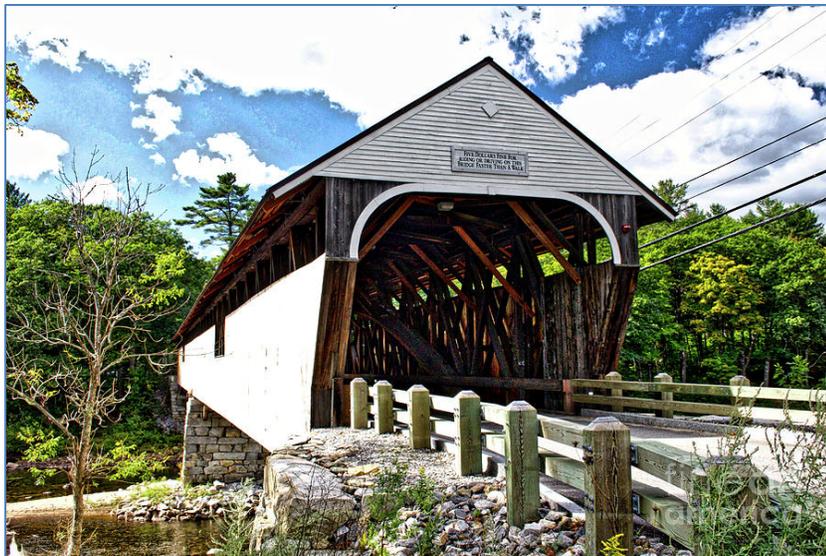


Town of Campton, New Hampshire

Master Plan

2016



Blair Covered Bridge

Campton Planning Board
4/4/2017

Table of Contents

Chapter 1 Vision	3
Chapter 2 Socio-economic Resources	6
Chapter 3 - Housing.....	12
Chapter 4 - Community Facilities	14
Chapter 5 - Transportation.....	20
Chapter 7 - Land Use	24
Chapter 8- Natural Resources	29
Chapter 9- Cultural and Historic Resources	32
Chapter 10 - Conservation	33
Maps	36

Chapter 1 Vision

A vision for the future of Campton 2014-2024

According to the 2003 Community Survey, the current residents and property owners of Campton clearly wish to preserve its rural, small-town nature, keeping the character, and presumably, the culture relatively intact. At the same time, the town wants and needs moderate, wisely planned growth to sustain and improve the livelihoods of its residents and to encourage a healthy, growing economy. For well over two hundred years, the people of Campton and similar North Country towns in New Hampshire have been endowed with the distinctive characteristics of independence, self-reliance, tough - mindedness, frugality and simplicity, hardiness, resourcefulness, and prudence while being taciturn and neighborly, cheerful and stoic, demanding of privacy and community - minded all at the same time. The rural aspect of Campton is one that is highly forested with a north / south axis on either side of the Pemigewasset River and Interstate Route 93 along NH Routes 3 and 175, and an east / west axis along NH Route 49 leading into Waterville Valley. Most buildings are located and most business is done along these primary roadways. The current forested lands in the east and west, that extend to the surrounding mountains and the White Mountain National Forest, are the ones that could be most affected by poorly executed growth and development. Our rural heritage also includes the pastoral landscape of past and present farms, our country roads with their natural landscape of native trees, shrubs, ferns and flowers, our stone walls, and the views of nearby mountains, hills, rivers, streams and ponds.

Wisely planned growth guided by sensible and practical regulations can enhance Campton economically while protecting much of the farms, forests, open spaces and environment we treasure. Campton lies clearly in the path of the northern migration of the urban population, putting it on the wild and / urban interface where urban values and cultures, with their own goals and expectations, come into contact and possible conflict with the existing rural values and culture. How land is used in future years will affect, to one degree or another, many aspects of Campton's rural nature, including its cultural heritages, its economic value for its residents and for recreation, tourism, new industrial and commercial endeavors and desirable residences, and its aquifers, wildlife habitat and biodiversity, landscape and general peace and quiet. These qualities are what have drawn many people to Campton, help to support the livelihoods of many, and were clearly highly valued in the Community Survey. With runaway growth and adverse changes to the natural environment, the rural character and culture of the town (the present human environment) could be threatened. It should be acknowledged that a multi-faceted approach with sensible town regulations combined with private and individual efforts and initiatives will be necessary to protect Campton's rural, small town nature. An important measure that should be put in place as soon as possible relating to future land use is an Open Space (natural areas) Plan to protect what is essential to our healthy rural community. With rising land prices, and an increase in retirement and vacation homes for people who do not earn their living locally, it is also particularly important that Campton remain a place where a wide variety of people can afford to live, particularly the long-term residents who see economic means may not match those who maybe moving to Campton in the future.

Some specific measures and conditions should be kept in mind: Commercial and industrial endeavors in areas already set aside on the Route 49 and Route 3/175 axes, particularly the Campton Sand and Gravel, Pike Industries and Beebe River sites, can bring in additional tax revenue. Campton also needs to bear in mind that the families accompanying these Forest

Service employees could significantly impact Campton's costs of education. There are other possible solutions to unguided development: Cluster housing can preserve forests for wildlife, recreation or forestry use while allowing the measured growth of housing. Impact and cost assessment studies are being mandated for any large-scale development in some New Hampshire communities.

Preserving open space land for the future generations is a fundamental concern and necessity for meeting the charge the community has expressed in the Survey. The Master Plan can guide the Planning Board, and it can be used to support the Town in any court proceedings initiated to contest new regulations put into place to protect the town from poorly planned development and radical disturbance to the rural, small-town culture of Campton. As was said in the Campton Bicentennial booklet, "The scenic beauty of Campton still remains in some sections unchanged by progress and it is our fervent wish that this natural beauty may remain unspoiled for many years so that the inhabitants and visitors may enjoy it as we who are living now and those who have passed on have loved the peacefulness and tranquility of the little town of Campton." That charge in 1967 remains true today, and we need to remain committed to the enforcement of regulations designed to achieve these objectives.

The development of a master plan is the process whereby a community seeks to understand where it is today - its assets and its problems, and where it is going - the extent of its future needs. It then develops a comprehensive program to seek solutions and to provide for future needs through the utilization of all assets - human, natural and material. This master plan was designed through the development and examination of the Community Survey, and from a wide variety of data from the US Census, the New Hampshire Database, The New Hampshire Department of Transportation, the Office of State Planning, and the local schools. It was guided by information from the North Country Council, which reviewed the texts and its ideas, and which was in consultation with Master Plan Committee. It also took advantage of the Master Plans of similar Grafton County towns. Further, there were interviews and discussions with the officials involved in running the various community facilities. Several public hearings occurred as drafts were being developed and prior to the final revisions. There are certain things that must be understood about a master plan in order to make it fit properly in to the municipal scheme of things.

First, it should be understood what a master plan is:

- The master plan is a collection of plans, maps, studies and reports which, together, attempt to visualize the long - range growth of a community. It considers past trends, future potentials and major problems.
- The master plan is a framework or guide for the community to use in shaping its future course over a period of many years. As such, it must be sufficiently general to allow the filling in of such details as may arise in future years.
- The master plan must be flexible in order to serve over an extended period of time. It must allow modification and adjustment to all of its parts without unduly damaging its basic structure.
- The master plan must be, as its name implies, far-reaching. It must deal with all aspects of the community's growth, not just one small area.

Conversely it must be understood what a master plan is not:

- A master plan is not a legally binding document like a regulation (although it may suggest certain regulations be adopted as a means of carrying out the plan.)
- A master plan is not a straight jacket that prescribes a rigid and specific formula for

achieving municipal reforms.

- A master plan is not a zoning ordinance or a zoning map - zoning is merely one of the tools or methods by which certain aspects of the plan can be implemented (such as land use or population density).
- A master plan, most of all, is not a solution for all municipal problems - it is only a guide or tool which has been designed to be used by municipal officials and concerned citizens in attacking these problems.

The master plan is a vision of the future. It requires careful administration and implementation to become a reality. The subdivision regulations, as well as other municipal policies, must be reviewed to bring them into line with the plan.

Purpose and Description

The statutory definition of the Master Plan in RSA674:2 is in part:

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

II. The master plan shall be a set of statements and land use and development principles for the municipality with such accompanying maps, diagrams, charts and descriptions as to give legal standing to the implementation ordinances and other measures of the planning board. Each section of the master plan shall be consistent with the others in its implementation of the vision section. The master plan shall be a public record subject to the provisions of RSA 91A. The master plan shall include, at a minimum, the following required sections:

(a) A vision section that serves to direct the other sections of the plan. This section shall contain a set of statements that articulate the desires of the citizens affected by the master plan, not only for their locality but also for the region and the whole state. It shall contain a set of guiding principles and priorities to implement that vision.

(b) A land use section upon which all the following sections shall be based. This section shall translate the vision statements into physical terms. Based on a study of population, economic activity, and natural, historic, and cultural resources, it shall show existing conditions and the proposed location, extent, and intensity of future land use.

Chapter 2 Socio-economic Resources

A community's economic structure is determined by the way in which local residents, visitor, businesses and even town government earn and spend their incomes. The economy's individual sectors are each interdependent and interactive with one another. The success of one or a number of businesses impacts the well-being of all. The availability of good employment provides income to the local labor force and can serve as a stimulus for new growth. The growth kindles increased housing demand, construction activity, and demand of goods and services.

The prosperity of a town depends upon the number, type and wages of jobs available to its residents, as well as the quality of commercial enterprises that can survive there. An economically depressed area would be characterized by a high unemployment rate or high poverty rate, low wages, lack of opportunities for advancement, poor community facilities (low income residents cannot pay high taxes) scarcity of good commercial enterprises (which rely on a population with adequate disposable income) and a low standard of living. Conversely, a healthy economy is one based on growth: it is comprised of businesses with a good future, offers jobs with good wages and opportunities for advancement and has a strong tax base.

Historic population change

Campton's 19thC population grew steadily from 395 in 1790 to peak at 513 in 1840 and then dropped to 845 in 1910. It grew rapidly after 1970 to 1,694 in 1980 and continued to rise quickly by 40.4% in 1990. In the last decade the increase was a less rapid 14.4% to its 2000 level.

Recent population change and projected growth

While Campton did not grow more rapidly in the past decade than either Grafton County or the State, a comparison with our neighboring towns will show that, along with Thornton, Waterville Valley and Ellsworth, the growth was robust and the years 2000 - 2002 show a 3.1% change which would translate to 15.5% if it continued throughout the decade of 2000-2010. (See Table 2-1).

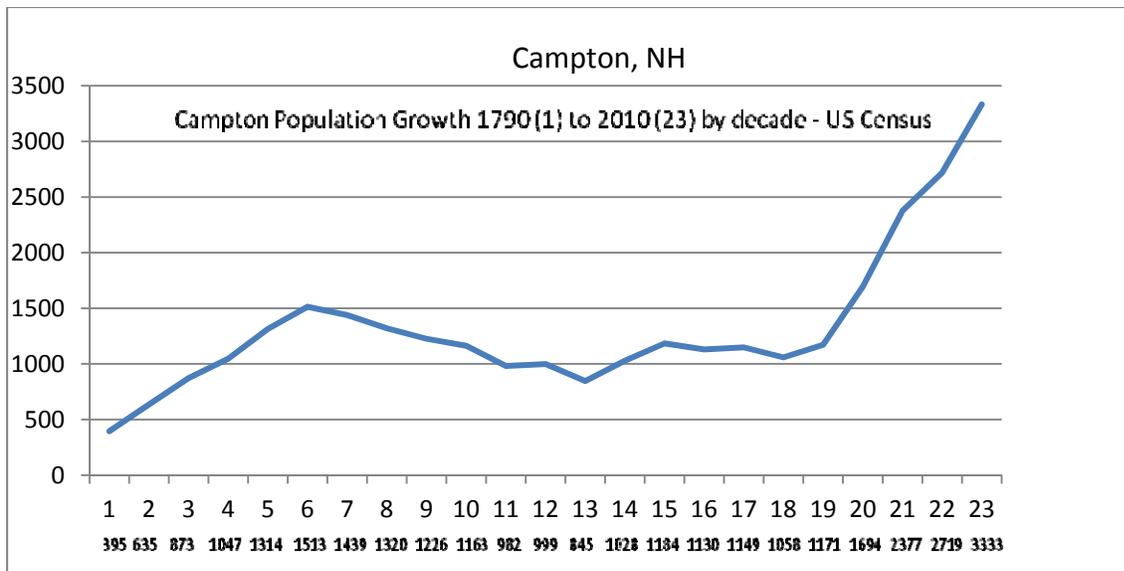


Chart 2-1

There are various ways to project population growth and they are represented in Table2-2:

1. The Office of State Planning (OSP) projection to 2025.
2. Campton growth at the current percentage (2.1%) of the total state population.
3. The projection of the current rate of growth or 15.5% per decade.
4. The growth at the rate of that past 20 years or 30% per decade.
5. The projections for Grafton County by OSP.
6. The projections for the State of New Hampshire by OSP.

OSP estimated a growth of 130 people or 4.7% during 2001-5. At the rate, the Town will have a population of 2914 in 2005, which is slightly greater than the OSP projection of 2900. By 2025, the disparity increases markedly. (SeeTable2-2) Projections are never fully accurate and are judgments based on past trends. A very real issue in planning and in retaining the rural nature of Campton is population density. OSP projects a growth to 3600 in 2025 with a population density of 69.3 people per square mile. If Campton were to continue to grow at the rate of the past two decades (30%), its population in 2025 would be almost 5300 and tile population density would be 101.8 people per square mile. If the areas that are currently undeveloped remain so, this could make the center axis of town extremely built up. Or, if spread out into all sectors of Campton, it would leave very little open space left by 2025.

