prime examples of such locations would be in the area of Tophet Swamp, the Wapack Range, Binney State Forest and Hoar Pond

4. The land contains exemplary natural communities, is part of a critical ecosystem, or contains one or more of the high priority natural resources listed previously in this chapter. Preference may be given for the following conditions.
   - The parcel is under imminent threat of development or significant encroachment from nearby development
   - The area has been identified as containing habitat/locations that support rare, threatened, or endangered species
   - Properties containing large wetlands or clusters of wetlands (greater than 5 acres), Palustrine Emergent Marshes (PEM), riverine wetlands or vernal pools

5. The parcel would contribute to the overall preservation of Tier I open space unfragmented block areas identified on Map 2. The total size of the parcel may include undeveloped land in adjoining towns. In some situations, a smaller parcel (i.e. less than 30 acres) may be considered if it has the potential to provide linkage between protected parcels, or across a roadway, if sufficient frontage along the road remains undeveloped. Preference may be given for the following conditions.
   - The parcel has multiple occurrences of important resources as identified in this chapter and the Natural Resource Inventory
   - The parcel would create linkage between previously protected properties
   - Preserving the parcel would insure the protection of a scenic viewpoint that is readily accessible to the general public (i.e. from a roadway or other publicly owned vantage point)
   - Public access would be guaranteed for recreation activities such as hunting, fishing, hiking, picnicking, etc.
   - The land would be managed for sustainable forestry activities

6. Land that would preserve active agricultural and forestry operations. Preference may be given for the following conditions.
   - Locations where prime agricultural soils or soils of statewide importance are present
   - The agricultural area contributes to the support of a larger wildlife habitat area
   - Forestry operations that are certified tree farms or managed for sustainable yield
   - Forestry management areas that also allow for public use trails or other types of public recreation

7. Land that would contribute to the creation of a comprehensive trail network. Preference may be given for the following conditions.
   - Parcels that form linkages with an existing or planned trail system
   - Parcels that would guarantee public access in perpetuity (as opposed to a temporary agreement with the landowner)
   - Trail corridors that follow river/stream channels

B. Implementation Strategy

New Ipswich must develop a long-term strategy for preserving open space that employs a variety of approaches and methods. Such a multi-pronged strategy is necessary because of the complex and often unpredictable conditions created by decisions related to land ownership and other economic factors that influence the local and regional real estate markets. Furthermore, the approach must be long-term because decisions by landowners regarding the use, development or sale of their property often take many years to evolve due to factors such as personal finances or considerations that affect family estate planning.

There are four primary components of the town's proposed open space protection strategy that are outlined in the following sections. The first three focus on education, regulation, and cooperation. The fourth component involves the need to provide an adequate level of local funding to support the other segments of the town's overall strategy as well as creating the potential to achieve greater impact with regard to preserving large tracts of unfragmented open space when such opportunities arise.

1. Administration, Education and Outreach

a) Establish a permanent Open Space Task Force to oversee the implementation of recommendations in this plan. This Task Force would establish annual milestones to be achieved as part of the town's long-term open space planning strategy.

b) Establish an on-going education strategy to keep residents informed of changing land use, natural resources and open space conditions in the town. Some components of this strategy could include the following.

- Create marketing style campaign to "Protect the New Ipswich Landscape"
- Send semi-annual mailings to households regarding development and conservation trends and activities
- Establish management plans for town-owned conservation areas (info kiosk, trail maintenance, selective harvesting, etc.)
- Conduct more detailed ecological studies of critical habitat in town to highlight the need for future conservation efforts
- Create an accurate map of conservation land that shows partial easement areas that can overlay digital tax maps

c) Apply for grant funds for on-going education and outreach efforts from the New England Grassroots Environment Fund (NEGEF) which provides funding up to $2,500.

d) Require that the Open Space Task Force and/or Conservation Commission comment and advise the Planning Board, as well as other municipal boards and departments, on all major development proposals effecting the open space objectives of the community.

e) The Planning Board should adopt by reference, the Natural Resource Inventory (NRI) as part of the town's master plan. Copies of the NRI, including all maps, as well as this chapter of the master plan, should be provided to all town land use boards and

departments to promote a continued awareness of the town's critical resources in the municipal decision-making process.

f) The Planning Board should also adopt by reference as part of the master plan's supporting documentation, the Souhegan River Management Plan prepared by the Nashua Regional Planning Commission. The town should work with the Souhegan River Local Advisory Committee (SoRLAC) and the Souhegan River Watershed Association to implement the recommendations contained in the management plan. The town should also work through these organizations to secure funds from the New Hampshire Department of Environmental Services' (NHDES) Watershed Assistance and Restoration Grants program for implementing Best Management Practices (BMP) within the watershed.

g) Evaluate and make recommendations for future status of Class VI roadways with regard to open space objectives. For example, the upgrading of the Class VI portions of Binney Hill Road and Country Club Road would promote fragmentation of priority Tier I open space areas and therefore, should be discouraged.

h) Evaluate roadways in town for potential designation as Scenic Roadways under state statute, which would help to preserve the rural character of these corridors.

i) Conduct a build-out analysis for subwatersheds of the Souhegan River in New Ipswich. Use this data to determine current and future amounts of impervious cover based upon current zoning and to evaluate the impacts associated with impervious surfaces in the more highly developed subwatersheds.

j) Establish a list of "green developers" interested in working with landowners in New Ipswich to create conservation subdivisions.

k) Initiate the process of documenting Prime Wetlands in New Ipswich as provided for under state statute. Prime Wetlands mapping will identify the highest value wetlands, including larger wetlands (greater than 5 acres), which have been designated as a high priority for protection within this open space plan. This mapping effort could also potentially include the documentation of vernal pools, particularly on tracts of land in designated high priority open space areas.

l) Coordinate efforts of public and private recreation groups to identify suitable locations for facilities-based recreation facilities that can serve the current and future demands for organized recreation activities in the town. Work with the same groups, or establish a separate Trails Committee, to identify potential locations for a town-wide trail network. Coordinate with efforts of local snowmobile clubs to integrate existing trails used by these groups. The primary snowmobile trail network currently used in New Ipswich is illustrated on Map 2.

2. Regulatory Actions

The following provisions recommend a number of regulatory changes intended to preserve open space and better protect some of the town's critical natural resources. The proposed changes include recommendations that affect the zoning ordinance, as well as the subdivisions and site plan regulations. Therefore, the town should consider a comprehensive re-write of all three regulations in order to insure that the following provisions, as well as other recent changes, are incorporated in a well-integrated manner. However, if this approach is not considered practical at this time then these provisions can be added in a more incremental manner.

a) Add a general provision to the zoning ordinance, subdivision and site plan regulations that requires all development proposals to consider and address the stated principles and objectives of the town's open space plan.

b) Strengthen the town's zoning regulations with regard to buffers and protective setbacks of riparian areas around rivers, streams, ponds, and wetlands. Setbacks and buffers around the major shorelines/edges of rivers, ponds and wetlands should be 150 feet. Setbacks and buffers around all other shorelines and wetlands should be 100 feet.

c) Revise the town's wetland ordinance to include language indicating that wetlands greater than five acres, wetland clusters greater than five acres, palustrine emergent marshes (PEM), and bogs are considered high priority wetlands with regard to minimizing the impacts of dredging or filling (NOTE: A reference to Map 3 of this chapter, which highlights these wetlands, should also be included in the ordinance). In addition, the potential for development in these wetlands under the Special Exception provision of the ordinance (Section 4. Special Exceptions) should be eliminated. Vernal pools should also be included as areas protected under the wetlands ordinance.

d) Adopt an aquifer protection overlay district as part of the town's zoning ordinance that would regulate impervious surfaces, potential sources of contamination, and require implementation of best management practices to protect the water quality of these resources. The boundaries of the aquifer protection district should coincide with the areas identified as aquifers on Map 3, presented previously in this chapter.

e) Establish a viewshed overlay district for Wapack Range and Kidder Mountain unfragmented block areas (Tier I and II open space designation). These viewshed regulations would define development standards within a delineated "viewable" area (e.g. above a specified topographical elevation) that would minimize visual impacts on the landscape from future development.

f) Require all subdivisions to set aside 10%-15% of the tract area (the town's current approximate total percentage of open space) of a proposed development for recreation or open space purposes that would primarily serve the local needs of residents in the subdivision. As an alternative to this land dedication, the town could establish a fund

in the Capital Improvement Plan (CIP), or a capital reserve fund, into which the developer could pay a fee that is commensurate to the dedicated land value or some other proportional amount. These funds would be used to achieve the town's open space objectives.

g) **Require implementation of wildlife sensitive design standards for all major subdivisions. These standards would require that a site inventory be conducted of a proposed development tract that identifies existing habitat characteristics and significance that is used to design the subdivision layout. Revise the town's zoning ordinance to allow flexibility in dimensional controls (e.g. a reduction in road frontage) to promote habitat preservation design.**

h) Revise the roadway design standards to allow/encourage a reduction in construction dimensions, where appropriate, to lessen impacts of habitat and open space fragmentation. More specifically, the design standards should be amended to allow narrower pavement and/or right-of-way (ROW) width for subdivision roads that have lower traffic volumes and design speeds. These types of minor access roads may service less than 200 vehicles per day where a 30 foot ROW and 20 foot pavement width would be adequate. In addition, as noted in paragraph g) above, language should also be added to the design standards that promotes roadway layout that minimizes, to the extent practical, the effects of fragmentation on open space and wildlife habitat due to the location of new roadways on previously undeveloped tracts of land, or adjacent to existing protected open space parcels. The Planning Board should also consider removing the provision in the subdivision regulations that requires all vegetation be removed from a ROW, since this can impact wildlife habitat, as well as the scenic qualities of the town's roadways (Refer to Appendix B. of the subdivision regulations entitled Design Criteria).

i) Revise the cluster development ordinance to allow for development incentives and the provision of open space that supports the town's open space objectives. Consider the provision of density bonuses when certain open space thresholds are achieved and also the requirement that a detailed site inventory be conducted prior to the submittal of any detailed development plans. Incentives could be provided for preserving agricultural areas, protecting/enhancing critical habitat areas, and providing public recreation facilities. The cluster regulations should also be revised to include a provision requiring a third party be identified that will be responsible for enforcing the protective covenants for preserving the open space in the event that the homeowners association fails to do so. The Conservation Commission should also be identified in the regulations as having authority to enforcement these restrictions if necessary, and the town should be enabled to recover any legal expenses incurred from the homeowners association as a result of such actions.

j) The town's zoning and land use regulations should be revised to reflect the Best Management Practices (BMP) recommended in the Souhegan River Management Plan for protecting water resources on a town-wide basis in New Ipswich. The town

should seek assistance from the Southwest Regional Planning Commission (SWRPC) in making the necessary changes to these regulations.

3. Land and Habitat Preservation Initiatives

The town will need to take a proactive approach if it is to preserve key tracts of land that are priority areas identified in this open space plan. It will also need to take an active role in encouraging habitat management and resource protection as part of the development process for properties that cannot be completely preserved as conservation land.

a) Contact Landowners of Key Properties

A representative, or group, from the town should begin to contact the owners of key conservation/open space parcels to open a dialogue regarding the owners long-term goals for the property and the potential for preservation or limited development alternatives.

- Contact landowners whose property contains headwaters of various river systems in town (work with towns that use as water supply and/or appropriate public/quasi-public agencies and organizations)
- Contact landowners of large tracts (30+ acres) of undeveloped land in the Tier I open space areas
- Contact landowners of managed wood lots and certified tree farms (work with NEFF and SPNHF)
- Contact landowners of agricultural properties in Tier I and II open space areas with properties that comprise a portion of larger significant wildlife habitat

b) Designate Wapack/Kidder Mountain Range Corridor as High Priority

- Support the Quabbin to Cardigan Conservation Collaborative (Q2C) efforts of large scale habitat preservation along Wapack Range corridor. Work with SPNHF to make the New Ipswich portion of the Q2C corridor focus area a priority for forthcoming detailed bio-inventory at the parcel level. Ask SPNHF to make presentations regarding significance of the Q2C corridor at forum(s) in New Ipswich.
- Hold summit meeting of groups interested in protecting Wapack Range to identify appropriate joint action plan for this corridor (e.g. SPNHF, NEFF, NWT, Friends of Wapack, NHF&G). Consider coordinating efforts through regional planning commission.
- Ask Town Meeting to pass a resolution that the Wapack Range is a critical feature in the town's visual landscape and a high priority for conservation
- Consider requiring a 250 foot buffer around the Wapack Trail within the town's zoning ordinance to protect this local and regionally important recreation corridor
- Establish permanent public access points to the Wapack Trail at its northern and southern extents within the town that offers adequate parking facilities
- Appropriate town funds to support acquisition of Hampshire Country School property conservation easement being sought by NWT

- Establish viewshed protection overlay district for this corridor (see Section 2e) above for details)
- Limit future fragmentation of this corridor by discouraging upgrade of Binney Hill Road from its current Class VI status

4. Alternative Methods for Acquiring Open Space

As noted at the beginning of the implementation section, the town must develop a long-term strategy for preserving open space in New Ipswich that employs a variety of approaches and methods if it hopes to succeed in achieving the goals of this plan. The previous portions of this sections have outlined three of the approaches, which focus primarily on education, regulation, and cooperation. However, in order for the town to protect major tracts of unfragmented open space, as well as other key parcels, it will be necessary to use other techniques that include financial support from various funding sources, including local property taxes.

It would not be fiscally practical for the town to appropriate the total amount of funds required to purchase all of the priority open space areas identified in this chapter. Therefore, the town will need to use some of its municipal appropriations as leverage to secure other funding, such as grants, or to purchase less than fee simple ownership of open space parcels. In such instances, the town could purchase the development rights of a property, typically accomplished by means of a conservation easement, that would preclude further development of the property. This approach also leaves the property on the local tax roles, although at a much reduced value. Wherever possible, the town should also attempt to obtain the development rights, or a portion of the value of these rights, through donations from property owners.

a) The town should consider making open space preservation a more prevalent component of its annual budgeting process through the following actions.
   - Establish a capital reserve fund and/or other appropriate revenue fund for open space to insure a dedicated budget mechanism is available for receiving and dispersing funds. Such funding would include all fees received as an alternative to open space dedication from the subdivision approval process, as recommended in paragraph 2.f) above.
   - The town should consider making a minimum allocation of $200,000 to the capital reserve fund in order to be able to respond in a more timely manner to real estate market conditions to protect parcels of critical importance or provide matching funds for various grant programs and fundraising campaigns. These funds can also be used as a stopgap measure to temporarily secure key open space properties that are subject to the threat of eminent development.
   - The town should require that all penalty fees collected for withdrawing land from Current Use be allocated for open space preservation. Presently, only a portion of these fees are used for such purposes.
   - The town should use its bonding capability to purchase key open space areas when other funding sources are not available or are insufficient to cover the entire cost of the property.

b) It is recommended that the purchase of development rights, as opposed to fee simple ownership, be the primary approach used by the town for acquiring and protecting open space in order to reduce the amount of municipal funding required. Fee simple acquisition should be used to purchase properties where public access is a primary objective or when the other approaches are not practical.

c) To the greatest extent possible, grants and other public funding sources should be used to preserve open space and protect critical natural resources in New Ipswich. The town should actively pursue funding from the state's Land Conservation and Heritage Investment Program (LCHIP) and other comparable programs that support the goals of this plan. The town should attempt to leverage matching funds for such grants through the private donations of funds and/or property.

d) The town should also work with private land trusts and other land preservation groups (i.e. SPNHF, NEFF, NWT) to secure matching funds for joint open space preservation initiatives in New Ipswich, as noted in Section 3 above.

References and Contacts

1. Natural Resource Inventory (text and maps) completed in 2004 by Daylor Consulting
2. New Ipswich Master Plan – 1995 and 2004
3. Master Plan Survey Results
4. New Ipswich Zoning and Wetlands Ordinance
5. New Ipswich Subdivision and Site Plan Review Regulations
6. The town's GIS digital parcel map and assessment database
7. 2003 aerial photography and additional data layers from GRANIT (New Hampshire's GIS database)
8. New Hampshire Fish & Game's Wildlife Action Plan (WAP) and associated GIS Coarse Filter Analysis of Potentially Significant Wildlife Habitat
9. Representatives of the following organizations were contacted for information and activities in the New Ipswich area
    - Monadnock Conservancy Land Trust
    - Northeast Wilderness Trust
    - Society for the Protection of New Hampshire Forests
    - Friends of the Wapack
    - Harris Center for Conservation Education
    - New England Forestry Foundation
    - Nashua Regional Planning Commission
    - Southwest Regional Planning Commission
    - Rindge Snowmobile Club
    - New Hampshire Fish & Game Dept.

Appendix C: New Ipswich Natural Resource Inventory

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EXECUTIVE SUMMARY

A detailed Natural Resources Inventory was conducted by Daylor Consulting Group for the Town of New Ipswich Conservation Commission. The primary objective was to identify and locate naturally occurring resources within the Town. This inventory was based upon analysis of existing GIS information supplemented by additional data sources and field studies. The information and analysis in this report is intended to: provide a compiled summary of the Town's important natural resources; serve as the technical basis to support future comments or advocacy work related to the review of development projects; provide a framework for future conservation efforts; and provide a guide for future municipal planning.

Four general areas of natural resources were inventories in the study including: water resources, open lands, habitats and ecosystems, and an analysis of topographic slopes. Water resources included wetlands, which merged National Wetland Inventory data and hydric soils; water bodies; surficial aquifers; and watershed boundaries. Open space lands included conservation lands, recreation and trails, agriculture, important agricultural soils and unfragmented undeveloped lands. Topographic slope analysis involved computer analysis for delineating various slope classes and viewshed analysis focusing on steeper slope classes and summits. Habitats and ecosystems analysis mapped locations of rare plants and animals and exemplary communities, specific cover types, other significant wildlife habitat, such as deeryards, south facing south slopes, and wildlife corridors were also utilized.

These resource types were merged by GIS analysis into a composite map, and areas of over-lapping resource features, also called co-occurring resources were identified. The number of resources that over-lapped at a specific location was identified and colors assigned to each number. Merged resource overlay maps were developed separately for wildlife resources and non-wildlife resources. From these two maps a third composite was created for all inventoried natural resources within the Town of New Ipswich. From this final composite analysis, the areas with the greatest concentrations of natural resources and co-occurrences are shown to be located in the areas of Tophet Swamp, New Ipswich Mountain and extending along the Wapack Range, Whittemore Hill, the High Bridge area, the flood control reservoir areas, and Kidder Mountain.

This study has focused on identifying areas of selected natural resources and determining numbers and locations of co-occurrences in order to provide a basis for land use planning efforts, develop a conservation plan, and to initiate and support land protection efforts. Priorities for land acquisition or other forms of protection or management have not been established as the Conservation Commission members indicated time would be required to analyze the enclosed data and information before deciding upon a course of action. In further deliberations they may decide to take action on certain identified locations, introduce changes to town zoning regulations to better protect certain resources, work more closely with neighboring municipalities or NGO's or, to further study select resources or areas.

1.0 INTRODUCTION

1.1 Purpose of this Study

The purpose of this study is to provide a detailed inventory and analysis of natural resources in the environmentally sensitive area of New Ipswich, New Hampshire This area is approximately 32.5 square miles and includes land within the Souhegan, Squanacook, Millers, and Contoocook River watersheds. The information and analysis in this report is intended for four purposes:

1. To provide a compiled summary of the area's important natural resources.
2. To serve as the technical basis to support future comments or advocacy work related to the review of development projects in the area.
3. Provide a framework for future conservation efforts.
4. To provide a guide for future municipal planning.

1.2 Study Area

New Ipswich occupies approximately 32.5 square miles in southwestern Hillsboro County. It is located in two ecoregions, the Southern New England Coastal Plains and the Vermont-New Hampshire Upland. The town is mostly forested with scattered farmsteads and fields occupying flatter areas. New Ipswich is composed of a series of small villages, with several located along the banks of the Souhegan River. Development pressures have recently increased, with several new subdivisions as well as scattered individual houses constructed.

1.3 Scope of the Study

This report was prepared by Daylor Consulting Group, Inc. of Braintree, Massachusetts ("Daylor"), Daylor's scope of work for this project included four major components:

1. Compiling and synthesizing existing databases and new sources related to natural resources and open space in the study area. This information is presented in sections 2, 3, and 4 of this report.
2. Field verification of these data sources and field acquisition of new information.
3. Integrating these data into composites or overlays and producing a series of maps derived from these data.
4. Documenting the methodology and findings of the natural resource inventory in a report, with prioritization of undeveloped lands for conservation planning.

