

**STATE OF NEW HAMPSHIRE
SITE EVALUATION COMMITTEE**

Docket No. 2015-06

**Joint Application of Northern Pass Transmission, LLC
and Public Service Company of New Hampshire
d/b/a Eversource Energy for a Certificate of Site and Facility**

**PREFILED DIRECT TESTIMONY OF CASSANDRA LALEME ON BEHALF OF THE
BETHLEHEM BOARD OF SELECTMEN**

November 15, 2016

Background and Qualifications

Q. Please state your name.

A. My name is Cassandra Laleme.

Q. Please describe your official capacity in the Town of Easton?

A. I am a member of the Bethlehem Board of Selectmen, and the Ex-Officio Member of the Bethlehem Planning Board.

Purpose of Testimony

Q. What is the purpose of this prefiled direct testimony?

A. My testimony is being presented on behalf of the Town Bethlehem's Board of Selectmen. My testimony is for the following purposes: to address Bethlehem's concerns regarding the inconsistency between our Town's local land use goals, ordinances and regulations, our concerns that the Project will cause significant damage to our natural resources and our economy, and our conclusion that the Project as proposed would unduly interfere with the orderly development of the region.

Q. Would the Northern Pass Project be consistent with Bethlehem's Master Plan, Zoning Ordinance, or other land use regulations?

A. No. Please see my full discussion of this issue in Appendix A to my testimony. The Project as proposed is not consistent with our former Master Plan of 2004, or the new Master Plan that has been under development by the Planning Board for the past year. See 2004 Master Plan, Appendix B to my testimony; and 2015 Master Plan Update Survey Results, Appendix C to my testimony. In addition, the Project is in conflict with our Zoning Ordinance

1 (Appendix D to my testimony) and our Site Plan Review Regulations (Appendix E to my
2 testimony).

3 **Q. What concerns does the Board of selectmen have regarding the impact of the**
4 **Project on Bethlehem's natural resources?**

5 A. As described more in Appendix A to my testimony and in the December 2015
6 "Assessment of transmission Line Proposal on Natural Resources in Bethlehem" (attached as
7 Appendix F to my testimony), the Board is concerned that the Project, as proposed with
8 overhead high voltage transmission lines and very large towers, will impact not only the
9 character of our community, but also the flora and fauna patterns and animal life and trails.

10 **Q. Does the Board of Selectmen have concerns about the effect of the Project on**
11 **tourism and the local economy?**

12 A. Yes. As described more fully in Appendix A to my testimony, Bethlehem has
13 experienced significant difficulty attracting and keeping small businesses that complement the
14 Town's lifestyle and character. One of the proposed towers would be located at the entrance to
15 our Town on Route 302 and will dominate the landscape in a way we are very concerned will
16 adversely affect the perception of our Town. Traffic congestion from the construction phase will
17 force delays and detours which can affect the decision to stop or stay in Bethlehem. The
18 Applicant's comparison of the effects of this proposed Project on tourism to the effects of the
19 Phase II project in Littleton is flawed because it was a smaller project constructed in a less
20 intrusive manner. Furthermore, the assertion that the Project will create jobs and sustainable
21 income for local people has not been proven.

1 **Q. Has the Town Meeting taken any action regarding this Project?**

2 A. Yes. The 2011 Town Meeting passed Warrant Article 24, which is a statement of
3 the Town's opposition to the Project because it would cause inestimable damage to the orderly
4 development of the Town, its economy, and health and well-being of its residents. See Appendix
5 G to my testimony.

6 **Q. Does this end your testimony?**

7 A. Yes.

TOWN OF BETHLEHEM



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Pre Trial Testimony

Bethlehem, NH is a small mountain Town in northern Grafton County. We have a population of approximately 2500 which swells into several thousand throughout the summer or high tourism months of the year. We have a rich history of Grand Hotels and summer residents and our economy is primarily based on tourism. Clean air and clean water with easy access to the Presidential Mountain Range, solitude and wonderful vistas are the reason people come to our Town.

The citizens of Bethlehem treasure these aspects of our home and have passed Planning Board ordinances that reflect this respect for the environment. **Under Site Plan Review, Section II. Purpose,** *the general requirements of the Planning Board require that there is protection of the public health, safety, and welfare; to ensure the adequacy of traffic access, circulation and parking, to prevent premature and uncoordinated development of land without the adequate provision of public services and facilities; to ensure the provision of adequate buffers, landscaping and screening to protect adjoining properties against detrimental or offensive uses on the site, including but not limited to unsightly or obnoxious appearance, glare, smoke, and noise; to protect against adverse environmental impacts from a proposed development including inadequate disposal or storage sewage, refuse, and other wastes and/or inadequate surface drainage and to guide general character of development.*

The Northern Pass project violates many of the aspects of Bethlehem's ordinances. There are questions on long term effects of high voltage lines on general health, during construction traffic will be slowed and at times possibly stopped on Route 302 which is the Main Street of Bethlehem and a major east west highway. Local abutters have little to no input as the Intervenor process is intrinsically flawed and favors the applicant. Abutters get lumped in with groups that may have diverse challenges with this project yet each group only has one voice. With 100 foot plus towers surrounded by high chain link fences it will take years for landscaping or buffers to realize a height that is adequate to screen towers like Transition Station #5. There are abutters that are in close enough proximity that any noise will be an intrusion. A major impact will be the destruction of wetlands as defined in the progress report of the Division of Environmental Services, dated May 16, 2016 page 4, paragraph 11. This specifically describes the amount of wetland destruction as well as the suggestion that this structure be placed elsewhere. Under our current ordinances this amount of wetland displacement would be of major concern.

A function of the Bethlehem Planning Board is to update the Town's Master Plan. This process has been ongoing for the past year and a final draft is now under review. In concert with the Planning Board Ordinances the Master Plan to be implemented has the following Vision Statement: *Bethlehem takes pride in its past and has worked to maintain a balance between development and preservation of its*

small town character. The town works to meet the challenges of sustaining its character while providing its residents with a safe and friendly environment in which to live, work, shop, learn, and play. Residential and commercial development are planned and guided in a manner that retains open space for forestry, agricultural, wildlife and plant habitat, and recreation. Town infrastructure and facilities are planned and constructed to keep pace with development while prudent fiscal management keeps tax rates on an even keel. With nearby Littleton serving as a regional hub for commercial and industrial development, and with many residents working in that and other towns, Bethlehem is a proactive player when regional initiatives or developments affect the town. Citizens of Bethlehem take an active role in governance of the community and the region, and in determining the future growth of the town. Five vision principles emerged from the responses to the Community Attitude Survey, input of from Town boards, commissions and departments, and from interested citizens:

- 1. Maintain the rural landscape**
- 2. Foster a vibrant, livable village district**
- 3. Direct new growth into areas that can develop as compact neighborhoods which allow for a mix of uses**
- 4. Encourage economic vitality**
- 5. Protect environmental quality**

Both the Planning Board and Master Plan focus on maintaining a quiet, rural, environment that has growth in character with the history and character of the Town. High metal towers that emit noise and not only will these towers impact our solitude, our environment, but also our fauna and flora patterns, and animal life and trails. The Wildlife Report and Impact Assessment Report in sections 13.5.2 and 13.5.3 discusses the impact for deer and moose areas. Because of lack of information they do not define definite impacts on these two species that are an integral part of the North Country. When the report talks of removing beech trees their conclusion is "Estimating the relative impact of removing these beech trees is difficult (page 82)". In Section 15.2 the report concludes that "Even after the full suite of avoidance and minimization measures are implemented, some impacts will occur"(pg90). They continue with "The expectation is that habitat function will become re-established in these areas over time." However, no time frame is included with this assumption.

Bethlehem, like most New Hampshire Towns suffers from a slow return of growth since the recession of 2008. With a national growth rate of about 1.4% that is reflective in Towns in NH it is difficult to attract and keep small businesses that complement the life style we wish to maintain. To that end Bethlehem has engaged with the University of New Hampshire to establish an economic committee to find ways to keep and bring to Bethlehem businesses that will be able to meet our ordinances and co-exist within our Town to the betterment of all citizens. The Northern Pass project will have at the entrance to our Town on Route 302 a tower that dominates the landscape and may act as a prelude to influencing the perception of our Town. The Northern Pass Transmission and New Hampshire's Tourism Industry Report of tourism is totally inadequate to address these effects on an individual Town. First, with construction right off Route 302 for Transition Station #5 not only will traffic be slowed or choose to divert, it will be a negative for stopping or staying in Bethlehem. The report is partly based on recall as noted in the statement in Section 1.2 page 5 "I do not recall in my 20 years of work on tourism planning work that any concern was raised about the presence of transmission lines and their possible effect on visitor demand." The conclusion might be different depending on whether the transmission lines asked about were the traditional single pole or the high voltage 100 foot plus towers. The Report talks of variables such as weather and things to do, yet the North Country is well known for the hiking, kayaking, walking

trails, biking etc. The vistas available during these activities are a major draw for tourists and outdoor enthusiasts. This is where high towers and lines that will likely emit noise.

The Report uses the Phase II as a comparison to show no impact on businesses or employment. This project started in Littleton and had a much smaller footprint in the North Country. It was a 450K line. Constructed some 25-30 years ago and in a less intrusive manner it is not an equal comparison project to Northern Pass.

In addition, the portrayal of jobs and sustainable income is not a documented fact nor has a case been made that any positive impacts will result for Bethlehem from this project.

Finally, I would like to address the Site Evaluation Committee process and its financial effects on the citizens of New Hampshire especially those in Bethlehem, NH. The process is based on legal motions and objections put forth by citizens and the applicant. No one is naïve enough to doubt that this is a battle that is unevenly fought. Towns are being forced into spending their precious few dollars available for legal fees. The process in and of itself is creating a financial burden on the citizens of the North Country which is somewhat economically suppressed.

The preemption of local zoning control is an affront to the "Live Free or Die" Granite Staters. The SEC had it right when they proposed the Administrative Rules which would have preserved the integrity of process by determining *"whether the beneficial and adverse effects of the facility, including the cost and benefits to energy consumers, property, state and local tax revenues, employment opportunities, and local and regional economies serve the public interest."* To then amend the rule so that it is vague and watered down does an injustice to the citizens it is intended to serve. What is the public interest for New Hampshire? We are strictly a conduit for energy supply to lower New England. There is no concrete evidence presented that guarantees a reduced price for energy to every New Hampshire resident. Can the applicant show how many jobs will result in Bethlehem, NH and if any of the jobs will be given to area persons. There is no evidence that this will occur. The amended rule simply allows that the SEC looks at *"the environment of the state and the overall economic growth of the state"*. To mar an entire section of the State for so little reason is incomprehensible to those of us who understand that once gone, always gone. The Northern Pass will change the landscape for years to come and what public interest compensates for that intrusion.

The removal of local control in the Northern Pass Project is objectionable in that local control of one's home environment is the essence of community. I sincerely hope that the SEC looks as closely as possible at the loss of public interest and growth this project may cost us all.

Respectfully submitted

Cassandra Laleme
Member
Bethlehem Select Board

Ex Elico Member
Planning Board

Bethlehem Master Plan

Bethlehem, New Hampshire



2004

Bethlehem Master Plan

Bethlehem, New Hampshire

2004



Prepared by the
Citizens of Bethlehem

Adopted by the
Bethlehem Planning Board

Cover Photo: Aerial view of Bethlehem town center looking west.
Photo courtesy of photographer Paul Lister, Bethlehem, and pilot Bruce Blaney, Bethlehem, flying an American Champion Super Decathlon 8KCAB owned by Susan Simpson, Franconia.
Inside Photos: Provided by Tanya Tellman, Stanley Harrison, and Lon Weston.

Compilation and editing by
Jeffrey H. Taylor & Associates, Inc.
Concord, New Hampshire

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North Country Council, Inc.
Bethlehem, New Hampshire

ADOPTION OF BETHLEHEM, NEW HAMPSHIRE MASTER PLAN

In accordance with New Hampshire RSA 674:4, Master Plan Adoption and Amendment, and New Hampshire RSA 675:6, Method of Adoption, the Bethlehem Planning Board, having held duly authorized public hearings on the Bethlehem Master Plan on June 9, 2004 and June 30, 2004 hereby adopts and certifies the Master Plan dated July 2004.

John Seely, Chairman

Roland Shick, Vice Chairman

Kristen Reinhold, Exofficio

Harold Friedman

Alecia Loveless

David Tellman

Erin Woo, Alternate

Matthew MacKinnon

Tandy Brown, Bethlehem Town Clerk

Date of Signature by Planning Board

Date Filed: _____

NOTE: The original document with original signatures is on file with the Town Clerk.

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Introduction



Introduction

Bethlehem, New Hampshire

The town of Bethlehem is located in northeastern Grafton County, with its northern boundary serving as the county line between Grafton and Coos counties. Situated in the Ammonoosuc River Valley of the White Mountains, Bethlehem enjoys spectacular views of the Presidential Range. Relatively high in average elevation, the town is influenced by its location and enjoys cool summers, and winters with significant snowfall. Typical of mountain locations, summer showers



and winter snow flurries can occur almost without warning. The town is bounded on the west by Littleton, the regional commercial center, and Interstate 93, which passes through the southwest corner of Bethlehem. The towns of Sugar Hill, Franconia and Lincoln are to the south. The town of Carroll is to the northeast and the unincorporated place of Harts Location is to the east. The Towns of Whitefield and Dalton are to the north. US Route 302, one of the major east-west highways in northern New England, divides Bethlehem and serves as the Town's Main Street. New Hampshire Route 116, that serves as the major north south corridor between Littleton and Whitefield, runs through the northernmost area of Bethlehem.

Historical Perspective

Bethlehem was founded in 1774 as Lloyd Hills, a name retained until 1799, when it was incorporated as the Town of Bethlehem. Initially, Bethlehem depended heavily on its abundant natural resources for its economic base. Early development took place along the rivers and roads built to serve farms and mills or to link major cities. With the arrival of the passenger railroad in the late 1800s Bethlehem became a popular summer vacation destination and experienced the rise and fall of the grand hotels. In the last forty years the town has experienced an increasing level of land subdivision for year-round and seasonal dwelling units. The town remains a tourist destination, especially during July and August and during fall foliage.

Planning

In the 1960s Bethlehem residents became increasingly concerned about haphazard and premature development in the community. This concern led to the establishing of the Bethlehem Planning Board in 1969, and the creation of zoning, subdivision, and site plan review regulations in the 1970s. Bethlehem's first Master Plan was then published in 1979. Over the past thirty years the community has experienced periods of rapid growth and Bethlehem's regulatory tools have evolved greatly. A Master Plan update was completed in 1993, and the 2004 Master Plan update will now guide planning and zoning in Bethlehem into the future.

The Master Plan

The purpose and description of master plans were changed considerably by legislation effective July 14, 2002. It was recognized by the legislature "that growth and development are changing the look and feel of New Hampshire, against the desires of most citizens". The newly enacted legislation was designed to provide more definitive guidance in planning and managing future growth, not only within a municipality, but within the region as well.

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. The master plan should aid the Board in designing ordinances that preserve and enhance the unique quality of life and culture of the Town and of New Hampshire. The master plan will then guide the Board in the performance of its duties in a manner that achieves the principles of smart growth, sound planning and wise resource protection.

The Bethlehem Master Plan is a set of statements and land use and development principles for the Town with accompanying maps, diagrams, charts, and descriptions. This document gives legal standing to the implementation of ordinances and other measures by the Planning Board. The master plan is a public record. Bethlehem's Master Plan includes the required vision section that serves to direct the other sections of the Plan in accordance with New Hampshire RSA 674:2. It also includes the required land use section upon which all following sections are based. This plan also includes the remaining recommended sections, as listed below:

<i>Transportation</i>	<i>Natural Resources</i>
<i>Community Facilities</i>	<i>Recreation</i>
<i>Utilities and Public Services</i>	<i>Cultural and Historic Resources</i>
<i>Population & Housing</i>	<i>Community Design</i>
<i>Economic Development</i>	<i>Regional Concerns</i>
<i>Implementation</i>	

A master plan is not a legally binding document, nor is it meant to serve as a rigid or specific guide for achieving an end. It is not a zoning ordinance or a zoning map, but rather a means to visualize the long-range growth of the community. It considers past trends and future potentials, major problems which require solution and directions or objectives that can be developed as guides to responsible growth. This master plan should serve as a road map to the future, but planning is a dynamic process. If community attitudes change, or new technologies, regional development, or trends within the town require a new focus, then they must be addressed. Future planning boards and concerned citizens are urged to recommend changes to the plan as the needs of the community dictate. In the near future it would be beneficial to create an executive summary document, in poster or booklet format, which briefly presents information and policy recommendations from the Master Plan in an attractive format that can be easily distributed to residents.