Of course, the nature of that projected population, whether it is at the low end of 3600 or the high end of 5283, would have much to do with the economic well being of the town. The future of Campton could range from having a large relatively poor service based economy to having an economy greatly enhanced by new business enterprises and affluent professional and retired people living in homes that would yield higher tax revenue.

	Year	2001	2005	2010	2015	2020	2025	Pop. / Sq. Mile
#1	Office of State Planning	2,770	2,900	3,100	3,260	3,430	3,600	69.3
#2	Rate of same % of state growth						3,491	67.3
#3	Rate of current growth: 15.5%/decade	2,770	2,914	3,140	3,380	3,626	4,188	80.7
#4	Rate of 1980-2000: 30%/decade	2,770	3,126	3,534	4,064	4,594	5,283	101.8
#5	Grafton Co. by OSP	83,170	86,500	91,000	95,000	98,900	102,800	
#6	NH by OSP	1,259,000					1,586,600	

Table 2-2

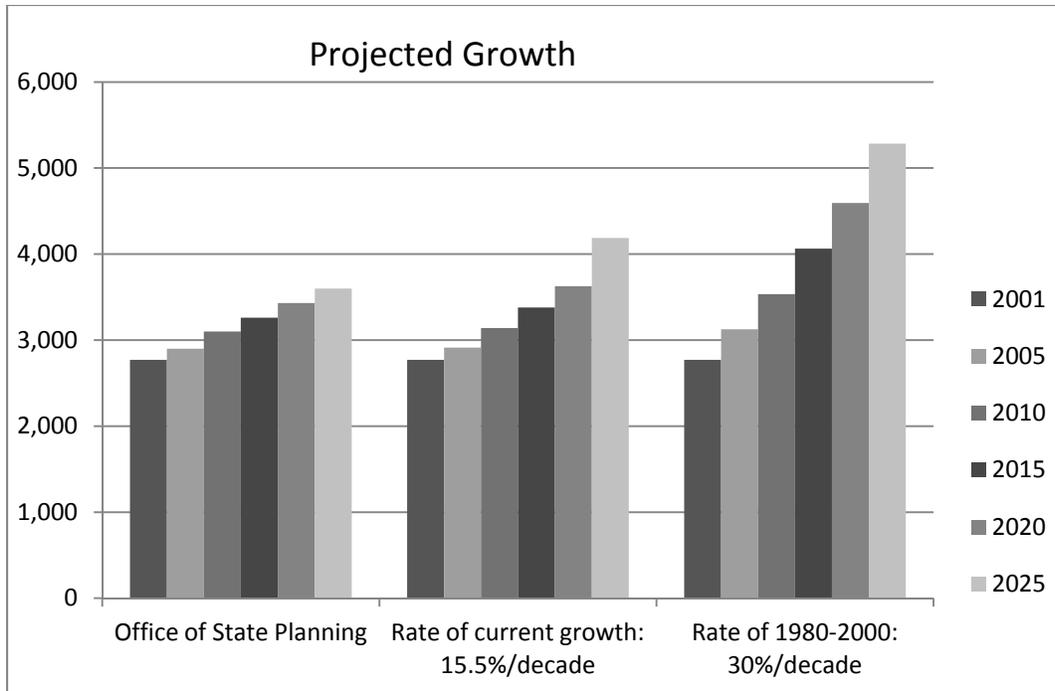


Chart 2-3

Population age groups- Chart 2-3 shows the Population of Campton in six age groups in 1980, 1990, and 2000. There is an actual increase in the youngest group, a reduction in the school age and an increase in the college age group, and a continued growth for those 45 and older. Table 2-3 shows the marital status and house hold types for the population of 15 and older. The town has relatively low divorce rate and a ratio of over 2:1 of family to non-family households. This would characterize Campton as a socially stable, "traditional" town. The households 65 and older comprise 20% of the total and 25% of the non-family households, people living singly and without dependents. All of this information points to an older community.

Age Group	1980	1990	2000	2010	2015
Age 0 - 4	136	199	155	252	162
Age 5 - 19	301	476	493	424	411
Age 20 - 34	230	193	208	330	713
Age 35 - 54	502	850	820	936	783
Age 55 - 64	347	402	713	1063	625
Age 65+	178	257	329	432	623

Table 2-3 Population by age: source U.S. Census

Economic characteristics:

Income levels

When compared to other towns, Campton is not in the upper half of the state economically by any measure: Median family income of \$53,601 Per capita income of \$29,861, Median household income of \$54,331 percent of persons in poverty (2.3%). The unemployment rate is 3.9%. A look at our neighboring towns shows most are similar to Campton with Sandwich and Holderness appreciably wealthier and Plymouth, with its college students in the census, much poorer. (Table2-4)

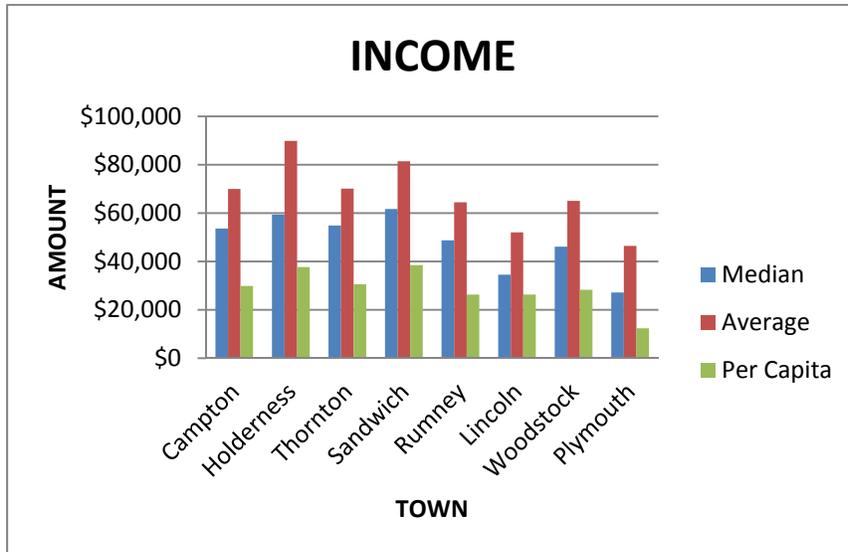


Chart 2-4 Incomes as compared to neighboring towns: NH Employment Security, October 2013

Employment

As the census numbers would suggest, there insufficient jobs producing adequate incomes. The structure of the job market has changed slightly in the past decade as can be seen in table 2-5. It is clear that a challenge to Campton economically is to have better paying jobs in the Plymouth Labor Market where the vast majority of Campton residents work.

Occupation	1990 %s	2000 %s	2010 %s	2016 %s
Agriculture, forestry, fishing	2.8	1.6	1.3	0.3
Construction	9.9	12.3	11	14.3
Manufacturing	13.8	9	7.7	-5
Wholesale trade	1.1	0.5	1	13.9
Retail trade	17	12.7	10	7.2
Transportation & warehousing	3.8	2.6	3.7	8
Utilities	3.2	1.5	1	-2.8
Information	0	2.2	1.6	10.4
Finance and Insurance	3.9	4	6.5	17.5

Real Estate	3.9	5	6	15.3
Professional, scientific, technical	0	2.8	6.4	25.7
Administrative, support, waste management	0	2.1	2	29.1
Education	13.5	13.8	13.9	19.5
Healthcare & social assistance	4.9	5.8	6	30.9
Arts, entertainment & recreation	1.9	3.8	12.2	28.3
Other services	4	4	4.4	15
Public administration	2.3	2.6	3.2	NA

Table 2-5

Education

While there is a general relationship between the level of educational attainment and economic affluence, this is not always the case, particularly in education and social services where many residents are employed. Table 2-6 shows that a large percentage have a high school diploma, and have a Bachelor's degree or higher.

Education Data - School Level Completed					
	Total	High School	Bachelor Degree or higher	High School % Grad	Bachelor & Higher %
18 to 24 yrs	208	97	111	47%	53%
25 to 34	806	548	258	68%	32%
35 to 44	401	281	120	70%	30%
45 to 64	1418	973	446	69%	31%
65 & over	904	631	273	70%	30%

Table 2-6

Schools

Campton's children almost exclusively attend Campton Elementary School and Plymouth Regional High School. The elementary school has a class size averaging 32, and with the population increasing in the near term. While the High School has had a significant increase in population recently, its projected enrollment will level off and decline in the next decade.

Town Finances and Taxes

In Grafton County, there is a wide range of wealth and tax rates from town to town. Some poor towns have high tax rates and some rich towns have very low rates, dependent upon the total valuation. Table 2-9 illustrates this range in the eastern part of Grafton County.

Town	2015 Town Valuations from DRA	Tax Rate 2015
Campton	\$368,364,209	\$22.91
Holderness	\$672,168,411	\$14.18
Thornton	\$356,694,237	\$19.10
Sandwich	\$390,373,239	\$13.97
Rumney	\$158,526,439	\$23.81
Lincoln	\$755,554,464	\$13.78
Woodstock	\$219,377,009	\$18.93
Plymouth	\$401,462,252	\$24.44

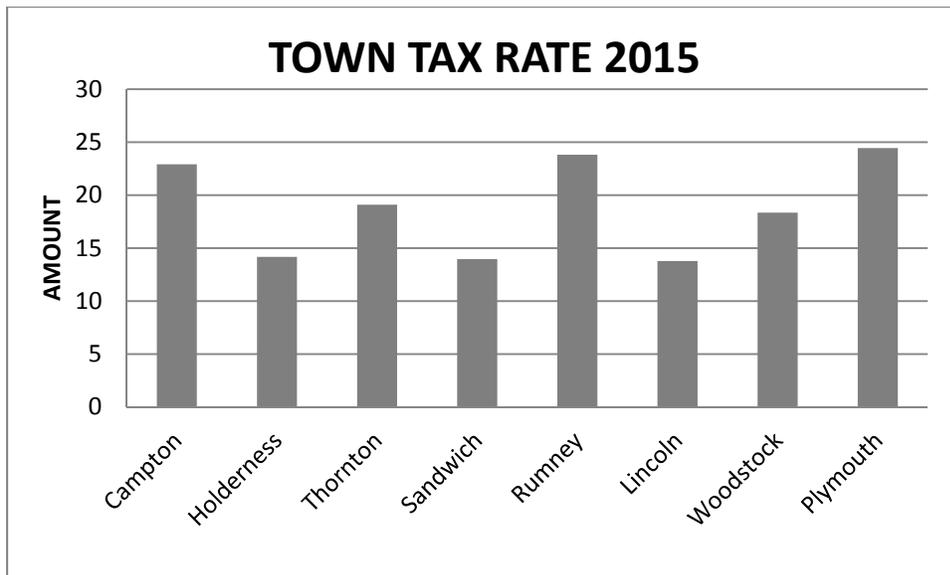


Table 2-9

Campton elementary school and a relatively high elementary school population, has a high local education tax rate in the area. The town tax rate will be impacted by the number of children in

school, public services including additional roads, fire and police protection, waste disposal and the like.

Campton has at present about 75%, by volume, of the privately owned lands in current use, which means that the land is not being subject to development at present. A parcel of land taken out of current use will pay a current use penalty tax

Goal: Promote the socio-economic well-being of Campton.

Objective #1: Encourage growth to a level that can be properly met with adequate facilities and services.

Recommendations/Tasks:

Objective #2: Enhance tax revenue base through business growth and smart planning.

Recommendations/Tasks:

1. Promote commercial enterprises that will enhance both job opportunities and lower tax rate.
2. Broaden the commercial and industrial base to prevent Campton from being overly depended to any particular sector of the economy or business.
3. Review current zoning regulations to enhance economic development in the commercial zone

Chapter 3 - Housing

The nature, location, and configuration of housing in Campton have defined its culture and will determine in part how attractive and desirable a place it is for both residents, and seasonal owners and renters. Campton has two villages, a golf community at Owl's Nest, Waterville Estates, trailer parks, an old mill community, two housing complexes one for the elderly and one for the disabled, and miles of main and back roads with individual homes. Home ownership is high and some families have lived on the same land for generations.

Campton Housing Supply 2010-2014

	2010	2014
Single Family	1426	1461
Multi-Family	425	425
Manufactured Housing	356	356
Total Housing	2208	2243

There were a total of 2423 housing units at the time of the 2015 Census. There were 1412 occupied units with 1225 owner-occupied and 187 renter-occupied. Most houses are heated by oil (793), followed by wood (244), gas(220) and electricity (131). The mean household size is 2.42 people.

- Explore more flexible zoning, including density bonuses for cluster housing with higher density than one unit per acre of land.
- Consider developing new housing around small village centers with local services and stores.

Recommendations/Tasks:

1. A Capital Improvement Plan was voted on, at the March 2017 Town meeting, with a committee to implement it. Impact fees on new developments cannot be assessed without such a plan.
2. Implement planning procedures to allow for creativity in housing development. Identify where residential nodes exist and consider modifying regulations for such areas to allow for possible fill-in development.
3. Examine opportunities for the development of elderly housing through accessory apartments, conversion of single-family and multiple-family units and assisted living centers. Accessory Dwelling Unit Senate Bill 146 goes into effect June 2017.