1.4 Data Sources

In preparing this report, Daylor consulted a wide variety of existing data sources, including water quality and hydrologic studies, habitat studies from the state and from non-profit conservation groups and other sources, and from discussions with knowledgeable persons in the area. In addition, Daylor obtained geographic data in electronic GIS format from the Southwest Regional Planning Office and GRANIT, New Hampshire's statewide GIS provider. Although numerous sources were consulted as part of this study, this report cannot be considered an exhaustive review of all data relevant to the study area. For more detailed information on the study area, the reader should consult the sources cited throughout this report and listed in **Appendix A: References.**

2.0 NATURAL HISTORY

New Ipswich is characterized by rugged, hilly terrain interspersed with gently rolling woodlands, open fields, stream corridors, and wetlands. At the western side of the town, the land rises abruptly along the north – south oriented Wapack Mountain range. The topography and consequential landscape of the town is controlled by the underlying bedrock and unconsolidated surficial geologic units. Fitted into this matrix of woods, fields, and wetlands is the community of New Ipswich, comprised of small villages.

2.1 Geology & Soils

2.1.1 Geology

Bedrock Geology

The bedrock in New Ipswich is comprised of three major geologic units, the metamorphic Littleton and Paxton Formations, and the igneous Fitchburg Plutonic Complex. The metamorphic bedrock types are silky-gray weathering feldspathic and sulfidic schists that have undergone only limited change from the original silt and mud sedimentary rocks from which they formed. The metamorphic bedrock was intruded by granites and tonolite, which was later deformed by uplift and folding. The more resistant of these rock types are responsible for the bedrock hills and outcrops in town.

Steep slopes, shallow water tables, shallow bedrock and hilly terrain used to be considered impediments to building. With modern equipment and current land prices, many parcels that were considered undevelopable in the past are now being developed by the introduction of large amounts of fill to provide separation for septic systems from ground water and deep cuts to facilitate roads and driveways. Septic outbreaks on these slopes may become more prevalent as building continues. Cut and fill operations may destabilize slopes resulting in increased bank failures with resultant erosion and sedimentation. These areas are becoming increasingly threatened as the demand for houses with scenic views of the Monadnock region overrides the higher costs of development.

Surficial (Glacial) Geology

During the Pleistocene Epoch, which began about 2 million years ago, glaciers advanced from the north. Evidence indicates that at least four advances and subsequent retreats occurred. The last glacial advance reached its maximum extent about 25,000 years ago, thereafter retreating to a position north of the Town 14,000 years ago. Most of the depositional and structural features were formed during the last glacial retreat.

There are three main classes of unconsolidated deposits in New Ipswich: glacial till, stratified drift, and alluvium. Most of the town is covered with varying depths of glacial till. Stratified drift deposits, where present, has been mined for sands and gravels.

Glacial till is a dense, heterogeneous, poorly sorted mixture of clay, silt, sand and subangular rocks and boulders that was smeared over bedrock by the overriding ice (dense till), or the same mix of particle sizes released from ice that melted in place (ablation till). This glacial till now forms a mantle over the bedrock averaging 20 feet in thickness on the uplands.

Stratified drift deposits are sorted, layered material deposited by glacial meltwater streams. Fine-grained deposits were deposited by low-energy, slower moving streams, and were generally carried further from the face of the receding glacier. Coarse sands and gravels were deposited by higher energy, fast flowing water near the face of the glacier. Most of the areas in town that are now borrow pits were formed as kames and kame terraces from sediments that flowed laterally across the melting ice lobes or outwash plains from materials deposited between the melting ice and bedrock hills or ice-dammed streams.

These sand and gravel deposits have great water storage capacity and have great potential as water yielding aquifers or recharge zones.

2.1.2 Soils

Soils form as the result of the interaction of five major factors: climate, parent material, plant and animal life, topography and time. The relative importance varies from place to place and one or more of the factors may dominate the kind of soil that forms in a particular area. In New Ipswich, the differences in parent material, drainage, topography and time have had the greatest influence in forming the various soils that have formed.

More than two-thirds of the soils in the study area formed in moderately coarse or coarse textured glacial till, but the characteristics of these soils differ greatly. Marlow, Monadnock, Becket, and Lyman soils formed in glacial till. Adams, Colton, and Naumburg soils formed in coarse textured glacial outwash. Ondawa, Podunk, and Rumney soils formed in alluvium on floodplains. These are medium and moderately coarse textured and have only slight profile development. Greenwood and other muck and peat soils formed in organic deposits that have accumulated in depressional areas since the retreat of the last ice sheet.

The predominant soil associations within the study area are the Monadnock-Lyme and Monadnock-Lyme-Tunbridge Associations. Both of these associations have loamy soils on uplands. The Monadnock-Lyme ranges from nearly level to steep topography, and has well drained to poorly drained drainage characteristics. The Monadnock-Lyme-Tunbridge association ranges from gently sloping to steep, and the drainage characteristics include well drained and somewhat excessively drained. The Marlow-Peru and Colton-Adams-Naumburg soil associations occupy lesser amounts of the town, but are of great importance. The Marlow-Peru association occurs from north to south near the center of the town. It has very deep soils, is nearly level to steep topographically, is well drained and moderately well drained, has loamy soils, and is located on uplands. The Colton-Adams-Naumburg association occurs at the northwestern corner of the town in the Tophet swamp area. This has very deep soils, ranges from moderately level to steep,

with drainage classes of excessively drained, somewhat poorly drained, and poorly drained. It contains sandy soils formed on outwash plains and terraces. For location-specific soil type information, the reader should consult the USDA Soil Conservation Service soils maps for Hillsborough County West.).

2.2 Climate

The climate in this area, characterized by warm summers and cold winters, is subject to occasional hot spells. The average annual temperature is about 44.2°F. Average long-term (1960-2001) annual precipitation at Peterborough is 44.68 inches. Precipitation averages slightly more than 3.7 inches per month throughout the year, with the driest month, February, averaging slightly less than 3 inches and the wettest, August, averaging about 4.1 inches, due to thunderstorm activity (http://www.erh.noaa.gov/er/gyx/climo/NH_STATS_NEW.htm). Annual snowfall is approximately 88 inches (NRCS, 1999).

2.3 Topography

Topography in New Ipswich ranges from 860 feet on the Souhegan River at the Greenville town line to 1881 feet at the summit of New Ipswich Mountain. Most of the rest of town is hilly, dissected with stream valleys and outwash plains. Slopes range from nearly flat to over 50 percent with much of the town being in the 8 to 25 percent slope range. The north-south oriented Wapack Range provides a dramatic change from the rolling hills and valleys located at the eastern side of the town.

2.4 Water Resources

The Town is rich in water resources. These provide a critical water source for natural communities such as the ponds, vernal pools, and wetlands formed as a result of glaciation. These same resources have been exploited and modified by past inhabitants of New Ipswich as expressed in the several dam sites, mills and villages that have sprung up around these sites. A relatively recent development of water resources was the PL-566 Flood Protection Program which funded construction of four flood-control dams in the town during the 1960's. The following is a discussion of the existing surface water resources in the study area:

2.4.1 Groundwater

The data set for stratified glacial deposit aquifers was obtained from GRANIT data sets. Currently there is no data set available for bedrock fracture aquifers. There are several aquifers underlying the study area consisting of glacial outwash and kame terraces. These aquifers are primarily located in the Souhegan and Gridley River valleys. Aquifer recharge and water quality is dependent upon the health and permeability of the watersheds supplying these aquifers. Figure 2 shows the location of these aquifers, which to this point has not been developed by a municipal system. However, the number of private wells has increased dramatically as a result of residential and commercial development.

It is foreseeable that new development, especially residential development, could grow to have a significant impact on water supply and quality over time. This is due to increased amounts of impermeable areas lowering the amount of water infiltrated into the ground, thus increasing surface runoff and nutrients in the water returned to the ground. By contrast, a public water system may distribute water up to a few miles from where it was pumped before it is returned to the environment by way of a septic system or wastewater treatment plant. During this transport, the water may be moved to a different sub-basin, or may be discharged directly to a surface water body rather than to the ground. For these reasons, pumping for agricultural usage generally has a smaller impact on an aquifer per volume pumped than pumping for public water supply systems.

2.4.2 Ponds

The ponds in the study area are of four primary types. These include: (1) Kettlehole ponds that were formed when blocks of ice from the retreating glaciers were buried in outwash sediments, subsequently melted and caused the surrounding sediments to collapse into round depressions. Many of these depressions remain filled with water today; (2) Bedrock controlled basins; (3) Through-flow; and (4) Dammed ponds, which may be a special case of through-flow, and includes both: A) manmade impoundments and B) beaver impoundments.

Water bodies have been classified into two size groups, less than ten acres and greater than ten acres. NH RSA Section 271:20 states: "All natural bodies of fresh water situated entirely in the state having an area of 10 acres or more are state-owned public waters, and are held in trust by the state for public use." Within the town there are approximately 14 ponds less than 10 acres in size and 9-ponds greater than 10 acres.

The New Hampshire Department of Fish and Game (NHF&G) has identified numerous streams and ponds within the town as fresh water fisheries. Several of these water bodies have all been stocked in the past with a variety of trout species. Although historical stocking data for all ponds is not available, the healthier ponds provide recreational fishing opportunities for game and panfish enthusiasts. Commonly observed species include smallmouth and largemouth bass, chain pickerel, bluegill, pumpkinseed sunfish, white perch, and yellow perch.

2.4.3 Streams

Streams in New Ipswich occur within the watersheds of the Contoocook, Squanacook, Souhegan, and Millers Rivers. Third order and other named streams are listed below providing information on stream order, watershed area and significance.

New Ipswich lies primarily within headwaters of the 430 square mile Souhegan River Watershed. The major river drainages in the study area include the Souhegan, Contoocook, and Squanacook Rivers, all of which flow into the Merrimack River. The Millers River, on the west side of the Wapack Mountains, flows to the Connecticut. Boundaries of named subwatersheds that comprise the study area are delineated on the water resources map. These streams historically provided significant habitat for

freshwater fishery species such as Atlantic salmon, shad, and eastern brook trout although the suitable habitat for these species has been significantly reduced as a result of dams, sedimentation and water pollution. Hydrologic alterations and temperature changes appear to be secondary factors in the local decline of these species.

Souhegan River

The West Branch of the Souhegan River originates in Fox Brook in New Ipswich. This tributary converges with the South Branch, which begins at Stodge Meadow Pond in Ashburnham, MA. These two third order tributaries converge at the head of Water Loom Pond, where the Souhegan becomes a fourth order stream. The river then flows easterly through the towns of Greenville, Wilton, Milford, Amherst, and Merrimack for 31 miles into the Merrimack River. Historically this river was used for waterpower to drive the numerous mills that were built along the stream as attested to by Water Loom Pond, the historic mills at High Bridge, and further downstream along the river. Four dams and reservoirs were built in New Ipswich as part of a program under PL-566, Watershed Protection and Flood Prevention Act, to alleviate flooding further downstream in the watershed. Portions of the impoundment areas are now conservation land under the auspices of the Conservation Commission.

The Souhegan has been designated as part of the NH Rivers Management and Protection Program. To be eligible for this program, a river must contain or represent either a significant statewide or local example of a natural, managed, cultural or recreational resource. The Rivers Management and Protection Program Act (RSA Ch. 483) lists nine river values and characteristics which may qualify a river for designation into the program. The resource values which qualify the rivers for designation are: geologic resources; wildlife, plant and fish resources; water quality; scenic values; historic and archaeological resources; community resources; managed resources; and recreational resources. The Souhegan supports many of these natural, managed, cultural, and recreational resource values and characteristics at a level of either statewide or local significance. The importance of the Souhegan to the Atlantic salmon restoration project has been recognized at the local, state, and federal levels. It is ranked as the best salmon nursery habitat in the region, and is key to the goal of the project. The river has also become an important educational tool as part of the Adopt-a-Salmon-Family program sponsored by the US Fish and Wildlife Service.

Squanacook River

The Squanacook River originates in Hoar Pond, the headwaters of Locke Brook, and Trapfall Brook on the flanks of Davis Hill, and flows into the Nashua River at the Shirley and Groton, Massachusetts town line. The headwaters have been ranked as "outstanding resource waters" and are ranked as coldwater fishery streams.

Contoocook River

The Gridley River flows northerly from the northwestern corner of New Ipswich into Sharon where it merges with the Contoocook. The Contoocook flows northeasterly to its confluence with the Merrimack at Penacook. A large wetland in a glacial outwash sand plain, regionally known as Tophet swamp, forms the headwaters of the Gridley. Within

the study area, it is a low gradient stream for an extended length with descriptive names such as Swamp road in Sharon signifying the hydrologic characteristics and vegetative cover.

Miller River

The headwaters of the North Branch of the Miller River begin on the westerly slopes of Pratt and New Ipswich mountains. This stream flows southwesterly to Winchendon, MA where it joins the main stem of the Millers. The Millers then flows westerly to meet the Connecticut River at Millers Falls. As with the Souhegan, all of these rivers have been harnessed for waterpower wherever hydraulic drops occurred. Two breached, rock faced earthen dams were observed between Island Pond and Mountain Pond.

2.4.4 Freshwater Wetlands

Wetlands have been difficult to define, as they are part of the continuous gradient between uplands and open water, and as such exhibit some of the characteristics of both. The most widely accepted definition is presented in the report entitled Classification of Wetland and Deepwater Habitats of the United States (Cowardin et al., 1979): Wetlands are lands transitional between terrestrial and aquatic systems where:

> "... water is usually at or near the surface or the land surface is covered by shallow water ... Wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominately hydrophytes, (2) the substrate is predominately undrained hydric soil, and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of each year."

The National Wetland Inventory classifies wetlands according to the Cowardin classification. The Federal and the New Hampshire definitions of wetlands are derived from the Cowardin document. There are numerous ways of classifying different types of wetlands. This classification divides waters into five ecological systems: estuarine, palustrine, riverine, lacustrine, and marine, three of which are included in the study area: palustrine, riverine, and lacustrine. These systems are subdivided into classes and subclasses defining the bottom or plant community with increasingly greater precision. There are also modifying terms related to water regime and water chemistry. Although this classification does not provide particulars about specific wetland vegetation, it does provide sufficient detail for community wide planning activity.

The New Hampshire Natural Heritage Inventory (NHNHI) has developed a landscape classification scheme based on natural communities. These are recurring assemblages of species founding particular physical environments. Each natural community type is distinguished by three characteristics: (1) a definite plant species composition; (2) a consistent physical structure and (3) a specific set of physical conditions.

2.4.5 Vernal Pools

Vernal pools are temporary bodies of freshwater that provide essential breeding and nursery habitat for many vertebrate and invertebrate wildlife species. Many vernal pools are filled by spring rains and snowmelt, only to dry up during the hot, dry months of summer. However, they may also be filled by the rains of autumn and may persist throughout the winter. Vernal pools are often very small and shallow. In fact, some that support rich communities of vertebrate and invertebrate animals may measure only a few yards across. Nevertheless, vernal pools up to several acres in size also occur throughout New Hampshire.

Vernal pools typically lack fish populations, making them excellent breeding habitat for many amphibian species and larval and adult habitat for many insect species, as well as other wildlife. The wood frog (*Rana sylvatica*) and all species of mole salamanders (*Ambystoma* spp.) that occur in New Hampshire breed exclusively in vernal pools. Areas in the immediate vicinity of the pool provide these species with important non-breeding habitat functions, such as feeding, shelter and overwintering sites.

Although vernal pools are not protected per se by the New Hampshire Wetland Protection Act, their significance is becoming increasingly recognized as important wildlife habitat.

2.4.6 Vegetated Wetlands

Most wetlands in the study area are associated within areas under forest cover. From available GIS data, this study has identified three significant types of wetland communities: deep and shallow marshes, shrub-scrub wetlands, and forested swamps. **Table 2-1: Characteristics of Wetland Communities by Type** summarizes the general characteristics of each community including the state rank, setting, dominant vegetation, habitat values associated with it, observed/associated rare animals, and potential threats (Sperduto, D.D.1994). The state rank, developed by The Nature Conservancy for the New Hampshire Natural Heritage Inventory (NHNHI), reflects the community's rarity and threat within New Hampshire as follows:

S1 = Typically 5 or fewer occurrences, very few remaining acres or miles of stream, or especially vulnerable to extirpation in Massachusetts for other reasons.

S2 = Typically 6-20 occurrences, few remaining acres or miles of stream, or very vulnerable to extirpation in New Hampshire for other reasons.

S3 = Typically 21-100 occurrences, limited acreage or miles of stream in New Hampshire.

S4 = Apparently secure in New Hampshire.

S5 = Demonstrably secure in New Hampshire.

Table 2-1: Characteristics of Wetland Communities by Type

Wetland Type	State Rank	Setting	Vegetation	Habitat Values	Associated Rare Animals	Threats
Bogs	S1-S3	Occur in bedrock and kettle depressions	Vegetation is in a ringed zonation pattern – outer ring of black spruce, tamarack, highbush blueberry and winterberry, and interior rings of leatherleaf and sedges and moss lawns. Sphagnum moss species.	May function as vernal pool habitat if open water remains standing for 2-3 months and no fish present; important amphibian breeding habitat	Spotted salamander, Jefferson Salamander, Blue-Spotted Salamander, Spotted Turtle, Pale Green Pinion Moth, Pitcher Plant Borer Moth and Bog Lemming.	Hydrologic alteration, nutrient enrichment from road and lawn runoff, and humans trampling on the peat mat.
Vernal Pools	S2, S3	Depressional settings in uplands and on floodplains	Sparsely vegetated to perennial or annual vegetation.	Obligate breeding habitat for several amphibian species.	Spotted salamander, Jefferson salamander, Blue-Spotted Salamander, pill clams, fairy shrimp, ringed boghaunter dragonfly.	Disturbance, altered hydrology, disturbance of vernal pool envelope (area within 100 feet of pool's edge)
Deep and Shallow Marshes (PEM)[1]	S3, S4	Occur in broad, flat areas bordering low-energy rivers and streams	Cattails, pickerel-weed, and wool-grass dominate deep marshes; tussock sedge and bluejoint dominate shallow marshes.	Deep marshes provide excellent habitat for waterfowl and shallow marshes for muskrats; both provide habitat for frogs and newts	Great Blue Heron, American Bittern, Northern Harrier, Marsh Wren, Spotted Turtle, Wood Turtle, Blanding's Turtle, Common Moorhen, American Bittern, Pied-Billed Grebe, King Rail, and Water Shrew	Filling and dredging; impoundments that alter natural water level fluctuations; nutrient inputs from roads, fields, or septic systems; invasive species (e.g., Purple Loosestrife and Phragmites)
Shrub Swamp (PSS)	S5	Occur in basin depressions, at pond margins, and along river and stream edges	Mixture of speckled alder, speckled alder, highbush blueberry, mountain holly, meadowsweet, buttonbush, winterberry, swamp azalea, silky dogwood, northern arrow-wood, and maleberry.	Function as vernal pool habitat in the absence of fish and provide important amphibian breeding habitat	Jefferson Salamander, Blue-Spotted Salamander, Marbled Salamander, Spotted Turtle, Wood Turtle, Elderberry Long-Horned Beetle, Blanding's Turtle, Four-Toed Salamander, Water-willow Stem Borer,	Urbanization, highway construction, impoundments and agriculture. Introduction of exotic species (e.g., Purple Loosestrife and Phragmites)
Wooded Swamp (PFO)	S5	Occur on flats where drainage or percolation is imperfect.	Includes all wetlands with at least 30% tree cover. The dominant species is red maple. With lesser amounts of black ash, green ash, American elm, black gum. Coniferous species include white pine, hemlock, spruces, and tamarack.	Pits of upturned trees may function as vernal pools. Hemlock and pine dominated areas may provide deer wintering areas.	Wood turtle, Jefferson salamander, Spotted salamander, Blue spotted salamander, Wood duck, Northern waterthrush, Wood frog	Urbanization, highway construction, impoundments and agriculture. Altered hydrology.

[1] Cowardin wetland classification abbreviations used: PEM – Palustrine emergent; PSS – Palustrine shrub-shrub; PFO – Palustrine forested.

2.5 Biodiversity & Significance of Habitats

New Ipswich is ecologically highly variable due to its physical location, the varied topographic and hydrologic features distributed within the town. The elevated topography of spine of the Wapack Range and the Souhegan River provide major travel corridors for migration of numerous species of flora and fauna.

2.5.1 Native Plant Communities

Classification of native plant communities has again resulted in several schemes being developed that are dependent upon use and classification methodology. The Society of American Foresters (SAF) has developed a classification based on forest cover types, which are categories of forest defined by its vegetation composition (particularly its composition) and/or locality (environmental) factors. SAF forest cover types found in New Ipswich include several red spruce types; several white pine and hemlock types; northern hardwoods; white oak – black oak – red oak; northern red oak; and gray birch – red maple.

The NHNHI has developed a landscape classification scheme based on natural communities. These communities are recurring assemblages of species occurring on particular physical environments. Each natural community type is distinguished by three characteristics: (1) a definite plant species composition, (2) a consistent physical structure, and (3) a specific set of physical conditions.

The GRANIT classification utilizes computer classification of spectral data sets and includes three coniferous classes, mixed forest, and three deciduous forest classes. These are displayed on the Land Cover map (Figure 8) and is the land cover classification typically used in this report.