Acknowledgements

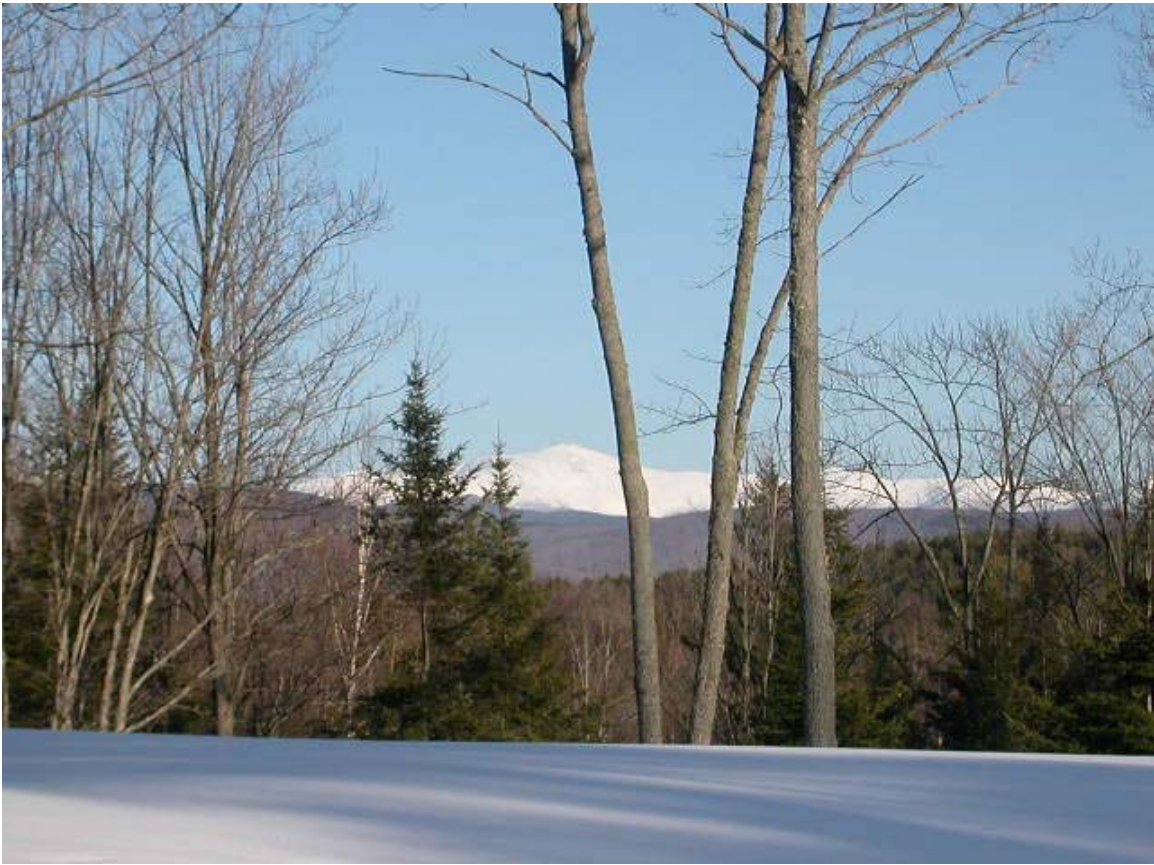
The Planning Board began work to revise the 1993 Master Plan in 1998, drafted and sent to Bethlehem taxpayers a Community Attitudes Survey in April 2001, and held public hearings in October 2001, April 2003 and June 2004. Many meetings were devoted partially or entirely to Master Plan work and hundreds of hours were devoted to the task. Planning Board members no longer on the Board participated in the effort as did members from other boards, commissions and committees. A number of private citizens provided valuable assistance, advice and expertise. Stacy Doll and James Steele from North Country Council were most helpful – Stacy in getting the Board focused and energized early in the process and James for his skill in translating verbal requests into a series of maps that take the place of untold numbers of words. Jeff Taylor, and especially Steve Whitman, of Jeffrey H. Taylor & Associates, took the various narratives with statistics, research documentation, ideas and recommendations completed by the Board and compiled them, often filling in weak or missing portions, into a cohesive and well-laid out document. Without these people and many others the Plan would not have been completed.

A Word for the Future

Drafting a completely new Master Plan is a monumental task for a volunteer board that must also attend to required business every week. Future planning boards should revise sections or write new ones as they are needed rather than waiting until the Plan requires total revision. Future boards should also seek financial support from the Town to contract for professional assistance in preparing a revised or new Plan.

Chapter 1

A Vision for Bethlehem



Chapter 1

A Vision for Bethlehem

1.0 Vision Statement

A “Vision Statement” defines a preferred future. It is broad and may be idealistic, but it should be attainable.

Bethlehem takes pride in its past and has worked to maintain a balance between development and preservation of its small town character. The town works to meet the challenges of sustaining its character while providing its residents with a safe and friendly environment in which to live, work, shop, learn, and play. Residential and commercial development are planned and guided in a manner that retains open space for forestry, agricultural, wildlife and plant habitat, and recreation. Town infrastructure and facilities are planned and constructed to keep pace with development while prudent fiscal management keeps tax rates on an even keel. With nearby Littleton serving as a regional hub for commercial and industrial development, and with many residents working in that and other towns, Bethlehem is a proactive player when regional initiatives or developments affect the town. Citizens of Bethlehem take an active role in governance of the community and the region, and in determining the future growth of the town.

Five vision principles emerged from the responses to the Community Attitude Survey, input of from Town boards, commissions and departments, and from interested citizens:

1. Maintain the rural landscape
2. Foster a vibrant, livable village district
3. Direct new growth into areas that can develop as compact neighborhoods which allow for a mix of uses
4. Encourage economic vitality
5. Protect environmental quality



1.1 Goals

A “Goal” identifies what the Town intends to accomplish. It should be broad, not identifying specific activities. It is oriented toward achieving the Vision.

Goals help identify and prioritize the actions required to achieve the Vision. They are all equal in importance. Subsequent chapters provide background, specific objectives, and actions needed to fulfill the goals.

- | | |
|---------------|--|
| Goal 1 | Provide a safe, functional and well-maintained transportation system which implements the land use plan. It should include roads, parking, sidewalks and non-motorized opportunities. |
| Goal 2 | Prepare, with full citizen participation, a long range plan for relocating, building or renovating Town facilities. This plan should include target dates and funding sources. |
| Goal 3 | Require private developers to compensate the Town when a proposal will have a major impact on Town services, infrastructure, and/or schools. |
| Goal 4 | Pursue policies and capital improvement expenditures that facilitate growth in designated areas, thereby protecting and conserving open space while providing public facilities and services efficiently and cost effectively. |
| Goal 5 | Develop, and keep current, a plan for the acquisition and operation of a Town-owned transfer station. This plan should identify trash disposal options and funding alternatives, in preparation for the eventual closure of the Trudeau Road landfill. |
| Goal 6 | Draft and approve a plan to ensure the Town has a lead role in monitoring the Trudeau Road landfill when the facility is closed. |
| Goal 7 | Encourage economic development that emphasizes tourism and recreation, and with increasing emphasis on commercial growth in specific areas. |
| Goal 8 | Adopt and implement innovative land use ordinances and regulations. These should discourage strip development by designating concentrated areas, appropriately located and zoned, for a variety of types and intensities of new development. |

- Goal 9** Maintain the rural character of the town, and the natural ecosystems of the region, by promoting land use practices that maintain open space in large, contiguous parcels.
- Goal 10** Protect the Ammonoosuc River corridor from development that degrades water quality and the aesthetics of this ecosystem; adopt a shoreland protection ordinance and work with other towns and the Department of Environmental Services to protect the entire Ammonoosuc watershed.
- Goal 11** Identify, and keep current, inventories of natural and scenic resources, wetlands, flood plains, groundwater, and important habitat areas.
- Goal 12** Provide a coordinated and comprehensive system of public and private recreational facilities, programs, and open space. These efforts are needed to meet the active and passive recreational needs of all citizens and visitors and enhance community design, identity, and vitality.
- Goal 13** Recognize new technologies (such as personal wireless service facilities) which may affect the town's view sheds, existing utility infrastructure, and development in specific areas. The town should adopt ordinances or regulations which will minimize adverse impact of these facilities, and should control exterior lighting so as to maintain the night sky free from light and glare.
- Goal 14.** Preserve the town's historic, cultural, scenic, and architectural heritage.
- Goal 15** Maintain consistent and predictable tax rates by balancing population growth and economic development with long-range needs for capital improvements and education expenses.
- Goal 16** Revise and update Town Ordinances and Regulations so that more people, residences, and businesses can be accommodated in areas better suited for greater density of development.
- Goal 17** Eliminate, or bring into conformity, activities that are in violation of Town Ordinances and Regulations.
- Goal 18** Consider and adopt, if appropriate, new forms of organization and governance best suited to guiding and administering the town in the 21st century.
- Goal 19** Take the lead, or actively participate with other towns and regional organizations, to address new initiatives or existing problems facing the region (such as, but not limited to, education, transportation, housing, economic development, and the environment).

Chapter 2

Land Use and Community Design



Chapter 2

Land Use and Community Design

2.0 Introduction

Bethlehem is the third largest town in New Hampshire. It has many land uses, most of which can be grouped together in general categories. This chapter describes factors which have influenced land use within the community, and paints a picture of present land use patterns. A short history of land use planning in Bethlehem is also included, as it plays an increasingly important role in guiding development. It is necessary to understand what land use patterns exist now before determining what future patterns should be. Similarly, it is important to understand how effective planning and well-crafted ordinances and regulations can be used to guide development in positive ways.



2.1 Existing Land Use

The Town of Bethlehem has a land area of approximately 58,165 acres, plus approximately 45 acres of water. Of these, 30,993 acres (or over half of the town) are within the White Mountain National Forest. The remaining area, approximately 27,217 acres, consists of open space, or is occupied by residential, commercial, industrial, recreational, educational or governmental land uses. Map A in the Appendix illustrates the existing use of land in Bethlehem. It should be referred to as the various land uses are discussed.

The primary factor influencing land use in Bethlehem for more than 200 years has been topography. More than half of the town is within the White Mountains. Elevations range from 880 feet above sea level to 4,761 feet above sea level. Eighteen mountains and hills within Bethlehem exceed 2,000 feet in elevation. Much of the remaining land is within the Amonoosuc River basin and its tributaries. The river bottomland and terraces are generally the settled and populated portions of the community. A high plateau, at over 1,400 feet above sea level, is the setting for Bethlehem Village, a mixed use, densely developed area along U.S. Route 302, which has served as the town center for much of Bethlehem's existence. While the slope and elevation of Bethlehem's terrain still somewhat affects development in Bethlehem, other factors such as roads, and the availability of Town services have assumed greater importance in recent years.

2.1.1 Transportation

Major roads are channeling growth and land use changes within the region. U.S. Route 302 is the major east-west corridor for truck traffic from Canada, Vermont and New Hampshire off of Interstate 93 to and from Maine. With U.S. Route 302 also serving as the Main Street in Bethlehem, small commercial establishments have sprung up along the road taking the place of the large hotels and larger businesses that once thrived here. For most of the 1990s, population increases and development activity were relatively low and the town did not experience significant changes along this corridor. However, a number of new subdivisions and commercial endeavors in the past five years have brought more significant change. Current zoning regulations allow for this type of strip development, and for additional development along U.S. Route 302 in Bethlehem. New regulations promoting nodes of development, instead of strip development, would preserve the capacity of the roadway to handle future volumes of traffic.

U.S. Route 3, another major transportation route, is heavily traveled, but is almost completely surrounded by the White Mountain National Forest where it passes through Bethlehem. U.S. Route 3 is connected to U.S. Route 302 by Trudeau Road, a Town maintained road, which has become more heavily traveled by trucks going to the private commercial landfill, and by passenger vehicles.

New Hampshire Route 116, which skirts the northern edge of town, has experienced a dramatic increase in local as well as intra-state travel both east-west and north-south. Many people work and/or shop in Littleton and use NH Route 116. Commercial vehicles use the road to and from Interstate 93 and to points north and south along the Connecticut River Valley. Until 2000, there was limited residential development along NH Route 116 except near the Littleton town line. In 2001 and 2002 there was increased interest in this area for residential development. There are two industrial enterprises on NH Route 116 and two smaller commercial operations toward the Whitefield town line. In 1999, to encourage industrial and heavy commercial businesses to locate in Bethlehem, a new District was designated along the eastern end of NH Route 116 which permits a number of industrial and commercial uses.

New Hampshire Routes 142 and 18 have not seen significant increases in traffic, but will likely be the focus of increased development especially within the central part of the Village (NH Route 142) and in the vicinity of the Interstate 93 and NH Route 18 interchange. Brook Road, a Town road linking U.S. Route 302 to southeast Littleton and NH Route 116, has seen a significant increase in traffic. Two major subdivisions were approved on or near Brook Road in the 1990s and a 142-acre commercial district, Zoning District 4, was created near the Littleton town line in 1999.

2.1.2 Current Use Assessment

New Hampshire RSA 79A, adopted in 1972, provides a property tax incentive to all qualifying landowners (generally owning more than 10 acres) who agree to maintain their land in an undeveloped condition. The assessed value of this land is based on the

capacity of the land to produce income in its *current use* – whether it be managed forest or farm, or unmanaged open space – and not its *potential use*. Current Use Assessment has helped maintain Bethlehem’s rural character and its attraction for tourists by keeping land open for productive forests and farms, recreational enjoyment, and wildlife habitat. Open space also helps reduce the costs of municipal services. A penalty is assessed for land taken out of the Current Use program.

Bethlehem landowners have taken advantage of the Current Use Assessment incentive. Table 2.1.2 presents the number of acres in Current Use in Bethlehem. The total number of acres in Current Use in Bethlehem in 2002 was 16,771, or approximately 62% of the town’s land area outside the White Mountain National Forest.

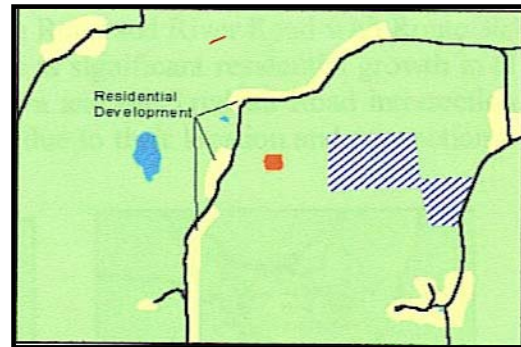
Table 2.1.2 Land in Current Use (Acres)

<u>Category</u>	<u>1978</u>	<u>1990</u>	<u>2002</u>
Forest Land	3,700	8,300	14,207
Farm Land	0	199	1,754
Unproductive Land	0	2,856	810
Wetland	0	210	0

Source: 1978, 1990 and 2002 Department of Revenue Administration Current Use Reports.

2.1.3 Residential Development

Residential development is taking place in most areas of town. As in the past, most development is occurring along existing roads, but recent subdivisions have been approved with multiple lots located off new roads. The lots are served by dead-end public or private roads, which enter existing roads. Most new residential construction has been in Zoning District 2 and requires a minimum 80,000 square foot lot. Land historically used for forestry and agriculture uses has become sufficiently valuable to acquire and develop. Acreages for lots in these subdivisions are often more than the minimum acreage, and the houses tend to be quite large.



Land with steeper slopes or with wetland areas, which was avoided in the past, is becoming more attractive as favorable building sites become scarce.

Interest in developing along the Ammonoosuc River and on steeper slopes can be expected. The modest population increase of 8% from 1990 to 2000 suggests that some of the new lots and/or homes were purchased for use as second homes, or by older individuals without children since school populations have not increased with the overall population increase.

The existing residential housing stock consists of many older single and multi-family homes in generally fair to good condition. Most of these dwellings are located in or near the village center. New residential units constructed over the past 12 years have been scattered throughout the town. There are a significant number of manufactured housing units located either on scattered sites before adoption of the Manufactured Housing Ordinance, and in the cooperatively-owned Rambling Woods manufactured housing park on Maple Street. Few of the new housing units built, or units improved since the mid-1980s, were built or renovated for the lower end of the housing market, placing increasing importance on the town's rental housing. Demand for land and houses, with concurrent speculation on land and residential property in the late 1980s, and again beginning in 2000 and continuing through 2003, has made it less attractive to lease houses. Many existing rental properties are deteriorating and may pose potential health and safety risks for their primarily low and moderate-income residents. There is one elder housing development in the community that has an average two-year waiting list. Affordable housing and housing for the elderly have not been issues in the past, but may become an area of concern.

Residential development within Zoning Districts 1 and 2 is likely to continue. Bethlehem has been a desirable location for second homes for many years and this trend will likely continue. It also has land available at reasonable prices, which make living in the town an attractive option for the increasing number of people employed in Littleton.

Conversion of open space to residential development can conflict with the desire to maintain the rural character of the town. While lot sizes may be large, street after street of 2 acre lots each with a large house would eventually look much like a suburb of a large city. Wildlife habitat suffers, and scenic vistas may be lost. Without sewers, additional septic systems can have a long-term impact on water quality. Town services, especially road maintenance and school transportation, will become increasingly expensive. A large number of dead end streets accessing a single road or highway may lead to traffic bottle necks especially since residents in these areas will mostly be dependent on the use of an automobile to get to work, school, shopping, or to seek entertainment.

Present zoning ordinances and regulations have had the effect of encouraging residential development on large and dispersed lots within Zoning District 2. Existing zoning ordinances and regulations need to be examined critically to be sure that they are not encouraging development that may destroy what residents cherish most about Bethlehem.

2.1.4 Village Center

Bethlehem has a downtown core located between the top of Long Hill (intersection of Lewis Hill Road) and the Maplewood Country Club. This pattern of mixed use and downtown community development extends primarily along Main Street (U.S. Route 302) creating a very linear pattern. Zoning ordinances place Main Street in one district (District 1-Main Street) and the branching and parallel streets in another (District 1). Even though mixed uses are allowed in both districts, the development pattern is a linear downtown surrounded on both sides by primarily residential development. Only limited commercial development exists along NH Route 142 in the downtown area, and on other town streets off of Main Street.



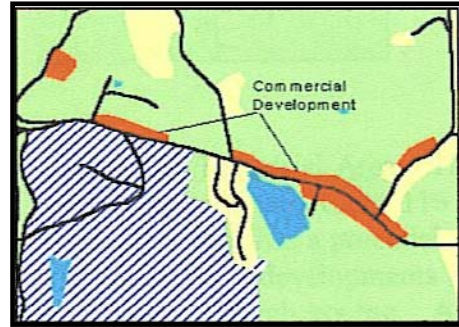
It appears that the zoning ordinances may be contributing to the linear development of the village center by limiting expansion of existing District 1 – Main Street businesses and residences since most of the lots and structures in this area existed before there were zoning ordinances. The streets immediately off Main Street in District 1 require a minimum lot size of 40,000 square feet and road frontage of 150 feet. The size of lots, road frontage, setbacks, and other requirements discourages the kind of density, mixed use and walkable community that is needed if the village center is to expand in all directions rather than continue purely in a linear fashion.

Many of the town's remaining historic structures and architectural treasures are in the village center. Fortunately, many of the older homes and other structures have been renovated and are well-maintained by their owners whether as private residences, inns, bed and breakfast operations, or commercial buildings. A change to General Provision 7 of the Town Ordinances was adopted in 1999. This provision provides that new structures must conform... "in architecture and character to other structures and dwellings in the neighborhood..." and was intended to help preserve historic structures and areas of the town. While this may have helped, more must be done. The Bethlehem Heritage Society, formed in 1997, has, as one of its primary missions, the preservation and protection of Bethlehem's rich heritage, and should be called upon to work on an ordinance or regulation which will better address this issue.

Another issue for the village center is the lack of public parking, and the many driveway cuts into Main Street from residences and businesses. Of particular concern is the Town Building and Post Office complex, and much of the area from the Town Building to the Gazebo.

2.1.5 Commercial Strips

Along U.S. Route 302 there is a strip of commercial development forming near the intersection of I-93 and continuing to the bottom of Long Hill. Although most of the commercial developments are spread out along this area, it is possible that the remaining open areas could be developed incrementally, causing more driveway cuts, and resulting in more traffic and potential accidents. The 2002 approval of a private recreational area on Long Hill may worsen this problem. Lack of sidewalks from Brook Road to the top of Long Hill poses a danger for pedestrians, especially in the summer when the motels and cabins are fully occupied.