Chapter 4 - Community Facilities

Solid Waste Disposal

Campton, Thornton, and Ellsworth share a transfer station and recycling facility on NH Route 175 in Thornton. There are sorting bins and sheds and several balers and compactors for its operations. It is open Monday, Wednesday, Saturday and Sunday, and it accepts sheet rock, asphalt shingles, waste oil, scrap metal, batteries, tires, mattresses, yard waste and compost and appliances, in addition to household waste. A fee is charged for some items that cannot be recycled. Recycling is mandatory for mixed paper, newspaper, cardboard, glass, tin cans, aluminum cans, and plastic. The town has a capital reserve fund for solid waste disposal and it also recycles hazardous material waste as a member of the Pemi-Baker Solid Waste District.

Revenue from recycling	\$26,690.00
Disposal charges collected	<u>\$63,012.00</u>
2016 Total Revenue	\$89,702.00

Schools

Campton Elementary School is located at 1110 NH Route 175. The site consists of approximately 10 acres, including the building and adjacent athletic fields. The school serves students from pre-school through the 8th grade. After 8th grade, students may attend the Plymouth Regional High School. Both schools are part of SAU #48 which includes schools from seven other adjoining towns. The school was originally built in 1961 and has had several additions, the largest of which was completed in 1990. Renovations and upgrades are ongoing. The school has approximately 30 classrooms on one floor of about 51,000 square feet. Locker rooms were added in 2006. Personnel averages about 60 including teachers, paraprofessionals, maintenance personnel, food service employees, administration, and office personnel. Enrollment as of Oct. 1, 2014 was 322 students. Athletic fields are available for soccer, field hockey, baseball, softball, and flag football. The building is used by numerous community groups such as Boy and Girl Scouts, Huskies cheerleaders, Little League teams, and for Park & Recreation activities. It is also used for the annual town meeting. Park & Recreation also staffs an afterschool program for students.

Water Department

The water department serves only part of the Campton Village Precinct, primarily the area commonly called the "Village" along Route 49 between Route 175 and I-93, and parts of the "Upper Village" and "Lower Village" to approximately the Campton Elementary School. About 180 residences and 20 light commercial users are now serviced. Waterlines have been installed from time to time between 1950 and 1990, and now about six miles of water lines are in place. A 275,000-gallon storage tank is located off Upper Mad River Road and the up graded pumping station near I-93 and Vintinner Road. Three employees, including a superintendent,

meter reader, and helper, staff this department. The only major piece of equipment owned by the town is a tapping machine in fair condition.

Old Town Hall

The Campton Town Hall on Route 175 is the oldest town maintained building built in 1850 and it is now the home of the Campton Historical Society, which has undertaken its continuing improvement with water and septic modernization, and it has benefited from LCHIP grants from the state. It is no longer used for annual town meetings or elections, which are now held at the Municipal Building, 12 Gearty Way, but is still used for other civic functions.

Municipal Office Building

The Office of the Selectmen, Town Administrator, Welfare Office, and Police Department moved into the newly constructed building at 12 Gearty Way in January 2012.

The building's "Community Room" has a full kitchen and state-of-the-art multimedia and communications equipment that were funded in large part by a NH Homeland Security grant. This equipment is on site for use during any emergency situation (flood, weather events, etc.) to serve as a command center for the timely and efficient movement and management of emergency services if needed. On other occasions, the room serves as the meeting room for Select board meetings, various hearings and meetings, and training for employees and local agencies. The Selectman's side of the building also houses the town food pantry, Planning Board GIS mapping and document storage, administrative offices and the Selectmen's work room.

The building has a diesel generator which will power the building and the Fire Station in time of power loss.

The Durgin Building

Located next door to the Municipal Building at 10 Gearty Way, the Durgin Building houses the Office of the Town Clerk/Tax Collector. Originally built in 1992 by volunteers, the building received renovations in 2012 to upgrade for the appropriate use of the current function by making use of the generosity of the Durgin Trust.

The town website is www.campntonnh.org, and it posts governmental notices and minutes of selectman meetings among a wealth of other information.

Highway department

Highway Department

The Highway Department is currently located at a 50x60 ft. garage at 16 Gearty Way, built in 2007. This garage is essential to the day to day operations of the department, providing adequate storage for majority of the department's equipment, a place to perform maintenance and repairs on the equipment, as well as a place for staff to retreat from the elements and take breaks as needed. One full-time Road Agent, two full-time laborers, and one part-time laborer currently staff the Highway Department. Additional winter road maintenance services are handled through the use of five subcontracted individuals, on an as needed basis. The Highway Department's heavy equipment consists of the following: two 5 ton trucks with sanders, plows, and wings, two Ford F-550 trucks with plows and sanders, a York rake, a Case backhoe, a John Deere Backhoe, a John Deere grader, and a John Deere loader.

Fire Department

Campton-Thornton Fire Rescue is comprised of approximately 35 Full-Time and on-Call staff to answer emergency calls 24 hours a day. We cover 128 square miles of the towns of Campton, Ellsworth and Thornton. We provide Fire, EMS and Technical Rescue services to the three towns, and our neighboring communities through mutual aid. Our rescue services include, but are certainly not limited to HAZ-MAT, swift/flood/Ice water, high/low angle, back country, confined space and motor vehicle extrication. We answered 631 emergency calls in 2013, as well as performing many inspections to enforce woodstove, oil burner, assembly and life safety codes, as well as answered many fire safety questions.

Campton-Thornton Fire Rescue is part of the Lakes Region Mutual Fire Aid dispatch system, which processes our incoming emergency calls and dispatches the appropriate resources for the emergency. LRMFA is located in Laconia, next door to the former prison, providing Emergency Communication services for 35 communities in Central New Hampshire, spanning from Strafford to Thornton and Moultonborough to Franklin. Membership to LRMFA provides us with Mutual Aid agreements with all 35 communities, as well as our separate mutual aid agreements with the towns of Woodstock and Lincoln.

The department is governed by an Intergovernmental Agreement between the three towns. This document empowers a group of 5 commissioners, 3 from Campton and 2 from Thornton to oversee the yearly budget. It also empowers the Fire Chief to oversee the overall operation and daily administration of the department. The current operational budget allocation is as follows: Campton pays 58% of the budget, Thornton pays 38% and Ellsworth pays 4%. The apparatus budget is allocated at 60% for Campton and 40% for Thornton.

Currently we employ 5 full-time personnel, 1 Fire Chief, 1 Lieutenant, 2 Firefighter/EMTs and an Administrative Assistant. We also employ 30 on-call members who are trained as Firefighters, EMTs or a combination Firefighter/EMT. They are paid for time spent working. EMS personnel take turns covering shifts on nights and weekends to provide coverage for the Ambulance, and are paid a stipend for this.

We have 11 pieces of apparatus housed at 3 stations. Station #1, which was constructed in 1976, is located in Campton, on the corner of NH Route 49 and Gearty Way. Station #2 is located in Thornton on Merrill Access Road, adjacent to the Thornton Town Hall. Station #3, constructed in 2005, is located on NH Route 175, just north of Blair Road in Campton providing coverage to the sometimes inaccessible Southeast parts of Campton. Station #1 is staffed during normal business hours, Monday thru Friday from 8 am to 4 pm.

The other two stations are not staffed, except during emergency situations. Residents can view our fleet or learn more about our department by visiting us at our website, www.ctfr.org.

Campton-Thornton Fire Rescue is preparing for the future by re-evaluating the fleet and equipment and establishing a plan to adapt for changes. The town should consider forming a plan for the replacement of Station #1. It is currently in fair condition and now may be a good opportunity to look toward the future and start saving for a new facility.

The major apparatus in the fleet include:

Vehicle	Year	Condition
Engine 1	2007	Excellent
Engine 2	1999	Poor
Engine 3	2005	Good
Engine 4	2001	Good
Engine 5	1992	Poor
Ambulance 1	2007	Good
Rescue 1	1999	Poor
Forestry 2	2004	Good
Car 1	2010	Good
Car 2	2004	Poor
Utility 1	2011	Excellent

Cemeteries

The only town cemetery is on Blair Road, laid out in 1854 with 725 burial sites, and is near the Blair Covered Bridge. Land has been recently donated to expand the capacity. There are ten historic cemeteries also kept up by the town but are no longer actively used. There is a Superintendent of Cemeteries who uses his own equipment to do maintenance.

Police Department

The Campton Police Department is a professional, fully staffed police agency providing law enforcement to the community. The department is staffed with a Police Chief, Sergeant, Corporal, three Patrol Officers, an Administrative Assistant, and three part-time officers. The Campton Police Department, according to its mission statement, is “committed to providing the highest quality of police services to the people, who live, work and visit our town and the safeguard life and property, preserve the peace, prevent and detect crime, enforce the law, and protect the rights of all citizens. We are committed to working in partnership with the community to identify and resolve issues that impact public safety”.

The police department recently moved into a 2200 square foot facility within the newly constructed municipal building at 12 Gearty Way. The new space consists of offices for the Police Chief and Sergeant, a squad room, a records / administrative area, an interview room, evidence room, a “public” room and a booking room with detention block. The police facility has eight cameras installed inside and out to provide security, as well as evidentiary matters relating to interviews and booking.

The department has mutual aid agreements with all towns that abut Campton, as well as Ashland and Woodstock. The type of calls the department responds to is rather varied and often appears dependent on the season, time of day and weather conditions. The volume of calls has seen a steady increase. An example is illustrated by comparing the number of investigations and arrests in 1998 and 2013. Respectively, the numbers are 1505 and 96 in 1998 and 1690 and 207 in 2013. Currently, the Police Chief prosecutes criminal matters in the Plymouth

Division of the 2nd Circuit Court and the Sergeant handles investigations. The Corporal is tasked with training and assists with prosecution. The Plymouth Police Communications Center provides dispatching services to the department as a contracted service. The department has a website which is detailed, relevant and up-to-date: www.camptonhpd.org

Churches

Four churches are currently in Campton. The Campton Congregational Church located on Route 175 was organized and built in 1774. The Campton Baptist Church, located on Main Street in the main village, was built in 1826. Jehovah's Witness Kingdom Hall was begun in 1969 and has been added to since then. River of Grace of Church has services on Southmayd Road. All four Churches have year-round congregations and weekly services.

Medical and Social Services

A major home care provider, utilized by Campton citizens is the Pemi-Baker Home Health Agency. A 48 year-old organization based in Plymouth, it offers over 20 different services and cares for residents of all age brackets. Town appropriations for 2016 were approximately \$15,544.95. Spere Memorial Hospital is the major medical facility in the area and is located in Plymouth. This is a fully staffed and up-to-date 47 –bed hospital with close affiliations to Dartmouth-Hitchcock, which can also receive medivac trauma patients.

Campton Public Library

The Campton Public Library is annexed to the Campton Elementary School. It was built in 1986, is handicap accessible and comprises about 1250 square feet. Approximately 12,000 volumes are housed in the library. With books for all ages and reading levels. It is staffed by a library director and a part-time assistant library director. It is open evenings Tuesday through Friday from 3:30 to 8:30 and Saturdays from 9:00am to 4:00pm. Two trust funds are in place for emergency usage: the Chase Library Fund and the Lester K. Mitchell Fund. The library is complimented by its social media outlets: personal Facebook page: <https://www.facebook.com/profile.php> a web site : <http://www.camptonlibrary.com/>, and other smaller outlets that are used as needed. It houses traditional books, audio-CD books, movie DVDs, online downloadable books, four patron computers, three laptops, two copy/fax machines, and interlibrary loan capacity to borrow any library materials (books/movies/research materials/etc) from any library in the state of New-Hampshire. It houses many functions and events every month for all age groups. The library is actively searching for a new location for a larger library and a more central location for the community.

Goal: Continue to provide high quality, effective community library services to the residents.

Recommendations / Tasks:

Goal: List the availability of adequate recreational opportunities and facilities for residents of all ages.

Objectives:

Recommendations / Tasks:

1. Provide residents with a listing map of recreational areas in town for hiking, skiing, biking, etc.

Chapter 5 - Transportation

Historically in Campton, there have been two major changes in transportation. The first was the advent of rail service in the mid 19th C and eventually its almost complete disappearance in the 20th C. Passengers and freight alike were well served until the automobile and trucks almost totally replaced them during the mid 20th C. The second change was the creation of I-93 in 1970 and the Waterville Valley Ski resort in the 1960s. Route 3 in West Campton was changed from a main tourist and commercial road into the much lesser used by way it is today. And in Campton, an enlarged Route 49, which now both speeds traffic as to town and encroaches on the shores of the once more-scenic Campton Pond, has replaced the Old Waterville Road as the primary route to Waterville Valley.

The quality of Campton's transportation network affects the town's economic and social well-being. For tourists and visitors, I-93 provides access to Campton as well as an easy through route to other places. For residents, it also enhances travel to work out side of town, to shops elsewhere, to Plymouth State University, the Manchester Airport and beyond. Routes 175, 3 and 49 provide additional access for residents, visitors, and the commerce that helps support the town. The adequacy of these roads to meet demand at present and into the future is important. Population increases, commercial expansion and other growth can put stress on these more local roads. At present, the town is adopting a new policy not to accept new roads if they are not up to standard, pre-paved condition. Also, public transportation is very limited and there is a need for more frequent bus links to Manchester and Logan Airports.