2.6 Wildlife and Wildlife Habitat

The conservation areas delineated through this project were areas of core habitat for the rare and/or endangered species as well as supporting habitat areas. The study area hosts several rare and/or endangered species. For the rare species occurrences lists in the New Ipswich please refer to **Appendix B: NHNHI List of Rare Species Occurrences by Town** (source: NHNHI website). A summary of the species observed and their significance is described below.

2.6.1 Mammals, Birds, Reptiles and Amphibians

The physical characteristics and vegetation cover of the study area creates a unique environment that supports many rare or endangered species in addition to the more common species. Indigenous animals that are most dependent on the unique characteristics of this area include species such as the Blanding's turtle that requires densely vegetated shallow ponds and marshes; several frogs, toads, and salamanders such as the blue-spotted salamander, Jefferson salamander, marbled salamander, spotted turtle, and wood turtle, all of which depend on vernal pools for reproductive success.

- **Binney Pond:** Portions of this area are included in the Binney Pond State Forest. There are large undeveloped tracts on either side of the state forest. Parcels west and north of Binney Pond, which a portion of the Wapack Trail traverses, are owned by the Hampshire Country School. Recommended action would be to provide protection through purchase, conservation easement, or large lot zoning. Priority is rated as moderate as the pond itself is currently protected, but monitor activities of large landowners.

- **Dam Site 35:** A parcel is owned by the New Hampshire Water Resources Department, and administered by the Conservation Commission. There are several other parcels that have wetlands associated with the impoundment located on them. As flowage rights impact the development potential of these properties, they currently afford some protection to natural resources, and are considered low priority for further action. Streams and their buffers flowing into and out of this area have relatively low numbers of co-occurrences, but are important to maintain wildlife travel corridors and water quality.

- **Upper reaches of Fox Brook:** This area lies at the foot of New Ipswich Mountain and contains a large wetland complex and is mapped as a deer yard. Land parcels are relatively large, with no road frontage for most of them. Land to the west and south are owned by Forestland Preservation, whose name implies that they hold land for sustained management of forest products, and may provide some protection to these adjacent lands. The extensive area of wetland provides a moderate amount of protection from development or subdivision. Suggested priority for further conservation action on these lands is moderate.

- **Souhegan River Corridor**: This area contains aquifers along the West and South Branches, scattered wetlands of various types, and riparian habitat. Land adjacent to the South Branch near Flood control site 19 has been subdivided and developed with single-family houses, although the upper reaches of the pool score relatively high for natural resources co-occurrences. The river downstream of the confluence of the South and West Branches becomes a fourth order stream, and subject to Comprehensive Shoreline Protection Act provisions. The protection of this reach of the river is enhanced by the fourth order status that limits disturbances, coupled with New Ipswich zoning regulations that limit development within 100 feet of wetland boundaries provide control over development immediately adjacent to the stream corridor.

  The Town owns four parcels adjacent to the river, ranging in size from 0.2 to 5.05 acres. The Town of Greenville owns a parcel along the river in New Ipswich, located between the river and the highway. Two class VI roads near the western bank of Water Loom Pond, Whirlpool and Preston Hill Road, have recently been converted to trails. Water Loom pond, created by the damming of the Souhegan River, is used for recreational pursuits by townspeople including picnicking, swimming, and fishing. A short distance below High Bridge the river again

becomes a dead water stream, being backed up from the dam in downtown Greenville.

To maintain and improve the health of the stream and the riparian community through this area, several techniques can be employed. Road repairs or improvements should be required to utilize Best Management Practices (BMP's) for prevention of erosion and sedimentation. Recent innovations should be utilized for modification or replacement of bridges and culverts to minimize scour (Johnson, P.A. 2002) and facilitate travel corridors of wildlife (Jackson, S. 2002). Tree cover should be maintained to minimize thermal rise of the water.

5.1.2 Priority Analysis

The importance of the various resources varies from town to town, depending upon perceived needs. Multiple overlapping resource features, co-occurrences, can pinpoint "hot spots" with regard to protection strategies, however key single resource values should not be overlooked. Single resource, such as water, are becoming more important regionally as populations soar and increased demands for this resource become evident as recently expressed by the USA Springs Bottling plant proposed for Nottingham, and the proposed sale of the Pennichuck Water Works, which supplies Nashua, to an out-of-state company.

The New Ipswich Conservation Commission has opted not to establish priorities for resource protection at this time. Rather, they have made the wise decision to analyze the results of the Natural Resource Inventory and determine if further studies are needed, additional information required, and solicit input from other interested parties in Town to establish priorities and goals that will reflect the perceived needs and goals of New Ipswich.

To aid in establishing priorities for protection and conservation of New Ipswich's natural resources, answers to several questions must be pursued.

What are the locations in town that have the most important resource values, and where are resource co-occurrences?
The co-occurrences overlays provides detailed information where concentrations of natural resources occur, and can provide helpful information for land protection projects and land use planning measures. Important single resources, such as aquifers that may provide future water supplies, may receive high priority for protection.

Why is this resource valuable to the town?
The value of a resource to the town, be it a potential aquifer or critical habitat component, can help suggest an appropriate protection strategy. Water supply resources, for example, are important to the health and safety of the town and may appropriately protected through regulation. Others resources, such as recreational areas, may be more appropriately protected by purchase.

What are the threats to the continued availability of this resource or group of resources?

To assess the threats to resource availability and continuance involves evaluating the land use trends and current land use regulations as well as economic factors on that resource. To properly assess these threats to New Ipswich's natural resource base a build out analysis using current zoning regulations with various scenarios of economic factors.

What natural resources have been identified that are important to other towns or the region?

As natural resources are not contained by political boundaries, protection of important resources, such as the Wapack Range and Souhegan River will require cooperative efforts between adjacent communities.

6.0 CONSERVATION GUIDELINES

A goal of this study is to synthesize all of the factors discussed in Sections 1 through 5 to provide the Town of New Ipswich with specific recommendations for prioritizing their conservation efforts. These recommendations were developed based on three criteria described below.

The criteria for priority ranking and action recommendations were analyzed as follows:

- **Level of Protection:** Various weights can be assigned levels of protection currently in place on specific parcels..For example, the highest weight would be for properties owned fee simple by the conservation organizations or the Town; less weight would be given tor parcels that a conservation organization controls a conservation easement or other restrictive covenant; less protection is offered by active tree farms and properties that are enrolled in current use assessment; followed by parcels within a zoning conservation overlay zone; and finally other parcels that have no restrictions placed on them would be classified as unprotected.

  A caveat should be placed on ownership of a parcel of land by a town. To change the intended use of a parcel requires passage of a warrant article at a town meeting. This could be the change from conservation land to the site of a new school. To insure that such changes cannot occur, some towns have run ownership of conservation land through a land trust before taking title.

- **Value for On-Site Resources:** On-site resources include locations, habitats and ecosystems. "Critical" on-site resources include the Wapack Trail and environs, and the main stem of the Souhegan River. "Significant" on-site resources include the NHNHI designated rare species and exemplary plant community locations. These locations have been identified as "critical" on-site resources because it indicates the area may provide favorable habitat for the survival of that species. It is unclear whether these areas are more critical for biological conservation than adjacent areas with a similar habitat type or whether they are simply better sampled with regard to rare species.

- **Value of Off-Site Resources:** Off-site resources include viewsheds, catchment areas in a watershed as they contribute to the aquifer recharge, unspecified wildlife habitat and areas that contribute to wildlife travel corridors and all other open lands in the study area which are identified as "significant" for off-site resources.

6.1 Guidelines for Land Protection Activities

Land protection measures can utilize several basic techniques including: fee simple acquisition of land; conservation easements which separate the development rights to a property and place restrictions on its use; deed restrictions which are placed in a deed at the time of property transfer; mutual covenants which are similar to deed restrictions, and are often used by a group of landowners who share a resource; and zoning ordinances which can be tailored to adequately protect certain natural resources.

Based on the criteria discussed above, the highest priority lands for acquisition were determined to be unprotected areas that possess multiple co-occurrences of on-site resources, and face development pressures within the next few years. Most of these areas are privately owned. A few smaller areas of land are also identified as first priority for acquisition or other methods of protection.

Second priority lands for acquisition include areas that are unprotected and possess significant on-site and critical off-site resources. These lands are scattered throughout the study area and form the transition from first priority to third priority lands.

A land acquisition strategy for this area should balance the protection of first priority lands with the protection of second priority lands. Many of the first priority lands will likely be developed within the next 10 to 20 years if they are not acquired or otherwise protected. On the other hand, these lands may be more expensive to acquire because they are more imminently developable. Even though the second priority lands are less likely to developed in the near future, it may be a worthwhile use of land acquisition funds to purchase these lands before they increase further in value and before they are fragmented by development.

6.2 Guidelines for Advocacy and Project Review Activities

While it is not possible to acquire or permanently protect all of the significant lands within the study area, it may be possible to guide development and land management so as to preserve some resource values even on lands that will be developed in the future. Examples of such areas are lands that provide conservation value as connecting landscapes between critical habitat areas, areas with few natural resource co-occurrences, as well as areas contributing to the region's overall hydrologic system. In these areas, the New Ipswich Conservation Commission and their conservation partners should try to guide development away from areas of sensitive natural resources by participating in local and state project review and permitting processes.

Another type of land area are those parcels already protected from development, but contain critical resources that require appropriate land management practices. For example, bog communities require control of supplemental nutrients and sediments to prevent invasion by plants that require higher nutrient levels, and must not be used for most recreational purposes due to damage of the peat mat by trampling. In these areas the Town may want to work with neighboring local and state governments as well as other conservation groups to ensure that land management practices support natural resource values.

6.3 Detailed Natural Resources Studies

We recommend that additional studies be undertaken to gain further insight of the natural resources of New Ipswich. These studies can be expanded according to the Town's specific needs and goals. The purpose of these detailed studies is to collect additional information that supports the primary goals of the Natural Resource Inventory or to gain additional information about a specific site. These studies need not be done all at the same time, but could be spread out as time and resources allow. Specific additional studies might include such areas as:

1. Water resources evaluation:
    - Favorable Gravel Well Analysis
    - Water Quality Monitoring
    - Dam and impoundment/flowage rights
2. Wetland Studies:
    - NHNHI classification of wetlands
    - Vernal Pool Inventory
    - Prime Wetland Assessment
3. Agricultural Land Assessment
    - Agricultural types
    - Current Use Assessment Properties
    - Conservation Easements
4. Forest Resources:
    - Productive Forest Soils
    - Certified Tree Farm Locations
    - Unusual Forest Types
    - Current Use Assessment Properties
    - Conservation Easements
5. Undeveloped Shorelands
    - Great ponds
    - Fourth order streams
6. Cultural and Natural Resource Features
    - Archaeological and historic sites
    - Scenic areas and designated scenic roads
    - Recreation Areas
    - Unique geologic resources/waterfalls
7. Build-out Analysis
    - Perform analysis based upon current zoning regulations.
    - Perform analysis scenarios based on alternative proposed zoning changes.

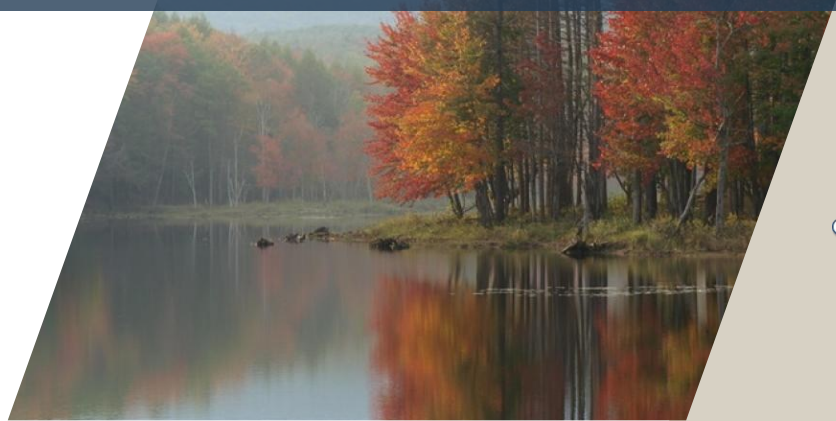
Appendix D: Masterplan Community Forum Report

University of New Hampshire Extension

New Ipswich, New Hampshire

Master Plan Community Forum

March 22, 2025



TOWN OF New Ipswich NEW HAMPSHIRE
A Purple Heart Town

New Ipswich Historical Society on Main Steet. Photo credit: Magicpiano - Own work, CC BY-SA 4.0, Wickipedia Commons

Photo credit: Scott Slattery

Cover photo credit: Warwick Textile Mills by John Phelan, CC BY-SA 4.0 via Wikimedia Commons; Main Street, New Ipswich by John Phelan, CC BY-SA 4.0 via Wikimedia Commons; Town images by Town of New Ipswich New Hampshire via newipswichnh.gov

Acknowledgements

We would like to extend our gratitude to everyone who contributed to the success of the New Ipswich New Hampshire Master Planning Community Forum. Special thanks go to the dedicated members of the steering committee, whose tireless efforts and commitment have been instrumental in guiding this process. We are also grateful to Sarah Bolinger and Todd Horner of Southwest Region Planning Commission (SWRPC) for their insightful contributions and partnership.

Most importantly, we want to acknowledge the community members who attended the forum on March 22nd at Mascenic Regional High School. Your active participation, thoughtful feedback, and shared vision for the future of New Ipswich are what truly drive this initiative forward. Your engagement and enthusiasm are vital to creating a master plan that reflects the needs and aspirations of the community. Thank you for your dedication and for making your voices heard.

Direct program or reported findings questions to:

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Introduction

The town of New Ipswich, New Hampshire, has embarked on a comprehensive community forum aimed at updating its Master Plan to reflect the evolving needs, concerns, and aspirations of its residents. The discussions surrounding this update have underscored a variety of priorities for the future of the community, focusing on maintaining New Ipswich's rural character while ensuring it remains a vibrant, inclusive, and sustainable place to live for all its residents.

The process included dot voting and break out group engagement strategies. Dot voting is a method of group voting by which participants indicate their preferences or priorities by placing a colored sticky dot next to an item or items on a list. The break out groups were asked to comment on the topics of focus - Housing, Parks/ Green Spaces/Conservation, Economic and Business

Development, Community Safety, Infrastructure, and Other issues important to address in the community.

The session, revealed several key findings, areas of concern, and potential next steps for the community to address its current challenges and to prepare for the future. Below is a comprehensive summary of the discussions, organized by major themes.

Key issues identified by community members include the need for affordable housing solutions, support for seniors, and strategies to attract young families and retain the town's younger population. There is also a strong desire to foster local business growth while protecting the town's agricultural history and open spaces. In response to concerns about the pressures of growth, many residents have expressed a preference for carefully managed development that preserves the town's unique character, such as avoiding large retail chains and corporate influence.

Furthermore, residents have highlighted the importance of addressing community needs such as enhanced infrastructure for seniors, improved safety, more recreational spaces, and the creation of a dedicated community center. The desire for a flexible space that can accommodate a variety of services—including a food pantry, senior services, and spaces for local businesses—has been a recurring theme in discussions.

This report synthesizes the key points raised during the community forum, aiming to guide the Master Plan update with practical solutions that balance the preservation of New Ipswich's cherished rural character with the demands of responsible, sustainable growth. The following sections delve into specific topics and provide recommendations on how to address these concerns, ensuring that New Ipswich remains a welcoming and prosperous community for generations to come.

Photo credit: Scott Slattery

Key Points

The community forum held on March 22, 2025, provided valuable insights into the diverse priorities and concerns of New Ipswich residents as they look toward the future of their town.

Key findings highlight a shared desire to preserve the rural character and agricultural heritage of New Ipswich while addressing pressing issues such as housing, senior support, and community infrastructure.

Housing

Housing emerged as a central topic of discussion, with a strong call for solutions that **balance the needs of local residents**, particularly seniors and young families, while **avoiding large-scale development** that could erode the town's charm. There is consensus around the need for **affordable housing** options, such as Accessory Dwelling Units (ADUs) and "tiny homes," as

well as measures to **prevent the influx of out-of-town investors** converting properties into rentals. At the same time, participants expressed a desire for a clear separation between residential, industrial, and commercial zones to **maintain the town's small-town feel** and prevent overdevelopment.

Supporting All Generations

The aging population and the need for **more senior services** was another critical theme, with many residents advocating for better **infrastructure, services, and a dedicated community center** to support the elderly.

Similarly, concerns about **attracting and retaining younger residents**, along with the need for more amenities like a town center, a teen center, and additional **recreational facilities**, were frequently raised.

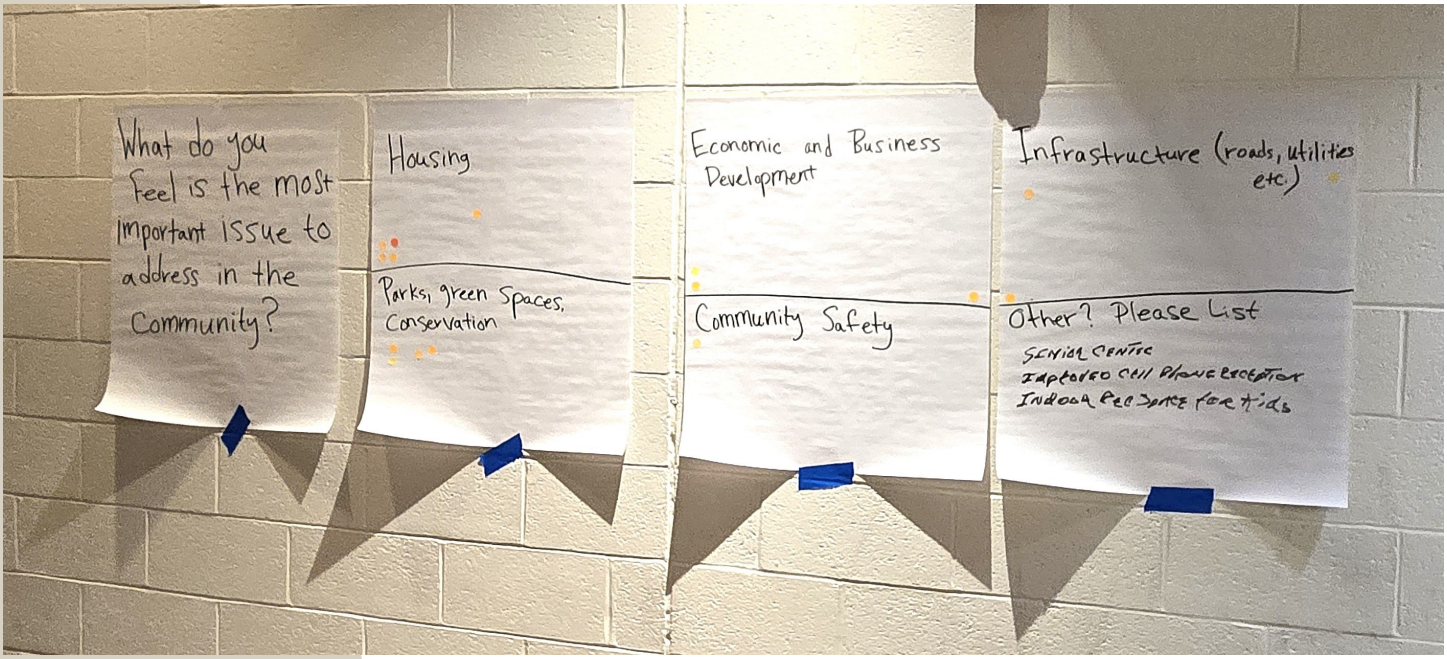
There was a strong call to **support local businesses** and enhance **community engagement**, with suggestions to promote the town's assets, such as its agricultural history, skilled workforce, and existing community connections.

Traffic and Safety

Safety concerns, particularly related to **traffic issues, vandalism,** and potential **crime associated with growth**, also featured prominently in the discussions. Many participants voiced support for responsible, **controlled growth**, stressing the importance of maintaining the town's low traffic and small-town atmosphere while also planning for future development in a way that **preserves open spaces and natural resources**.

Rural Character

Ultimately, residents of New Ipswich expressed a deep commitment to maintaining their community's **rural character** and fostering a **vibrant, supportive environment for all ages**. This report highlights the key concerns voiced by the community and outlines the steps needed to **ensure that growth and development align with the town's values and needs**. Moving forward, a collaborative approach involving the Planning Board, town leaders, and residents will be crucial in implementing these priorities and creating a Master Plan that reflects the collective vision for New Ipswich's future.



Dot Voting. Photo credit: Scott Slattery

Dot Voting

Upon entry and then again upon exiting the meeting room, forum participants were given 2 votes each to provide their answer by dot vote to the question Forum participants were asked to indicate by dot vote which of 6 issues they felt is the most important to address in the community.

What do you feel is the most important issue to address in the community?