The area of U.S. Route 302 in the vicinity of Trudeau Road has also experienced some commercial growth in the past 12 years. More growth is likely given the good access to U.S. Route 3 via Trudeau Road, and the reasonably good automobile access to NH Routes 142 and 116 via River Road and Wing Road.

2.1.6 Commercial/Industrial Development

Expansion of the Commonwealth Wood Pressure Treating facility and a new bulk fuel and lubricants facility, both on NH Route 116, were the only new industrial developments during the 1990's. The pressure treating business then ceased operations in late 2001. The facility is presently a firewood and mulch processing business. The Pine Tree Power plant on NH Route 116 remains the town's largest industrial operation. The Garnet Hill warehouse at the intersection of NH Route 18 and I-93 expanded in 1997, but closed in 1999 after Garnet Hill consolidated its warehouse and shipping operations in Ohio. The warehouse has been sold, and is being utilized as offices and small commercial businesses.

The private landfill on Trudeau Road continued to operate and expand its operations throughout the 1990s. The landfill is addressed separately later in this chapter. Owners of the Maplewood Country Club proposed renovation of the Maplewood Casino and a 120-room motel in 1998. The Planning Board approved both projects. The Casino renovation was completed, but the motel was not built. A later proposal to build 100 plus condominiums, and/or houses, on and around the Maplewood Country Club never progressed beyond preliminary discussions. The Casino and Country Club were sold in early 2004, and new development proposals are anticipated.

The Bretton Woods Hotel Partnership that purchased the Mount Washington Hotel and surrounding properties in the early 1990s has expanded the ski areas and real estate development. A portion of the Partnership land holdings are within Bethlehem, and an expansion of the ski area within the town was first approved in the late 1990s. The Planning Board approved a further expansion of the ski area in February 2002.

Condominium development was also expanded into Bethlehem with 15 units approved by the Planning Board in 2001. The approval came after the Bretton Woods Partnership obtained a variance from the Zoning Board of Adjustment for additional density. The Partnership has indicated that more condominium units will be proposed for Bethlehem in the future. The 929.05 acres owned by the Partnership in Bethlehem that are being used for skiing and condominium development are approximately 11 miles from the Bethlehem/Carroll town line on U.S. Route 302. The area is in Zoning District 2, which has larger lot requirements than similar development which has taken place in Carroll. Bethlehem's Condominium Ordinance was not promulgated for condominium construction in this area and will require ZBA action for each expansion. With ski area and condominium infrastructure present in Carroll, the small size of the area in Bethlehem and its distance from other populated areas in town, the Planning Board has considered a proposal for the formation of a new zoning district for this area. The proposed district would provide for existing activities and future expansion modeled after Carroll's zoning provisions that are applicable to the much larger Bretton Woods development in the Town of Carroll. The Partnership would no longer be required to seek variances for most of its projects and the ski operations and high-end condominium units could add significantly to the town's tax base.

Christmas tree farm operations by the Society for the Protection of New Hampshire Forests, at their Rocks Estate property on U.S. Route 302, have proven to be very successful. This land use attracts a large number of people to the community between mid-November and Christmas. Finnegan's Fine Firs, a Christmas Tree farm on Cherry Valley Road, has been similarly successful adding to late fall and early winter visits to the town to acquire a tree or wreath. Visitors purchasing a tree or wreath at one of these businesses often make visits elsewhere in Bethlehem, and stay in inns or motels in Bethlehem or the surrounding communities.

Most new commercial activities have been confined to Main Street in existing commercial buildings. Commercial activities in the remainder of Bethlehem have been scattered and include auto repair facilities, a tree service, day care facilities, kennel, bookstore and mail order operation, and various home based businesses with no, or limited, retail activity.

In 1998, the Planning Board took the initiative to encourage commercial and industrial development in Bethlehem by proposing two new zoning districts to be carved out of District 2. A number of commercial and industrial endeavors would be permitted outright or by special exception. The voters approved these new districts, District 3 and District 4. A bulk fuel and lubricants business in District 3 is the only new business that has been built in either of the districts.

2.1.7 Interstate 93 Interchanges

Limited development has occurred at the two I-93 interchanges located within Bethlehem. Exit 40, Interstate 93's intersection with U.S. Route 302, is mostly undeveloped due to the fact that the Society for the Protection of New Hampshire Forests

owns the land on three of the four corners. The remaining corner is partially occupied by an inn and bookstore operation. At Exit 39 , Interstate 93's intersection with NH Route 18, there is also limited development. This may be due to the fact that it is not a full four-leaf clover intersection design.

With the rapid growth of commercial businesses in Littleton, Bethlehem may be affected by development around Exit 41 which is in Littleton, but on the Bethlehem town line. New residential subdivisions have been proposed, or approved, on Gilmanton Hill Road and on Old Route 302 in Bethlehem. New businesses in the vicinity of Exit 41 may further spur development in this area of town.

2.1.8 Recreation

Recreational opportunities in and around the town have attracted visitors and new residents to Bethlehem for many years. Recreation is an important consideration when looking at land use within the town. Its importance was highlighted in the 2001 Community Attitudes Survey. Many hiking and cross-country ski trails are close by in the White Mountain National Forest, and within the town as well. The Appalachian Trail passes through the town within the WMNF. Recent state highway improvements have included extra space on the roadways for bicycles, stemming largely from urging by the Bethlehem Conservation Commission. The Bethlehem Country Club, owned and operated by the town, and the privately owned Maplewood Country Club offer two 18 hole golf courses within the community.

Snow machine trails offer winter recreational opportunities. All terrain vehicles are becoming more popular and, while controversial due to the ways they can impact the land, may become a more important recreational draw in the future. Ample opportunities exist for hunting, fishing, quiet watching of birds and other wildlife, or enjoying wildflowers on private as well as public land. In addition to the WMNF, Bretzfelder Memorial Park, Strawberry Hill State Forest, an 80-acre New England Forestry Foundation forest on Lehan Road, and the 1300 acre Rocks Estate offer areas to enjoy the out-of-doors. The Town provides an excellent summer recreational program, and maintains ball fields, and tennis courts, and until 2003 a public swimming pool. A privately owned driving range, miniature golf, and batting cage recreational area was approved for construction in September 2002. It will be located on the south side of U.S. Route 302 on "Long Hill" across from the Bethlehem Country Club.

2.1.9 Town Properties

Town properties have changed little since 1993. The largest land holdings are the Bethlehem Country Club, the Town Building complex including fire, police, swimming pool, playground, and the Information Center/Bethlehem Heritage facility. The Town Highway Garage is in the same location on Prospect Street, but with a new garage completed in 1992. In 1998, the voters approved taking an "owner unknown" parcel and an abutting property to become a Town Forest. The Town acquired a 15.7-acre parcel on Pleasant Street in 2001 for eventual use as a portion of the Country Club.

Sale or otherwise disposing of properties taken for taxes, or which are classified as “owner unknown” continues to be a problem. Required legal and administrative actions make it very difficult and time consuming to dispose of these properties. At the end of 2002 more than 35 properties were listed as having been acquired through Tax Collector’s deed or were listed as owner unknown. A very successful auction, of 21 properties taken for taxes, was conducted in November, 2003 that netted \$260,400 for the town, and will return these properties to the tax roles. These properties ranged from fractions of an acre to over 60 acres in size. The most valuable remaining property is the Chase Tennis Camp on Main Street. It has been evaluated as a possible land area for expansion of Town offices or facilities.

2.1.10 Sand and Gravel Excavations

Bethlehem has a number of active sand and gravel pits. Excavations are controlled by the State in some respects under RSA 155-E, but towns retain most powers to regulate the removal of earth to be used as construction aggregate. Most State land use statutes do not give the planning board enforcement powers. Excavations are an exception. The Planning Board is the “regulator” and is also given enforcement powers under RSA 155-E. The Planning Board adopted excavation regulations on November 18, 1992.

Four “grandfathered” pits are operational within the town. These include two pits owned by Donald Stone, one by Daniel Tucker on Trudeau Road, and the pit owned by John Wedick on Wing Road. Grandfathered pits and pits used exclusively for public roads by a unit of government are not subject to Town permitting, but must adhere to State operating and reclamation standards. In addition to the four grandfathered pits, the Town of Franconia owns a pit in Bethlehem off NH Route 142 on the Class VI Gale River Road. Five permitted pits operate within the town. They include a third pit owned by Donald Stone on Trudeau Road, a second pit owned by Daniel Tucker also on Trudeau Road, a pit on River Road owned by Fred Kendall, a pit on Little River Road owned by Franz Szakmary, and a pit off Route 116 owned by James Powers. Sand and gravel operations can be found on Map A in the Appendix.

The Planning Board inspects permitted pits each year and, if all is in order, a permit is issued for the next year. All of the permitted pits have opened since 1990 following application by the respective owners, a public hearing, and formal approval by the Planning Board. One additional pit was opened off U.S. Route 302 on land owned by Malcolm Washburn for the exclusive use by an agent of the State for improvement of U.S. Route 302 during 2000-2001.

Bethlehem has significant sand and gravel resources due to the glaciers that covered the area 12,000 years ago, and the deposits they left behind. Much of the sand and gravel was removed before State or Town regulations existed. Nature has reclaimed most of these former pits, but some represent concerns from a safety and/or environmental aspect. The Planning Board and Conservation Commission checked many of these abandoned pits in the early 1990s. None were deemed an immediate safety or environmental hazard,

but a few were noted as potential problem areas should they be disturbed, or if development should take place nearby. One such pit on West Forest Lake Road was partially regraded and seeded by an owner before selling the lot in 2000.

2.1.11 Commercial Landfill Operations

The privately owned landfill on Trudeau Road (opened in 1976) was sold by SANCO in 1992 to Consumat Sanco, Inc., which became North Country Environmental Services (NCES) in 1994. NCES is a Cassella Waste Management Corporation entity. Private citizens and a citizens action committee began efforts in the late 1980s to try to prohibit any further expansion of the landfill. A warrant article to this effect was passed in 1992. A series of actions by private citizens, interest groups, the Selectboard, the Zoning Board of Adjustment, and the Planning Board followed to stop or at least establish some degree of local control over the landfill. Lawsuits were initiated in the 1980s by private citizens, but beginning in 1992, Town Boards became involved as plaintiffs or defendants, and this situation continues into 2004.

In February 1999, and further clarified in April 1999, the Grafton County Superior Court ruled that NCES may both operate and expand its landfill on the 41 acre lot to the extent permissible under the zoning ordinances as they existed when the use was first established and under conditions granted by the ZBA by special exception in 1986. The 41 acres combined with 10 acres approved by the Town for landfill operations in 1976, meant that a total of 51 acres were available for landfill operations with very limited control by the Town. The Grafton County Superior Court decision was appealed by the Town to the New Hampshire Supreme Court, which in May 2001 affirmed the decision of the Grafton County Superior Court.

While the suit was under consideration by the courts, the voters passed a height ordinance in March 2001, limiting landfill height to 95 feet. During this period NCES applied to the New Hampshire Department of Environmental Services (NHDES) for the next stage of landfill operations within the 51 acres. The permit was approved. In the summer of 2000, a corporation with a close contractual relationship to NCES applied to the NHDES to construct and operate a facility to evaporate leachate generated by the landfill. The Corporation, Commonwealth Bethlehem Energy (CBE), obtained an operating permit and operations commenced in April 2001. The Planning Board requested that the corporation apply for site plan review for the a “Landfill Gas Utilization Facility”, but was informed by NCES and CBE attorneys that site plan review in most regards was not required based on earlier landfill permits and/or was pre-empted by state regulations. This controversy and others revolving around local control of the landfill resulted in a new lawsuit being filed against the Town by NCES in September 2001. This was followed later in the year with the filing of a counter-suit by the Town. The case went to trial in Grafton County Superior Court in December 2002.

In the summer of 2002, NCES made application to the NHDES to expand landfill operations beyond 51 acres. The Town vehemently opposed the proposal, but it appeared

to have NHDES support. The issue of expansion beyond 51 acres was included in the December 2002 trial.

The Grafton County Superior Court's Notice of Decision issued on April 24, 2003, supported several of the Town's contentions. Perhaps most important was the ruling that the Town's 1992 zoning amendment could be used to prohibit expansions of the landfill beyond 51 acres. The ruling also stated that the Town's height ordinance could be applied to any development within the 51 acres and that some limited portions of the Town's site plan review regulations were applicable to operations within the 51 acres unless specifically preempted by the State.

The Town and NCES promptly appealed the order of the Superior Court to the Supreme Court of New Hampshire on differing aspects of the decision. In its opinion, issued on March 01, 2004, the Supreme Court affirmed in part, reversed in part, vacated in part and remanded in part the order of the Grafton Superior Court. The Supreme Court ruled that State law largely preempted NCES operations within the 51 acres, including landfill height. Not preempted is expansion beyond the 51 acres and the Town may prohibit such development. The Supreme Court remanded back to the Grafton Superior Court issues requiring additional factual findings. Issues remanded include whether the 1992 zoning amendment is a lawful exercise of zoning authority and "whether the Town's existing site plan regulations are applicable, lawful and consistent with RSA Chapter 149-M". Also remanded were issues pertinent the Landfill Gas Utilization Facility (LGUF) since State preemption under RSA 125-C (State Air Pollution Control Act) "contains no provision authorizing additional municipal regulation." As of May 2004, the Grafton Superior Court has set no date for the consideration of the remand issues.

In 2002, the Town had an independent appraisal conducted of the NCES landfill property. The very comprehensive appraisal resulted in a much higher valuation being placed on the property and consequently a much higher tax assessment. NCES appealed the appraisal to the NHDES stating that the landfill was primarily a "pollution control facility" and thus largely exempt from property taxes. After initially denying this line of reasoning the NHDES reversed its decision and stated the landfill should be primarily exempt because it controls pollution. The Town requested a rehearing of the latest decision and has said it will appeal the decision the Supreme Court if necessary. The Town also hired a lobbyist, following voter approval in March 2004, who is working to amend the law (RSA 72-12) to make privately owned landfill ineligible for tax exemption based on being pollution control facilities.

Existence of the Trudeau Road landfill has been a divisive issue for the Town. It often has an impact on other problems or initiatives that have no direct connection with the landfill. It is reasonable to assume that litigation between the Town and NCES will continue until all issues are resolved or until the existing and permitted landfill space owned by NCES is exhausted and the landfill is closed.

The closure of the Town-owned municipal landfill located on Prospect Street was completed in 1995 with the assistance of NCES. Funds saved in the closure process were placed in a trust fund to help finance post-closure care for the 30 years required by state

law. In 1997, NCES expanded recycling operations at the transfer station operated for the Town on Trudeau Road. In addition to adding significantly to recycling opportunities, NCES assumed responsibility for sorting and hauling plastic milk cartons and soda bottles to the Littleton recycling facility. The Bethlehem Conservation Commission had done the sorting and hauling of the plastic containers from 1992-1997.

Regardless of the outcome of issues between the Town and the NCES, the Town will eventually need to identify and construct a new Town-owned disposal site or contract with a facility to which the Town can send its waste. The Town will also be faced with having a large closed landfill in the community that will require long-term monitoring and maintenance. While many tasks associated with the closed facility will be the responsibility of NHDES and/or private contractors, the Town will be remiss if it is not an active participant in the process. A plan should be in place well before the landfill closes.

2.1.12 Open Space

Bethlehem is fortunate to have a great deal of open space and undeveloped land. This is due in large measure to the land within the White Mountain National Forest, but several large parcels are also scattered throughout the town outside of the White Mountain National Forest boundaries. The Forest Service's primary use for its land in Bethlehem is for timber production and recreational activities. Approximately 440 acres of timber are harvested on Forest Service lands within the town on an annual basis. The WMNF ten year plan which is under revision (2003) projects similar annual harvests. Most of the large parcels outside the WMNF are forested, and several have seen extensive timber harvest operations over the past 12 years.

Only a few farms remain, and most are small. The Lyster Mid-Acre Farm on Prospect Street is probably the largest. Most farm operations are of the "hobby" variety, but a number of smaller farms such as the Dodge family's Misty Meadow Farm on Brook Road are successful horse riding, training and boarding operations. The Symmes Farm on Main Street (U.S. Route 302 near the Littleton line) raises fallow deer. Farm fields that once provided vistas to the mountains have largely grown up to forest or now have been subdivided for house lots.

The number of large land holdings (over 200 contiguous acres) has been falling over the past 12 years. The recent sale of the Washburn land on Beech Hill, and the Gray/Cartwright land on the Ammonoosuc River, will have a significant impact if subdivided. Subdivision of the Beech Hill land was approved in December of 2003 creating 17 new lots with the potential for eight or more additional lots.

The town identified its rural character and outdoor recreation opportunities as two key elements that define what Bethlehem is and why people choose to live in the community. It is important to keep these open areas in mind while planning future uses and land use patterns for Bethlehem.

2.2 Planning History in Bethlehem

In the early 1960s, Bethlehem residents were becoming concerned about haphazard and premature development. There was also growing awareness that development was affecting the environment and the character of the town. On March 11, 1969, the Bethlehem Planning Board was established “to work with the Board of Selectmen for the purpose of making recommendations with reference to planning and zoning for the town and to propose regulations for consideration at future town meetings or special meetings”. On March 9th, 1971, the Bethlehem Planning Board was given the authority by voters to regulate the subdivision of land and was granted site plan review authority “to review and approve or disapprove plans for non-residential development” on March 04, 1975. The Planning Board drafted and adopted regulations governing subdivisions and site plan review, and worked with the Board of Selectmen on other land use ordinances during the 1970s. To aid in long range planning for Bethlehem, the town’s first master plan was drafted and published in 1979.

The rapid growth of the town in the 1970s made necessary more definitive means to control development. The 1979 master plan provided the basis for a number of new ordinances and regulations adopted in the 1980s. Innovative land use was explored resulting in the adoption of a cluster development ordinance in 1984. Manufactured housing and manufactured housing parks were evaluated and then addressed in the zoning ordinance. New state regulations prompted the town to adopt its own excavation regulations, floodplain ordinance, and to draft and update other ordinances and regulations.

Work began in 1989 to revise the 1979 master plan. Lobdell Associates of Landaff were retained by the town to assist in the process. The plan was updated in three phases with the final phase completed in 1992 and subsequently accepted by the Board of Selectmen on March 01, 1993. With the revised Master Plan nearing completion, the Planning Board updated its subdivision and site plan regulations in 1992. In November 1992 excavation regulations were adopted to govern the operating sand and gravel pits within the town and to deal with the many abandoned pits throughout the community.