Public Roads:

There is a mix of responsibility for the maintenance and up keep of the public roads in Campton. Federal funding is available for the maintenance and up keep of I-93, U.S. Route 3 and NH Route 49. Route 175 and Ellsworth Hill Road are also state maintained roads bringing the state total to 31.59 miles. There are 48.77 miles of Class V town streets and roads and their maintenance and up keep are fully the responsibility of the town and its taxpayers. There are additionally numerous privately owned and maintained roads and there are 4.1 miles of Class VI roads. The total town and state mileage is 84.44. (NHDOT January 1, 2003)

Highway capacity and traffic flow:

The State of New Hampshire Ten Year Transportation and Improvement program, 2003-2012 has determined adequate capacity for Routes 3 and I-93, but it also identifies Route 49 from Route 3 to the Thornton town line as moderately congested, clearly most congested at morning and afternoon commute times and during weekends in the winter, summer and foliage seasons. The location of the post office, bank and professional building on Southmayd Road opposite the Campton shopping area creates problems for local daily comings and goings. Additionally, weekend vacation and tourist traffic from the north bound exit of I-93 through the traffic light at Routes 49 and 175 can be moderate to heavy at certain times. Another area of concern is the light at Routes 49 and 175, which can back up traffic flowing east-west, particularly during the skiing season..

Pavement conditions:

The quality of road maintenance and repair on Campton's town roads depends on the road agent and support from the local tax base. Approximately 60% of the town roads are gravel and 40% paved. The gravel roads have been improved considerably with fill, drainage ditches and

culverts, and treatment with magnesium chloride, making them largely dust free and durable except for the mud season. Paving these roads would be a costly enterprise, entailing not only the initial paving but also subsequent sealing and regular resurfacing. Many residents on these gravel roads would prefer them this way, trading the mud of spring for the frost heaves of winter. The job of keeping these unpaved roads in serviceable condition belongs to the Campton Road Agent and Highway Department. The State of New Hampshire provides Highway Block Grant Aid to Campton for \$130,522.00 in the fiscal year 2016.

Bridges:

As Campton lies on both sides of the Pemigewasset River and has both Mad River and Beebe River flowing in to it, bridges are important for residents, tourists, and commercial enterprises. The bridges and over passes on I-93 have been recently renovated. The most notable is the Blair Bridge, a historic covered bridge (1869, rebuilt in 1977 and a major rebuild in 2013) that is a vital link between the lower part of 175 and Route 3. It is limited to 6 tons and is a one-lane bridge. Blair Bridge was reconditioned 2013-2014. The Bump Bridge on Perch Pond Rd is a more recently built covered bridge (1972) but a replica of one built in the 19th Century. The Graton family of Ashland was involved in both recent projects.

Railroads

New Hampshire's first railroad was chartered in 1835 and completed three years later. Within 75 years, 1260 miles of rail had been laid primarily as a response to the economic growth created by the new southern New Hampshire industrial centers. Numerous individual lines sprung up all over the state, extending into the North Country. This enabled an economic shift away from a self-sustaining rural agrarian economy to one increasingly depended on urban markets. Many of the small rail lines were consolidated after the Civil War when economics of scale promoted combining operations. Railroad owners began later to achieve efficiency by leasing. The passenger service to Plymouth ceased in the mid 1950's and eventually to all of New Hampshire. By 1900, the Boston and Maine Rail road (B&M) controlled 90% of all rail miles in New Hampshire with the Grand Trunk Eastern line controlling most of the remaining mileage and the B&M had become a subsidiary of the Guilford Transportation Industries, which currently owns around 50% of all rail mileage in the state. With the Interstate Highway System enabling more truck and quicker automobile travel, and the growing air service, the current state rail mileage has shrunk to 491 miles in use, and most of that use is occasional and seasonal with limited freight and regular passenger travel on the sea coast only.

The Concord to Lincoln Line:

This line was acquired by the state from the B&M in 1975, and it extends 71.56 miles with two spurs in the Lakeport and Franklin –Tilton areas. The Plymouth and Lincoln Railroad (HOBO) uses a portion of this line to operate a 14-mile round trip tourist excursion along the Pemigewasset River from its Lincoln station, down to Thornton and back. At this time, the only rail traffic in Campton occurs when cars and locomotives are moved back and forth between Lakeport and Lincoln.

Public Transportation

Intercity bus service and local cabs are available in Plymouth. A bus service is also provided for the elderly through the Plymouth Regional Senior Center (536-1204); it picks up seniors at their homes in the fore noon and takes them to medical appointments, shopping and the like and returns them in the afternoon. Concord Trailways provides daily service, and twice daily from

Plymouth when Plymouth State University is in session ,to Logan Airport, Boston, Manchester, and Concord.

Air Transportation

While there is a local Plymouth Municipal Airport with one hanger and a total airfield capacity of 13, it is a turf runway for small aircraft and is used primarily for recreational airplanes and gliders. This airport is not maintained during the winter months. There are no state plans for its enlargement or improvement. Larger general aviation airports are in Laconia and Concord each with the capacity for private jet planes.

Manchester Airport is a growing, major modern facility with excellent service to most of the United States. There is excellent parking, in addition we have the airport shuttle service.

Goal: Maintain a transportation system that will meet the mobility needs of the residents while providing safe and efficient movement of goods, services, and people through the town while preserving the rural atmosphere.

Objectives:

- Retain the rural aspect of town roads including natural landscaping and retention of existing dirt and gravel roads.
- Continue providing quality road maintenance and road plowing.
- Consider pedestrian access from the Upper Village to businesses and facilities along Rte.49.

Recommendations / Tasks:

1. Actively work with federal, state and local corridor study projects for all roads in town.
2. Continue the Capital Improvement Program for road and bridge maintenance and repair.
3. Actively pursue federal and state funding in initiatives to create pedestrian crosswalks and sidewalks where appropriate along Rtes 175 and 49.
4. Increase safe and fluid traffic flow on Route 49 from Route 3 past the entrance to Six Flags.

Goal: Improve transportation to major airports.

Objective:

- Facilitate travel of residents, businesses, and tourists to and from national and international destinations.

Recommendations / Tasks:

1. Work with Pemigewasset River Valley towns in Grafton County, with the New Hampshire DOT and with Manchester and Logan Airports to improve existing bus service and explore other means of transportation.
2. Confer with North Country and Lakes Region Councils to develop a regional plan to meet this need.
3. Consider the development of a regional airport, in consultation with other nearby towns, the State of New Hampshire and Federal agencies.

Goal: Encourage the development of rail service

Objective:

- Facilitate the flow of residents, business people and tourists in and out of the local area by rail transport.

Recommendations / Tasks:

1. Work with regional towns along the rail line and with State of New Hampshire and Federal Officials to explore issues of funding and development.

Chapter 7 - Land Use

Historical Land Uses

There is no lasting evidence of permanent aboriginal activity within the boundaries of Campton. Abenaki would have both passed through on paths along the Pemigewasset River and used its valley soils to establish agricultural settlements. Europeans were the first to permanently settle the area. After it was granted in 1767, Campton witnessed a slow increase in population until about 1800 when the rate of increase stabilized at about 30 people per year until 1845 when Campton's population peaked at slightly over 1500 people. Until 1840, most of Campton's residents were engaged in self-sufficient agriculture because poor transportation prevented the cash sale of perishables. Campton's population steadily decreased from 1845 until about 1900 because of declining agriculture, reaching a low of about 800 people. The development of mills largely for wood products invigorated the economy in the last decades of the 1800's and well into the 20th Century. In the 1920's, the population rose to approximately 1150 people where it remained for about 50 years. Stabilization of the population in the twentieth century can be attributed to the increased importance of these local mills and secondarily to the service industry associated with the tourist trade and summer homes. Campton's lands were settled slowly, with the lower slopes just above the Pemigewasset River Valley settled first. These lands became the sites of the town's centers, which persist to the present. Mapping town lands occurred slowly beginning in 1770. It was completed in 1797. As the population increased, new settlement occurred further away from the Pemigewasset Valley and people moved onto the steeper higher lands. The settlement of the higher lands, those over 1,200 feet elevation, did not occur until 1790 to 1830. From the first, Campton's center of activity and more densely populated areas have been in the Pemigewasset Valley and remain so today with the eastern and western portions of the town being historically less densely populated rural farming areas and forest land.

The Pemigewasset River Valley running north-south has been the dominant path of travel into and out of town since the town's inception. This was further reinforced with the construction of the railroad in 1882 that paralleled the river. In 1970, Interstate 93 was constructed, with 2 exit/entrances in Campton, up the valley parallel to the river, continuing the trend. The eastern and western portions of the town have traditionally been accessed almost exclusively from the Pemigewasset River Valley. For all intents and purposes, this situation has continued to the present.

Major population shifts began in the 1970's with the completion of Interstate 93. The town experienced rapid growth with a 45% increase in population between 1970 and 1980. Population continued to grow at the rate of about 30% from 1980 until 1990, and 14.4% between 1990 and 2000. In 2010 the population number is 3,300, according to the U.S. Census. The growing population occurred mainly in the construction and service industries supported by the development of tourism that resulted from the construction of I-93. Easy access to the urban areas of southern New Hampshire and the Boston metropolitan area allowed Campton to serve as a bedroom community for the more industrialized regions to the south. At the same time, the second home market serving people living mostly in the greater Boston area grew rapidly fueled primarily by the growing skiing industry.

Existing Land Use

Currently, the town has these zoning districts (see Zoning Map): Campton Village District, Waterville Estates Village District, Commercial, Light Industrial, River Corridor Protection

Overlay, Forest Conservation, Resort Residential, and Rural Residential:

The Campton Village District includes the historic "upper village" and "lower village" including the elementary school site. It lies mostly along Upper Mad River Road, and Rt.175 just south of the light at Rt. 49 and north to the Thornton town line.

The Waterville Estates Village District is just east of the Campton Village District and was established as its own precinct to serve the Waterville Estates Development. It raises its own taxes to provide roads, water, and recreational services for its residences.

The Commercial Zones are narrow sections along major roads in town. It extends the entire length of NH Rt 3 and 49, and portions of Vintinner Road and village sections of NH Rt 175.

The Light Industrial Zone is a small area near I-93 Exit 27 and Bog Road. It has never been developed as an industrial zone. The Federal Government moved The White Mountain National Forest headquarters in 2007.

The River Corridor Protection Overlay covers 500' protections along the Pemigewasset, Beebe and Mad Rivers.

The Forest Conservation Zone is in the NW corner of town on Ellsworth Hill. It covers forested and residential areas on Ellsworth Hill Rd., Deer Run, Old Orchard Estates, and Mason Road to the top of Bald Mt. and Chandler Mt.

The Resort Residential Zone (passed in 2004) is presently being developed to provide housing, recreational, and commercial options associated with Owl's Nest Golf Course (off Owl Street) just north of the town line in Thornton. It is anticipated that the area (north side of Sunset Hill, off Owl Street) will be developed.

The Rural Residential Zone covers the remainder of the town. The roads in town are generally laid out in the lower areas, following the rivers and other established drainage beds; and then up the more gradual hillsides east and west. Generally, the older residences are spread out along main paved routes such as NH Rt. 3, NH Rt. 175, Bog Road, Ellsworth Hill Road, and Owl Street; and on dirt roads such as Upper and Lower Beech Hill Roads. Other clusters of more recent residential development are found on short loop roads or dead end roads off the above-mentioned main roads and interspersed among older residences where property subdivision has occurred. The steeper areas, zoned Rural Residential, are largely inaccessible for development.

Few farms remain in Campton. Those that do remain lie in the Rural Residential Zone. Some crops (mostly hay, plants for ornamental horticulture, or vegetables for local farm stands) are grown on fields that have not grown back to scrub or forest. A variety of farm animals are raised on 7-8 farms. There are 2 registered tree farms covering 675 acres. There are no longer any apple orchards maintained as a viable farming industry.

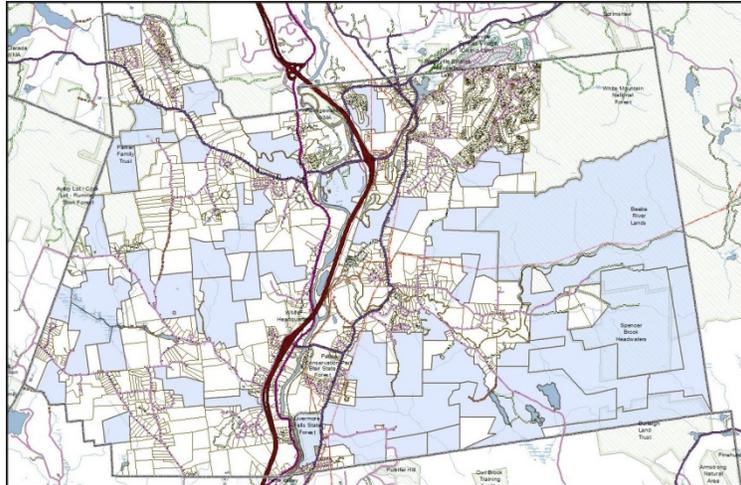
The Planning Board makes decisions on subdivisions and site plans (commercial plans) based on zoning regulations. Changes to zoning ordinances are made by ballot vote by the voters on a warrant. The community can seek guidance in making land use decisions by using various planning groups such as: The Office of State Planning (OSP), The North Country Council (NCC), Grafton County Cooperative Extension (part of UNH), and others.