- Dot Voting Question

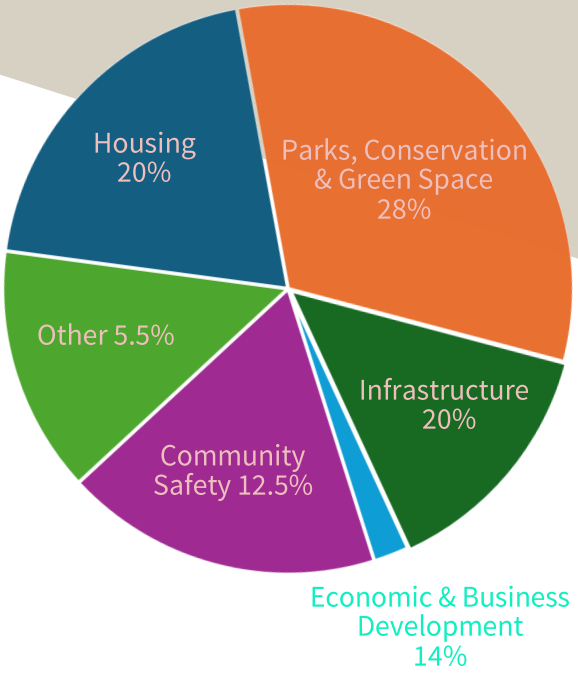
A total of 64 votes cast by dot vote upon entry indicated that Parks/Conservation/Green Space and Housing were of the highest importance.

Upon exit, 44 votes cast by dot vote indicated that Parks/ Conservation/Green Space and Housing held steady as issues of the highest importance.

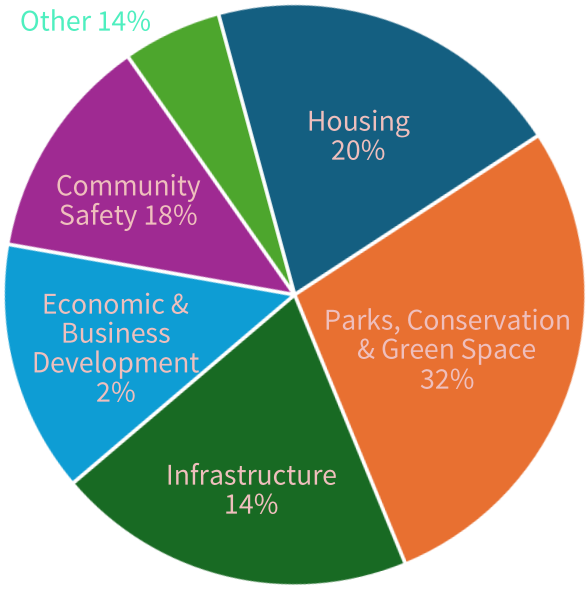
Issues of importance noted by forum participants as "Other" include community center, improved cell phone reception, and indoor recreation space for children.

Mascenic Regional High School gymnasium.
Photo credit: Scott Slattery

Dot Voting at Entry

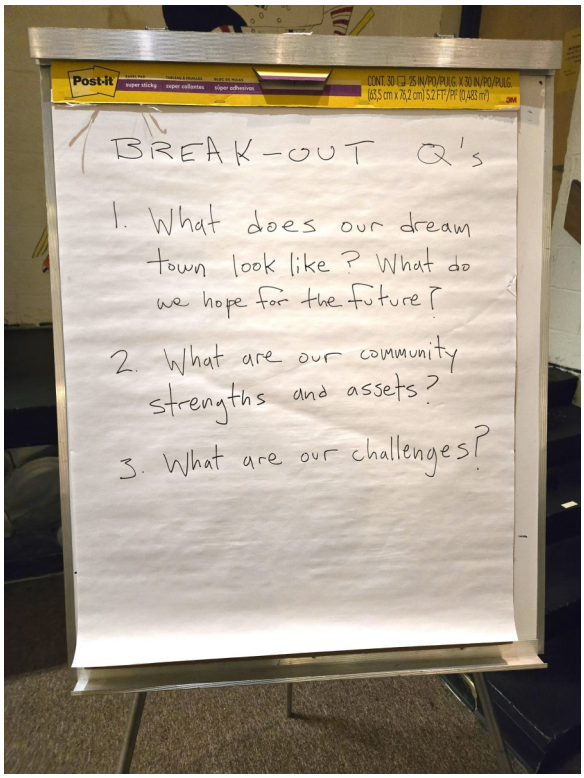


Dot Voting at Exit



Break-Out Groups

The break-out groups were prompted for feedback through a series of questions. Presented in no specific order below are the questions and the 128 responses provided by the break-out group participants.



Break-out group discussion questions. Photo credit: Scott Slattery

What is the town's hope for the future... What does our dream town look like?

I like the rural character of the town.

It would be nice to have a town center.

No condo's.

We need a community meeting space.

We should not build new roads in town, rather keep new developments in the already built environments.

There are numerous multi-generational families in town.

We have numerous large families in our town.

We are a deeply religious community.

New Ipswich is still rural but close to all the services we need.

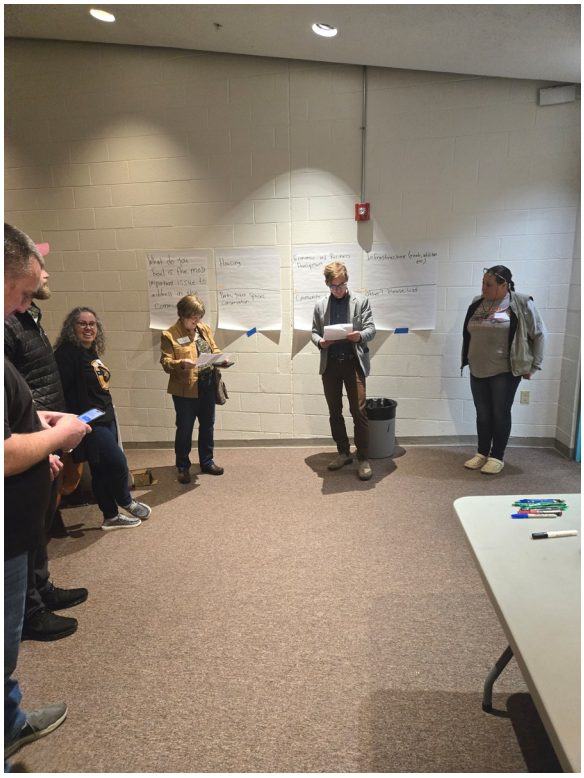
We support local business growth, not interested in large stores or manufacturing.

We have been losing our farms and agricultural history, need to incentivize.

The town allows for up to 2 ADU's on a property, including detached.

I support a closer look at zoning regulations specifically lot sizes.

We need to keep New Ipswich rural.



A break-out group. Photo credit: Scott Slattery

We need to keep out large retailers.

We support small local businesses.

Traffic is relatively low in the community, and we like it that way.

We have great community assets including the town pool.

This is a safe place to live and raise a family.

We love the rural character of town.

The culture in town is great, caring for residents and connected to each other.

The town government is very frugal with tax dollars, not so much for the school department.

We need to limit development.

There should be higher taxes for corporations, those with 2nd homes.

What are New Ipswich's Community Assets and Strengths?

This is a great town to raise a family.

We have low traffic on our roads.

This is a safe, good place to raise kids.

I love the rural character.

This is a very frugal community.

We have lots of small businesses and I support more of this development.

We should have a moratorium on new development.

ADU's will help us take care of our own.

I moved here for the rural quality of life.

The proximity to services is good for some but some in town would like to see more amenities.

I do not like conservation developments, I would like to see more protections in the zoning ordinance for this type of development.

Our small businesses are caring and connected to the community.

ADU's and "tiny homes" could provide some housing solutions for seniors and young families.

We have a solid trade's base.

We are a proud community where everyone minds their own business but they come "out of the woodwork" when someone needs help.

I love the open space and charm of town.

I support responsible growth.

There are problems with industrial growth and unwanted/unintended consequences.

We need a clear residential/industrial/ commercial separation.

Planned development to keep open spaces,

Keep kids in town.

We do not want to go from small businesses to large commercial entities such as Walmart.

We need employment and housing for families that have been here for generations.

Our location and proximity to employment and services is manageable.

We are only 20 minutes from everything.

What challenges does New Ipswich face moving forward?

Need solutions for homelessness.

We need support for our seniors.

Support small business development.

Not interested in big box stores or corporate America.

What can we do to keep young people living in town and to attract young families?

Concerns over safety as the community grows.

We need to keep our agricultural history and culture.

We need a larger tax base to beyond residential property taxes.

The median age of residents is steadily increasing, what can we do to attract young people.

Improved infrastructure for seniors to age in place.

Increase services for seniors.

We need better cell phone service

We need more services for seniors.

Need a community food pantry.

More support for those who are food insecure.

Need a community center.

We are a barn-raising community but not fully activated.

We need a community HUB such as a community center.

Photo credit: Scott Slattery

We should be doing more to market local businesses.

We should re-launch the community market for farmers and food not just crafts.

We need a food HUB.

Could a public/private partnership work for a community center?

We need a community HUB for residents to meet in the winter months.

What is our town center.

Could we use the old town hall, we really need a community HUB.

Build a location or acquire a town building for small local businesses to occupy that

could also house a food pantry, community center, senior center, flex space, multi-purpose location.

People who have grown up here should be able to afford to live here.

We need more community volunteers.

We are a rural community but we need to increase our tax base.

What would a community center look like?

We need more community buy-in for projects such as a senior center/community center.

We really need a teen center and more activities for young people in the community.

Stop the exploitation of land.

Expand the recreation department, we need a community center.

We need a new fire department facility.

We have a teen vandalism and crime problem.

How can we foster a larger participation in the trades.

New Ipswich was at one time an affordable place to live, not any more.

I am not interested in development even if it means continued increases in property taxes.

I am very concerned over water quality in relation to development.

We have a serious issue with school budgets, and property taxes.

We need a community center for seniors and teens.

We have a public safety issue with speeding, cars doing burnouts,

We need more hiking trails to attract visitors.

We should do more with ADU's to address the housing problem

Housing needs to be built for local persons

How can we incentivize developers to build housing that is more affordable.

Community safety is a concern that I have as the town continues to grow.

Are there local developers who we could approach about building locally.

There is a tension between housing for local people and too much growth.

We need to protect views and open spaces.

There is a lack of understanding about wetlands and why they are important

We should study to see if there is a correlation between teen programs and reduced crime.

We should be protecting our natural resources and agriculture.

We need a community center for local kids to have a place to meet outside school, make friends, etc.

We need to support the local library.

We should be protecting our water resources.

We need a new fire station.

Lack of a village center.

We need to plan for school enrollment decreases and potential school closures.

The town needs to realize the tax implications on seniors and retirees.

We need to support the local library.

We should be protecting our water resources.

Food insecurity and hunger is more of an issue that folks are aware.

We need a new fire station.

Lack of a village center.

We need to plan for school enrollment decreases and potential school closures.

The town needs to realize the tax implications on seniors and retirees.

There should be higher taxes for corporations with 2nd homes.

We need to address the youth concerns specifically irresponsible behaviors such as vandalism, car crashes, graffiti. Maybe we need a teen center.

The town is not prepared for increases in development and development pressure.

We need to tighten up zoning laws to control development.

We should expand the recreation department's budget and staffing.

We need to address community safety such as speeding and youth misbehavior.

All towns have crime and safety issues, we are no different than other towns.

How can we support more trades programs in local schools.

Sometimes this town is penny wise and pound foolish regarding development.

Other Comments

Conversation keeps bringing everything back to housing, rather than talk about other issues.

Community members wonder what the process is for the planning board and the Master Plan Update.

Twilight on Binney Pond as seen from Pratt Mountain on the Wapack Trail in New Ipswich New Hampshire by Matthew via Stock Adobe

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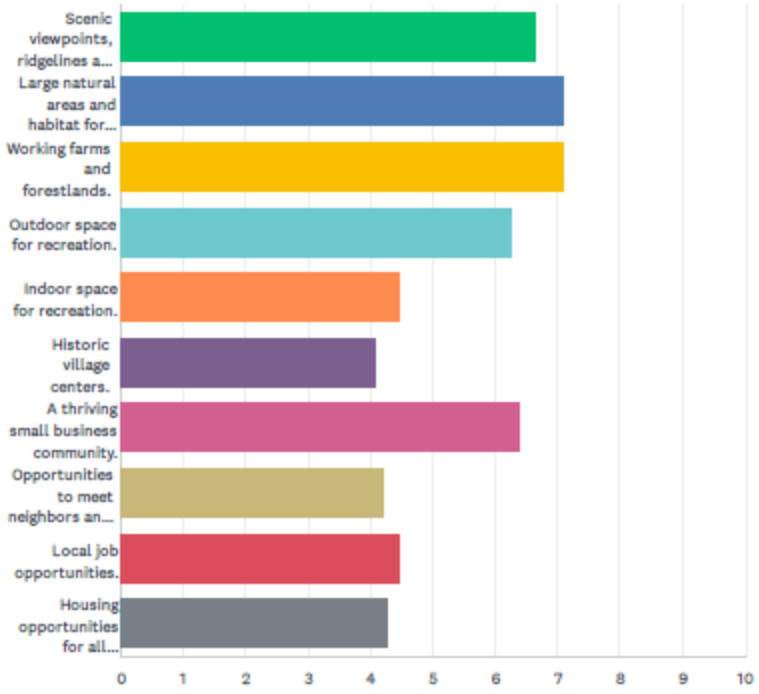
Appendix E: Masterplan Community Survey

Q1 Please rank the following characteristics, with the top of the list being what you think is most important for New Ipswich to have. Drag or click to move selections.

Answered: 485 Skipped: 5



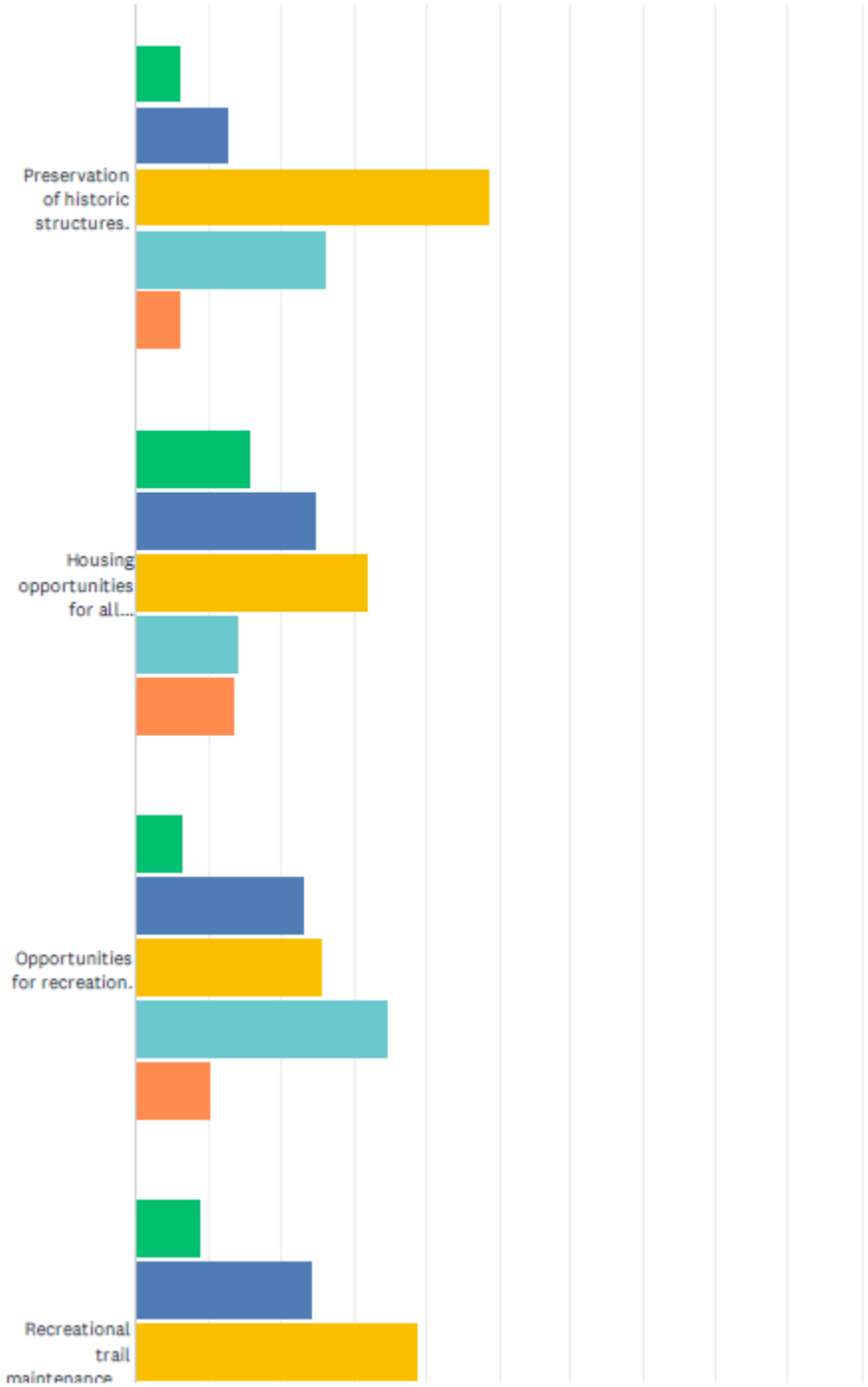
	1	2	3	4	5	6	7	8	9	10	TOTAL
Scenic viewpoints, ridgelines and other areas of natural beauty.	20.41% 99	16.08% 78	12.99% 63	8.66% 42	7.22% 35	7.42% 36	7.63% 37	7.22% 35	7.01% 34	5.36% 26	485
Large natural areas and habitat for wildlife.	20.62% 100	23.92% 116	11.34% 55	7.63% 37	9.69% 47	5.36% 26	6.60% 32	6.60% 32	5.15% 25	3.09% 15	485
Working farms and forestlands.	12.58% 61	14.43% 70	26.39% 128	16.91% 82	8.87% 43	7.84% 38	3.09% 15	3.92% 19	3.51% 17	2.47% 12	485
Outdoor space for recreation.	7.01% 34	6.39% 31	12.16% 59	26.19% 127	16.08% 78	11.55% 56	8.45% 41	7.22% 35	4.33% 21	0.62% 3	485
Indoor space for recreation.	2.06% 10	4.95% 24	3.09% 15	7.63% 37	17.32% 84	13.81% 67	13.40% 65	13.20% 64	11.13% 54	13.40% 65	485
Historic village centers.	3.71% 18	1.44% 7	3.92% 19	5.77% 28	10.10% 49	16.91% 82	12.58% 61	14.85% 72	14.23% 69	16.49% 80	485
A thriving small business community.	12.16% 59	15.88% 77	10.72% 52	10.72% 52	10.52% 51	10.93% 53	15.88% 77	8.66% 42	3.30% 16	1.24% 6	485
Opportunities to meet neighbors and create a strong sense of community.	2.68% 13	4.95% 24	4.33% 21	4.33% 21	9.90% 48	12.58% 61	16.70% 81	18.14% 88	15.26% 74	11.13% 54	485
Local job opportunities.	2.47% 12	8.45% 41	9.90% 48	7.42% 36	4.95% 24	9.69% 47	9.28% 45	14.43% 70	22.68% 110	10.72% 52	485
Housing opportunities for all residents.	16.29% 79	3.51% 17	5.15% 25	4.74% 23	5.36% 26	3.92% 19	6.39% 31	5.77% 28	13.40% 65	35.46% 172	485

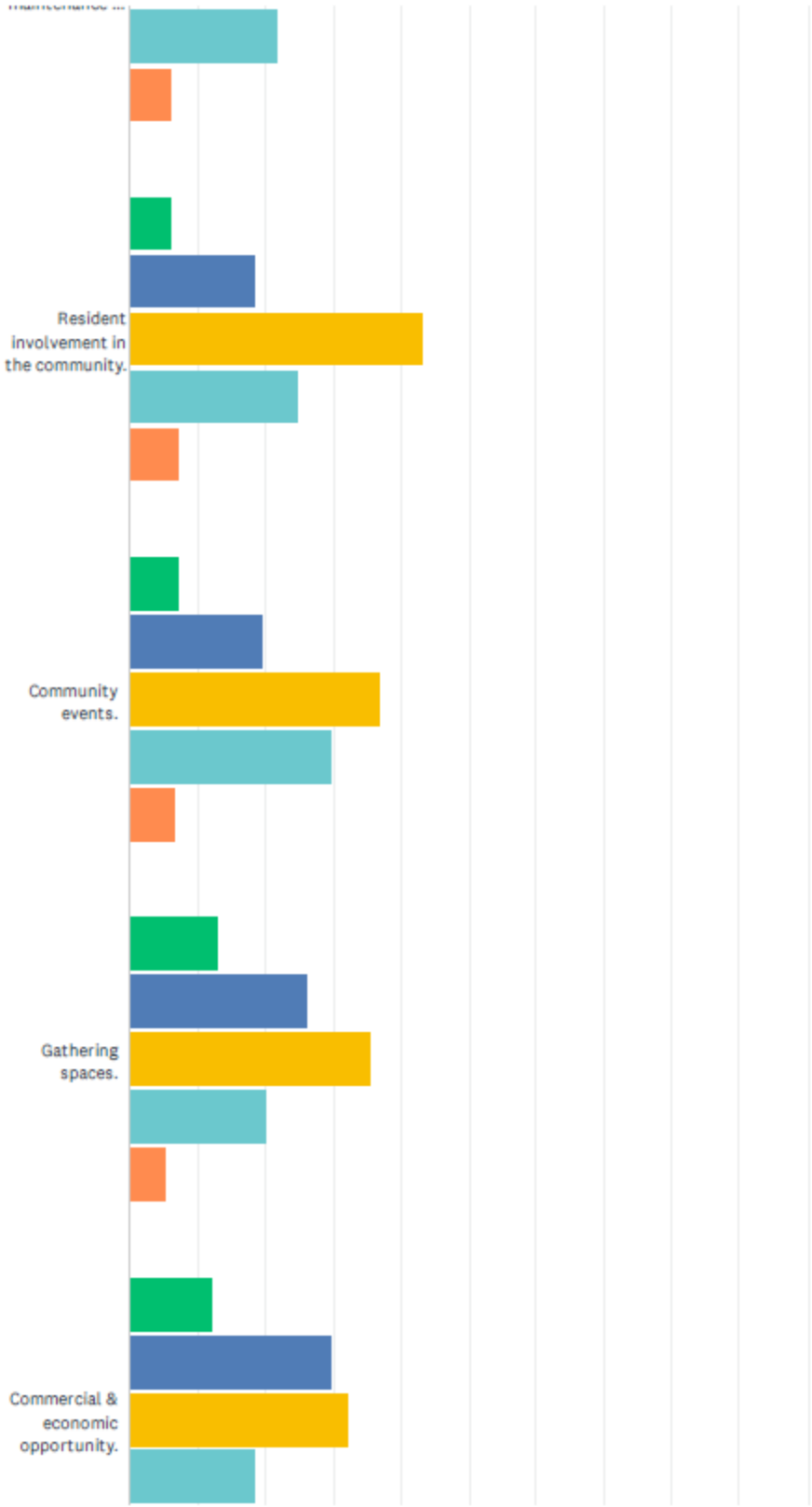
Q2 If there are other characteristics that you think are important for New Ipswich to have, please describe.