In 1993 the Board drafted, for voter approval, a Capital Improvements Program to link the Master Plan and the overall planning process to the town’s budgetary process. Adoption of a Capital Improvement Program allowed for the implementation of an Impact Fee Ordinance, making it possible to assess impact fees if new development would have a substantial impact on municipal facilities and services. The ordinance was approved by the legislative body in 1994.

Increased concern for providing suitable areas for light industry and commercial development led to the adoption of two new zoning districts (Districts 3 and 4) in March 1999. Not a lot of interest has been shown in these districts so far, but they allow for commercial and industrial ventures in areas which will not have adverse impact on

existing residential or commercial properties. The Town's Flood Plain Ordinance was completely revised in 2000 and the new ordinance was approved by the voters in March 2001. A new Telecommunications Facility Ordinance was drafted in 2000 to deal with a technology not even envisioned when the 1993 master plan was adopted. The increasing number of telecommunications towers dotting the hills and mountains, and offers being made to Bethlehem residents to lease property for telecommunication towers, prompted this effort to have a means by which the Town could control tower placement and appearance to ensure safety and to limit, when possible, the aesthetic impact. The ordinance was approved overwhelmingly by the voters on March 13, 2001.

The need to deal with new technologies, continuing population increases, residential development, and interest in commercial and industrial development gave new impetus for the 2004 master plan revision. The Board began revising the Plan in 1998, but limited progress was made. Work began in earnest late in 2000 with the drafting of a Community Attitudes Survey which was mailed to all taxpayers in April of 2001. Of the over 900 surveys that were mailed or handed out, 454, or approximately 50% were completed and returned. A copy of the survey with results can be found in Appendix 2. In 2000 the Board of Selectmen opted not to fund for a private contractor to assist the Planning Board with the revision, but rather to contract with North Country Council to assist the Board. Payment was to be in the form of hours and certain other deliverables charged against property taxes assessed against the North Country Council property located in Bethlehem.

In August of 2001 a great deal of work began to update the 1993 master plan. Members of Bethlehem's town boards and community members all chipped in to update chapters. In 2003 many of the chapters were relatively complete, but the document still needed further editing and formatting. Thanks to a generous and anonymous gift from a Bethlehem resident, and some additional Town funds, Jeffrey H. Taylor and Associates was retained by the Town to coordinate this final stage of the update.

2.2.1 Land Use Ordinances and Regulations

A brief summary of Bethlehem's current zoning districts is necessary for a better understanding of how zoning has affected the town and its role in future development.

The current zoning ordinance divides the town into five zoning districts: District I, Main Street; District I; District II; District III and District IV. A summary of the provisions for each of the zones follows:

District I, Main Street – includes property along U.S. Route 302 in the center of town. Uses include residential and small commercial businesses. Minimum lot frontage is one-hundred feet, minimum lot size is twenty-thousand square feet and the principal access for all lots in this district shall be Route 302.

District I – includes the properties surrounding the Main Street District. Uses are residential, motels, recreation, churches, day care, and apartments. Small businesses and

other uses are allowed by special exception. The minimum lot frontage is one-hundred and fifty feet and minimum lot size is forty thousand square feet.

District II – is the largest district. Uses include residential, farms, forestry, sand and gravel, and aviation. Manufacturing and industrial uses as well as utility buildings and condominiums on private water and sewer systems are allowed as a special exception. Minimum lot frontage is two-hundred feet and minimum lot size is eighty thousand square feet.

District III – which is an industrial and commercial zone, is an area along Route 116 from Alder Brook Road to the Whitefield town line. Uses include most District II uses and manufacturing, industrial, public utilities, saw mills, and other similar uses. Construction yards, animal hospitals and research labs are allowed by special exception. Minimum lot frontage is two-hundred feet and minimum lot size is eighty-thousand square feet.

District IV – a light industrial and commercial zone of 140 plus acres on Brook Road. Uses include most of those allowed in District II and light industry. Any other manufacturing or heavy commercial use is allowed by special exception.

General Provisions – These are regulations that address such subjects as junk yards, non-conforming uses, setbacks, parking requirements, landscaping, signs, landfills, sludge and lighting. For the most part the general provisions pertain to the entire town regardless of zoning district.

Other Ordinances and Regulations – Other ordinances and regulations in Bethlehem address specific subjects and are listed below. Copies are available at the Planning and Zoning Office.

- Signs
- Sludge
- Lighting
- Condominium Development
- Condominium Conversion
- Multi-Family Dwelling Unit Development
- Cluster Developments
- Manufactured Housing
- Floodplain
- Capital Improvements Program
- Excavations
- Impact Fees
- Telecommunications

Many of Bethlehem's land use ordinances are the same as when they were adopted, which in some cases was as long ago as the 1960s. Changes have been made as necessary and the ordinances and the regulations implementing them have served the town well. They do need a thorough review after the Master Plan revision is complete to

be sure that they reflect what exists in 2004 and, more importantly, support the vision for Bethlehem. This task should be a primary objective of the Planning Board. Regardless of any updates and revisions, the ordinances must also be recodified to make them easier to use and understand. Table 2.2.1 illustrates the volume of activity before the Bethlehem Planning Board between 1990 and 2003.

Table 2.2.1 Bethlehem Land Use Applications 1990-2003

<i>Year</i>	<i>Approved Subdivisions</i>	<i>Lots</i>	<i>Acres</i>	<i>Withdrawn not Approved</i>	<i>Site Plan Review</i>	<i>Lot Line Adjustments</i>	<i>Condominiums</i>
1990	5	10	226.12		4	2	
1991	3	9	121.57		1	3	
1992	3	6	24.44		3	4	
1993	5	27	299.68		6	1	
1994	2	6	11.07		4	4	
1995	6	19	405.3		4	1	
1996	4	11	84.76		1	7	
1997	2	4	107.8		4	2	
1998	3	6	81.12		5	4	
1999	3	14	183.97		5	2	
2000	4	13	387.12		4	1	21 units - Maplewood
2001	3	9	82.16		10	2	12 units - Lahout
2002	5	21	193.14		4	2	
2003	7	61	1608.8	21lots on 95 acres	14	2	

2.2.2 Enforcement of Ordinances and Regulations

In 1997, the Town Meeting voted to exempt all single family home construction from the BOCA code. Over the next few years, the Building Inspector position became dormant. Enforcement of Bethlehem's ordinances has been very erratic in the past. For example, the Town has had an ordinance since 1971 that "no junkyard may continue as a non-conforming use for more than one year after the effective date of the regulation without special permit from the Board of Adjustment." Attempts have been made from time-to-time to bring junkyards into compliance with the ordinance and with State statutes, but an inventory, conducted in March 2000, documented 66 sites within the Town that would

likely meet the State definition of a junkyard. Bethlehem's citizens who responded to the Community Attitudes Survey (See Appendix 2) ranked junkyards as the number one commercial activity that they did not want to see in Bethlehem. Enforcement of all Town ordinances and regulations is necessary and must be consistent if they are to be effective and serve their intended purpose. The Board of Selectmen was designated by the town as the enforcement agent for many years. The Board of Selectmen, in 2003 employed a part-time Building Inspector/Code Enforcement Officer, and have developed a comprehensive enforcement policy.

The zoning ordinance requires a building permit be received prior to commencement of construction activity with a value over \$3,000. In response to a number of construction projects that occurred without permits, in 2002, the Selectmen adopted the building permit enforcement policy and hired a Building Inspector to enforce the building permit policy and the zoning ordinances related to construction. The Building Inspector performs site visits as necessary to ensure compliance. Certificates of Occupancy are issued after approvals from the Building Inspector and Fire Chief. Non-single family construction activity requires full inspection and compliance with all applicable codes.

2.2.3 Town Planner

The significant increase in subdivision and site plan review applications beginning in 2000 and continuing through 2003 has put a substantial burden on the Planning Board. In 2002 and 2003 the Board has met almost every week and often twice when a site visit is required. There is limited time that a volunteer board, staffed predominately by members who have full-time jobs, can devote to long-range planning, revision of ordinances and regulations and to regional issues that may impact the Town. In 2003 the Board of Selectmen proposed hiring a part-time planner who would be responsible to advise and coordinate planning, zoning, conservation and economic development issues amongst Town boards and commissions and with the public. This proposal was taken to the voters in March 2004 and was approved. The position was advertised in April 2004. Such a position is needed so that sufficient attention can be devoted to planning that will help ensure the Town grows in the manner that the majority of its residents want to see.

2.3 Future Land Use and Community Design

Through the years land that was reasonably level, dry and had access to a road was selected by individuals and by developers for development. Land with these features is becoming less available and/or affordable. Land further from existing roads that may be steeper, or in wetland areas, is now being developed. Long driveways and new roads are now being put in to access this land. Topography and access to existing roads are no longer the limiting factors they once were.

Maintaining the character of the town will require channeling future development activity to suitable land areas. Such areas should have limited areas of hydric soils, and should

not be on steep slopes. New subdivision roads should not end in cul-de-sacs or other dead-end configurations, but rather, wherever possible, access the subdivision from another location on the same road, or connect to a nearby development.

Looking to the future we see Bethlehem faced with a number of challenges to sustain its character while at the same time providing a quality living environment for a greater number of residents. With nearby Littleton becoming a hub for commercial and industrial development how does Bethlehem retain a separate identity? How will increased residential, and possibly commercial development, impact open space in the community? What will be required of Town infrastructure and resources? Growth will happen, but it must be guided in constructive ways to retain what is best about our community. We must look to the future, plan accordingly, and get all residents and property owners involved in the process.

2.3.1 Future Land Use Plan

The future land use plan needs to be further developed to create guidelines for the future use of land within the town of Bethlehem. It provides a broad perspective of how the community should look 5 or 10 years from now, and provides a basic long-range development pattern for the community. In a sense, it is the representation of how to achieve many of the goals established within this master plan.

A Future Land Use map (Map B in the Appendix) has also been developed to illustrate how future land use should develop in Bethlehem. This map is only approximate and more detailed maps would need to be developed to implement future land use planning through zoning amendments, or other regulatory tools, if necessary.

The future land use plan breaks the town into various future land use areas. The factors used in developing this plan include existing land use patterns, established community goals, and the natural capability of the land. The overall philosophy is to provide adequate growth areas for industry, commerce, homes, and municipal services while at the same time protecting Bethlehem's natural resources and quality of life.

2.3.2 Community Design

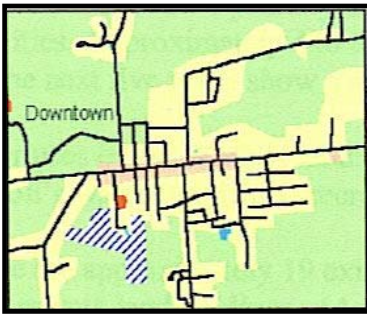
The Community Design section of this chapter is intended to identify positive physical attributes within Bethlehem, such as the village and abundant open spaces, and provide design goals and policies for future planning and regulation in these areas. This information will also be helpful in guiding private and public development in Bethlehem.

The Town of Bethlehem has identified several future growth patterns, and included these in the master plan's goals and objectives. They consist of nodal development, roadway connections, an industrial/heavy commercial node, rural residential developments, and open space developments. The main concept behind Bethlehem's future land use pattern is to identify nodes, or growth centers, in the town and to encourage development within

these nodes. Outside of the nodes, planning for rural residential development and the protection of open lands is critical to preserve the "rural character" that is Bethlehem.

Nodal Development

In the past Bethlehem identified the Bethlehem Village as one node, or growth center. Most of the town's municipal services are located within the village, residential development is dense, and commercial developments line Main Street. The zoning regulations identify the "District 1 – Main Street" zone as a separate entity from the other zones. However, the actual requirements in that zone do not encourage the existing development pattern to continue. In the District 1 – Main Street regulations, a new development must be setback from the highway substantially more than existing developments. Also, new developments require more land than the existing uses and structures. By requiring all new developments, and those developments that are replaced, to build to lower density patterns of growth, the town is requiring the dismantling of the village over time. The Planning Board and the community need to review the current standards for this area of town, and see if what they are requiring, in fact, prohibits what they actually want to see happen in the village.



The village district is actually defined as a linear area instead of a traditional center or village. The District 1 – Main Street zone is identified as being only along Main Street. If the community's intention is to create a true village center, a nodal development pattern is desirable. In a nodal development pattern, the growth center or node is round, or square, not a linear shape. There is a core of activity in the center where development is dense, and walking, biking, and social interaction are easily obtainable. As you travel out from this core, the development should be at lower and lower densities and eventually resemble more of a rural development pattern. This will be discussed later in this chapter.

Although the current Main Street District does contain a mix of uses, higher densities, and social interaction, the shape of the zone is linear. A linear pattern lends itself more to strip commercial development. Currently, there is commercial development along U.S. Route 302 in several areas of town which are not continuously connected to the Main Street District. However, the town's regulations allow for commercial development to continue and connect along the entire length of U.S. Route 302, including the Main Street District, resulting in a long strip development pattern through Bethlehem. By identifying nodes for development, the town can disallow development or encourage lower density development, with less curb cuts and more landscaping, along the corridor in-between the nodes.

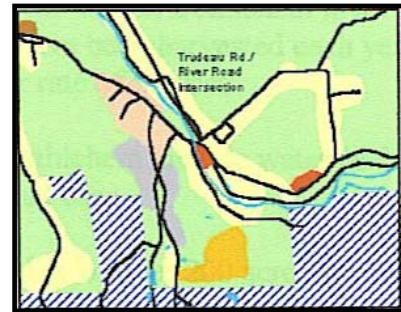
The village center which is the current Main Street District, as well as parallel streets and developments, form an obvious node. The specific location and boundaries of the node are not identified, but the concept of expanding the Main Street District to create a more

round or square area is essential to begin thinking of a true village center that will not encourage sprawl in the heart of Bethlehem.

Two other potential nodes were identified in the Town of Bethlehem, one at the intersection of U.S. Route 302 and Trudeau Road, and one near the intersection of Wing Road, NH Route 116 and NH Route 142. These nodes



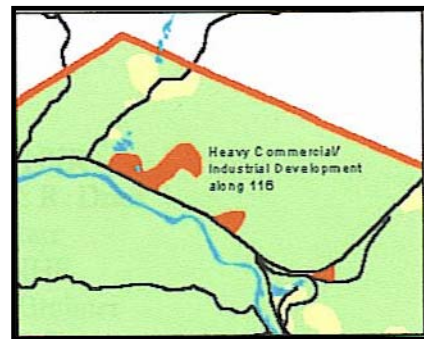
were identified because of their access to major highways and connector roads as well as the mixed uses currently taking place in those areas. The town may want to consider matching the uses allowed in the current Main Street District with those two additional nodes, or growth centers. With three nodal developments all connected by



major roads and connector roads which allow a mix of development types, with higher density, the community would be creating areas where growth should occur and creating regulations that will encourage development to seek opportunity in those areas before other rural areas of Bethlehem. Also, by identifying growth areas, the Town can get a better handle on where transportation and utility infrastructure should be upgraded on a priority basis.

Industrial/Heavy Commercial Node

Current zoning regulations identify an Industrial/Heavy Commercial Node along NH Route 116 near the intersection of Wing Road. The town has recognized that there is a need to identify a specific area for this type of development. However, the way in which that identified area is developed is crucial to examine. Currently, several large industries that meet acreage and setback requirements could locate along NH Route 116. The problem with this is access and traffic. These industries could subdivide and develop into spaghetti lots, where the property is longer than it is wide, allowing many more curb cuts along this highway corridor. Traffic patterns along this section of roadway have the potential to create a bottle neck if many large trucks are turning into the various driveways located along the road.



Instead, the town should consider an industrial park or industrial node development pattern. The town should encourage limited curb cuts, and encourage the industrial developments to co-exist along an interior road network which connects in two places to NH Route 116. With this type of development pattern, these two curb cuts would provide access to the internal road network and potentially several industrial and heavy commercial businesses. This would make the whole developable area less intrusive to

the existing traffic on NH Route 116. Also, if there is an identified residential and mixed use node near that intersection on the adjacent side of NH Route 116, a controlled intersection with landscaped buffering between the village/residential node and the industrial/commercial node would separate the two visually without disconnecting them physically.

Tri-Town Industrial Park

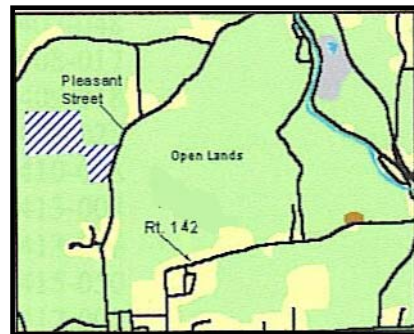
There is currently an initiative underway to develop a Tri-Town Industrial Park on Brook Road in Bethlehem. This two phase project would create 10 lots. The revenue from any future property tax income will then be split equally between Bethlehem, Lisbon, and Littleton. The land, with a value of one hundred seventy five thousand dollars, will be donated to the three towns; leaving room for twelve other buildings, that will be on the portion of the parcel retained by the owner.

Bethlehem, Littleton and Lisbon have recently signed the initial agreement necessary for Tri-Town to apply for a two million dollar grant from the EDA. The cost of preparing the cooperative industrial park, is four and a half million dollars.

This includes extending water, sewer, and three phase electric service from Littleton; upgrading the Redding St. Union Street intersection to reroute 116 truck traffic; replacing the Redding St. Bridge; and upgrading Brook Rd. Combining the DOT eighty per cent reimbursable funds for the road, and bridge improvements; with the EDA grant leaves a balance of one hundred sixty five thousand dollars. Littleton is expected to pick up that entire cost, to compensate Bethlehem and Lisbon, for the non Tri-Town benefit of replacing the Redding St. Bridge.

Rural Residential Developments

Although the town recognizes the need to create nodes of development, Bethlehem also has the need for rural residential units. The misconception has always been that everything in the town is rural. The node, or downtown area, has more of a village character. In the rural areas you would not find mixed uses and amenities. In the rural area you would find houses at much lower densities and a great deal of open space. The key is to monitor the amount of development activity within the area. If there are no means to keep the number of structures in the rural area at a lower density the area will continue to be developed over time, and will lose its rural character.



Once the town has specifically delineated village node areas where mixed use development will be allowed, the town should also identify rural residential areas and the desired densities. Required minimum lot sizes and the availability of innovative land use

tools, such as open space development regulations, will dictate the future development patterns, density, and character of these areas.