Recent property subdivision and new home permits: From 2007-2016 we have had 20 subdivisions and have had 46 new home building permits.

Current Use (CRSA 79-A) is a state property tax reduction program owners can sign their land up for if they do not intend to develop the land. About 63% (approx. 21,467 acres) of the land in town is registered under Current Use. Of those acres, over 33% (7,859 acres) are in forest stewardship and about 80% (16,342 acres) are open for recreation. Even though land in Current Use brings in reduced taxes, there is benefit to the town because the maintenance of open space does not require community services. There are many studies that show that certain types of development (residential, commercial, and industrial) often cause increases in community services (schools, roads, water) and hence an increase in taxes.

Current Use Type	Acres
Farmland	777
Managed Hardwood	3,566
Managed Pine	395
Managed Other	3,097
Unmanaged Hardwood	4,112
Unmanaged Pine	1,074
Unmanaged Other	6,793
Unproductive	1,650
Wetlands	3
Total	21,467

Open Space is an important element in any rural community such as Campton. While many think mainly of views when they think of "open space", it generally refers to land that is not built upon or altered substantially by human activity. It includes open fields and forests, undeveloped shore lands and water bodies. In Campton, there are large areas of open space in western and eastern sections of town, with many smaller open spaces throughout many other areas of town. Most lands on Campton's ponds are undeveloped and our rivers (Pemigewasset, Beebe and Mad) all have some open space along their banks. Activities dependent on open space provide 16% of all jobs statewide (probably higher here in Campton), and provide 35% of total state and local tax revenues.¹ There are increasing questions about potential conflicts with Open Space Plans. Recreational activities such as ORMV use (includes snowmobiles and ATVs) are often not compatible with hunting, hiking, or cross-country skiing. Also, timber harvesting practices vary and loss of old growth forests with their associated bio diverse ecosystems which take generations to be restored. These issues should be addressed in an Open Space Plan. (Maintaining open space is covered further in the section on Preservation and Conservation.)



Currently there are 51 lots over 100 acres.

With the growing scale of human presence on the land, decisions of the use of land and its resources; and residential, commercial, industrial and recreational development will all have impacts on the future of the town. Finding the delicate balance between rights of individual property owners and responsible community stewardship of the land continues to be difficult

GIS map overlays to identify what land might be used for housing in the future and what land might be best set aside for other uses.

Goal: Maintain the rural character of the town.

Objectives:

- Preserve natural areas.
- Guard against commercial strip development along major roadways.
- Encourage well-managed forestry and agricultural practices.

Recommendations / Tasks:

1. Develop an Open Space Plan.
2. Consider new zoning that would regulate the quality of future commercial development that would be contrary to the nature of a small, rural town,
3. Consider adding appropriate new zoning types as needed including historic village zones.
4. Adopt Smart Growth principles to future zoning.
5. Develop a profile of current farming activity and associated community benefits from agriculture and take into consideration farming needs when making zoning changes.
6. If a scarcity of land occurs, make an effort to modulate the supply to demand ratio of land by providing incentives to bring logically developable land out of Current Use.

Goal: Preserve the scenic landscape of the town.

Objectives:

- Increase public awareness of the natural and cultural landscape elements that contribute to the rural nature of the town.
- Maintain scenic vistas of surrounding mountains, open fields and waterways where

- possible while respecting landowner's rights.
- Protect important wildlife habitats.
- Fund and implement a program to encourage voluntary conservation easements.

Recommendations / Tasks:

1. Prepare an inventory of the natural and cultural resources that contribute to the scenic landscape, including viewsheds.
2. Implement procedures for the acquisition of land to preserve open spaces, including regional land trusts.
3. Consider regulations for ridgeline development.

Chapter 8- Natural Resources

Natural resources are among the major factors that have shaped towns into what they are today, and must be considered while planning for the future. Campton's majestic forests, fertile valleys, and ample water supplies are what attracted settlers to the area and led to the creation of the town. The town has relied on these resources for its agricultural and industrial base since 1767, including farming, lumbering, pulp production, wood products manufacturing, and the manufacturing of woolen clothing. Recently these same resources and Campton's proximity to the White Mountains has led to a substantial recreation, tourism, and second-home industry.

Natural resources are a source of livelihood and beauty to a town. Therefore it is essential that Campton's natural resources be evaluated and understood during the planning process so that these valuable assets will be managed properly for the benefit of the town now and for generations to come. To this end, the following natural resources will be evaluated: topography, climate, geology, soils, vegetation, water, wetlands, and wildlife.

Topography

Campton is located at the southern edge of the White Mountains in central New Hampshire. It is characterized by rolling topography. The northeast corner is dominated by Mt. Weetamoo (2,548 ft.). The major features of the southeast corners are Mt. Percival (2,235 ft.) and Mt. Morgan (2,243 ft.). Bald Mountain (2,212 ft.) occupies the northwest corner of the town. By contrast, the Pemigewasset River, which flows nearly north-south for more than 7.5 miles through the geographic center of the town, has an average elevation of 424 ft. The mean elevation of the town is 1,100 ft., which reflects the upland nature of most of the land. Twenty-two percent of the town is over 1,400 ft in elevation. Sixty-five percent of the land in Campton has slopes greater than 15 percent. The topography of Campton can be characterized as transitional between the high peaks of the White Mountains and the low rolling hills of the Lakes Region. Steep slopes are interspersed with flood plains and gentle rises.

Climate

Some of the major features of Campton climate include large and rapid changes in weather, broad ranges in daily and annual air temperature and uniform monthly precipitation. A diverse variety of air masses, including continental and maritime tropical from the south, southwest or east, influence the area and produce climate which is highly variable from week to week, month to month, and year to year.

The climate of Campton can be further characterized as having short cool summers and long cold winters. The annual average air temperature is 44 degrees F. Maximum summer air temperatures can reach 99 degrees F. and minimum winter temperatures as low as minus 30 degrees F. Even though temperatures are low most of the time, occasional midwinter thaws result in elevated winter stream flow. At the Headquarters building at nearby Hubbard Brook Experimental Forest the hottest month on record from 1957- 2013 was July 2012 with an average maximum daily temperature for the month of 83 degrees F. The coldest month on record occurred in January 1970 with an average minimum daily temperature of minus 4 degrees F.

A typical growing season, the period free of killing frost, is 146 days. Duration of snow cover averages 110 days.

Precipitation

Annual precipitation averages about 55 inches a year, of which about one third to one quarter is snow. Approximately 112 separate storms occur each year, or about 2 storms per week. A snow pack usually persists from late December to early April with a peak depth in March of about 3 to 4 feet.

Floods are common in the Pemigewasset valley. Tropical summer storms, hurricanes and rain on snow are the source of flooding in the Campton area. Most recently on August 28, 2011 hurricane Irene cause major flooding in the Campton area when over 5 inches of rain fell in a 24 hour period. Other notable events include October 24, 1959, the highest record of flow in the region when 7 inches of rain fell over 48 hours, and March 31, 1987, the second highest flow recorded when 4.5 inches of rain fell on a rotten snow pack.

Soils

All the soils, except those of the flood plains (<10%), are disposal. They are coarse, loamy, mixed, frigid TypicHaplorthods. There are small amounts of Ague and even less Lithic Haplorthods. These soils are derived from glacial tills of local origin dating to the Wisconsin era approximately 12,000 years before the present. The local origin and young age of Campton's soils resulted in shallow soils nutrient status, containing >20% coarse fragments by volume. Additionally, well over half of the soils of the town are either shallow to bedrock or underlain with contact basal till. Soils with this basal till are permeable to water for a depth of two feet or less. Only four percent of the soils of Campton have been rated suitable for use as septic tank absorption fields.

The soils just described are highly acidic with deep organic horizons. The less steep and deeper of these soils, when cultivated, have reasonably high agricultural potential. However, the small extent and rocky nature of these areas limit their usefulness. They are suited for intensive rather than extensive agriculture.

The flood plain soils, which make up about 10% of the town's soils, are Inceptosols. They are classified as coarse-loamy, mixed, frigid, Fluventic and Fluvaquentic Dystrochrepts of fluvial origin. These soils are generally less rocky and more homogenous than the upland soils.

Overall, 15% of the soils of the town are rated reasonable for agriculture (Class I to III). (Coppelman, GG, S.A.L. Pilgrim, and D.M. Peschel, 1978. Agriculture, Forest, and Related Land Use in New Hampshire, 1952 to 1975. New Hampshire Agricultural Experiment Station Research

Goal: Protect the natural resources of the town.

Objectives:

- Maintain quality of water bodies and wetlands.
- Protect biodiversity and wildlife habitats.

Recommendations / Tasks:

Encourage protection of existing roadless areas where wildlife currently thrives.

1. Conduct a Natural Resources Inventory for the town.
2. Review zoning language designed to protect natural resources and propose improved

protective measures.

3. Continue to increase public awareness of environmental problems.
4. Encourage natural buffers between all types of land uses.

Chapter 9- Cultural and Historic Resources

As originally a largely agricultural community, later expanding to logging and small mill industries based on water power and also growing to cater to early tourism, Campton's historic past is contained in rural reminders like barns and stonewalls and early hotels, historic village districts, and old railroad lines, mills and businesses. The culture of the town was agricultural and industrial in nature and expanded as entrepreneurs of the 1800s catered to tourists interested in the area as a jumping-off-place for the mountains. Even though agriculture is largely gone, the proximity of the town to the foothills of the White Mountains means that again it is the focal point for tourists and all forms of recreation. Forest industries like logging and sugaring thrive and some visitors and new residents take a growing interest in Campton's past.

Campton's history is displayed today in some remaining old structures such as: The Campton Historical Society building, The Congregational and Baptist Churches, 3 remaining covered bridges, several old mill buildings, those remaining from the 15 district schools, many old barns, and old houses and hotels. Other more obscure reminders of the past are found in old cellar holes, stonewalls now hidden in forests, 11 cemeteries, the town pound, little-used railroad tracks and bridges, mill pond and dam, and old post offices.

Modern life has taken on a fast pace with few people having time to be active in documenting and preserving the town's history. There has also been involvement of some interested in enhancing the attractiveness of town with resurrection of a Garden Club beautification committee. They have placed plantings and plaques in the village. Nearby communities like Plymouth, Lincoln, Meredith, Tamworth, Sandwich, and Hanover provide cultural resources like museums, theatres, and concert halls. Plymouth State University provides higher education and adult education opportunities and a complete range of performance types at its Silver Cultural Arts Center.

Chapter 10 - Conservation

Campton's scenic beauty and architectural history are treasured by the community and make it both distinctive and typical of the North Country in New Hampshire. Preserving sites of special or historical significance for future generations.

Preservation

The Campton Historical Society is a non-profit organization operating out of the old Town Meeting House.

- To recognize and protect significant historic structures and sites.
- To serve as an educational resource through public presentations and lectures, printed information, exhibits, and special events.

There are a number of state and federal sources of assistance to individuals and communities for financial support of projects for historic preservation. Preserve specific bridges, churches, and other historic sites, lands and buildings. The Blair Bridge is an example of a project for historic preservation.

1. Goal: Preserve small town rural appearance of Campton.
2. Objective:
 - a. Encourage the preservation of historic buildings and sites through incentives including property tax relief.

Conservation

There are about 3,400 acres (about 10 % of total town acreage) of open space preserved in Campton. The chart below shows the various conserved land pieces, size, general location, and who is responsible for its management:

Name	# Acres	Location	Management
Blair State Forest	112	Rt. 175 & Blair Rd.	NH Division of Forests and Lands
Blair Woodland Natural Area	17	Rt. 3	Campton Conservation Commission
Hamburg Conservation Easement	34	Ellsworth Hill	SPNHF
Livermore Falls	42	Rt.3	NH DRED
Livermore State Forest	130	Rt. 175	NH Division of Forests and Lands
Parker Family Trust Conservation Easement	547	Bald Mountain	SPNHF
Pattee Conservation Park	10	Rt. 175 & Blair Rd.	Campton Conservation Commission
Pemigewasset River Wildlife Management Area	82	Pemi. River @ Thornton town line	NH Fish & Game

Beebe River Upland Conservation Lands	5,435	Beebe River	Conservation Fund
Robartwood Pond Wildlife Refuge	1	Bog Pond, Bog Rd.	NH Fish & Game & Landowners
White Mt. National Forest	2424	3 small parcels 1 large: NE corner	USFS
TOTAL ACREAGE	8,834		

The Campton Conservation Commission is a group of appointed volunteers who work on conservation and natural resource issues. They manage 2 town-owned properties. Blair Woodlands Natural Area is on Rt. 3. The entirely wooded, 17 acre property has about 1000 feet of shoreline on the Pemigewasset River. Funds from the NH moose conservation license plate program helped create parking, trails, bridges, and information kiosk. In 2009, the town's Conservation Fund was used to purchase the Pattee Property on Blair Road and NH Rt. 175. The field and woodlot (each about 5 acres) are being maintained as wildlife habitat, and a walking path and small trail system are maintained for public access.

Below is the Campton Conservation Commission's mission adopted in 2001:

"The Campton Conservation Commission (CCC) believes the community is sustained by its natural landscapes, clean water, forest and agricultural products, and varied habitats for plants and animals. The CCC sees its mission as working to preserve, protect, and properly utilize these resources for current and future residents of the town."