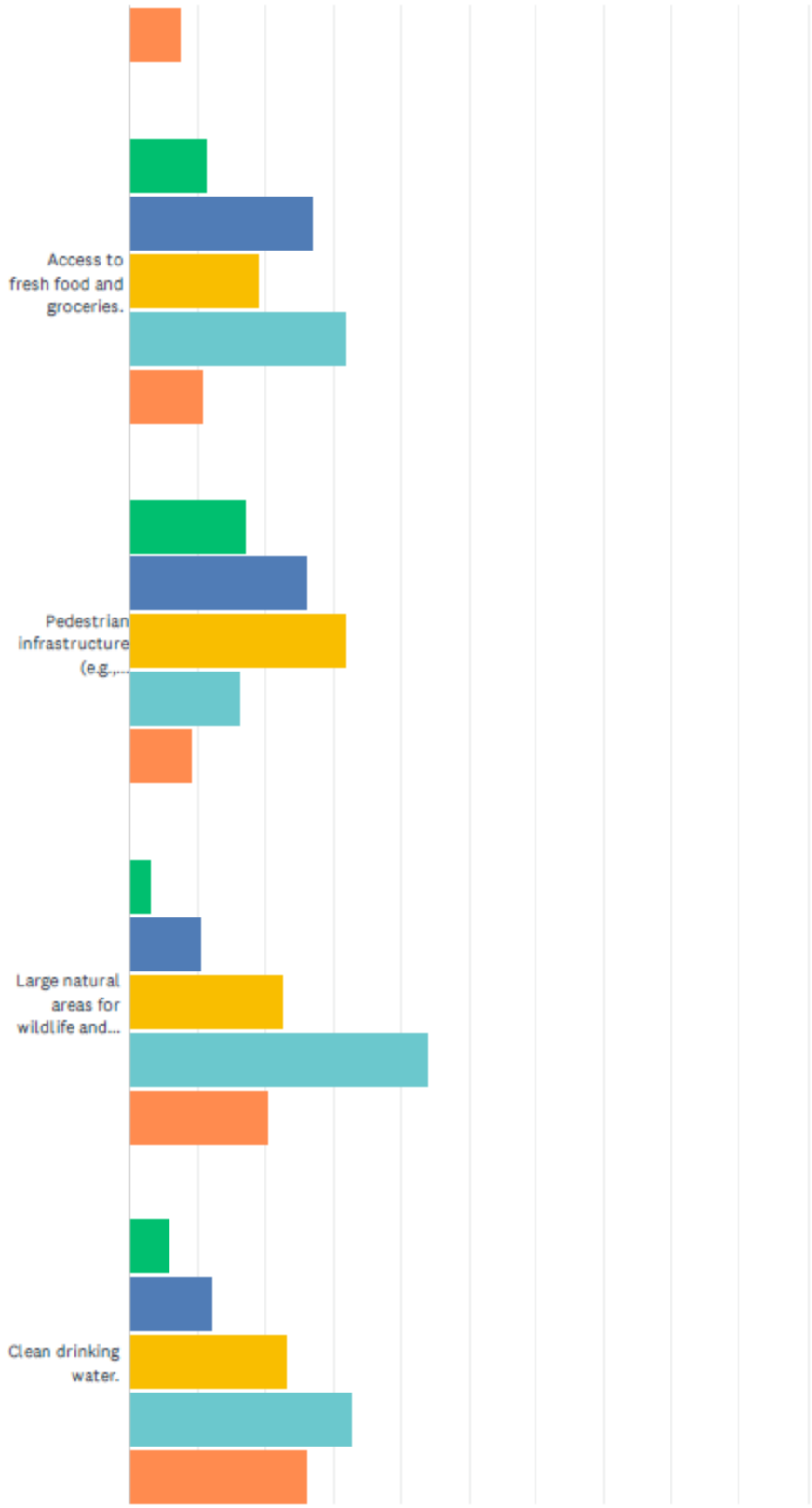
Answered: 167 Skipped: 323

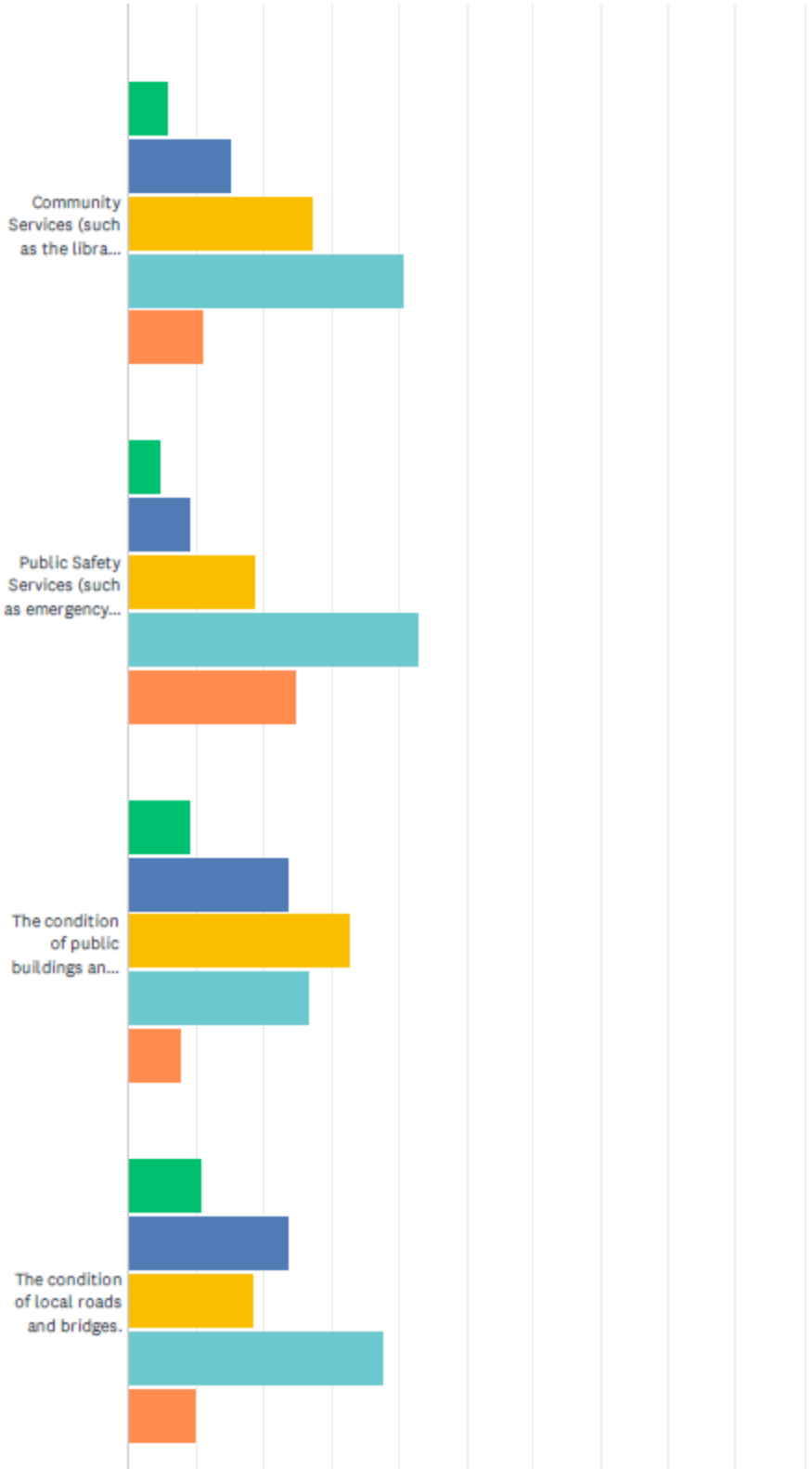
Q3 How satisfied are you with the following in New Ipswich? Please skip items that are not applicable or you have no opinion on.

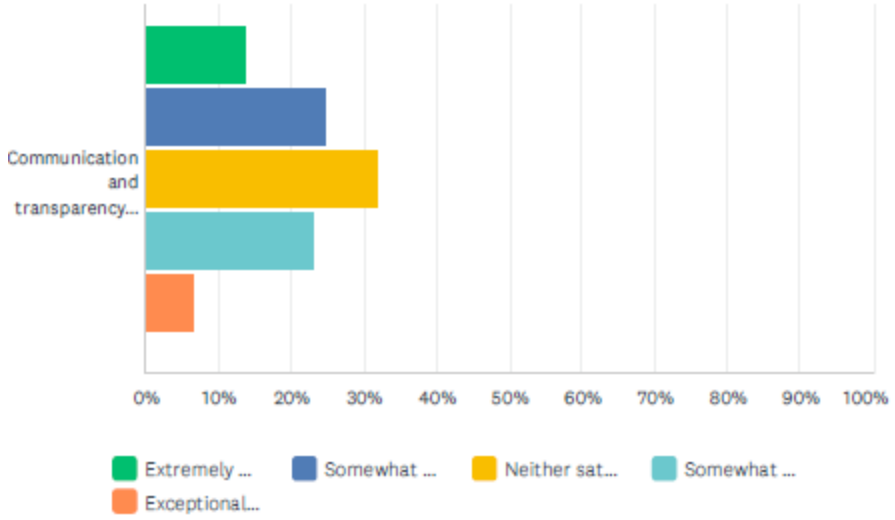
Answered: 455 Skipped: 35




Resident involvement in the community.
Community events.
Gathering spaces.
Commercial & economic opportunity.


Access to fresh food and groceries.
Pedestrian infrastructure (e.g.,...
Large natural areas for wildlife and...
Clean drinking water.


Community Services (such as the libra...
Public Safety Services (such as emergency...
The condition of public buildings an...
The condition of local roads and bridges.

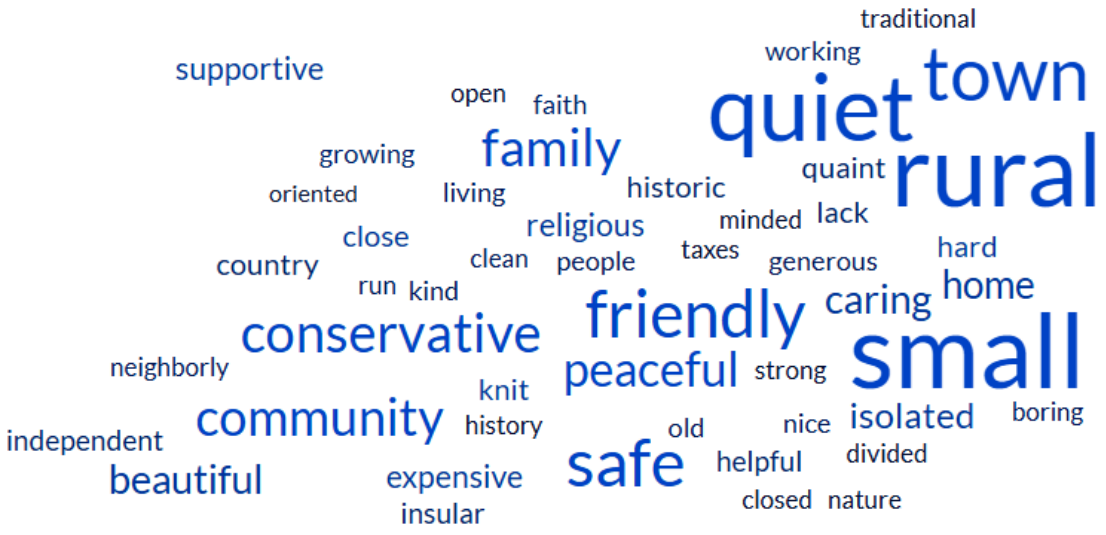

Communication and transparency...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Extremely ...
Somewhat ...
Neither sat...
Somewhat ...
Exceptional...

	EXTREMELY DISSATISFIED	SOMEWHAT DISSATISFIED	NEITHER SATISFIED OR DISSATISFIED	SOMEWHAT SATISFIED	EXCEPTIONALLY SATISFIED	TOTAL	WEIGHTED AVERAGE
Preservation of historic structures.	6.01% 25	12.74% 53	48.80% 203	26.20% 109	6.25% 26	416	0.14
Housing opportunities for all residents.	15.66% 65	24.82% 103	32.05% 133	13.98% 58	13.49% 56	415	-0.15
Opportunities for recreation.	6.34% 27	23.00% 98	25.59% 109	34.74% 148	10.33% 44	426	0.20
Recreational trail maintenance and development.	8.83% 37	24.34% 102	38.90% 163	21.72% 91	6.21% 26	419	-0.08
Resident involvement in the community.	6.16% 26	18.48% 78	43.36% 183	24.64% 104	7.35% 31	422	0.09
Community events.	7.29% 31	19.53% 83	36.94% 157	29.65% 126	6.59% 28	425	0.09
Gathering spaces.	13.10% 55	26.19% 110	35.48% 149	20.00% 84	5.24% 22	420	-0.22
Commercial & economic opportunity.	12.20% 51	29.67% 124	32.30% 135	18.42% 77	7.42% 31	418	-0.21
Access to fresh food and groceries.	11.29% 50	26.86% 119	18.96% 84	32.05% 142	10.84% 48	443	0.04
Pedestrian infrastructure (e.g., sidewalks, crosswalks).	17.06% 73	25.93% 111	32.01% 137	16.12% 69	8.88% 38	428	-0.26
Large natural areas for wildlife and habitat.	2.99% 13	10.34% 45	22.53% 98	43.91% 191	20.23% 88	435	0.68
Clean drinking water.	5.84% 25	12.15% 52	23.13% 99	32.71% 140	26.17% 112	428	0.61
Community Services (such as the library, Recreation Department programming, etc.).	5.81% 25	15.12% 65	27.21% 117	40.70% 175	11.16% 48	430	0.36
Public Safety Services (such as emergency response, police, fire, ambulance).	4.75% 21	9.05% 40	18.78% 83	42.76% 189	24.66% 109	442	0.74

The condition of public buildings and their state of repair.	9.26% 40	23.61% 102	32.87% 142	26.62% 115	7.64% 33	432	0.00
The condition of local roads and bridges.	10.69% 48	23.61% 106	18.26% 82	37.64% 169	9.80% 44	449	0.12
Communication and transparency by local government.	13.59% 59	24.65% 107	32.03% 139	23.04% 100	6.68% 29	434	-0.15

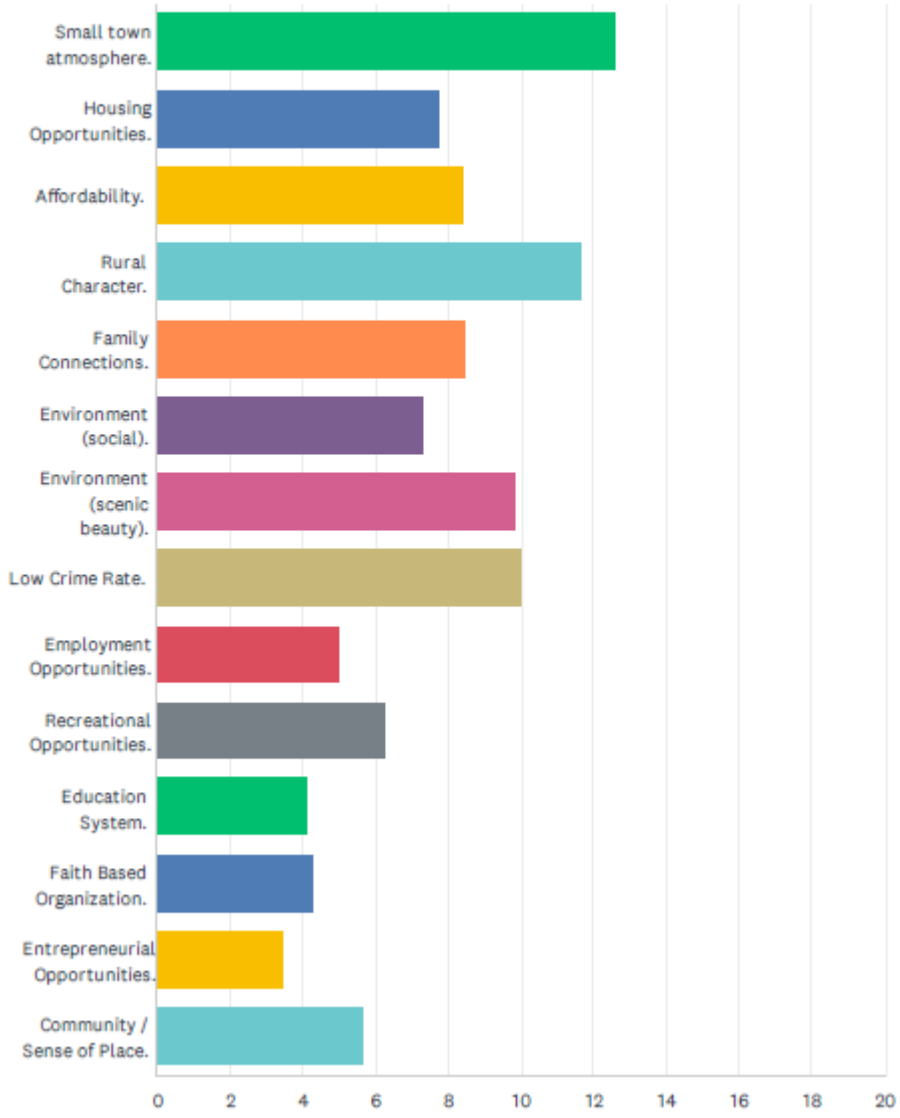
Q4 When you think of New Ipswich as a community, what three words come to mind?