The community should keep in mind that open lands will not remain open unless restrictions are placed on the parcels. Techniques for preserving rural residential lands include encouraging open space developments, and encouraging private home owners to put a portion of their land into a permanent conservation easement. In the second scenario, the property owner still has ownership of this piece of property, and can continue to conduct farming or forestry activities, but with the understanding that the bulk of it will remain undeveloped. It is crucial the town set standards for development in these rural areas to keep the areas rural, and to continue to provide access to large tracts of undeveloped land.

Open Space Developments

To foster the idea of preserving rural lands in Bethlehem, the town should encourage open space development. In an open space development, developers are given incentives to leave a buildable portion of their development undeveloped and protected. The protected areas should provide significant habitat or natural resource protection, and connections to adjacent protected lands is very important. For instance, if the town requires an open space development to have 33% open space, the developer would have to leave at least that portion of the developable portion of the parcel undeveloped.

Using a required design process, developers could be expected to identify key natural and cultural resources on the site, identify the developable areas on the site, position the units based on the allowable density, and then connect the units with roads and trails. This should result in leaving contiguous forested areas and/or agricultural fields undeveloped and in keeping with the consistency of the rural areas of Bethlehem. In return, the town can allow the developer a decrease in lot size and/or setbacks, additional units, narrower roadway standards, and other incentives. Designed correctly, an open space development can be a great means for allowing residential development in a rural area without losing the rural character.

Roadway Design

The Town of Bethlehem should adopt and maintain a street or transportation plan in accordance with NH RSA 674:9. This plan would identify Bethlehem's transportation infrastructure, and would help the town know where their priorities lie for future improvements and expansions. If the town identifies growth centers or nodes, roads in those areas should be the first to be improved in order to facilitate development there. Improvements should not merely consist of laying more asphalt. Improvements should also include needed sidewalks and bicycle lanes, parking facilities, on-street parking if in a node or growth area, and redesign of critical intersections and connections.



Dead-end roads should be avoided. A transportation plan should identify roads that dead-end currently, but could be connected in the future. A transportation plan may identify new roads that do not currently exist except on paper and in plans. If new connections need to be made in order to alleviate traffic, those need to be mapped and identified. The town can then make requirements in the subdivision and site plan regulations for the construction of these planned roads. A developer looking to develop and build a parcel of land which shows a future roadway should be responsible for developing that roadway to the specifications the town has identified.

In the same context, rural roads need to be examined and identified. If the town has identified a rural area for low growth or rural residential growth, the town should prohibit certain types of roadways which may cause increased traffic and speeds and are not compatible under the hierarchy of streets discussed in the Transportation Chapter of this plan. Not all roads in Bethlehem need to be thirty feet wide with gutters, sidewalks, and bike lanes. Those areas of town identified as rural should remain rural in land use, and transportation.

Establishment of Official Map

Upon adoption of a major street plan in accordance with NH RSA 674:9, the Bethlehem Planning Board should petition the legislative body to establish an official map of the town in accordance with NH RSA 674:10. Provision should be made in the ordinance that the official map be amended on a periodic basis, or when advisable or necessary for the public interest. A street plan and official map will aid in planning for future growth of Bethlehem.

Chapter 3

Transportation



Chapter 3

Transportation

3.0 Introduction

The location, diversity, condition, and efficiency of a town's transportation system has a direct affect on the community and the region. The general mobility of the residents and visitors, as well as the general economic prosperity of the community are functions of the town's roads and transportation services. Good highways, road access, pedestrian facilities, bicycle lanes, and multi-use trail networks compose the infrastructure that contributes to the quality of life for residents and visitors, and may serve to spark development in a particular area.



Conversely, certain land uses generate an amount of additional traffic which could require expansion of various aspects of the transportation network. Transportation connections to the outside world are crucial to the economic growth of a community by providing needed access to goods and services not found in the town. Issues resulting from transportation in and through the town may point to access management problems, the need for traffic calming techniques, the location of parking facilities, and the need to create a more “walkable” downtown with landscaping and design, crosswalk placement, and pedestrian amenities.

The historical relationship between the existing land uses and the transportation network is important, and helps us understand how Bethlehem has evolved into the community it is today. However, it is also important to approach transportation planning based upon projected and desired community development patterns and character. Some transportation facilities are under the Town's authority for planning, financing, construction and maintenance, and others, serving the larger region, are controlled by the state and federal governments, and are influenced by the town through advocacy, legislation, and cost-sharing.

3.1 Existing Transportation Facilities

3.1.1 Roadway Classification

The task of providing a road network is a governmental function and responsibility. Distribution of capital expenditures for highway construction can have a vital influence on the economic health and future prospects of a community. A highway circulation system generally contains elements of different capacity, each of which performs a specific role, and serves varying types and volumes of traffic.

This functional classification may be described in four basic categories: limited access, arterial, secondary, and local.

Limited Access: designed for rapid movement of heavy volumes of traffic, both direct access to adjacent property and parking in the right of way is eliminated.

Arterial/Primary Highways: designed for movement of through traffic/heavy local traffic, these are constructed for speed and volume and have crossings at grade with access to adjacent property generally regulated.

Secondary/Collector Streets: designed to link local streets to arterials, these collect traffic from several local streets and also bypass traffic around residential neighborhoods.

Local Streets: these serve traffic at the generation points, providing access to adjacent property, parking and loading are allowed in the right of way and discourage through traffic.

These functional road classifications are combined with administrative classifications, depending upon which governmental agency is financially responsible for the highway:

Class 1 highways consist of all those on the State primary system, except those segments lying within compact sections of cities or towns with populations of 7,500 or more. Interstate highways and toll turnpikes are considered to be Class 1 highways as are those designated as Trunk Line Highways. The NH Department of Transportation is responsible for the construction, reconstruction, and maintenance of Class 1 highways. In Bethlehem Class 1 highways include Interstate 93, U.S. Route 302, and U.S. Route 3.

Class 2 highways are those on the State secondary system with the same exceptions as Class 1 highways, regarding segments on compact areas. The NH Department of Transportation is responsible for the construction, reconstruction, and maintenance of Class 2 highways. In Bethlehem Class 2 highways include NH Route 116, NH Route 142, and NH Route 18.

Class 3 highways consist of recreational roads leading to and within state reservations as designated by the Legislature. Class 3 highways are the responsibility of the NH Department of Transportation. No such roadways exist in Bethlehem.

Class 4 highways are those located within the compact sections of municipalities with more than 7,500 inhabitants. The construction, reconstruction, and maintenance of Class 4 highways are the responsibility of the municipality in which they are located. Bethlehem does not have an urban compact area at this time.

Class 5 highways consist of all other traveled highways for which towns have responsibility. In Bethlehem this includes all of the remaining public roads maintained by the Town.

Class 6 highways consist of all other public way and include all highways discontinued as open highways and made subject to gates and bars and all highways which have not been maintained by the town in suitable condition for travel for five successive years or more.

Other highways consist of federal forest service roads and/or private roads.

Within its borders, Bethlehem has 109.1 miles of roads, with 51.7 of them being local town-maintained roads (Class V). Table 3.1.A breaks down the existing roadway mileage by state classifications:

Table 3.1.A Highway Mileage in Bethlehem

CLASSIFICATION	# OF MILES
I - Trunk	17.6
I- Interstate	4.6
II – State	12.5
III – State	0
IV – State	0
V – Local	51.7
VI – Gates & Bars	1.6
Other – National Forest, private roads	21.1
Total	109.1

Source: NH DOT – 2002

3.1.2 State Highways

Bethlehem is served by a variety of state and federal highways including Interstate-93, U.S. Routes 302 and 3, and NH Routes 18, 116 and 142.

Interstate 93 is a Class 1, limited access highway which provides access to points north and south, running nearly 5 miles through the southwestern corner of town.

Bethlehem is served by the east-west U.S. Route 302, a major arterial highway, Class 1 Trunk line linking the northern portions of Vermont and New Hampshire with Portland, Maine, and the Maine seacoast. It is also a major route for Canadians on their way to recreational activities in southern Maine. U.S. Route 302 divides Bethlehem into north and south sections, and serves as Bethlehem's Main Street, running approximately 10 miles from one end of town to the other.

U.S. Route 3 is the other major arterial, Class 1 Trunk Line Highway that travels north-south and runs primarily through the National Forest in Bethlehem, except for a small segment at the north end of town. It is a major corridor for traffic leaving I-93 and heading north to Berlin, the Great North Woods in northeastern New Hampshire, and Northern Maine via US Route 2.

Three less-traveled state Class 2 highways serving both as arterials and collector streets in Bethlehem include NH Route 116, which runs north-south and connects NH Route 10 in Haverhill with U.S. Route 3 in Whitefield; NH Route 142, a short collector state road which begins in Franconia, crosses U.S. Route 302 on Main Street, and ends just over the Bethlehem line in Whitefield; and NH Route 18 which connects Franconia with U.S. Route 302 near exit 40 of I-93 in Bethlehem.

3.1.3 Local Streets and Roads

Bethlehem contains 51.7 miles of Class 5 roads, 1.6 miles of Class 6 roads and 21.1 miles of private and non-classified roads (mostly Forest Service roads in the White Mountain National Forest). Of the 51.7 miles of town roads, about 15 miles are dirt or gravel.

As Bethlehem's roadways are maintained, improved, or expanded it is important to recognize their function in the overall transportation system. The design of the roadway should then reflect its function. Over time, as development continues and traffic patterns shift, some roadways will begin to function in very different ways and the town's design standards should serve as guidelines for any improvements .

The amount of traffic currently using town roads varies from local traffic serving only four or five homes in a subdivision, to roads that act as major arteries between communities. This is true of Old Franconia Road (Gilmanton Hill Road) which connects Franconia and the western portion of Bethlehem to Littleton, Brook Road which is a "short-cut" from Littleton's Union St. to U.S. Route 302 in Bethlehem, and Trudeau

Road which connects U.S. Routes 302 and 3. The village area alone contains over 15 miles of roadways. Many of these roads are short and over 20 of them are dead ends.

In an effort to create safe roads, often an unforeseen result of roadway design standards, has been the over-design of rural and lower density residential streets. Typically, over-design of these streets includes elements such as unnecessarily wide pavement widths, as well as sidewalks and curbing which are generally suited for more urban and higher density locales. Table 3.1.B includes the current road design standards in Bethlehem which are based on the New Hampshire Department of Transportation's current "Suggested Minimum Design Standards."

Table 3.1.B Bethlehem's Road Design Standards

	Average Annual Daily Traffic (AADT)				
	0-50 vehicles	50-200 vehicles	200-750 vehicles	750-1500 vehicles	1500 or more vehicles
Pavement Width (ft)	18	20	20	22	24
Shoulder Width (ft)	2	2	4	4	8-10

Below are a set of street design standards created during the Route 2 Corridor Study that could serve as a model for future changes to Bethlehem's standards. The New Hampshire Department of Transportation provided funding and partial oversight for this project in an attempt to deal with access management and traffic calming issues on local roadways, and to promote a hierarchy of roadways within New Hampshire communities.



Table 3.1.C Street Design Standards

Standard	Minimum Local Street	Minor Local Street	Major Local Street	Collector Street	Arterial Street
Number of Dwellings	2-6 dwellings	7-40 dwellings	41-150 dwellings	151-500 dwellings	>500 dwellings
Average Annual Daily Traffic	20-60 vehicles	60-400 vehicles	400-1500 vehicles	1500-5000 vehicles	>5000 vehicles
Surface Width	16 feet	18 feet	20 feet	20 feet	varies
Shoulder Width	n.a.	2 feet	2 feet	4 feet	varies
Minimum Right of Way	36 feet	50 feet	50 feet	50 feet	varies
Design Speed	15 mph	15 mph	20 mph	25 mph	varies
Minimum Length of Vertical Curve	80 feet	80 feet	115 feet	155 feet	varies
Minimum Horizontal Curve radii	45 feet	45 feet	90 feet	165 feet	varies
Minimum Grade	0.5%	0.5%	0.5%	0.5%	0.5%
Maximum Grade	12%	10%	10%	8%	8%
Site Distance (both directions)	150 feet	200 feet	200 feet	250 feet	400 feet

FOOTNOTES:

[1] Shall be future anticipated traffic. (Assuming 10 trips per day per dwelling unit).

[2] All cross-section horizontal distances shall be measured perpendicular to straight-line sections and radii to curved sections.

[3] All season safe sight distance is defined as a line which encounters no visual obstruction between two (2) points, each at a height of three feet nine inches (3'-9") above the pavement and allowing for a snow window and /or seasonal vegetation. The line represents the critical line of sight between the operator of a vehicle using the access (point 1, ten feet (10') back from the road pavement) and the operator of a vehicle approaching from either direction (point 2).

3.1.4 Scenic Roads

The NH Legislature allows towns to designate roads as scenic under RSA 231-57. Only two roads in Bethlehem have received this designation – Swazey Lane and Old Franconia Road (Gilmanton Hill Road). Swazey Lane is a mile-long, dead-end, dirt road located southeast of the Village and runs between U.S. Route 302 and the White Mountain National Forest. It currently has about 7 homes located along it.

Recently, the Planning Board has become concerned about the impact future subdivision may have on this road. Its current right-of-way of 33 feet and travel width of 14 feet will not handle much additional traffic safely. Yet to widen the road may detract from its scenic values. Alternatives available to the Planning Board include limiting growth on the road to allowable safety limits only, or having the right-of-way enlarged and the road made safer for additional traffic while sacrificing the qualities that make it a scenic road.

The second scenic road, Old Franconia Road, was adopted in March of 2003. This paved road is located to the west of Interstate 93, and runs parallel to the Interstate. Old Franconia Road (Gilmanton Hill Road) begins, on the southern end, in Sugar Hill and passes through Bethlehem to Littleton. Most of the 2.8 mile road lies within Bethlehem.

A National Scenic Byway, the White Mountain Trail, passes through the Town of Bethlehem,. The scenic byway runs through Franconia Notch on Interstate 93, cuts through Bethlehem via U.S. Route 3, diverges south in Twin Mountain along U.S. Route 302 to the Kancamagus Highway, then west to its intersection with Interstate 93. Although most of the land in Bethlehem along U.S. Route 3 is in the White Mountain National Forest, the town plays an important role in the protection of the scenic and intrinsic qualities of the Byway. Such planning techniques as access management, environmental protection, historic protection and landscaping are recommendations stated in the White Mountain Trail Corridor Management Plan for those areas abutting the Scenic Byway. It is in the Town of Bethlehem's best interest to work with New Hampshire Department of Transportation, and the US Forest Service, on any construction or roadway improvements along this section of roadway.

3.1.5 Traffic Counts

According to the NH Department of Transportation's annual average daily traffic flow on I-93 in Bethlehem in 2002 was 6800 vehicles, a 42% increase from the 4800 vehicles in 1990. Table 3.1.D and Table 3.1.E provide traffic count data for several other locations in Bethlehem, and document the increase in traffic since 1990.

Table 3.1.D Traffic Counts

Location	Average Annual Daily Traffic				Percent Change
	1990	2000	2001	2002	
I-93: Bethlehem; North of Route 18	4800			6800	42%
U.S. Route 302 & 10: Bethlehem; Ammonoosuc River	3100	2899			-6.5%
U.S. Route 302: Bethlehem; W of Prospect St.	4100	5300			29.3%
U.S. Route 302: East of St. Mary Rd.	4100		5100		24.4%

Source: NH DOT, 2003

Analysis of the traffic patterns indicates that U.S. Route 302 continues to be utilized as a commuter route during the weekdays. The higher counts in the PM hours on U.S. Route 302 indicate that is when the commuter traffic is augmented by through traffic.

Traffic counts were performed during weekdays in July of 2002 at four locations in Bethlehem. Table 3.1.E summarizes the results of these counts conducted by the North Country Council.

Table 3.1.E July 2002 Traffic Counts

Location	Average Annual Daily Traffic	Peak Hour Volume
NH 142 across from town hall	1767	6 PM
NH 142 at Agassiz Street	2097	4 PM
US 302 at Arlington Hotel	4465	4 PM
US 302 at Maplewood	6799	4 PM

Source: North Country Council, 2002

Truck counts were performed by North Country Council on June 4, 2002 at exit 40 where I-93 meets U.S. Route 302. The total number of trucks using the intersection between 8 AM and 4 PM was 649. The breakdown was 285 headed north on I-93, 211 headed south on I-93, 125 headed east on US Route 302 and 28 headed west on US Route 302. According to the North Country Council, the incidence of relatively high truck traffic, when compared with overall AADT (Annual Average Daily Traffic) counts and rural population figures, clearly points to a need for a regional transportation management system.

Often referred to as Intelligent Transportation systems, these management systems utilize the internet for disseminating routing, weather, and incident information. Intermodal freight options could also be created to combine truck and rail freight for the most efficient transportation of goods with the least impact on the transportation system. The potential of the Tri-Town Industrial Park on Brook Road in Bethlehem and Littleton may provide an opportunity to design truck routes which are the most efficient, and have the least impact on existing land uses and neighborhoods.

3.1.6 Multi-use Trails and Paths

There are a multitude of trails and paths in Bethlehem serving walkers, hikers, mountain bikers, horseback riders, cross-country skiers, snowmobilers, and other users. Much of this network, outside of the White Mountain National Forest, is informal and privately owned, with no formal agreements for continued use or signage. There have also been discussions around the creation of a formal multi-use trail along the old railroad beds in Bethlehem. The only formal motorized use trails in Bethlehem are snowmobile corridors. The Mount Agassiz Trail Association manages these trails.

3.1.7 Problem Areas

Unfortunately, no inventory of Bethlehem's streets and roads has ever been completed, and a long-range highway plan has not been developed. However, several problem areas have been identified by the Town Road Agent. They include:

- Trudeau Road
- River Road
- St. Mary's Road (dirt section)
- Old Franconia Road (Gilmanton Hill Road)
- Cross Street Extension
- Upper/Lower Brook Roads

Trudeau and River Roads have relatively high levels of traffic, and Trudeau Road has a high level of truck traffic. Re-paving may be necessary in the near future.

Sidewalks, located primarily in the village district, have been targeted in several studies since the 1980's as an important priority for improvement in terms of extending the network, repairs, and design improvements. Sidewalks are owned by the village district but are plowed by the town in the winter. Many of the walks are heaved or cracked. Additionally, the lack of sidewalks along NH Route 142 to the Rambling Woods Mobile Home Park, and along U.S. Route 302 to the west has been sited as a safety hazard. Opportunities exist to incorporate repairs, design, and landscaping into the anticipated Village Transportation Enhancement Project to improve pedestrian amenities and circulation.

3.2 Public Transportation Facilities

3.2.1 Railroads

There were several rail lines located in the northern part of New Hampshire. Rail service has deteriorated substantially in the last 40 years, and many lines have been abandoned or are relatively inactive.