General Goals of the CCC:

- Assist others to learn about and use current scientific and best practice methods for forestry and agriculture, ecology, and water quality.
- Help guide growth and change in the town to maintain healthy ecosystems.
- Educate property owners about methods of saving open space for benefits of health, recreation, environmental education, and economy.
- Assist in proper management of public lands for the good of the community.
- Work to preserve special natural habitats for local native species of wildlife and plants.
- Pursue partnerships with other groups within the region who have similar missions.

Incentive-Based Techniques for Land Conservation:

1. Current Use Program
2. Conservation Easements
3. Gifts of Land
4. Applications for Grant Money

Goal: Preserve and protect open space and critical wildlife habitats

Objectives:

- Assure that the town is a good steward for the lands and easements for which it is responsible.
- Provide resources for land conservation and use of that land by local residents and visitors.
- Encourage proper regulations and zoning to foster good forestry and agricultural practices.

Recommendations/Tasks

1. Identify scenic areas worthy of preservation through voluntary action by private property owners.
- 2 Pursue land acquisition for protecting critical wildlife habitats.

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## **Maps**

Base Map

Zoning Map

Commercial Zone

Waterville Estates

Resort Residential

Forest Conservation

Campton Village Prescient Zone

Conservation Lands

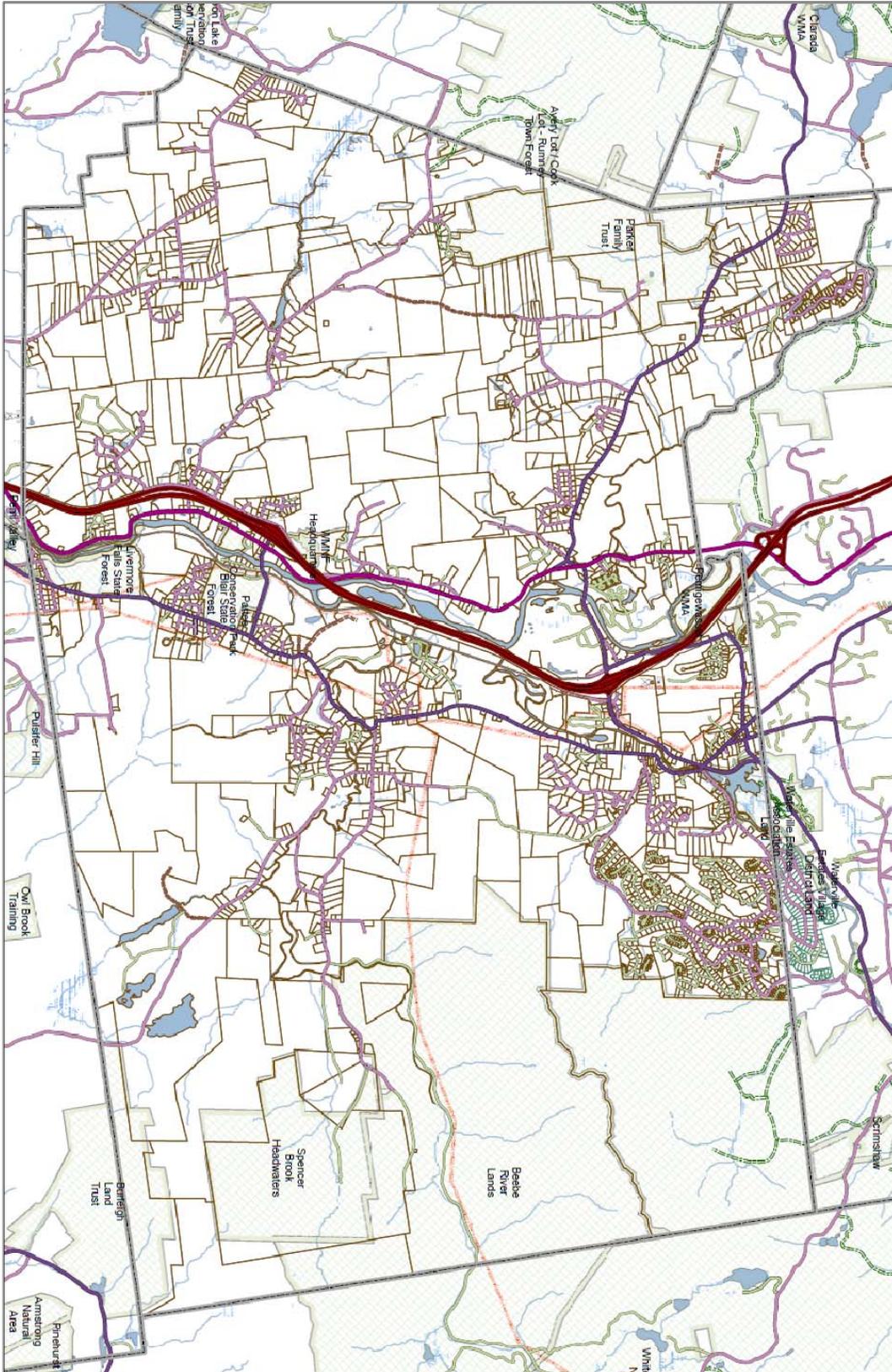
Beebe River Conservation Land

Well Head & Aquifer

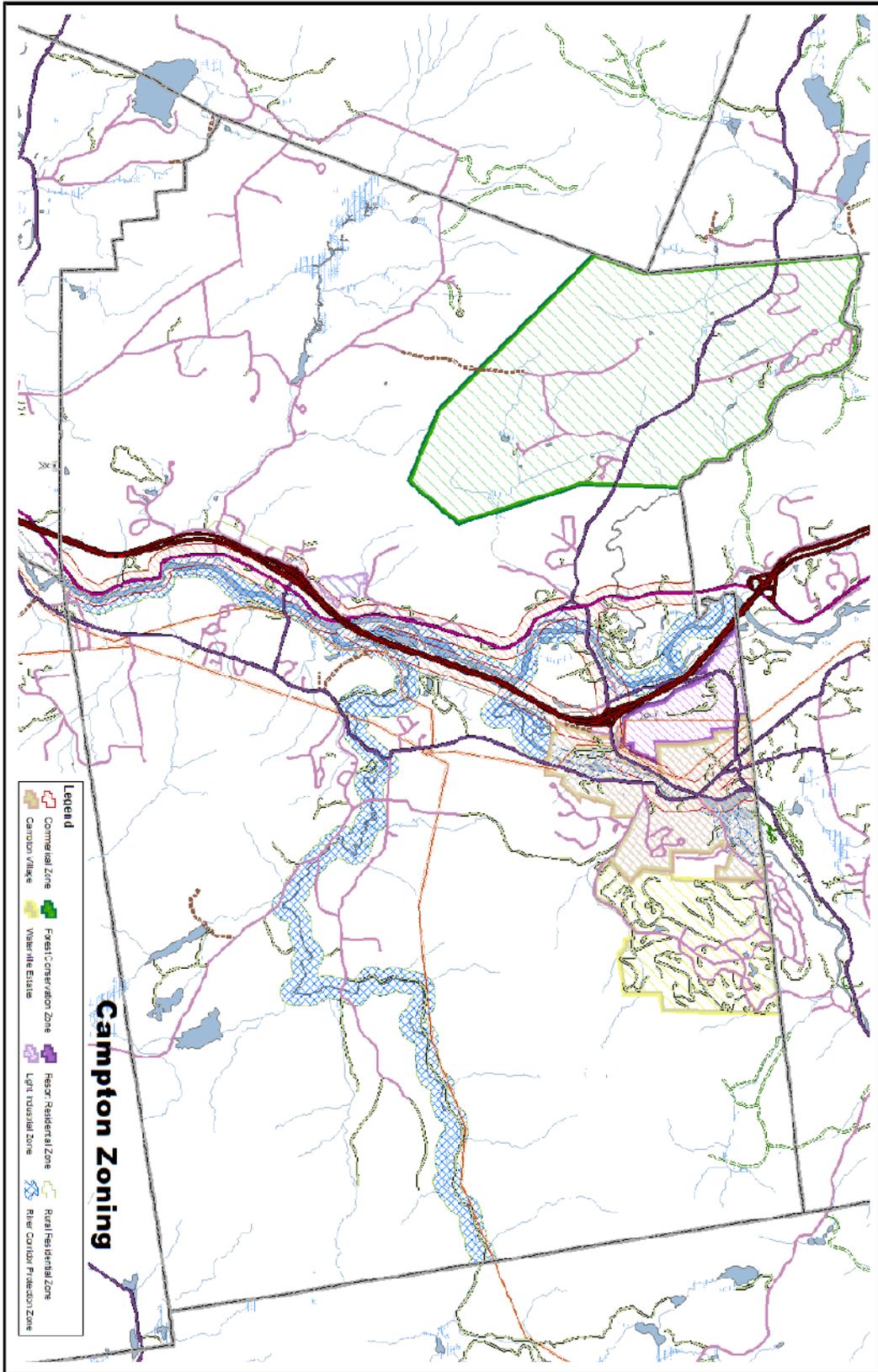
Watershed Areas

Farm Land Soils

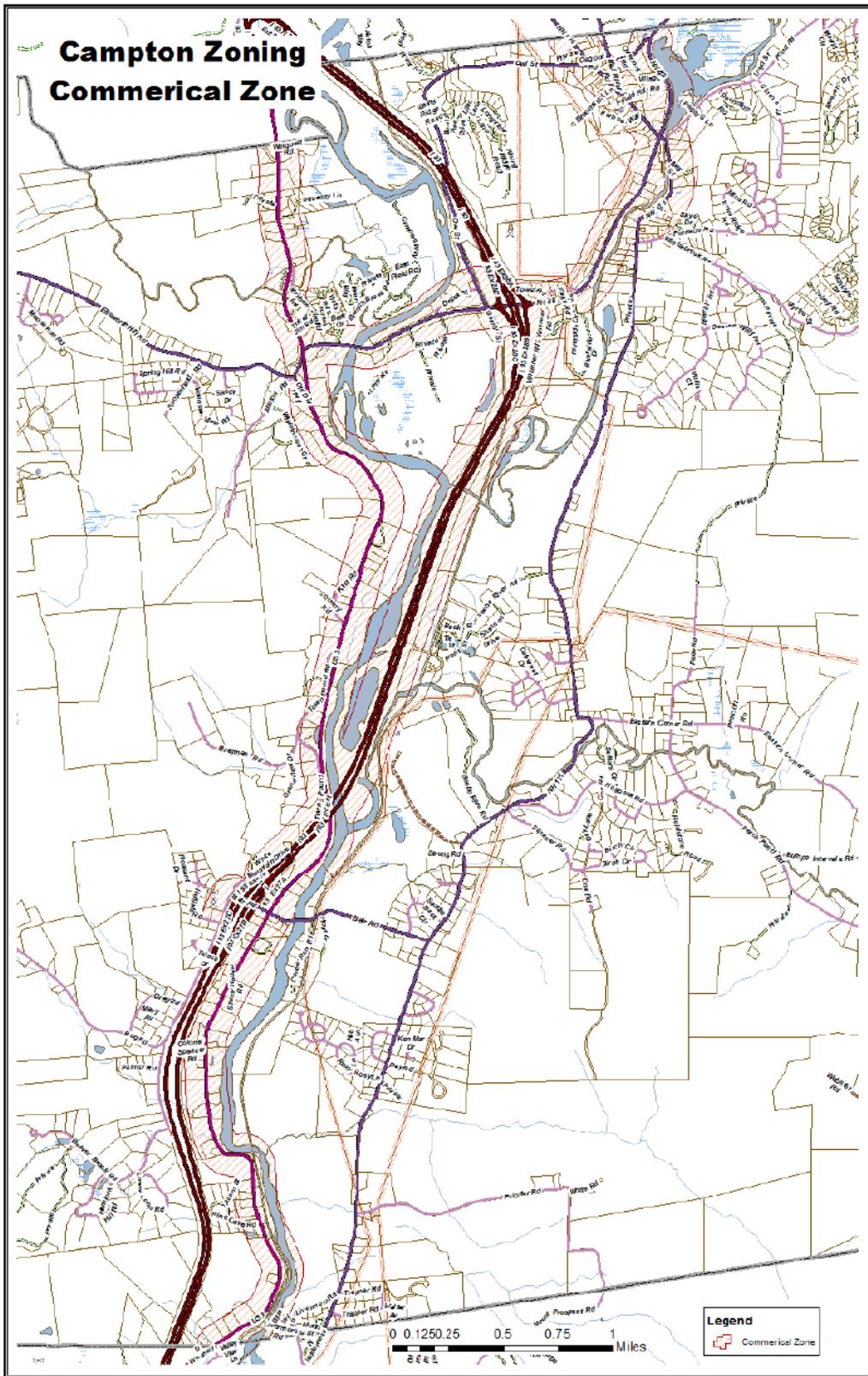
# Campton Base Map



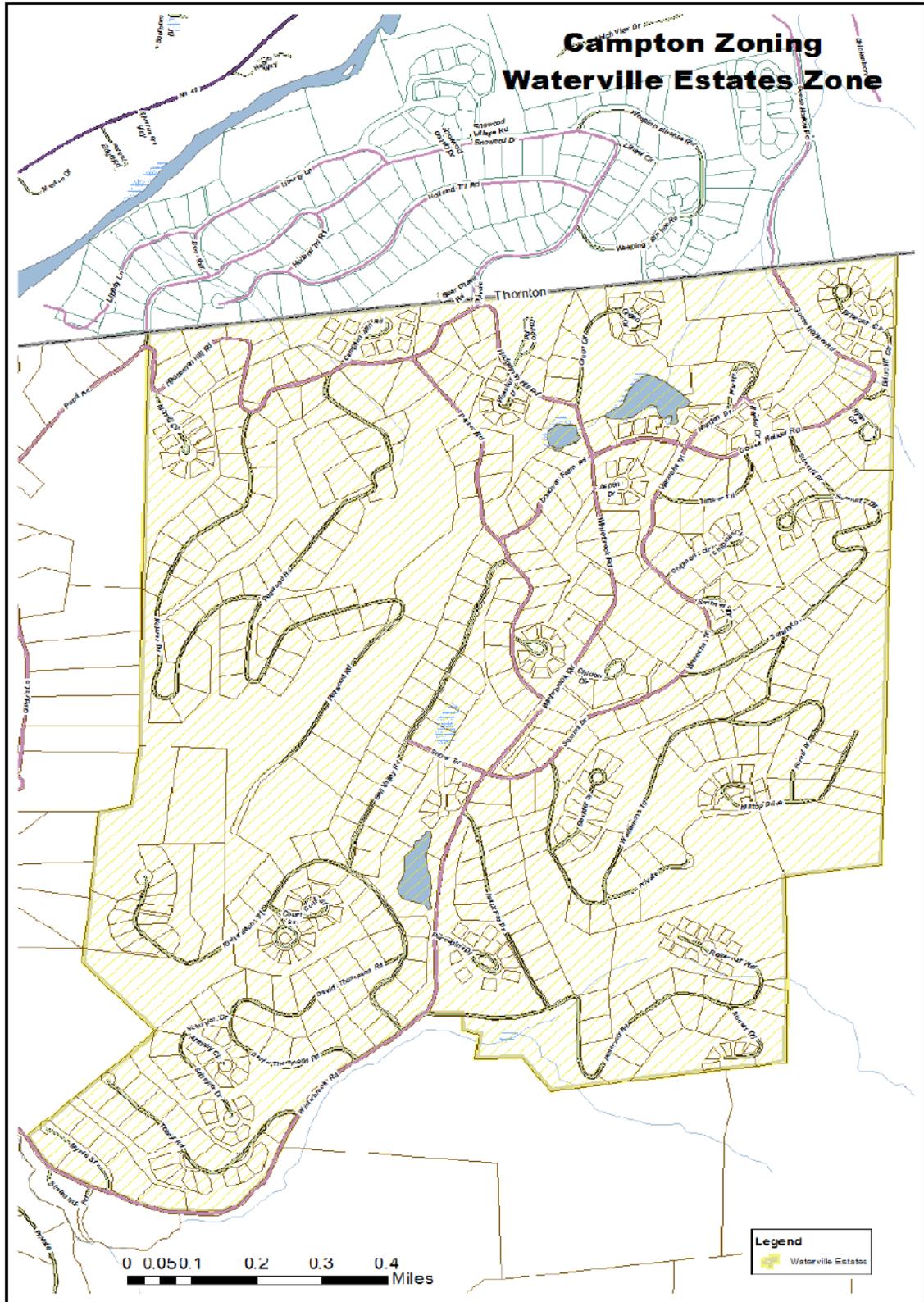
# Zoning Map



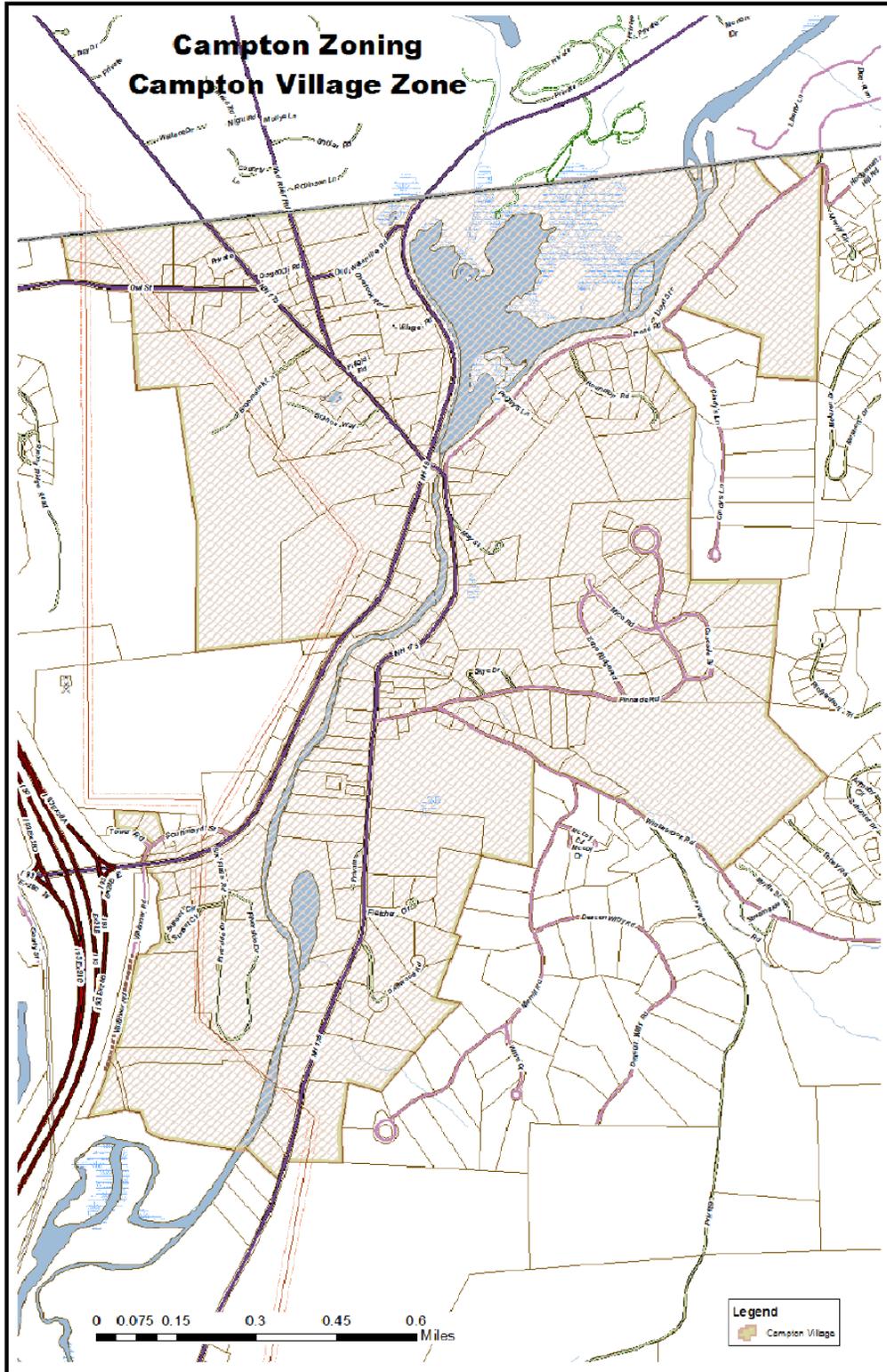
# Commercial Zone



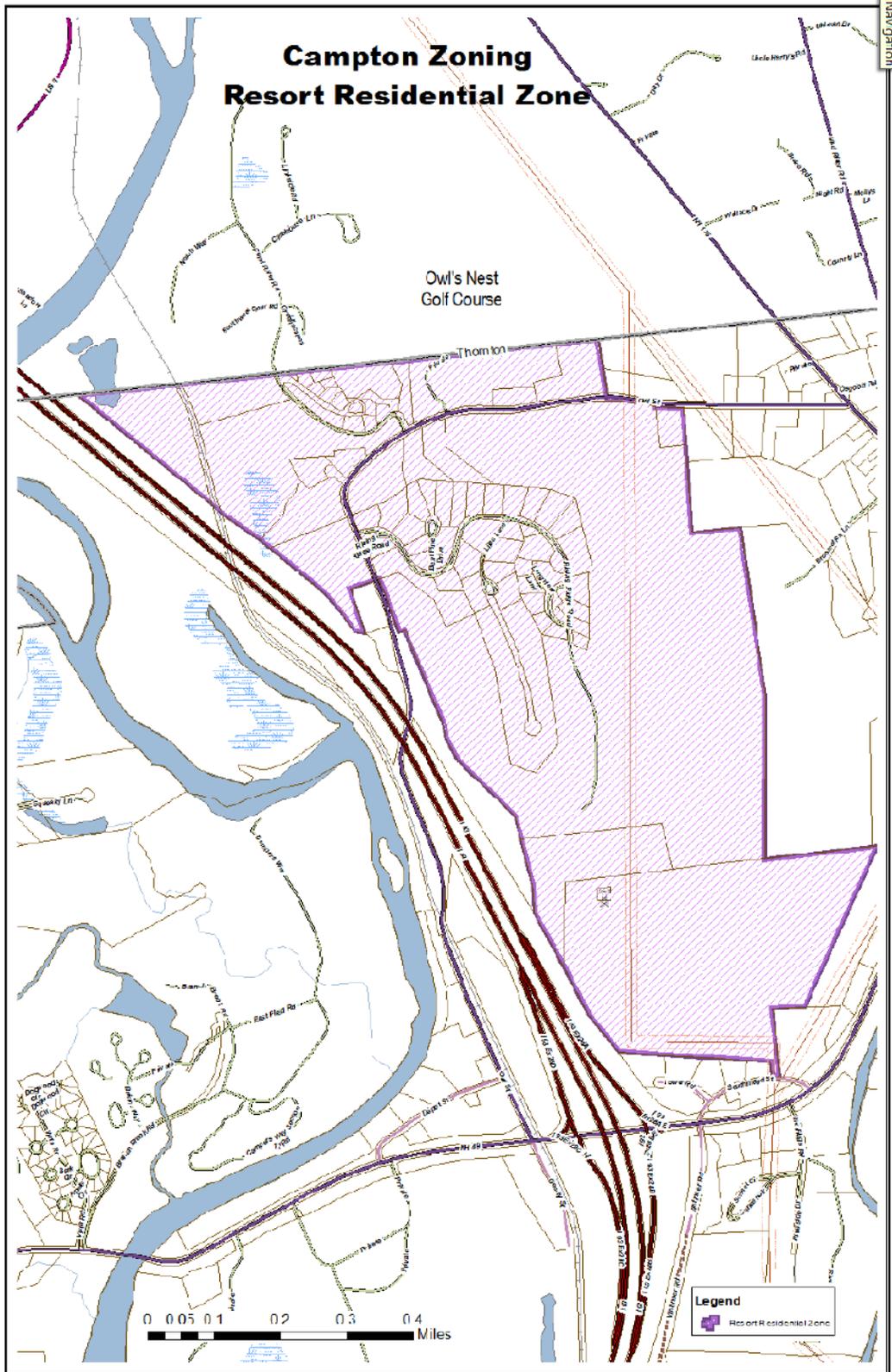
# Waterville Estates Zone



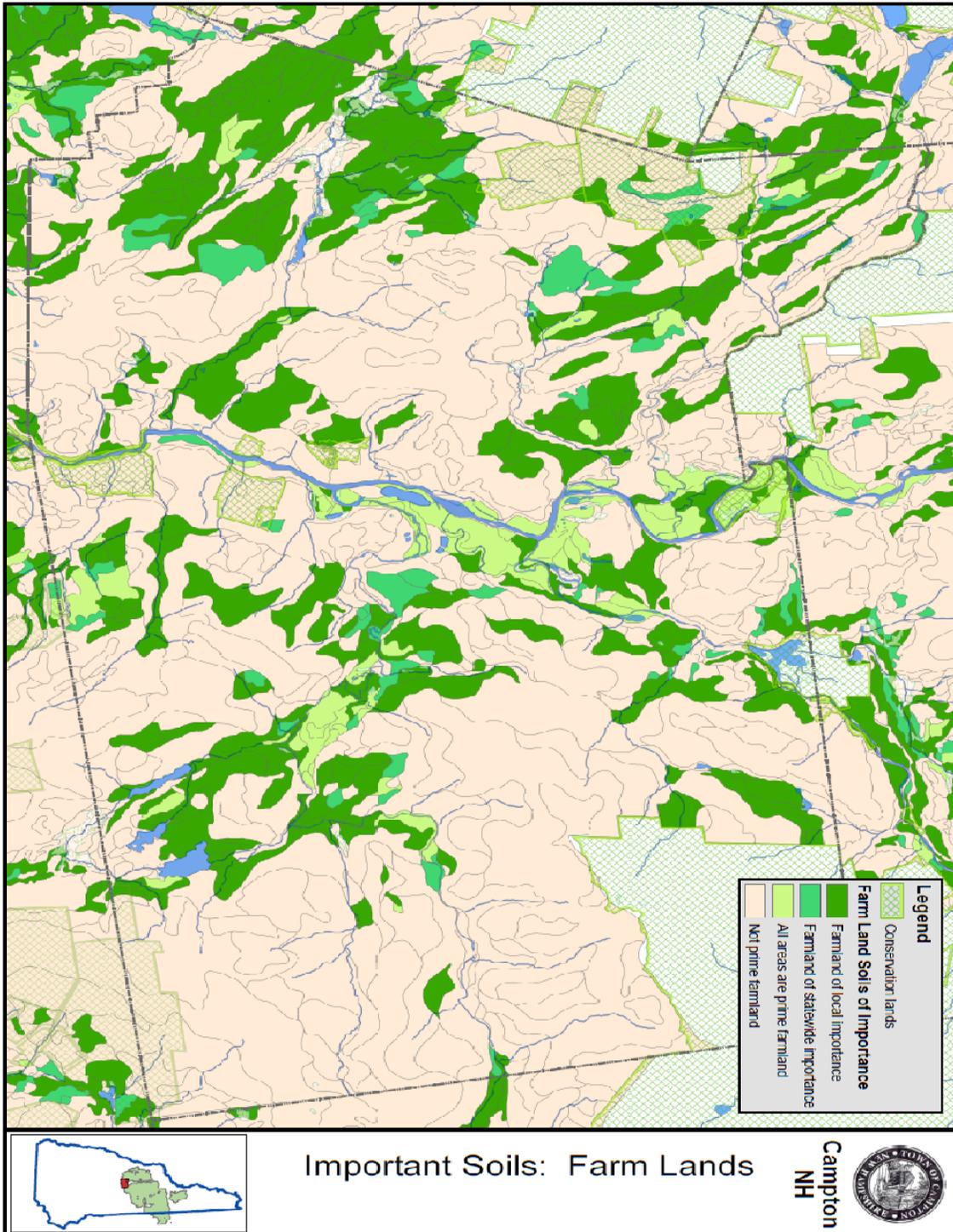
Village Precinct



# Resort Residential Zone



# Farm Land Soils

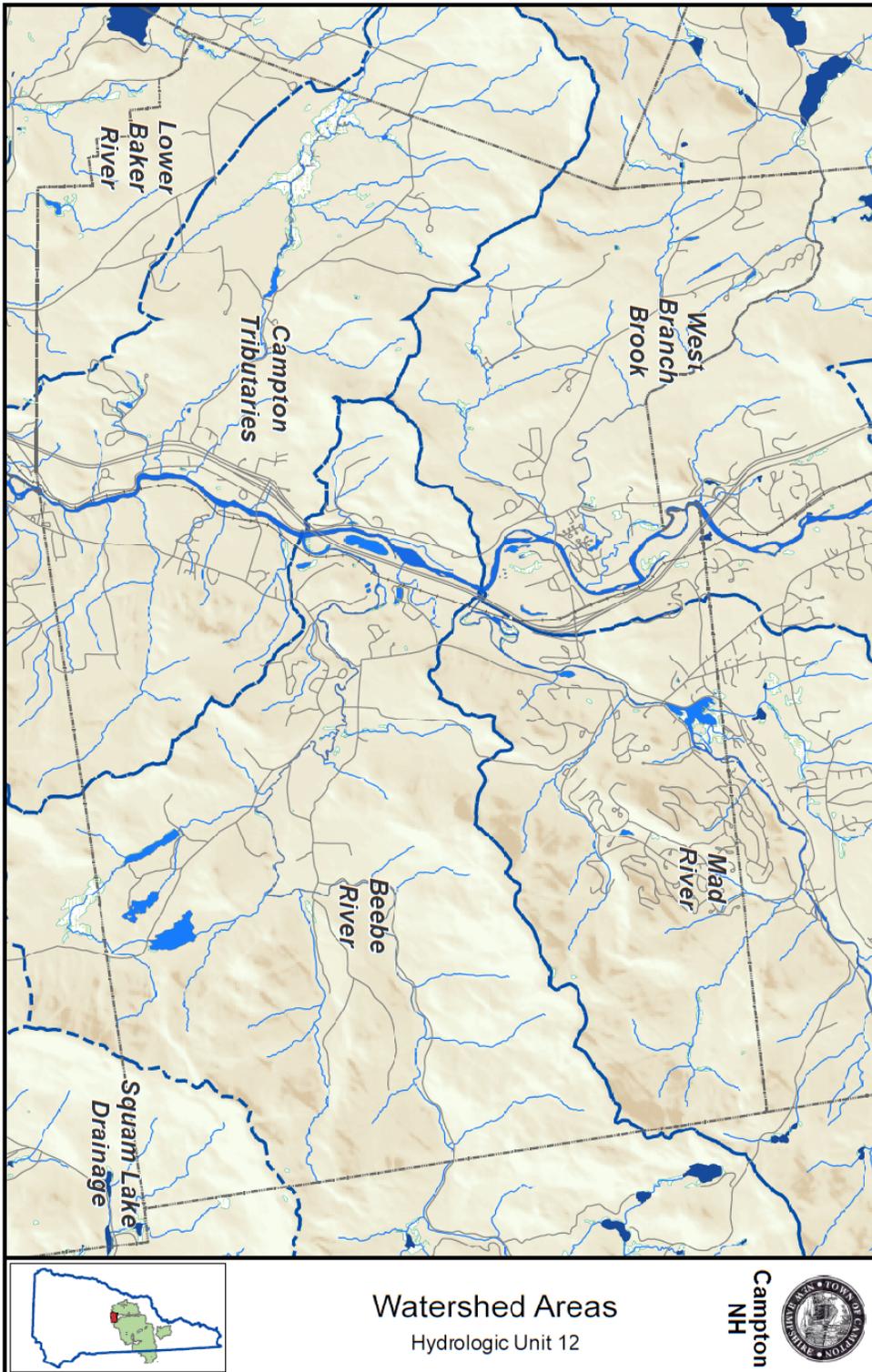


Important Soils: Farm Lands

Campton  
NH

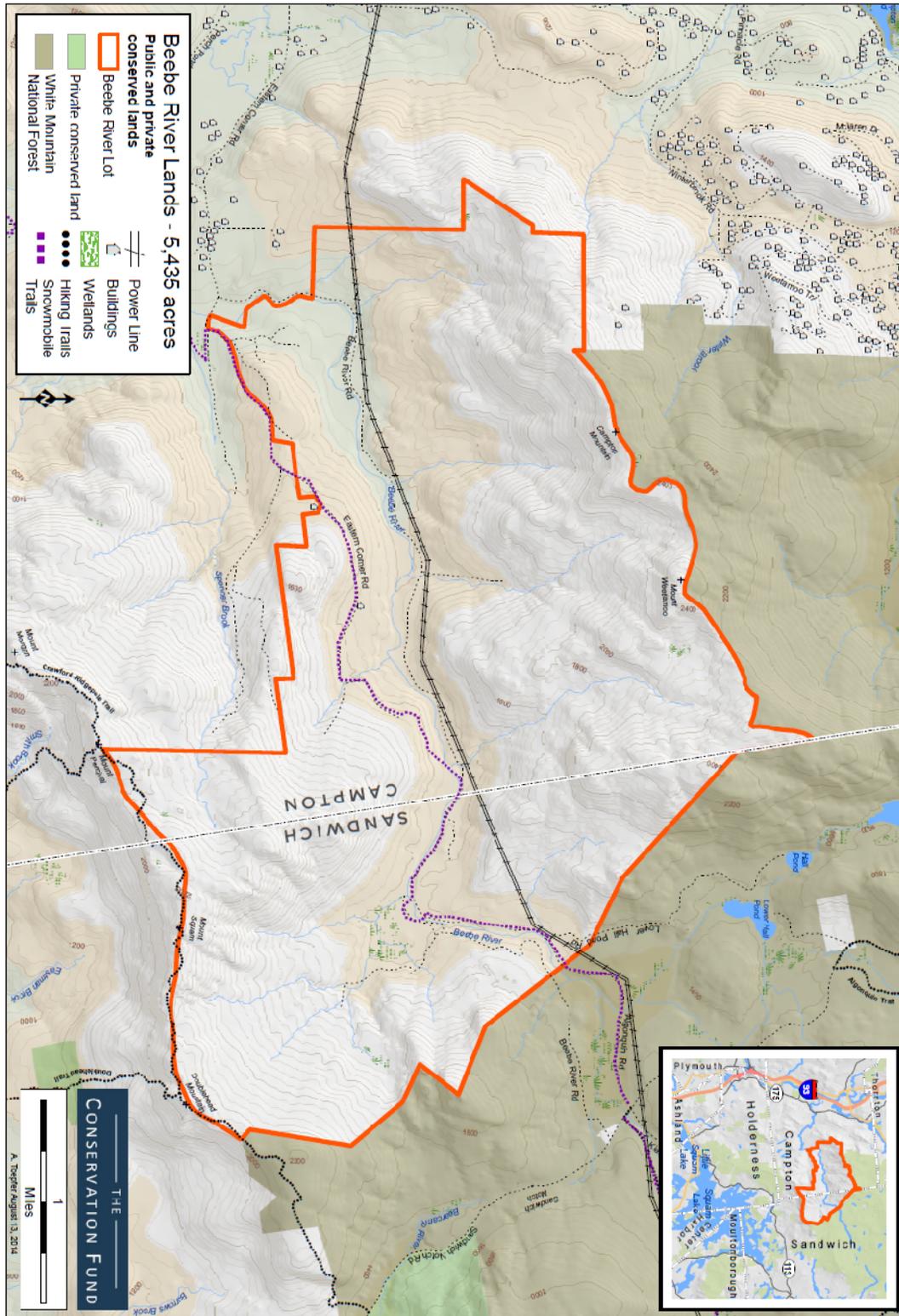


# Watershed Areas

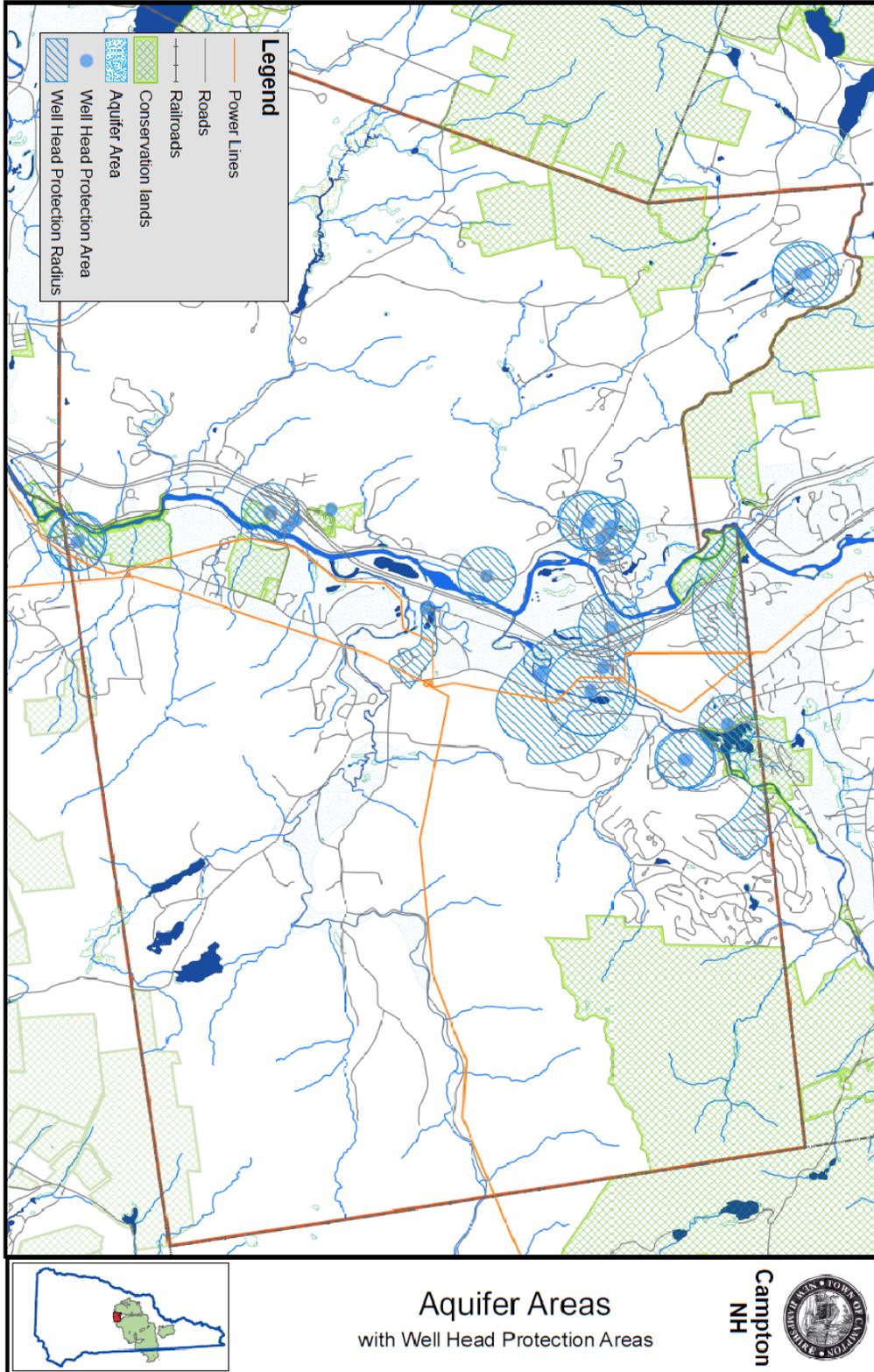




# Beebe River Uplands Conservation Fund



# Well Head Area & Aquifer





Bump Covered Bridge