Answered: 317 Skipped: 173



Q5 Rank (in order) each of the reasons why you live in New Ipswich (drag or click to move selections):

Answered: 434 Skipped: 56



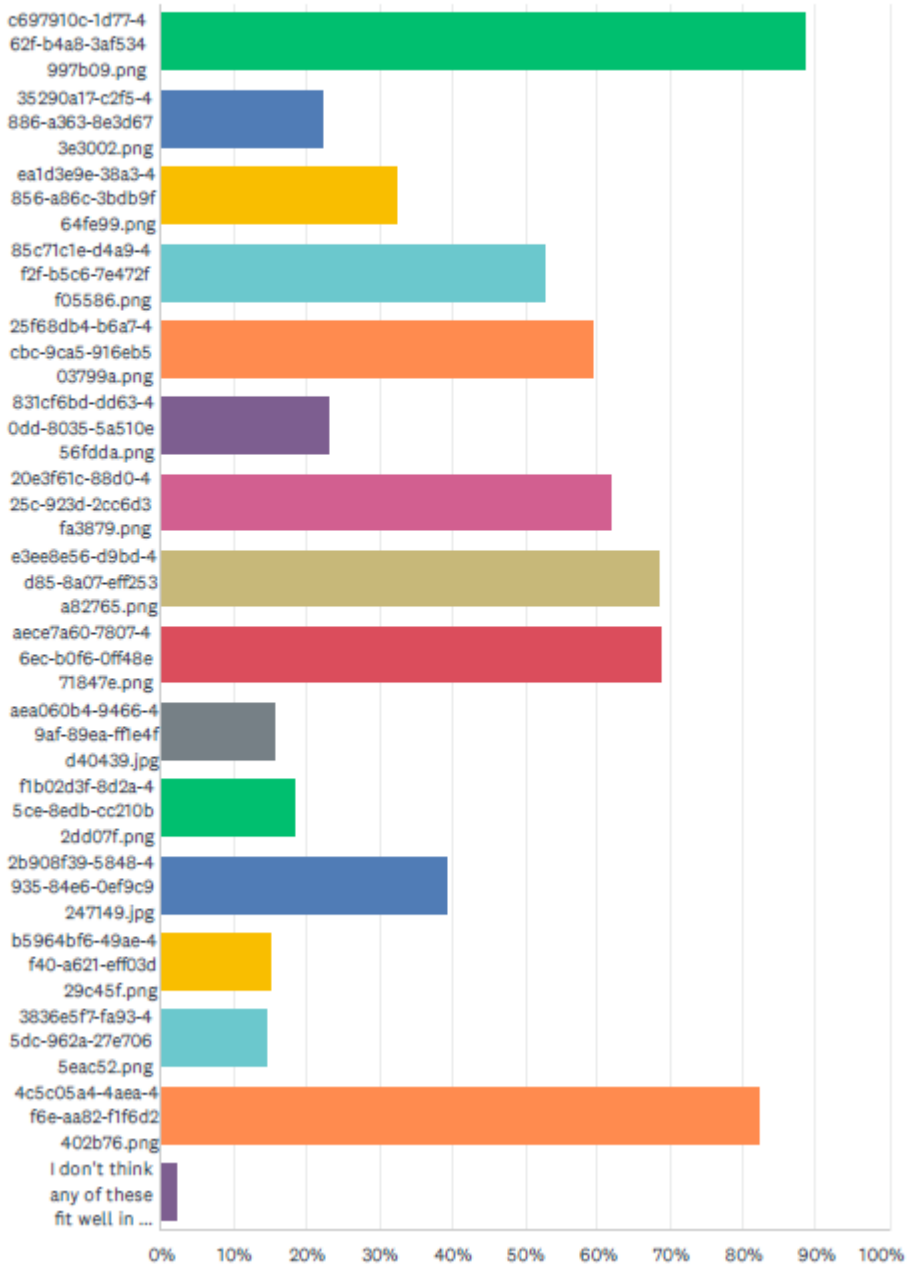
	1	2	3	4	5	6	7	8	9	10	11
Small town atmosphere.	40.09% 174	24.65% 107	16.13% 70	6.91% 30	4.84% 21	3.69% 16	1.61% 7	0.92% 4	0.23% 1	0.00% 0	0.23% 1
Housing Opportunities.	3.92% 17	8.76% 38	7.83% 34	8.06% 35	7.37% 32	10.83% 47	9.22% 40	8.99% 39	4.38% 19	4.84% 21	7.14% 31
Affordability.	6.22% 27	8.29% 36	10.14% 44	10.83% 47	9.22% 40	10.37% 45	9.91% 43	5.76% 25	5.99% 26	4.61% 20	3.46% 15
Rural Character.	15.67% 68	27.19% 118	16.36% 71	19.12% 83	9.91% 43	5.30% 23	2.30% 10	1.84% 8	1.15% 5	0.46% 2	0.23% 1
Family Connections.	17.28% 75	5.53% 24	6.68% 29	5.99% 26	10.37% 45	6.91% 30	7.60% 33	6.45% 28	8.06% 35	3.92% 17	5.07% 22
Environment (social).	0.23% 1	0.46% 2	3.00% 13	2.76% 12	9.22% 40	16.36% 71	16.36% 71	20.74% 90	13.36% 58	5.53% 24	4.15% 18
Environment (scenic beauty).	6.22% 27	8.53% 37	15.21% 66	13.59% 59	14.29% 62	11.29% 49	12.67% 55	9.68% 42	2.53% 11	3.92% 17	1.15% 5
Low Crime Rate.	7.37% 32	7.60% 33	14.29% 62	18.66% 81	14.98% 65	11.06% 48	8.76% 38	9.68% 42	3.23% 14	2.76% 12	0.69% 3
Employment Opportunities.	0.46% 2	0.23% 1	1.61% 7	0.23% 1	1.15% 5	1.84% 8	4.61% 20	8.76% 38	22.58% 98	18.89% 82	14.75% 64
Recreational Opportunities.	0.23% 1	0.23% 1	0.92% 4	4.15% 18	5.76% 25	7.37% 32	11.06% 48	10.60% 46	15.90% 69	22.35% 97	11.06% 48
Education System.	0.00% 0	1.15% 5	0.92% 4	1.61% 7	2.53% 11	3.46% 15	3.23% 14	4.38% 19	4.84% 21	10.60% 46	21.43% 93
Faith Based Organization.	1.61% 7	4.61% 20	2.07% 9	3.23% 14	2.53% 11	2.30% 10	3.46% 15	2.76% 12	3.23% 14	5.99% 26	8.53% 37
Entrepreneurial Opportunities.	0.23% 1	0.46% 2	0.46% 2	0.92% 4	0.92% 4	1.84% 8	2.76% 12	2.07% 9	5.53% 24	8.29% 36	12.21% 53
Community / Sense of Place.	0.46% 2	2.30% 10	4.38% 19	3.92% 17	6.91% 30	7.37% 32	6.45% 28	7.37% 32	8.99% 39	7.83% 34	9.91% 43

Q6 If there are other reasons you live in New Ipswich, please describe.

Answered: 121 Skipped: 369

Q7 Which of the following types of residential development do you believe fit visually within New Ipswich? (Select all that apply)

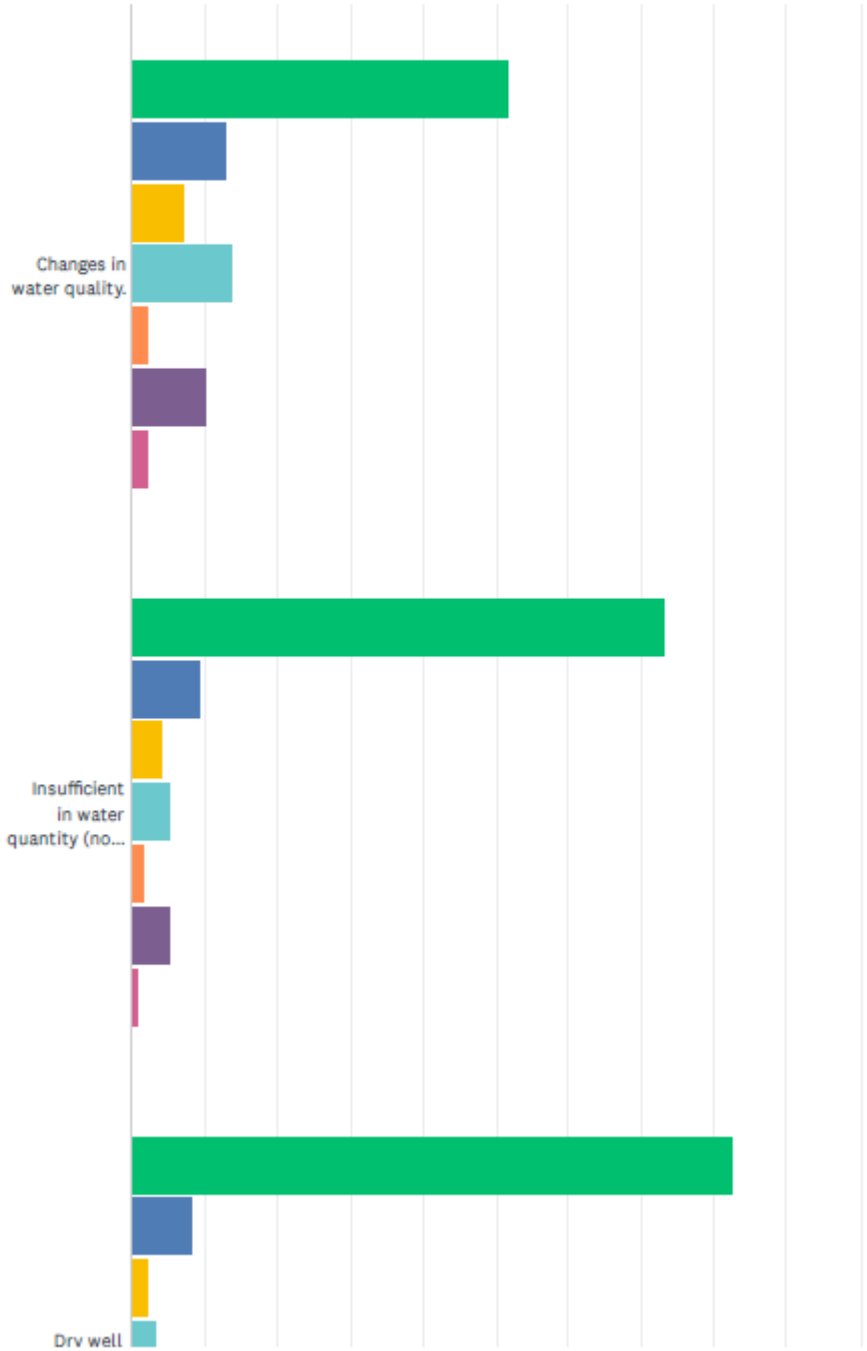
Answered: 435 Skipped: 55

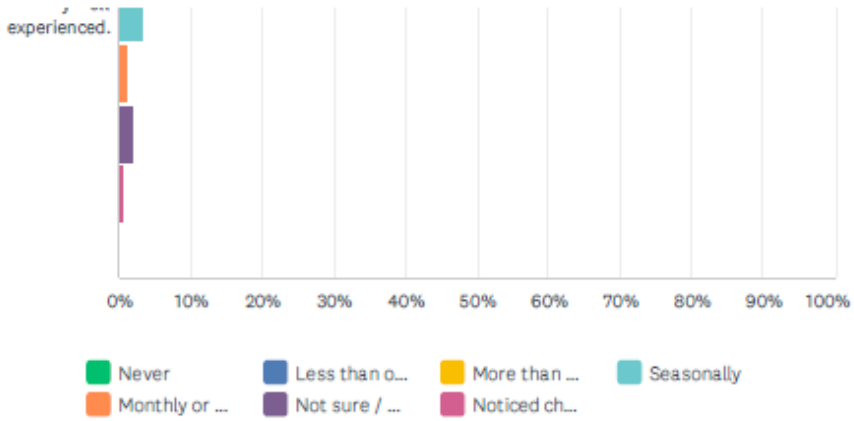


ANSWER CHOICES	RESPONSES	
	88.51%	385
	22.07%	96
	32.41%	141
	52.87%	230
	59.54%	259
	23.22%	101
	61.84%	269
	68.51%	298
	68.74%	299
	15.63%	68
	18.62%	81
	39.54%	172
	15.17%	66
	14.48%	63
	82.30%	358
I don't think any of these fit well in New Ipswich.	2.30%	10
Total Respondents: 435		

Q8 Development in New Ipswich, whether commercial or residential, relies upon private wells and the quality and quantity of the local water supply. Consider the last five years, how often experienced:

Answered: 425 Skipped: 65

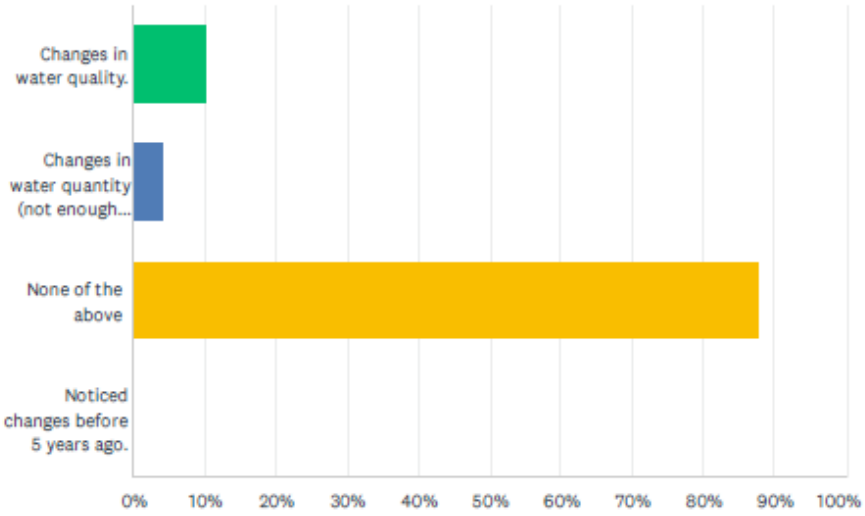




	NEVER	LESS THAN ONCE PER YEAR	MORE THAN ONCE PER YEAR	SEASONALLY	MONTHLY OR MORE	NOT SURE / DON'T KNOW	NOTICED CHANGES BEFORE 5 YEARS AGO	TOTAL	WEIGHTED AVERAGE
Changes in water quality.	51.54% 218	13.00% 55	7.09% 30	13.95% 59	2.13% 9	10.17% 43	2.13% 9	423	0.80
Insufficient in water quantity (not enough water).	73.22% 309	9.48% 40	4.27% 18	5.21% 22	1.66% 7	5.21% 22	0.95% 4	422	0.41
Dry well experienced.	82.61% 342	8.21% 34	2.42% 10	3.14% 13	0.97% 4	1.93% 8	0.72% 3	414	0.27

Q9 Have you experienced changes to your water supply correlating to nearby development? (Check all that apply)

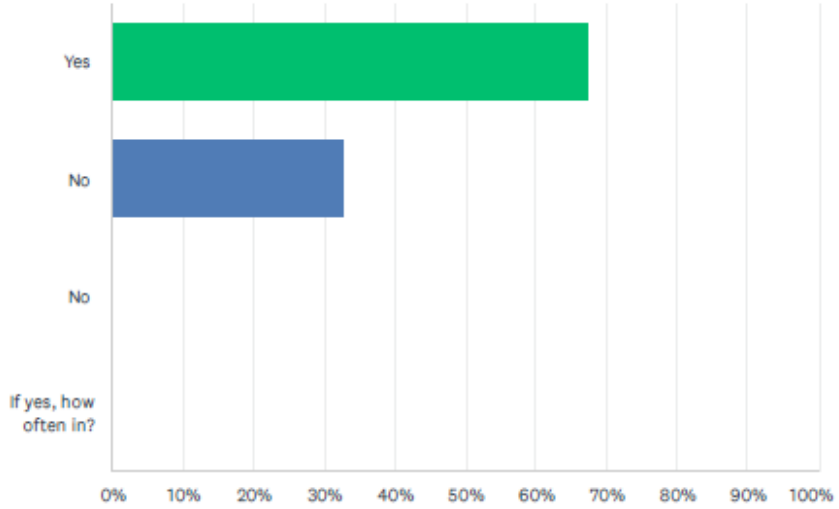
Answered: 413 Skipped: 77



ANSWER CHOICES	RESPONSES	
Changes in water quality.	10.17%	42
Changes in water quantity (not enough water).	4.36%	18
None of the above	87.65%	362
Noticed changes before 5 years ago.	0.00%	0
Total Respondents: 413		

Q10 Do you test your household water supply for water quality and contaminants?

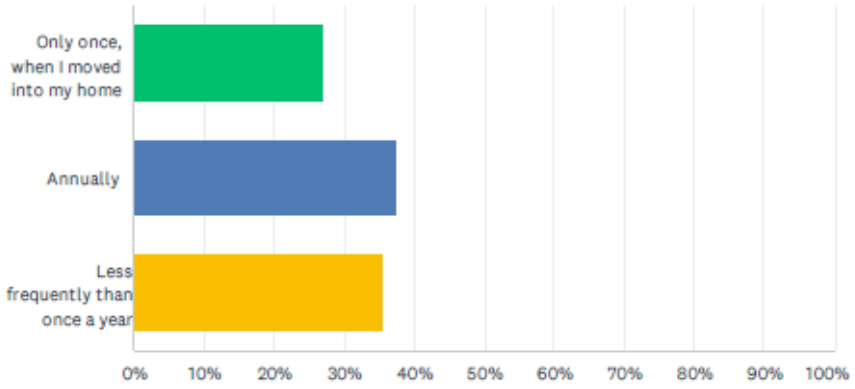
Answered: 435 Skipped: 55



ANSWER CHOICES	RESPONSES	
Yes	67.36%	293
No	32.64%	142
No	0.00%	0
If yes, how often in?	0.00%	0
TOTAL		435

Q11 If yes, how frequently do you test your water?

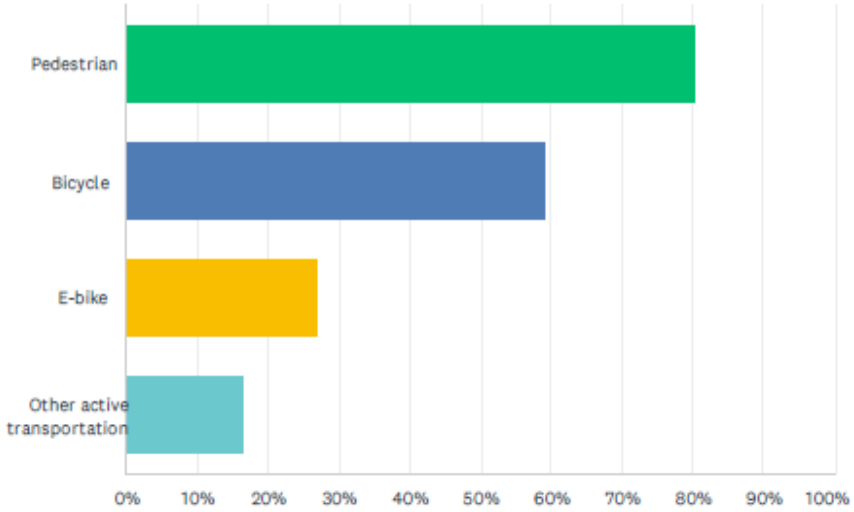
Answered: 337 Skipped: 153



ANSWER CHOICES	RESPONSES	
Only once, when I moved into my home	27.00%	91
Annually	37.39%	126
Less frequently than once a year	35.61%	120
TOTAL		337

Q12 Would safety improvements such as sidewalks, trails, bike lanes, streetlights, etc. impact the frequency that you use the following types of transportation within New Ipswich? (Select all that apply)

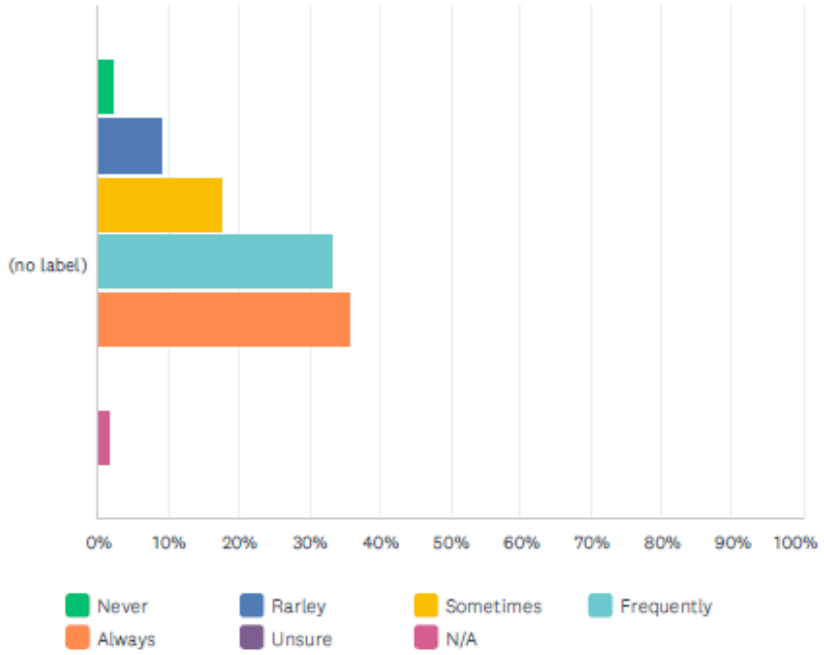
Answered: 259 Skipped: 231



ANSWER CHOICES	RESPONSES	
Pedestrian	80.31%	208
Bicycle	59.07%	153
E-bike	27.03%	70
Other active transportation	16.60%	43
Total Respondents: 259		

Q13 Tell us about internet service at your home, how often is it adequate (sufficient bandwidth to meet your needs) and consistent (service performs as expected without interruption)?