Only one line currently exists in Bethlehem that is labeled "active" - although no use has been made since 1997. The line was owned by Gilford Transportation Industries, but was bought by the State of New Hampshire in 1992. Although the section of line through Bethlehem is still considered "active", the line is inactive from Woodsville to Bethlehem and from Jefferson to Gorham.

Two abandoned lines exist in Bethlehem and their grades are still in evidence in several locations. One connected Wing Road Station with Twin Mountain and the other connected Bethlehem Junction with the Profile Station in Franconia. Both were abandoned in the 1920s.

The town has discussed the possibility of a multi-modal trail system in town on these abandoned railroad grades. Unfortunately, most of the abandoned lines have reverted back to land owners, or have been purchased and the rights of way added to private properties. The Town of Bethlehem should research the Rails-to-Trails Program and decide how the town could best preserve any remaining right-of-ways for recreational, historical, and cultural purposes.

The NH Department of Transportation's Bureau of Rail and Transit recently developed the New Hampshire State Rail Plan in 2001. A section of this plan relates to abandoned railroads in which the State plan sets a goal for preserving these corridors for future transportation and/or public use. Currently, the State owns approximately 500 miles of railroads, 300 of which have been converted to trails.

3.2.2 Air Facilities

No regularly scheduled air service is currently available in Bethlehem, or in the North Country as a whole. Air service is limited to private aircraft, which can fly into one of the nearby registered commercial airports, including Whitefield, Twin Mountain, and Franconia. There are registered heliports in Franconia (state owned), and at the Littleton hospital. The nearest scheduled air service is in Lebanon, NH, about 70 miles south. Manchester, NH is the closest airport with international flights, and is located approximately 120 miles south of Bethlehem.

3.2.3 Bus Service

Only one bus line services the Bethlehem area. Concord Trailways offers 2 passenger service routes north and south from Logan Airport in Boston along Route 16 to Berlin

(about 45 minutes to the east), and from Logan Airport to Littleton, NH along Interstate 93. Although the Trailways bus passes through Bethlehem, the nearest stops are in Franconia and Littleton. Recently, winter service was canceled north of Littleton. Until 1989, Vermont Transit provided service from Burlington, Vermont to Portland, Maine via Route 302. However, this service was canceled.

No regularly scheduled public transportation is available in Bethlehem currently, but several regional organizations do provide transportation services to their clients. Examples of this service are Tri-County CAP and Littleton Regional Hospital. Littleton Regional Hospital's "Care a Van" service is available to transport patients between home and the hospital for scheduled appointments. In the future, efforts could be made to coordinate these services through a central dispatch, and serve a greater number of people in the greater Littleton area with a demand response service.

3.2.4 Park and Ride Lots

There are currently no formal park and ride lots in Bethlehem. The addition of park and ride lots in the future may help increase carpooling among commuters, and may be used to reduce congestion locally during peak traffic periods. Park and ride lots also serve as good locations for public transportation stops.

3.3 Special Transportation Issues

3.3.1 Access Management

Access Management is the process of managing the placement of driveways on roadways. This is especially important on roadways classified as arterials. Arterial highways are similar to limited access freeways in that their primary function is to move people and goods over long distances quickly and efficiently; however, arterials do not have the benefit of strict access controls to adjacent parcels that limited access highways do. The speed, volume, and safety of traffic on an arterial is greatly reduced by vehicles entering and exiting side streets and driveways. In general, access management policies involve the regulation of the number of driveways, the design and placement of driveways, and the design of any roadway improvements needed to accommodate driveway traffic.

3.3.2 Traffic Calming

When traffic congestion reaches a saturation point, usually during the peak hour, motorists often seek alternative routes through neighborhoods. Traffic calming techniques can be utilized to slow down and control traffic on streets where it is necessary for traffic and pedestrians to co-exist. The village area is a prime location for traffic calming.

3.3.3 Context Sensitive Solutions

On state routes the Town of Bethlehem should work with the New Hampshire Department of Transportation to ensure that the designs of any proposed transportation improvements are “Context Sensitive Solutions” (CSS). The intent of CSS is to ensure that roads are not designed solely by the requirements of motor vehicle traffic. Transportation facilities should preserve the scenic, historic, and environmental resources of the places they serve, and allow for a variety of users beyond motor vehicles. The involvement of the Bethlehem Conservation Commission and Planning Board in requesting bicycle lanes on Routes 3, 302, and 116 resulted in expanded shoulders for bicycle traffic.

3.3.4 State Transportation Planning and Legislation

Bethlehem is fortunate that its heaviest traveled roads are owned and maintained by the State of New Hampshire. In 2001 U.S. Route 302 was reconstructed from Pierce Bridge to Twin Mountain. U.S. Route 3 is currently being reconstructed from Trudeau Road to Twin Mountain. A portion of NH Route 116 was reconstructed during 2002-2003. The design of these roads includes a four foot paved shoulder, which accommodates bicycle traffic very well. Although this design enhances access through Bethlehem, it is important to note that the community must advocate heavily for the design they would like to see built.

The greatest change in state legislation affecting transportation planning the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). ISTEA brought about several changes to the way the state, the region and the towns plan for future transportation needs. The Act includes several sub-categories which are increased public involvement, statewide planning factors, management and monitoring systems, and federal transportation funds.

Federal transportation funds include interstate, transit, bridges, National Highway System (NHS), Congestion Mitigation and Air Quality (CMAQ), and the Surface Transportation Program (STP). The STP was established as a means of distributing federal transportation dollars. The program calls for a certain amount to be set aside for transportation enhancements and a certain amount to be set aside for safety issues. The rest of the funding is distributed among the towns for various transportation projects. There are processes communities must follow in order to apply for the funding. The Town of Bethlehem has applied for Transportation Enhancement funding through the STP for the correction of traffic and pedestrian safety deficiencies including sidewalks, curbing, crosswalks, signing, and lighting in the village along U.S. Route 302. The project application was accepted, and is now part of the State Transportation Improvement Program and is scheduled to begin construction in 2004.

Other state legislation that affects the way Bethlehem plans for its transportation needs arose in 1997 with a revision to the New Hampshire State Statutes. As of July 1, 1997,

"the legislative body of a municipality may vote to collect an additional fee for the purpose of supporting a municipal and transportation improvement fund, which shall be a capital reserve fund established for this purpose for cities and towns, respectively".

The fee can be used in part or wholly for:

"improvements in the local or regional transportation system including roads, bridges, bicycle and pedestrian facilities, parking and intermodal facilities and public transportation. The funds may be used for engineering, right-of-way acquisition, and construction costs of transportation facilities, and for operating and capital costs of public transportation only."

The Town of Bethlehem should consider allocating additional fees for road improvement projects not funded, eligible for funding through the transportation funding programs, or as a funding match for these programs. Bethlehem should also create and endorse a street plan for the entire town.

Chapter 4

Community Facilities



Chapter 4

Community Facilities

4.0 Introduction

Community facilities and services are provided to meet the health, safety, and welfare needs of the public. The need for community facilities is based largely on the demographics of the town, land use patterns, future growth projections, and the need to replace existing facilities. This chapter of the master plan includes an inventory of existing facilities, and evaluation of their performance, and projected needs for the future in Bethlehem. Community facilities are depicted on Map C in the Appendix.



Town properties have changed little since 1993. The largest land holdings are the Bethlehem Country Club, the Town Building complex including fire, police, swimming pool, playground, and the Information Center/Bethlehem Heritage facility. The Highway Garage is in the same location, but a new garage was completed in 1992 with a further addition added in 2003. The voters in 1998 approved an “owner unknown” parcel and an abutting property as a Town Forest. The Town acquired a 15.7 - acre parcel on Pleasant Street in 2001 for eventually being able to reconfigure a portion of the Country Club.

At the end of 2002 more than 35 properties were listed as having been acquired through Tax Collector’s deed or were listed as “owner unknown.” A very successful auction, of 21 properties taken for taxes, was conducted in November, 2003 that netted \$260,400 for the town, and will return these properties to the tax roles. These properties ranged from fractions of an acre to over 60 acres in size. The most valuable remaining property is the Chase Tennis Camp on Main Street..

4.1 Town Building

The Town Building, constructed in 1913 and located in the center of the village, is a three story stone structure and serves as the center of the community. Table 4.1 includes a breakdown of space utilization by floor.

Table 4.1 Town Building Utilization

Level	Uses
Lower Level	Fire Truck Bays (4)
	Police Department Bay (1)
	Fire/Police Department Offices
	Restroom
	Boiler
	Storage Room
	Town Clerk and Tax Collector Offices
First Floor	Selectmen's Office
	Planning Board Office
	Library
	Restroom
Second Floor	Meeting Room
	Storage Room

The building is structurally sound. However, a variety of maintenance and code issues need to be addressed. These include:

- Inadequate egress
- Lack of handicap access
- Leaking roof under certain winter conditions
- Water damage to exterior mortar
- Sinking front steps and damaged walkway
- Inadequate and unsafe access to Main Street for police and fire department vehicles

The Selectmen have obtained a grant to design handicapped access and adequate egress for the building. A plan and cost estimates was presented to voters in 2004 for the remaining building deficiencies that have not already been addressed. An article to raise and appropriate \$960,000 failed to garner the required 3/5 vote in March of 2004. The proposal will be reworked and offered to the voters again in March of 2005.

The Selectmen and the Fire Department are developing a plan for better Main Street access. This will most likely involve physically separating the paved portion of the town property from the paved area to the east around the post office.

4.2 Library

The Bethlehem Public Library has been located in the Town Building since 1913. Housed in three rooms on the first floor, the library is a well utilized public facility. The library currently has 1,700 cardholders, and a yearly circulation of 13,000. The number of volumes available at the library is approximately 17,000. This is an increase from the 13,000 piece collection a decade ago. The library offers a variety of audio and visual

materials. The library recently obtained a grant and installed two computers with high speed internet access for public use. The library has one full-time position and one part-time position currently. Table 4.2 shows the breakdown of the library budget for 2003.

Table 4.2 Library Budget, 2003

Income	
Town Funding	\$39,862
Book Sales and Fines	\$1,453
Other	\$523
Expenses	
Salaries	\$27,362
Books and Periodicals	\$10,000
Operational	\$4,300

The library continues to face a growing and severe space problem which is currently limiting the services that can be offered. The 2000 town meeting voted to raise \$125,000 to establish a capital reserve fund for the purpose of constructing a new library. In March of 2001, the Library Board of Trustees established a Library Building Committee which was charged with establishing the needs for a new library, and selecting an architectural firm to design the solution to the needs identified. During 2002, the Library Board requested, and was granted, the use of town property on Main Street to the east of Prospect Street as the site for the proposed library. In 2003 the Board selected an architectural firm to design the approximately 7,500 square foot building which could be built for approximately \$1.3 million. An article to raise and appropriate the necessary funds failed to garner the required 3/5 vote in March of 2004. The proposal will be reworked and offered to the voters again in March of 2005.

4.3 Fire Department

The Bethlehem Fire Department and Ambulance Squad is a volunteer “call” force of approximately 36 men and women. Personnel are only paid for their time responding to incidents. The fire station is part of the town building and is a one story, four bay structure. The station houses two pumper trucks, one ladder truck, a tanker, and an ambulance. Two rescue/utility vehicles are housed off site. In addition the town belongs to the Twin State mutual aid group, and can call upon other participating communities when necessary.

Water is obtained from fire hydrants throughout the Village District, and several located outside the district boundaries. For emergencies in the northern part of town near NH Route 116 the department can use water obtained from the Pine Tree Power Plant with whom the department has an agreement. All other fires must be fought with water tanked from nearby surface water supplies.

The Fire Department is currently operating on a budget of about \$104,400. Table 4.3.A shows a breakdown of the 2003 budget for the department.

Table 4.3.A Fire Department Budget 2003

Salaries	\$32,300
Equipment	\$45,000
Services, Supplies, Repairs	\$16,000
Other	\$11,100
Total Budget	\$104,400

The following problems related to the Fire Department have been identified over time:

- Access to Main Street from the fire station
- Aging pumpers
- Lack of adequate training area and meeting space
- Engine fumes migrating into the office spaces within the Town Building
- Aging rescue vehicle

The Fire Department is currently developing a plan to build a new fire station. The Selectmen hope to present a final plan to the voters in 2005.

The Fire Chief sees the future of the Fire Department moving more and more towards automobile crash scene and emergency medical care then fire fighting. This is not to imply that fire fighting is not important, but that it will not be the majority of what the department responds to in the future. The Fire Chief stated that in the past the town would see eight to ten structure fires per year. Today the town only sees one to two structure fires on average per year. The Fire Chief attributes this to better codes, building construction, and better education and information.

The department will need to replace some of the aging equipment. Currently the town has one pumper that is almost 20 years old, and the second pumper is even older. The next purchase will be a new pumper truck. At this time when an automobile accident occurs, two (2) vehicles and five (5) personnel are dispatched to the accident. One vehicle has the rescue equipment, and the other is a pumper truck to hose down the pavement and handle any fire at the scene. The new vehicle would let dispatch send one vehicle with an entire crew. The second new vehicle would be something the Fire Chief called a “quint”. It’s a pumper with a water tank, and a 75 ft. ladder. This would allow for the disposal of the current ladder truck which is also very old. The current ladder truck is seldom used, but the Town still has some large buildings where a ladder would be very useful. If the town creates one or more full-time positions, a vehicle should then be purchased for the chief and other personnel. Table 4.31 reflects these proposed changes compared to the current supply of vehicles.

Table 4.3.B Current and Proposed Fire Department Vehicles

Apparatus	Current	Proposed
Pumper	2	2
Ladder	1	0*
Tankers	1	1
Rescue/Utility	2	1
Ambulance	1	1
Historic	1+	1+
Other	0	1**

* The ladder truck would be replaced by a new combination pumper/ladder vehicle (Quint).

**A new vehicle may be needed if full-time staff are hired.

The proposed cost of additional station space and new vehicle purchases is in the range of \$350,000 to \$500,000.

4.4 Police Department

The Bethlehem Police Department is located in the lower level of the Town Building. The department has a chief and four full time officers. This allows the town to provide police coverage twenty-four hours a day seven days a week. The department has two police cruisers, and relies on dispatch services from Grafton County Dispatch. The department is continuing to update its communication and information systems to a state of the art level.

The 2003 police department budget was \$219,147, and is further broken down in Table 4.4.

Table 4.4 Police Department Budget 2003

Salaries	\$202,647
Vehicle maintenance	\$2,500
Fuel	\$4,000
Supplies	\$10,000
Total	\$219,147

The department replaces cruisers on a regular schedule, according to the Capital Improvements Program, and the town meeting has been appropriating \$10,000 to the Police Cruiser Capital Reserve Fund on a regular basis. The department has expressed a need for enclosed parking spaces for the two cruisers. A plan is being developed to provide this space, but no cost estimates are currently available.

4.5 Highway Department

The Highway Department is responsible for repair and maintenance of town roadways. The department is located on Prospect Street. The Highway Department equipment currently consists of the following:

- 6 Dump trucks
- 1 Grader
- 1 Street sweeper
- 1 Loader
- 1 Wheeled excavator
- 1 Roadside mowing tractor

The department is staffed by one Road Agent and five full time employees. The department's 2003 budget is broken down in Table 4.5.

Table 4.5 Highway Department Budget 2003

Salaries	\$249,594
Materials	\$99,000
Fuel and supplies	\$38,000
Utilities	\$8,700
Repairs	\$5,356
Equipment	\$48,000
Other	\$9,000
Total	\$457,650

A \$50,000 expansion of the highway garage was largely completed in 2003 with only some interior work remaining to be completed in 2004. The Highway Department participates in the Capital Improvements Program, and has listed its extensive equipment needs there. A Highway Truck Capital Reserve was established at Town Meeting, and appropriations are being made annually.

4.6 Swimming Pool

The Town owns and operates a municipal swimming pool. The pool was built in 1939 and is 60 feet wide by 105 feet long with a maximum depth of 11 foot. Changing and bathroom facilities, and a snack bar, are available in an adjacent building.

In 2001, the Board of Selectmen chartered a Citizen's Advisory Committee to investigate and recommend solutions to long term facilities' needs. For various reasons, the Committee focused on the swimming pool. The problems with the existing pool are primarily age related, and secondarily location related. To address these problems, the Committee has developed plans for a new pool to be located on tax-deeded town property due east of the Little League baseball fields. The cost estimates for this project range from \$500,000 to

\$1,000,000. In 2004 the pool will not be open or available for use due to serious leaks and aging filtration and chlorination equipment that could pose health risks.