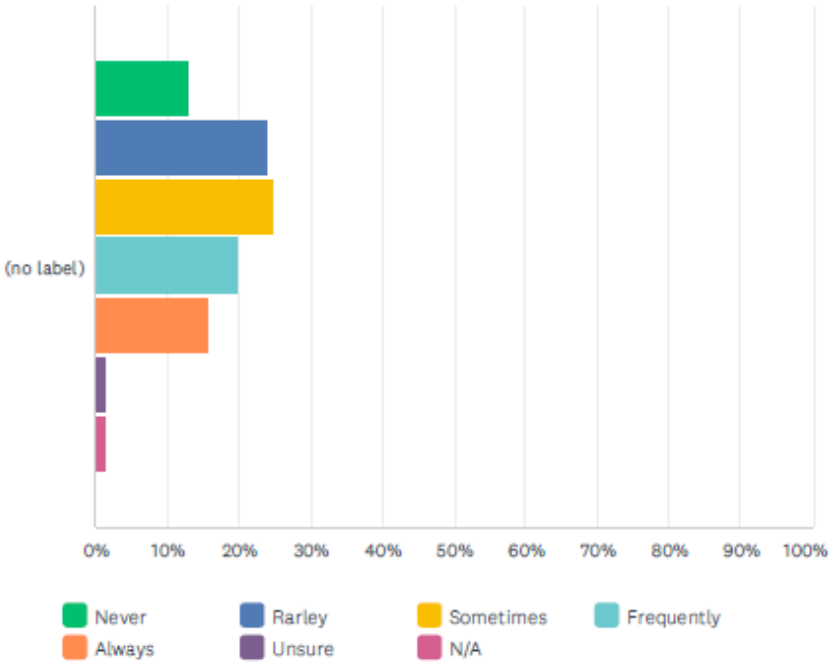
Answered: 427 Skipped: 63



	NEVER	RARLEY	SOMETIMES	FREQUENTLY	ALWAYS	UNSURE	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	2.34% 10	9.13% 39	17.56% 75	33.26% 142	35.83% 153	0.23% 1	1.64% 7	427	2.87

Q14 Do you have adequate and reliable cellphone reception at your home without an internet booster?

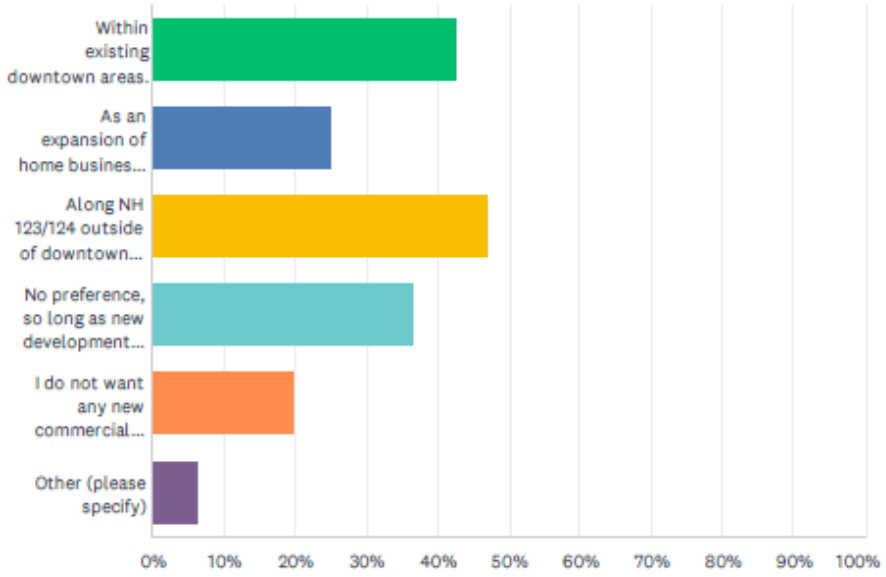
Answered: 429 Skipped: 61



	NEVER	RARLEY	SOMETIMES	FREQUENTLY	ALWAYS	UNSURE	N/A	TOTAL	WEIGHTED AVERAGE
(no label)	13.05% 56	23.78% 102	24.71% 106	19.81% 85	15.85% 68	1.40% 6	1.40% 6	429	2.97

Q15 Where would you like to see new commercial development? (Select all that apply)

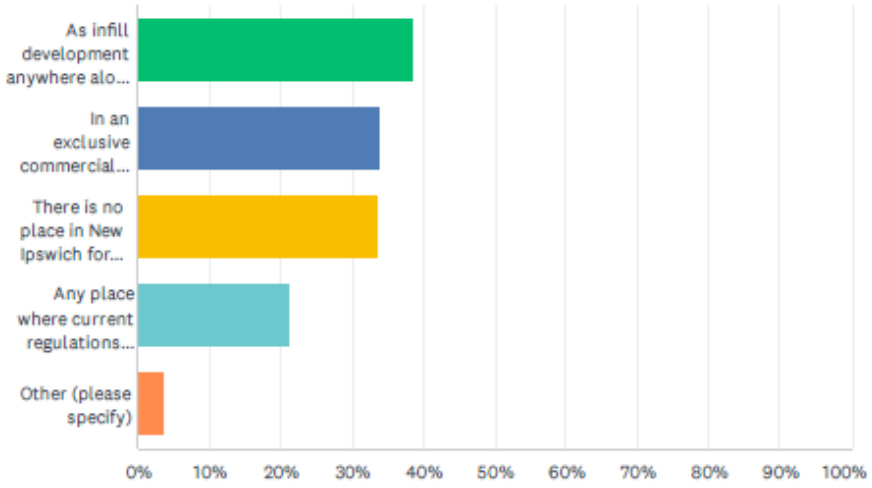
Answered: 418 Skipped: 72



ANSWER CHOICES	RESPONSES	
Within existing downtown areas.	42.58%	178
As an expansion of home businesses throughout town.	24.88%	104
Along NH 123/124 outside of downtown areas.	46.89%	196
No preference, so long as new development doesn't harm neighboring property owners.	36.60%	153
I do not want any new commercial development in New Ipswich.	19.86%	83
Other (please specify)	6.46%	27
Total Respondents: 418		

Q16 If the town were to attract larger, national or regional brands to the community to strengthen the economic base, where should they be located? (Select all that apply.)

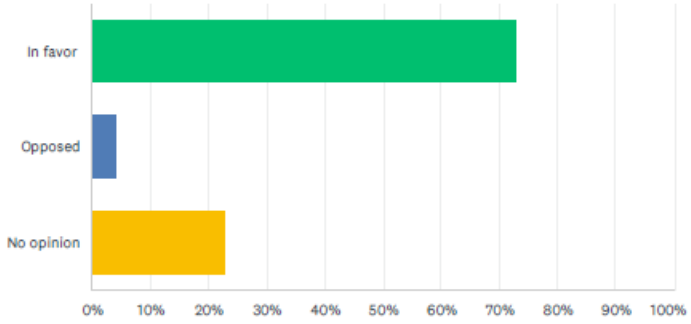
Answered: 413 Skipped: 77



ANSWER CHOICES	RESPONSES	
As infill development anywhere along Rt. 123/Rt. 124.	38.50%	159
In an exclusive commercial district – located with consideration of development constraints.	33.90%	140
There is no place in New Ipswich for nationally/regionally branded industry.	33.66%	139
Any place where current regulations would allow.	21.31%	88
Other (please specify)	3.63%	15
Total Respondents: 413		

Q17 Are you in favor of or opposition to a local business directory to promote small businesses in New Ipswich?

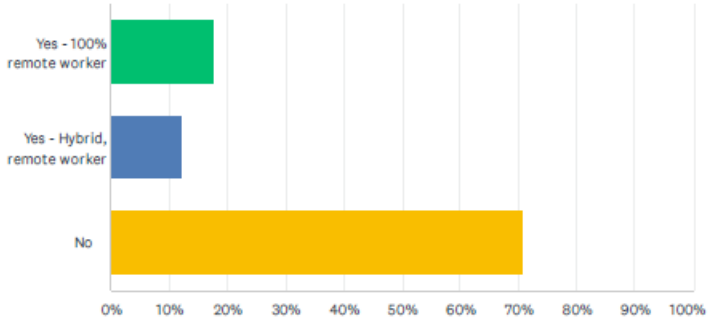
Answered: 420 Skipped: 70



ANSWER CHOICES	RESPONSES	
In favor	72.86%	306
Opposed	4.29%	18
No opinion	22.86%	96
TOTAL		420

Q18 Do you consider yourself a remote worker?

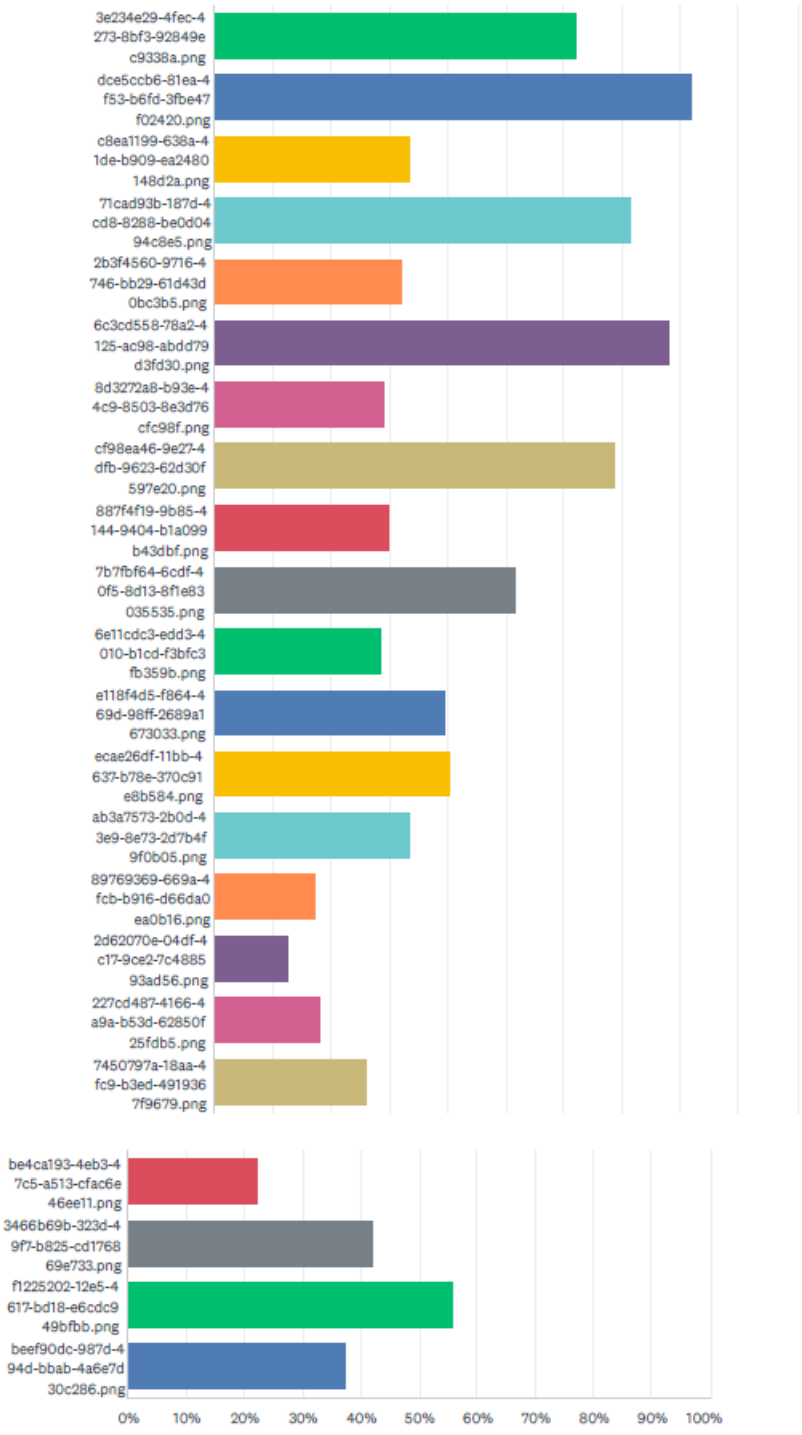
Answered: 420 Skipped: 70



ANSWER CHOICES	RESPONSES	
Yes - 100% remote worker	17.38%	73
Yes - Hybrid, remote worker	12.14%	51
No	70.48%	296
TOTAL		420

Q19 Which of the following types of commercial / mixed-use development do you believe fit within New Ipswich? (Select all that apply)

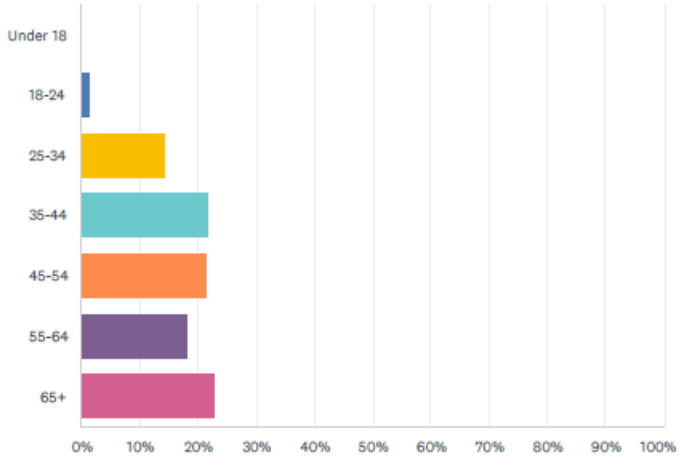
Answered: 415 Skipped: 75



ANSWER CHOICES	RESPONSES	
	62.17%	258
	81.93%	340
	33.49%	139
	71.57%	297
	32.29%	134
	78.07%	324
	29.16%	121
	68.92%	286
	30.12%	125
	51.57%	214
	28.67%	119
	39.76%	165
	40.48%	168
	33.73%	140
	17.35%	72
	12.77%	53
	18.07%	75
	26.02%	108
	22.41%	93
	41.93%	174
	55.90%	232
	37.59%	156
Total Respondents: 415		

Q20 What is your age?

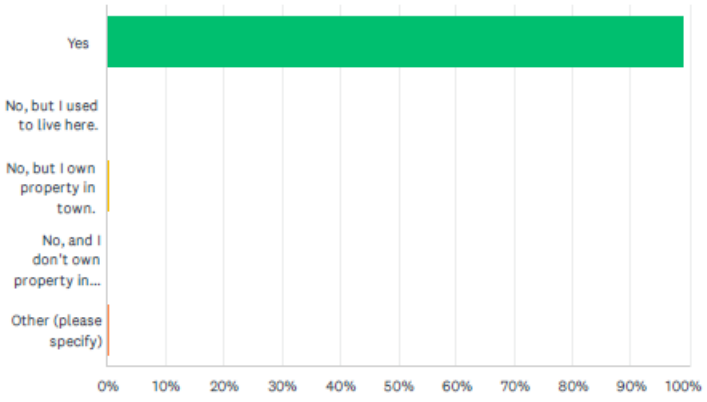
Answered: 413 Skipped: 77



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.45%	6
25-34	14.29%	59
35-44	21.79%	90
45-54	21.55%	89
55-64	18.16%	75
65+	22.76%	94
TOTAL		413

Q21 Are you a New Ipswich resident?

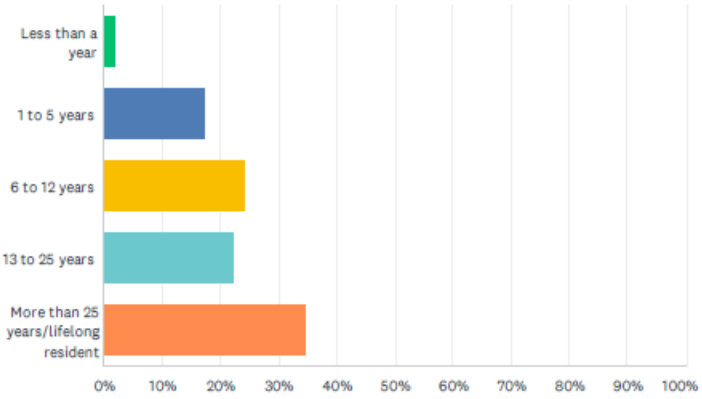
Answered: 420 Skipped: 70



ANSWER CHOICES	RESPONSES	
Yes	99.05%	416
No, but I used to live here.	0.00%	0
No, but I own property in town.	0.48%	2
No, and I don't own property in town.	0.00%	0
Other (please specify)	0.48%	2
TOTAL		420

Q22 How many years have you lived in New Ipswich?

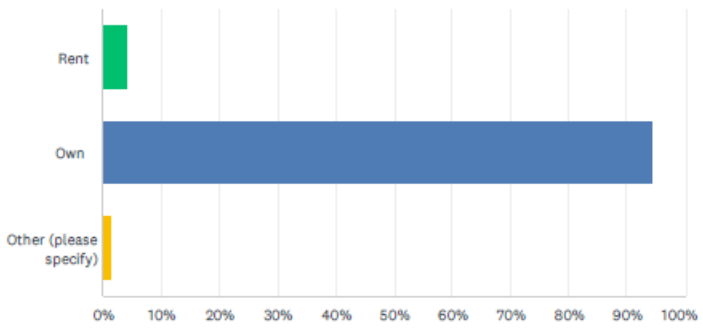
Answered: 416 Skipped: 74



ANSWER CHOICES	RESPONSES	
Less than a year	1.92%	8
1 to 5 years	17.31%	72
6 to 12 years	24.04%	100
13 to 25 years	22.12%	92
More than 25 years/lifelong resident	34.62%	144
TOTAL		416

Q23 Do you rent or own your home in New Ipswich?

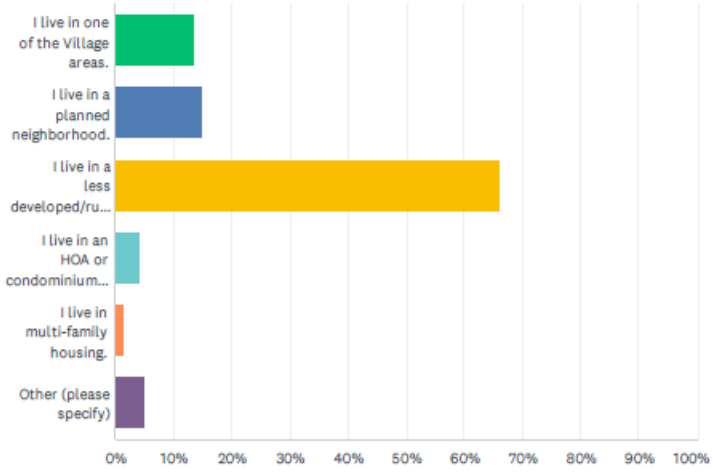
Answered: 416 Skipped: 74



ANSWER CHOICES	RESPONSES	
Rent	4.09%	17
Own	94.47%	393
Other (please specify)	1.44%	6
TOTAL		416

Q24 Which best describes you: (Select all that apply)

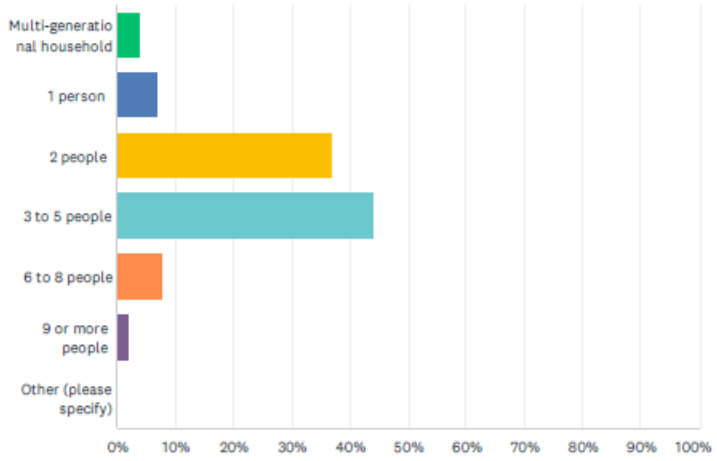
Answered: 410 Skipped: 80



ANSWER CHOICES	RESPONSES	
I live in one of the Village areas.	13.41%	55
I live in a planned neighborhood.	14.88%	61
I live in a less developed/rural area.	65.85%	270
I live in an HOA or condominium association.	4.15%	17
I live in multi-family housing.	1.46%	6
Other (please specify)	4.88%	20
Total Respondents: 410		

Q25 What is your household size? (Please indicate if multi-generational household)

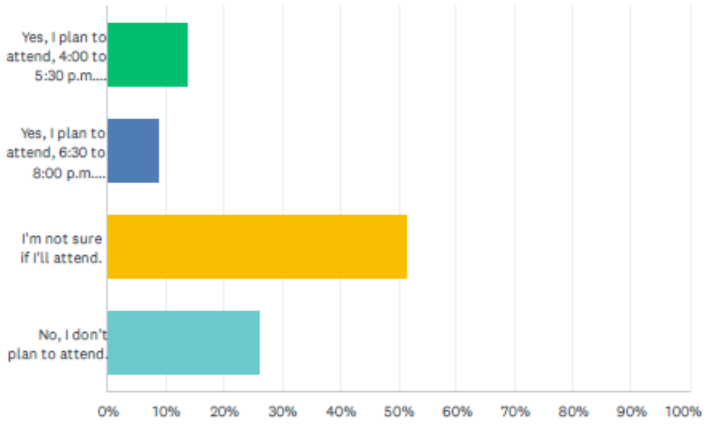
Answered: 413 Skipped: 77



ANSWER CHOICES	RESPONSES	
Multi-generational household	3.87%	16
1 person	6.78%	28
2 people	36.80%	152
3 to 5 people	44.07%	182
6 to 8 people	7.75%	32
9 or more people	1.94%	8
Other (please specify)	0.00%	0
Total Respondents: 413		

Q26 Do you plan to attend the public forum scheduled for March 22nd, at Mascenic Regional High School? The forum will provide additional opportunity for you to inform development of the master plan

Answered: 410 Skipped: 80



ANSWER CHOICES	RESPONSES	
Yes, I plan to attend, 4:00 to 5:30 p.m. session	13.66%	56
Yes, I plan to attend, 6:30 to 8:00 p.m. session	8.78%	36
I'm not sure if I'll attend.	51.46%	211
No, I don't plan to attend.	26.10%	107
TOTAL		410

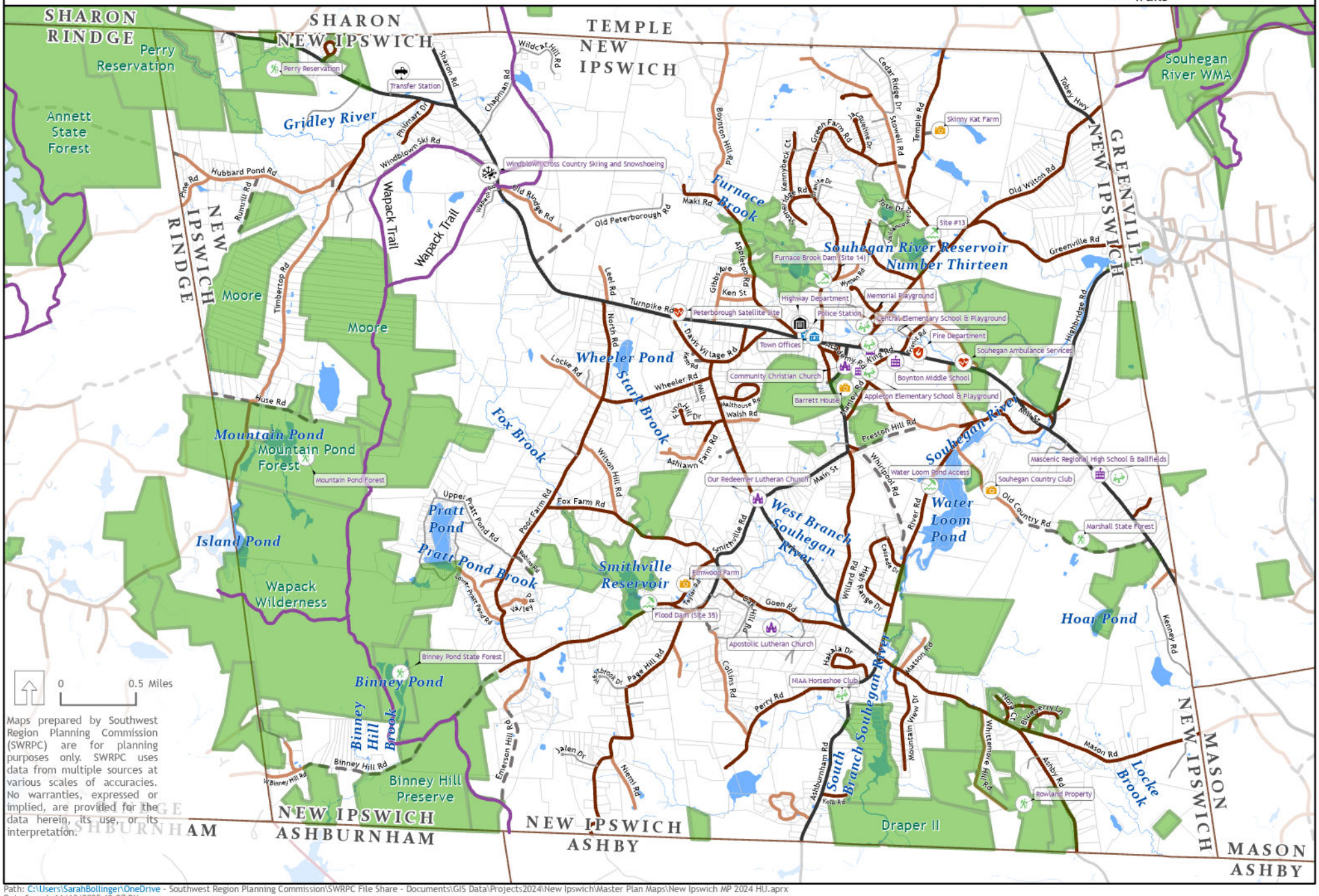
Appendix F: Maps

Full size maps are available as an annex to this plan.

Community Facilities

Town of New Ipswich, NH

- Parks
- Playgrounds, Ballfields & Courts
- Trails & Open Space
- Unique Amenities
- Water Fun
- Winter Recreation
- Police Station
- Place of Worship
- Library/Community Center
- Highway Department/Town Garage
- Healthcare Facility
- Fire Station
- Town Offices
- School
- Transfer Station
- Conserved and Public Land
- Trails



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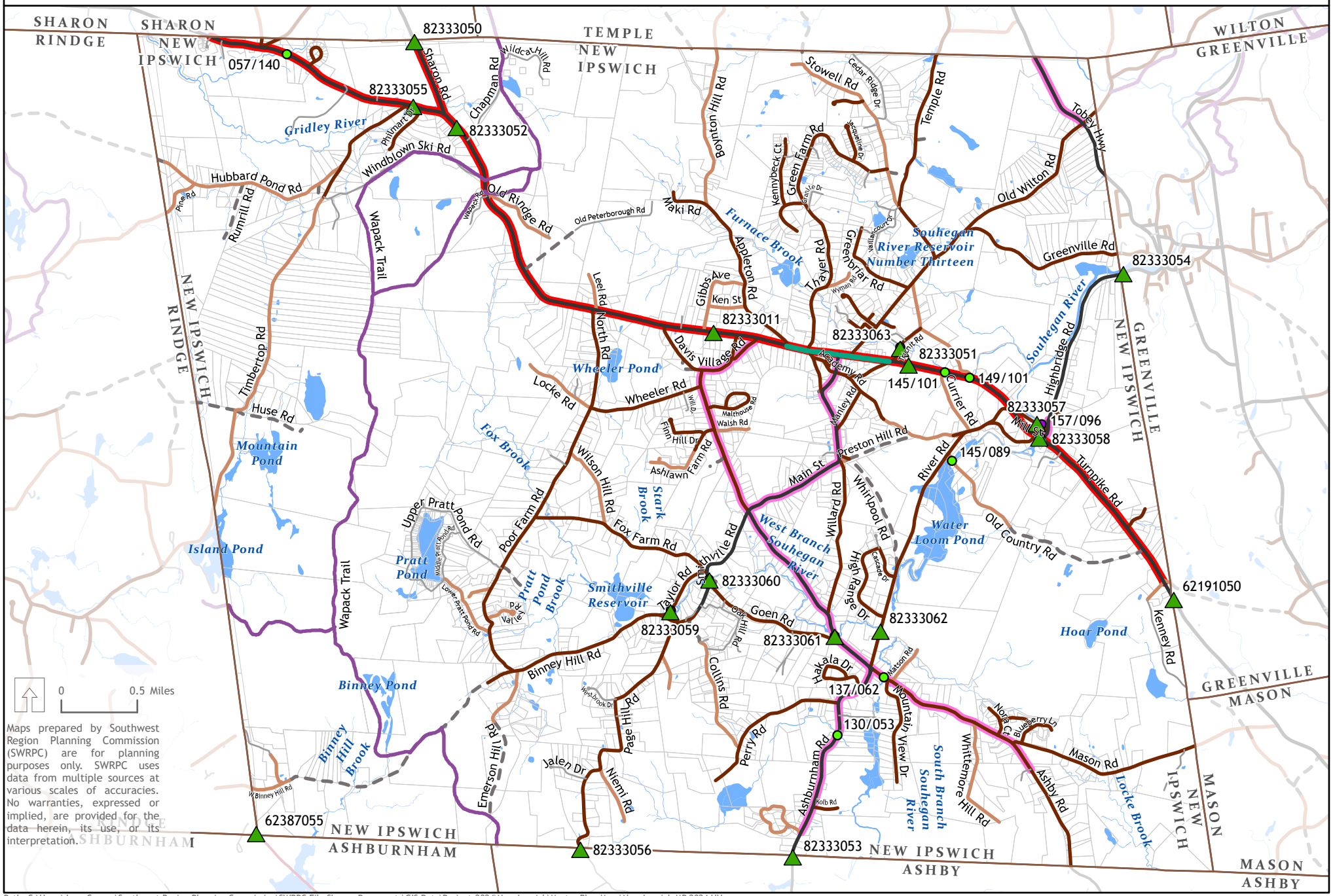
Transportation Infrastructure Characteristics

Town of New Ipswich, NH



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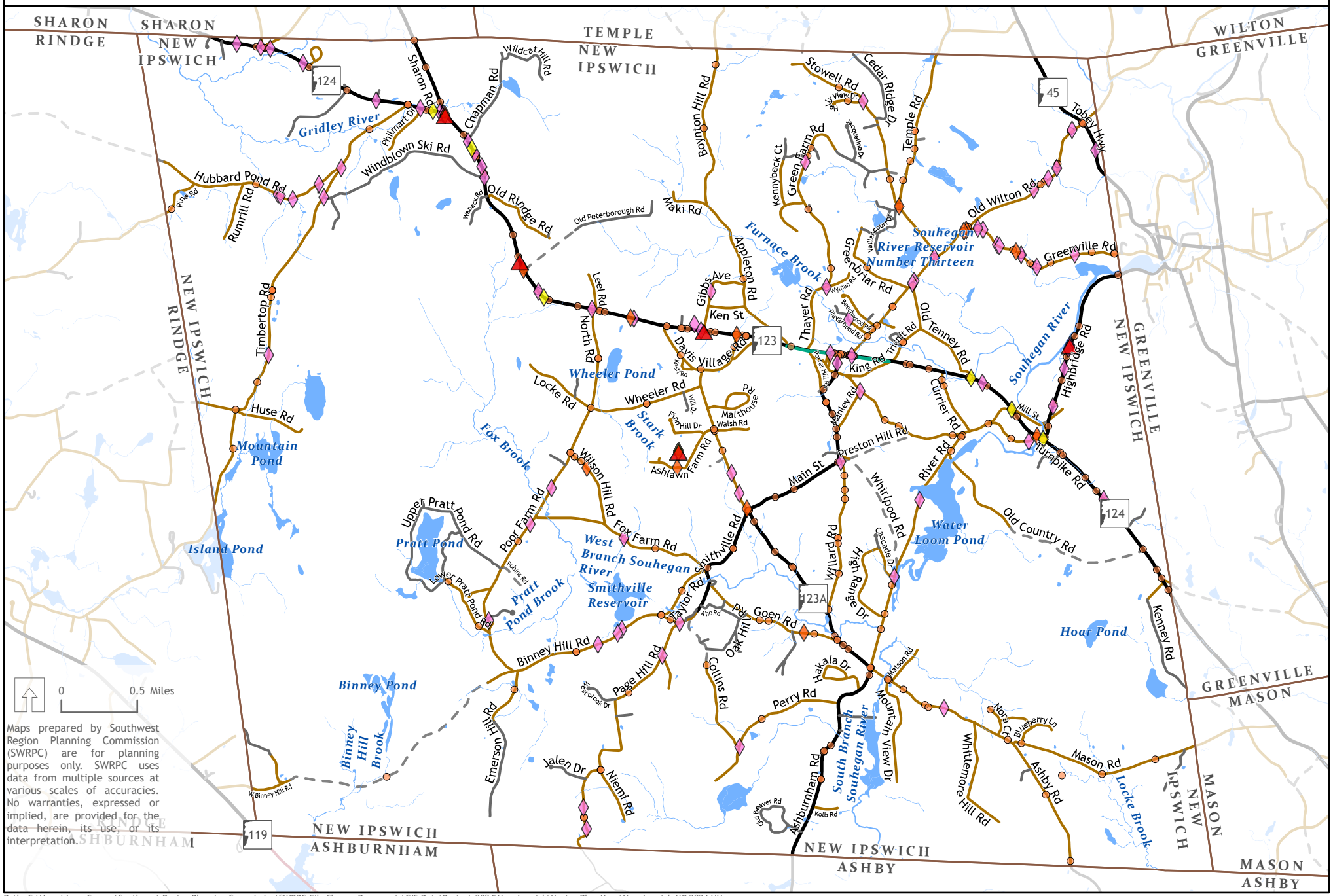
Transportation Safety

Town of New Ipswich, NH



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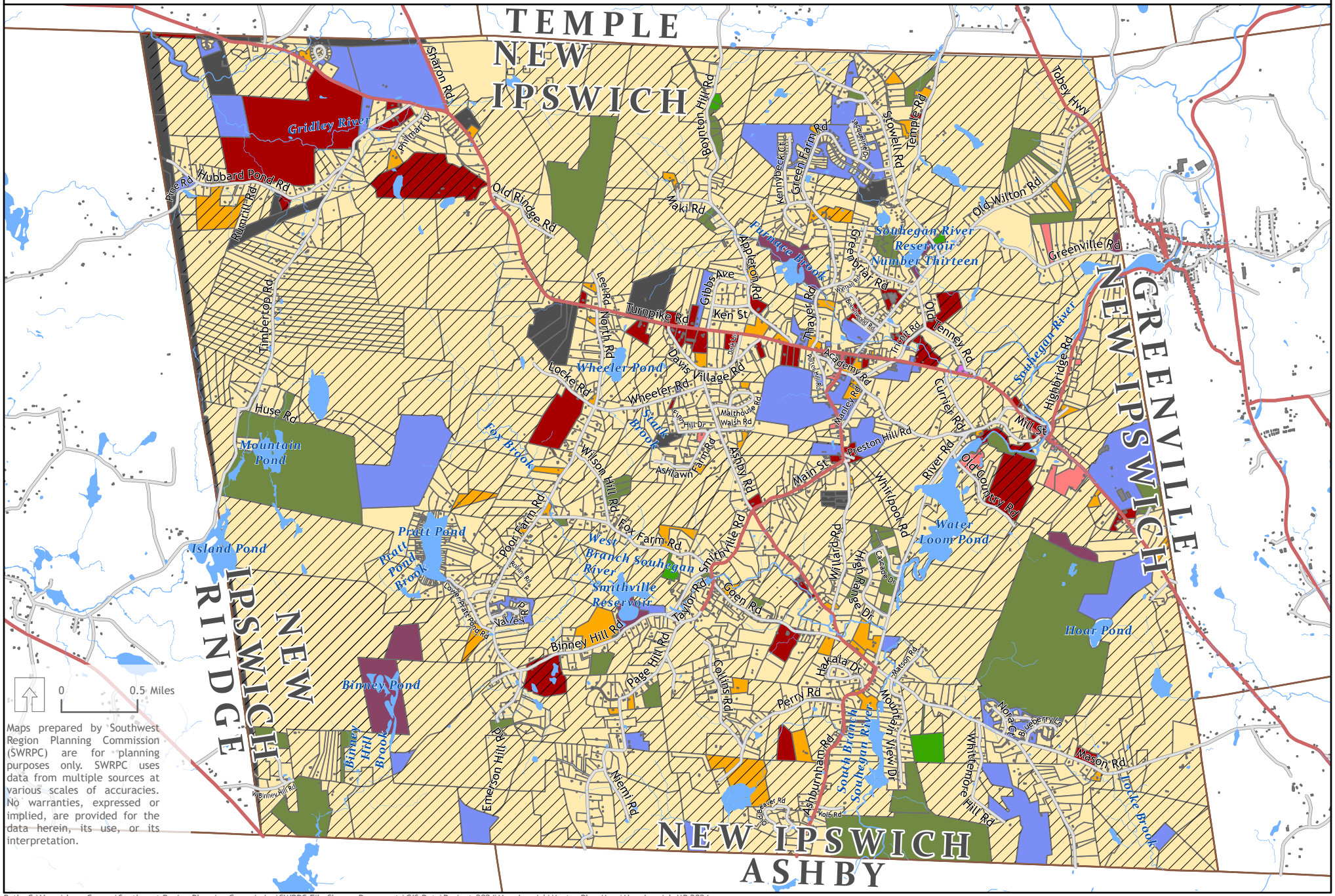
Existing Land Use

Town of New Ipswich, NH

State Roads
Local Roads

Land Use
One Family Residential
Two Family Residential
Three or more Family Residential
Commercial or Industrial
Farm Land (Current Use)
Other Current Use (Managed and Unmanaged Forest, etc.)
Exempt (Federal)
Exempt (Municipal)
Exempt (State)
Unknown
Residential or Commercial properties in CU



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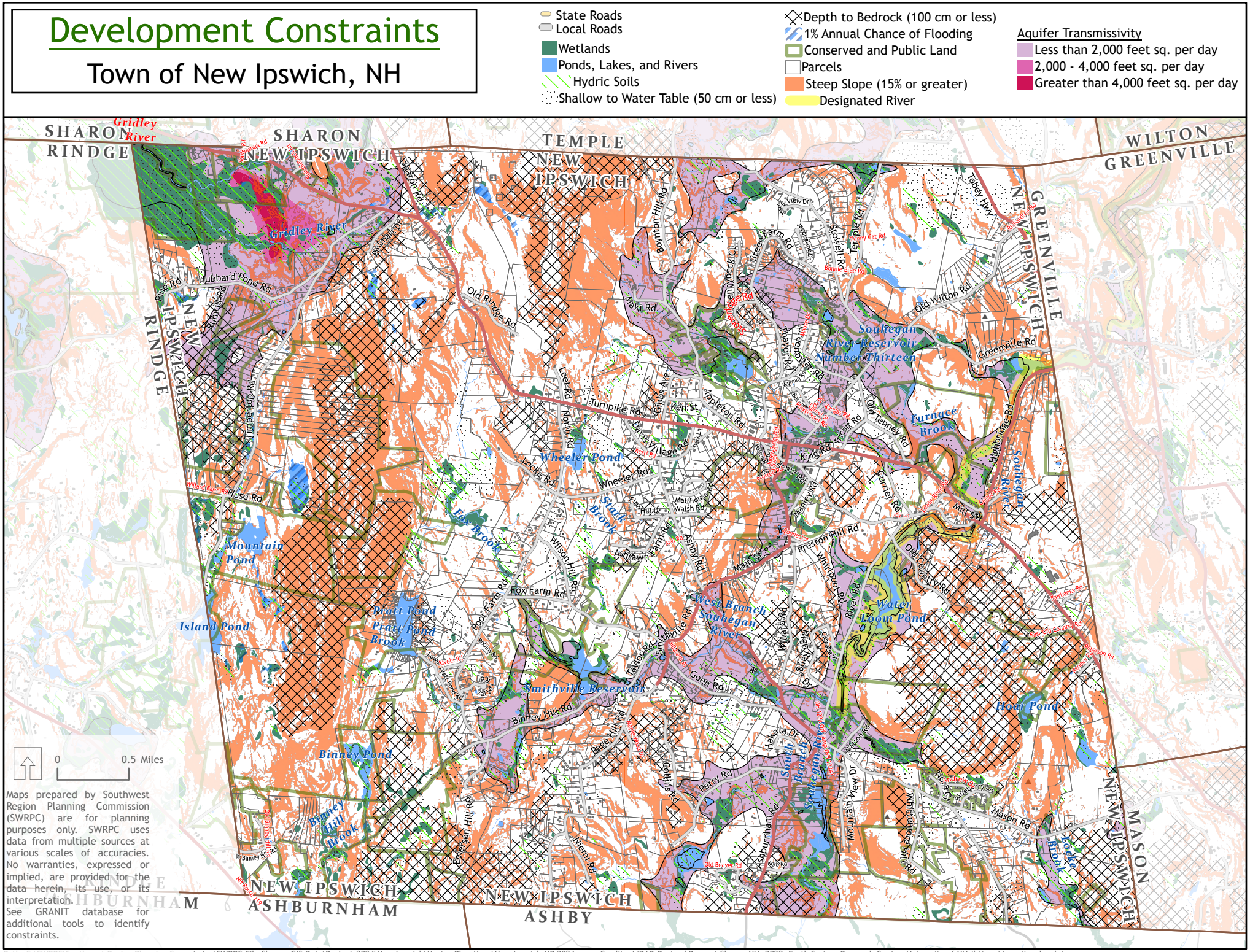
Development Constraints

Town of New Ipswich, NH



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Path: C:\SWRPC\Southwest Region Planning Commission\SWRPC File Share - GIS Data\Projects2024\New Ipswich\Master Plan Maps\New Ipswich MP 2024.aprx. Credits: LiDAR-Derived Percent Slope - NH, 2020, Earth System Research Center, University of NH (https://granit.unh.edu)

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