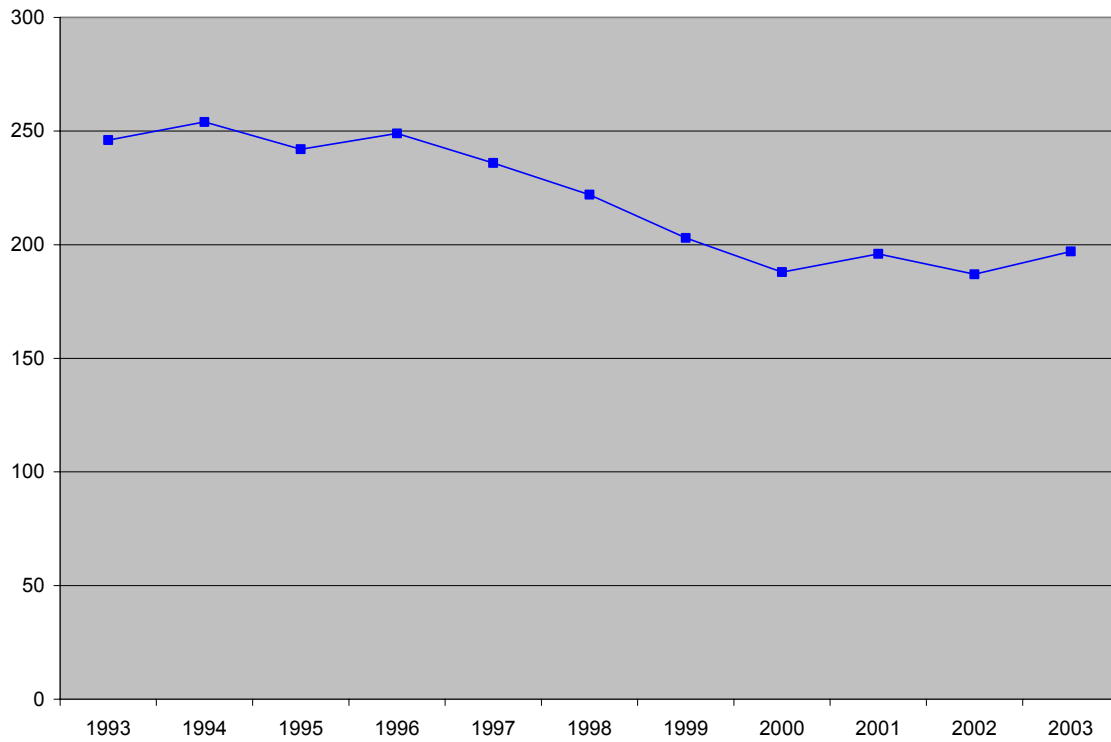
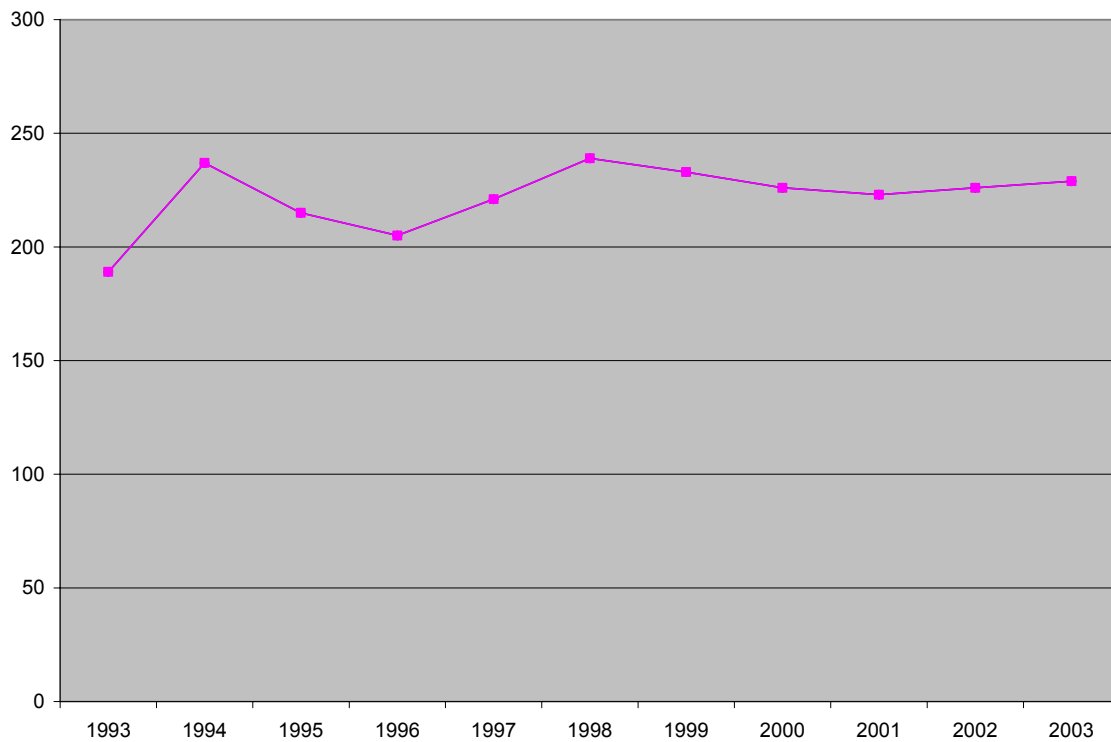
4.7 Cemeteries

The Town owns and operates two cemeteries known as the Maple Street Cemetery and the Main Street Cemetery. In 1998 the Town acquired land adjacent to the Maple Street cemetery to allow for expansion of burial space. In 1999, Town Meeting established a Capital Reserve Fund for improvements to the cemetery expansion area, and has since regularly appropriated \$8,500 to the fund each year. The improvements are approximately 25% complete, and will be continued until completion.

4.8 Education Facilities

Bethlehem Elementary School and the Profile High School underwent some major renovations, and large repair and maintenance projects since 1990. A comprehensive study of the Profile High School in 2002 resulted in a report recommending substantial upgrades and/or repairs to the School. Several recommendations were made to correct existing problems and to bring the School into the 21st century. High-end options included the building of a totally new school on a larger piece of property or perhaps consolidating with Littleton High School. Regardless of the course of action eventually selected, the town faces a major expense within the next few years. The enrollment at the Bethlehem Elementary School over the last decade can be seen in Figure 4.8.A. Figure 4.8.B shows Bethlehem's portion of the enrollment at the Profile High School during the same time period.



Figure 4.8.A Bethlehem Elementary School Enrollment 1993-2003**Table 4.8.B Profile High School Enrollment 1993-2003**

The private White Mountain School maintains a viable enrollment. A new dorm was approved in 2002, and should be in service by 2004. A private religious school began operating in the mid 1990's on Maple Street. When it outgrew the house being used for classes, the school purchased the old Hay Fever Relief Association property where one of the original buildings was renovated and made into a classroom. Twenty-five children now attend the school. Bethlehem's education facilities can be found on Map D in the Appendix.

4.9 Non-profit Organizations

Bethlehem has a number of non-profit or not-for-profit organizations within the community. Some are well-known and highly visible. Others may be small and less known, or serve a function and/or cliental that make it preferable that they not be highly visible. Many provide services that are of benefit to the community. Some serve the North Country and beyond. Schools and government entities are included in this category, and have been addressed elsewhere in this chapter.

Chapter 5

Utilities & Public Services



Chapter 5

Utilities & Public Services

5.0 Introduction

In every community there are aspects of daily life that are unseen or unnoticed. A reliable supply of clean drinking water is often taken for granted until a water ban is instituted, or a new water source is needed. Electricity may be taken for granted until the power goes out, and solid waste disposal may be taken for granted until the community must seek other waste disposal options. All of these matters come under the general heading of *infrastructure*, and the master plan examines the current status and likely future need for the various types of infrastructure in Bethlehem.



5.1 Electricity

The Public Service Company of New Hampshire (PSNH) provides electricity in Bethlehem. With offices located in Lancaster, the company is part of the New England Power Pool, and receives power from throughout New England as needed. One major transmission line brings power into Bethlehem, and is located at the western end of the town. PSNH distributes the power and maintains all the lines throughout the town.

There is currently one power producer in Bethlehem. Pine Tree Power, located on NH Route 116, is a wood chip to energy electrical producer that sells its power to PSNH. The plant produces about 15 megawatts of power. It was built in 1985, and uses approximately 30 tons of wood chips per hour.

5.2 Telephone Service

Verizon provides telephone service in Bethlehem. Operators and services are not located in Bethlehem. Currently there are 775 residential, and 116 business phone customers in town – up about 20% from 1985.

Long Distance and cellular services are available through many providers, including MCI, AT&T, Verizon, and more. Internet connections also are available through such

companies as Earthlink, NCIA, and AOL, and high speed Internet is available through Adelphia.

According to the NH Public Utilities Commission, new switching facilities were put into place in Bethlehem in 1990, improving expanded touch-tone capabilities.

5.3 Cable Television

Cable television has been available in Bethlehem for many years although, service is not available in some rural portions of the community. The Adelphia Cable Company owns and operates the system. Their office is located on 380 Union St in Littleton, NH.

5.4 Telecommunications Facilities

Telecommunications facilities being located in Bethlehem was not a subject that was covered in the 1993 Master Plan. As wireless technology has evolved telephones, pagers, and other high-speed digital communications devices have become more common in the North Country. With the requirement for line-of-sight transmitting and receiving capability for many new devices, and with increased users, facilities are needed much closer together. Placement must be at higher elevations, or the facility needs to be high enough to provide the needed coverage. In the early 1990s, Stan Harrison applied for permission to have a 120' tower erected on his property atop Mt. Agassiz. A variance was required and was sought from, and eventually approved by, the Zoning Board of Adjustment. Subsequently, site plan approval was granted by the Planning Board. The tower atop Mt. Agassiz was one of the first in the area, but others soon followed in surrounding towns. There was some opposition, and concerns were expressed regarding the impact of the Agassiz tower. Most concerns centered on the visual impacts.

As more towers have been constructed opposition has become more vocal. Bethlehem had no further requests for towers for several years, but in 2000 a tower builder approached a number of Bethlehem landowners with offers to lease land on a long-term basis for the purpose of constructing a tower. Several residents who were contacted expressed their concern about more towers appearing in the town. Also in 2000, the State legislature enacted a new statute governing towers or, as the legislation calls them "Personal Wireless Service Facilities". The Planning Board took the initiative to draft a telecommunications ordinance, and presented a comprehensive ordinance at Town Meeting in March 2001. It was approved by a wide margin and Bethlehem became one of the first towns in the North Country to have a Telecommunications Ordinance. The Town cannot prohibit towers, but it can dictate where they may be built. Height, appearance, safety, removal, and other considerations are also addressed in the ordinance. Tower location has regional implications, and any proposed tower in Bethlehem would require noticing all towns within a 20 mile radius. Other towns must provide similar notice for towers in their jurisdiction.

5.5 Solid Waste

5.5.1 Landfill

The Bethlehem Municipal Landfill located on Prospect Street was closed and capped in 1995. The total closure cost for the Prospect Street Municipal Landfill was \$229,370. Direct cost to the Town was approximately \$127,451. An additional amount of approximately \$101,919 in services and materials was donated by North Country Environmental Services. The area covering the landfill must be mowed annually and monitored periodically for an extended period (20-30 years). Final closure of the landfill required Littleton Water and Light to reroute its existing water line from the Gale River intake to Littleton, which was routed under the landfill, to an area skirting the closed landfill.

5.5.2 Transfer Station

The Town currently uses a transfer station owned and operated by North Country Environmental Services adjacent to the NCES landfill. Access to the transfer station is controlled by a town employee who ensures that all municipal waste is contained in Town bags (the "pay-per-bag" system), and who collects fees for construction and demolition debris, which is charged on a volume basis. These fees are set at rates to cover the waste disposal, and related costs to the Town. The Town currently pays tipping fees of approximately \$77.00 per ton for municipal solid waste, and over \$80 per ton for construction and demolition materials. The transfer station uses several containers for recycling. Recycling is voluntary. Aluminum, tin, glass, certain plastics, newspaper and magazines, boxboard, and corrugated cardboard are currently accepted for recycling. The recycling rate in 2002 was approximately 12%.

In 1997, the Board of Selectmen chartered a Citizen's Advisory Committee to investigate and recommend a long-term solution for the community's solid waste disposal needs. In 1998, the Committee reported its findings. In summary, over the long term the Committee found that there would be a cost advantage to the Town if it owned and operated its own transfer station, and negotiated its disposal fees from a position of independence. The Committee identified two potential properties as suitable locations for a new transfer station.

The March, 1998 Town Meeting established a Capital Reserve Fund to construct a transfer station, and appropriated \$100,000 to fund it. The March, 2001 Town Meeting voted to discontinue this fund, and returned the funds to the General Fund.

Unsure of the life expectancy of the NCES landfill, and with cost and space factors in mind, the Selectmen are investigating the possibility of contracting with the Mt. Carberry Landfill in Success, NH, as a long term solid waste disposal solution. Mt. Carberry projects landfill capacity for the next 30 years. Current estimates of disposal costs (including trucking) are from \$10 to \$13 per ton less than current NCES charges.

There are currently no cost estimates available for the construction of a new transfer station.

5.5.3 Village District Waste Collection

Originally created by charter in 1893 as the Bethlehem Village Precinct, the precinct was reorganized in 1925 under a new charter and became the Bethlehem Village District. The Bethlehem Village District Commissioners have been granted similar powers within the district that selectmen have in town affairs. The Bethlehem Village District regulates the use of water, sidewalks, sewerage system, Fire Department, shade trees, and highways within the district, and has played an important role in the development of the town over the years.

The Village District, through taxes raised for this purpose, provides weekly collection of District inhabitants' solid waste. The District also provides bi-weekly curbside collection of recyclable materials.

5.5.4 Wastewater Collection

The Bethlehem Village District is served by a wastewater collection system that dates back to the 1880's. The present system consists of a state of the art \$2 million dollar wastewater treatment facility on a 43-acre site located on the north central portion of the District, off Maple Street. This secondary wastewater treatment facility consists of three aerated lagoons, and a pre-treatment system. The system is designed to handle .34 million gallons per day. Maximum storm water flow through the facility is calculated at 1.5 million gallons per day. (See Map E, Appendix 1)

The facility meets all water quality standards set by the State of New Hampshire and the Federal government. The lagoons are operating well, and no major sludge buildup has occurred. There is, in fact, a substantial fish population inhabiting the lagoons. The facility does accept septic tank waste (septage) from properties within Bethlehem. System users pay a fee for connection (new users), and an annual use fee. In 2003 the fees paid to the District were in excess of approximately \$152,000.

The facility has the capacity to handle average projected growth in the next five years. The wastewater collection system continues to be upgraded through capital expenses raised at the District's annual meetings. In the past eight years the collection lines have been replaced on Jefferson St., Cottage St. (partial), Edelweiss Dr., a collector which parallels Agassiz St., and a section of the collector which parallels Main St. The lines have been replaced by 8" diameter PVC pipe with manholes, which meets present best engineering practices. This process continues on an annual basis.

5.6 Water Supply

Water for the Village District system is supplied from two surface water sources. The South Branch of the Gale River, with a drainage area of 2.95 square miles, and the Zealand River with a 6.3 square mile watershed. The lines from these intakes bring water over 12 miles to a treatment facility, and a 1.25 million gallon storage facility. The current treatment facility was installed in 1996, and has done much to improve the drinking water quality for the District water users. The combination of surface water intakes and the sand filter treatment facility has been an excellent system. It allows for minimal use of treatment chemicals as opposed to other deep well systems located in the New England States. (See Map E, Appendix 1)

System users pay a fee for connection and an annual use fee. In 2003 the fees paid to the District for water were in excess of approximately \$247,000. The system has the capacity to handle the average projected growth, within the District, for the next five years. At the present time the Commissioners have approved a moratorium, which does not allow for any water connections outside of the Village District boundaries. Map E in the Appendix shows the extent of the current system.

The water distribution system is upgraded annually with permission of the District voters at their Annual meeting. In the past ten years distribution lines have been replaced in the following areas; Jefferson St., Pinewood Ave., Pleasant St., Elm St., Birchmere Ave., West Cross St., Cottage St. (partial), James St. (west), Agassiz St. (partial), South Road (partial), Maple St. (partial), Turner St., Congress St., Harrigan St., Edelweiss Dr., and Corey St. The District will continue to replace distribution lines, with voter approval, on an annual basis.

At this time the District is in the process of completing an income survey of water users with the hope that they may be able to access grant money from various sources to replace more of the distribution system in the near future, and possibly home service lines for low/moderate income users. This would help during the long cold winter weather when users must allow their water to run in the hope that their service lines do not freeze. The older distribution lines are a mixture of various types of pipe that is sized from 1" to 6" in diameter, and are generally cast iron. The District is replacing these lines with 8" diameter ductile iron pipe, with valves, hydrants, and connections according to present engineering best practices. The District is also burying these lines a minimum of 7' deep and covering them with two inches of Styrofoam insulation to negate future frozen water lines. All of the pipe, valves and hydrants are of the same style and manufacturer so that the District can carry a much smaller stock of repair items for the system in the future.

Chapter 6

Population & Housing



Chapter 6

Population and Housing

6.0 Introduction

Bethlehem's population and housing characteristics are directly related to land use decisions, and they contribute to the character of the community. This chapter of the master plan examines the changing characteristics of Bethlehem's population and housing stock. The first half of the chapter focuses on the historical growth rate of the population, as well as the demographics of the current population.



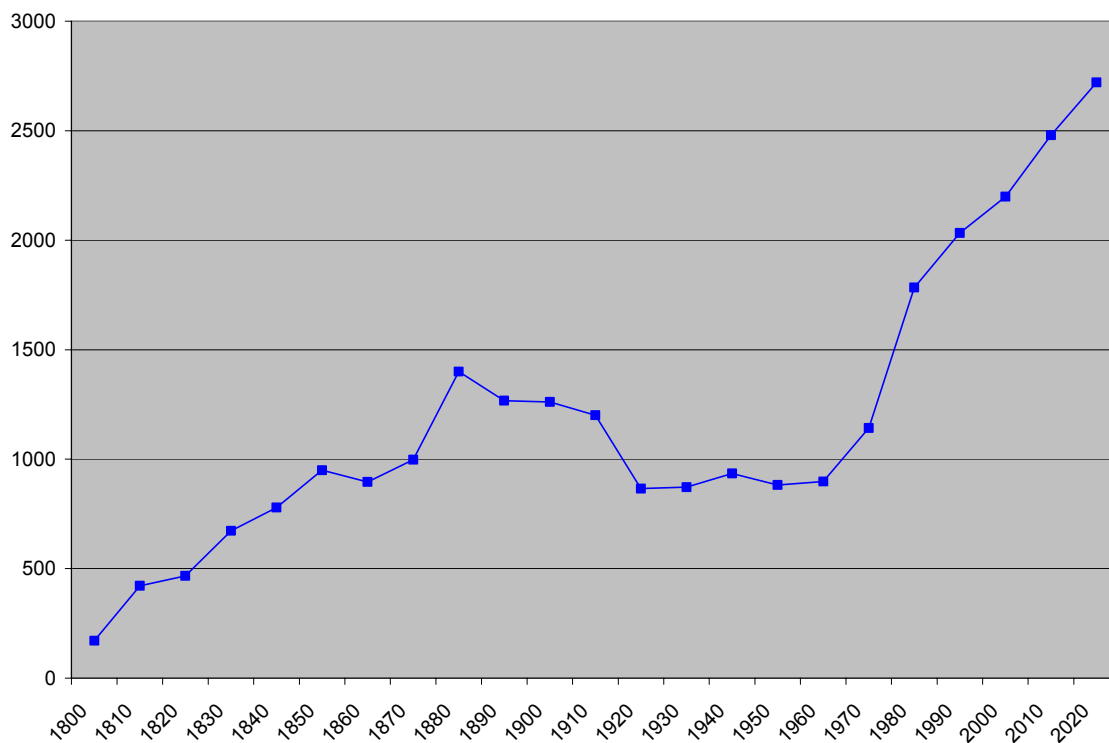
The second half of the chapter provides information on the changing dynamics of Bethlehem's housing supply, and residential real estate market. An overview is presented about total housing growth, changes in housing mix in terms of the types of housing units constructed, and the affect that this housing growth has had on historical land use patterns. This is followed by an assessment of housing costs, as well as an assessment of the availability of affordable housing.

6.1 Population

6.1.1 Population Trends

The population for Bethlehem in 2000 was 2199, an increase of 166 (8%) since 1990. In 1990 the population was 2033, an increase of 249 persons (14%) since 1980. This represents a continuation of the trend of decline in the growth rate since the largest ever population boom from 1970 to 1980, when the population of Bethlehem grew an amazing 56% from 1142 to 1784 persons. In 1980, the population finally surpassed the all-time high of 1400 persons in 1880, the heyday of the tourist industry in town. These trends are illustrated in Table 6.1.1.A and in Table 6.1.1.B.

Table 6.1.1.A Bethlehem Population 1800 - 2020



As identified in Table 6.1.1.A, Bethlehem's growth rate of 8% for the past decade is below average for Grafton County as a whole (9%), and less than the State's average growth rate of 11.4%. Overall population trends in Bethlehem, Grafton County and the State have fallen steadily since the phenomenal growth from 1970 to 1980. Some of the exceptional growth experienced in Bethlehem from 1970 to 1980 could be attributed to former Franconia College students who chose to remain in the area.

Table 6.1.1.B Bethlehem Population Growth 1970 - 2000

	1970	1980	1970-1980 % Change	1990	1980-1990 % Change	2000	1990-2000 % Change
Bethlehem	1142	1784	56%	2,033	14%	2,199	8%
Grafton County	54,914	65,806	20%	74,929	14%	81,743	9%
New Hampshire	737,681	920,610	25%	1,109,252	21%	1,235,786	11.41%

Source: US Census

6.1.2 Population Projections

Projecting population is not an exact science by any means. The New Hampshire Office of Energy and Planning is responsible for providing periodic population projections for New Hampshire towns. In 1981, they projected Bethlehem's 1990 population to be 2196. The actual number of residents was 2033, which is only a 6% difference. The Office of Energy and Planning projected the 2000 population to be 3120, as compared to the actual population of 2199. This was not as accurate a projection, due to the unforeseen recession in the early 1990's, and its ripple effect on population growth.

In the 1978 Master Plan, a 1 to 1.5% growth rate was projected for the 1990 population, a range of 2025 to 2300. Again, the actual 1990 population of 2033 was well within all of the previous projections.

Table 6.1.2 provides three population projections. The first is the latest by the Office of Energy and Planning. A 1.4% annual growth rate projection is based on the growth over the past decade in town. Finally, a 1% annual growth rate is projected which provides for less growth in Bethlehem than in the 1980's

Table 6.1.2 Population Projections

	2005	2010	2015	2020
NH Office of Energy and Planning	2226	2249	2288	2353
1.4% Growth Rate	2370	2506	2687	2881
1% Growth Rate	2311	2429	2553	2684

Source: NH OEP, NCC

As is evident from these figures, the Office of Energy and Planning has revised its population projections downward. However, it may be prudent to take the conservative 1% annual growth rate as potentially the most accurate. Therefore, the population in 2020 should be projected to reach approximately 2,684 persons.

6.1.3 Net Migration

Population increases because births in a community exceed deaths, and because more people move into a town than those moving out. An analysis of birth and death statistics for Bethlehem indicates that for the decade from 1980 to 1990, births exceeded deaths by 126 persons, while from 1990 to 2000 births exceeded deaths by 89 persons. These figures, when subtracted from the population growth for the respective decade, yield the figures for net migration. Table 6.1.3 summarizes these results and shows that in both decades the population grew nearly equal from births, and from the result of people moving into Bethlehem (in-migration).

Table 6.1.3 Natural Increase

	1980 – 1990	1990 - 2000
Births	250	258
Deaths	124	169
Natural Increase	+126	+89
Net Migration	+123	+77
Total Population Increase	249	166

Source: NH Department of Health and Human Services

6.1.4 Seasonal Population

While Census figures reflect only resident population, seasonal populations in New Hampshire can be important considering the fact that their impact on town services can be dramatic in some cases. Further discussion of tourism is contained in Chapter 7 – Economy. In 1998 the Tourism Development Department of Plymouth State College generated an estimate of 2 million visitor days spent in the immediate area of Bethlehem, or approximately 660 thousand visitor trips. Additionally, they estimated that there were approximately 340 seasonal households in Bethlehem. This compares to the 2000 Census which found 383 housing units vacant at the time of the census, with 251 of those seasonal. In 1998, there were 16 fixed-roof commercial lodgings providing 258 rooms, and 2 campgrounds providing 95 campsites. Ninety-three of these units were described as operating year round, 119 of these units were devoted to exclusive use by Hassidim. Table 6.1.4 provides an estimate of the peak summer seasonal population to be 4,126, nearly double the year-round resident population.

Table 6.1.4 Estimated Peak Summer Population

Population	# of Persons
Residents*	2199
Seasonal Home Population **	1044
Tourist Accommodations ***	883
Institutional	+12
Peak Seasonal Population	4126

Source: Plymouth State College and US Census

Notes: * 2000 census

** # units in 2000 census x 4 persons

*** campgrounds, motel, cottage units x 2.5 persons

6.1.5 Population Distribution

Age distribution can provide a good base for assessing the needs of a community. If a town has a large preschool population, for example, it may indicate a need for additional school space. Likewise, a large, increasing elderly population may indicate a need for more housing options, transportation, or health care services. Table 6.1.5 presents the age group distribution over the past 30 years in Bethlehem.

Table 6.1.5 Bethlehem Age Group Distribution 1970 – 2000

Group	1970	Percent	1980	Percent	1990	Percent	2000*	Percent
0 - 4	111	10	151	8	158	8	120	5
5-17(5-19*)	281	25	396	22	409	20	459	21
18-64 (20-64*)	643	10	1,058	60	1,275	63	1384	63
65+	107	9	179	10	191	9	236	11
Total	1142	100%	1784	100%	2033	100%	2199	100%

Source: US Census

*Notes a change in the age categories in the 2000 Census

Preschool Population

The 2000 Census figures indicate a dramatic decrease in the preschool population. Not only the overall number of preschool age children has decreased, but also the percentage of the total population in this age group has also decreased from 8% to 5%. This segment of the population represents the students entering the school system by 2005.

School Age Population

School age children are a very important segment of the population because they represent the potential labor force of the next decade. This segment of Bethlehem's population has remained fairly steady since 1990. The 2000 figures include 18 and 19 year olds in this category, and with this taken into consideration, the increase of 50 individuals may be seen as remaining stable.

Labor Force Population

The labor force in a community is actually all of the individuals who are of prime working age, usually between the ages of 18 and 64, although the categories have changed in 2000 to include only ages 20 to 64. With this reduction of 2 years in the

comparison, it is evident that there has been a slight increase in this segment of the population. This increase is most probably where the in-migration to the community has occurred.

Elderly Population

The number of elderly increased in the decade from 1990 to 2000, with the increase in the percent of the total population increasing from 9% to 11%. According to the Census this percentage of the total population may see a larger increase in the next decade as the first wave of “ Baby Boomers” reach 65 years of age in 2011, assuming that those currently residing in Bethlehem choose to remain in town, or are matched by those migrating in. The percentage of this age group is comparable to the County and State percentages of total population.

6.2 Housing

6.2.1 Introduction

Housing is an important aspect of individual lives, and for a community it represents a valuable social, economic, and physical resource. This portion of the chapter focuses on the general physical characteristics, the supply of housing units in Bethlehem, the cost and affordability of housing, and the activities of public and private agencies intended to affect either the supply or quality of housing in Bethlehem. Special attention is provided to elderly and low-income housing issues. Housing trends and needs have been compared where appropriate with Grafton Country, and the State.

6.2.2 Housing Supply

Using census figures from 1980 to 2000, we can look at changes in Bethlehem’s housing stock over the past 20 years. Table 6.2.2.A shows that the total number of housing units in Bethlehem has grown by 399 units since 1980, or 44%.

Table 6.2.2.A Bethlehem Housing Units

	1980	1990	2000	1980-2000 % Change	1990-2000 % Change
Single Family	613	858	972	59	13.3
Multifamily	242	233	252	4	8.2
Mobile Homes/Other	53	87	83	57	-4.6
Total	908	1221	1307	44	7.0

Source: US Census

In the last decade, from 1990 to 2000, total housing units have increased by 86 units or 7%. Although this figure shows that the rate of growth has risen sharply in the 80's and slowed dramatically throughout the 90's, these figures are in line with other data showing the national housing boom of the 1980's, and then the more moderate and cautious growth of the 1990s. In the last decade, the total unit increase of 7% is also closely in line with the population growth rate of 8%.

Table 6.2.2.B compares housing units by type in Bethlehem to Grafton County, and New Hampshire. Bethlehem has a higher percentage of single family units than the County or State as a whole. This is typically the case for rural communities of Bethlehem's size.

Table 6.2.2.B Housing Units in 2000

Type	Bethlehem Units	%*	Grafton County Units	%*	NH Units	%*
Single family	972	74	29,308	67	365,532	67
Multifamily	252	19	10,673	24	145,163	27
Mobile	70	5	3,661	8	35,544	6
Other	13	1	87	0	785	0
Total	1,307	99	43,729	99	547,024	100

* Percentages have been rounded to the nearest whole number, so they may not equal 100%

Source: 2000 US Census

6.2.3 Ownership Trends

According to the 2000 Census, there are 504 occupied housing units, and 279 vacant units in Bethlehem. Out of the 504 occupied housing units, nearly 87% of them, or 436 units are owner occupied, while 13%, or 68 units, are renter occupied. The figures for vacant units are broken down by both unoccupied units that are for sale or rent, and seasonal/recreational homes that are used only on occasion. Table 6.2.3 presents occupancy statistics. It is interesting to note that the Bethlehem has owner and renter vacancy rates that are higher than both the County and the State rates. This is very different from the housing shortages that are evidenced in the more densely populated sections of the State as the population figures continue to climb at higher rates than the supply of new housing units.

Table 6.2.3 Housing Units by Tenure and Occupancy – 2000

	Bethlehem	%	Grafton County	%	NH	%
Total Units	1307	100	43,729	100	547,024	100
Occupied	924	70.7	31,598	72.3	474,606	86.8
Vacant	383	29.3	12,131	27.7	72,418	13.2
Vacant Seasonal/Recreational or Occasional use	251	19.2	10,428	23.8	56,413	10.3
Owner Occupied	646	69.9	21,677	68.6	330,700	69.7
Renter Occupied	278	30.1	9,921	31.4	143,906	30.3
Total Occupied	924	100	31,598	100	474,606	100
Homeowner Vacancy Rate	5.8%	N/A	2%	N/A	1%	N/A
Rental Vacancy Rate	8.3%	N/A	3.7%	N/A	3.5%	N/A

It is important to note that Bethlehem and Grafton County as a whole have a higher seasonal vacancy rate than the State of New Hampshire. This is very typical of the North Country economy, with many communities in the region being a destination for seasonal activities. Bethlehem in particular is located in an ideal location for families wishing to purchase a seasonal home, due to the town's close proximity to Bretton Woods, Cannon Mountain, and other ski areas. The town also boasts access to summertime opportunities found in the White Mountain National Forest, and the region's well known golf courses.

6.2.4 Housing Characteristics

In Table 6.2.4 Bethlehem's housing units are broken down by age. This table emphasizes the housing boom of the 1980's, and then the economic slowdown that followed. The majority, or 66%, of Bethlehem's housing units were built prior to 1979. While new housing growth (33.9% since 1980) has slowed, this is not in line with trends in Grafton County (51.8% since 1980), and New Hampshire (52.4%). Once again, this represents the housing shortages experienced in the more populated areas of the State.

While the Bethlehem housing supply is older than Grafton County and New Hampshire as a whole, the housing units are generally in sound condition with many units having been rehabilitated. Only 2.2 percent of the housing units lack plumbing or kitchen facilities.

Table 6.2.4 Bethlehem Housing Units - Year Built

Year	# Units	%
1939 or older	458	35
1940-1959	107	8.2
1960-1969	106	8.1
1970-1979	192	14.7
1980-1989	343	26.2
1990-1994	55	4.2
1995-1998	30	2.3
1999 to March 2000	16	1.2

Source: 2000 Census

6.2.5 Cost of Housing

The price of housing units in Bethlehem is best introduced by the following excerpt from a February 2003 report from the NH Housing Finance Authority called, The State of Housing in New Hampshire. (www.nhhfa.org)

“It is a simple fact of economics that when demand for a product exceeds supply, prices will rise. Thus, even as most New Hampshire families experienced significant increases in their incomes during the late 1990’s, housing costs increased at a much more rapid pace, creating a significant affordability gap. Purchase prices have been increasing steadily since 1993 (a 77% increase to October 2002). For the year prior to October 2002, New Hampshire’s purchase prices for single family homes increased by 9.96% - 62% higher than the national average. The price increase is especially significant in the area of new construction.

In general, purchase prices have been rising at a level that makes home ownership a significant challenge for low and moderate income households. The ability of households at 80% and even 100% of median income to purchase a home has been declining steadily since 1995. For over 100,000 low-income households (those at 50% of median income or less - or \$25,800 in 2001) the affordability challenge is even more significant as only 7.8% of the homes sold in 2001 would have been affordable to them.”

While not as desperate as southern portions of New Hampshire, this information rings true even in Bethlehem. For example, if we make the following assumptions- a family has an annual household income of \$35,000, they apply for a 30-year mortgage at 5.5% interest (NHHFA first-time homebuyer rate), and they put a 3% down payment, the household could afford a mortgage of \$120,203 and a total purchase cost of \$123,921.

The average purchase price of an existing home in the North Country region in 2002 was \$136,276, (NH Office of Energy and Planning) while the median household income for the year 2000 was \$35,547. This means that the average family in Bethlehem can not afford an average home.

As the housing shortages increase and affordability decreases, many families are unable to afford adequate housing. Table 6.2.5 shows the value of homes in Bethlehem in 2000. Housing in Bethlehem is clearly more affordable than Grafton County, or the State of New Hampshire. However, with a median family income of approximately \$35,000, most families still can not afford to purchase a home in Bethlehem.

Table 6.2.5 Owner Occupied Housing Values

Value	Bethlehem	%	Grafton	%	State	%
Less than \$50,000	53	12.5	723	5	5006	2
\$50,000-\$99,000	234	55.1	5577	38	61539	24.7
\$100,000-\$149,000	92	21.6	4325	29.8	86992	34.9
\$150,000-\$199,000	24	5.6	1682	11.6	48253	19.4
\$200,000-\$299,000	16	3.8	1282	8.8	32989	13.2
\$300,000-\$499,000	3	.7	759	5.2	11491	4.6
\$500,000-\$999,000	3	.7	156	1.1	2614	1
1,000,000 or more	0	0	11	.1	461	.2

Renters in the late 1980's and 1990's faced the same skyrocketing costs as homeowners. Average rents paid in Grafton County average approximately \$560 per month. In Bethlehem the average amount paid for rent is \$518. These two figures are once again much less than the New Hampshire average of \$646, once again illustrating the differences in the housing situations of the North Country as compared with other parts of the state.

6.2.6 Senior Housing

Eighteen percent of all housing in Bethlehem is occupied by residents over 65 years of age, and nearly one quarter (24.7%) of all housing units are occupied by residents over the age of 60. Bethlehem does not have an abundant supply of senior housing, and currently has no nursing homes. The closest nursing home is in Franconia, NH. Bethlehem does have 20 units of privately owned, subsidized elderly housing located on Agassiz Street. The rent is based upon 30% of the residents' income. As the population of Bethlehem ages, the need for adequate senior housing will grow as well, and this population could benefit from a greater selection of housing options that would allow them to remain in Bethlehem. This issue needs further attention by the community.

6.2.7 Manufactured Housing

Manufactured housing composes approximately five percent of Bethlehem's housing stock. About 70 mobile homes can be found throughout town, with approximately 29 located in the town's only mobile home park on Maple Street, just north of the village. In the mobile home park, residents own their mobile homes, but not their lots.

Many towns have excluded, or severely limited, mobile homes in their communities. In 1980, New Hampshire passed a law prohibiting towns from excluding mobile homes.

Towns were given two options: allow manufactured housing on individual lots, or allow manufactured home parks and subdivisions in residential districts. In 1986, Bethlehem amended their restrictive ordinance by adopting the 2nd alternative. No additional parks or subdivisions have been constructed since then.

6.2.8 Condominiums

Condominiums began appearing in New Hampshire in the 1970's. Although they are often thought of as a structure, the term actually applies only to ownership. Condominiums are usually attached housing units (although they can be individual units) located in a development that has jointly owned and maintained facilities and services. In the North Country they are most popular as second homes, particularly near ski areas and golf courses. They allow the owners to have their own unit without the headaches of maintenance and upkeep. They often provide access to shared recreational facilities, such as tennis courts and swimming pools.

Bethlehem currently has three condominium developments with completed units. The Fairways, near the town golf course, with 12 units constructed, Maplewood with 78 units constructed, and Bretton Woods with three units constructed of 15 approved. However, several hundred additional units including 80 more in the two existing developments, and about 300 in four other developments were planned and approved in the 1980's. When the real estate market collapsed the condominium market was the first to be affected.

While condominiums and other forms of second home developments can be beneficial to a community because they offer high property values with few needed services, (i.e. few school children), the collapse of the market has also shown the other possibilities which include: developments with uncompleted roads, utilities and recreational facilities, letters of credit that are inadequate, unpaid property taxes, and the rental or sale of units to year round residents who do require services. The importance of relevant and specific zoning and subdivision regulations to protect the community is now very clear in Bethlehem.

6.2.9 Town Regulations

Bethlehem's zoning ordinance regulates the type of housing units allowed within the community. Table 6.2.9 summarizes the zoning ordinance's housing requirements.

The zoning ordinance appears to meet all state minimum requirements for providing housing options for a variety of housing types, particularly manufactured homes. The ordinance is not very restrictive relative to condominium developments. The same was true of apartment buildings, but the Multi-Family Dwelling Unit Development Ordinance drafted by the planning board and approved by the voters in March 2004 is much more comprehensive.

Cluster housing, which provides flexibility in subdivision design provided overall density requirements are not exceeded, and the conversion of large old single family homes into

multifamily units are both permitted anywhere in Bethlehem by special exception, provided certain specific requirements are met.

Table 6.2.9 Bethlehem Zoning Districts and Permitted Housing Types

Housing Type	District 1- Main Street	District 1	District 2
% of Town in District			
Single Family	P	P	P
Duplexes	P	P	P
Apartments	P	P	P
Condominiums (private w/s)	P	P	SE
Condominiums (w/ public w/s)	P	P	P
Manufactured Home Parks	NA	P	P
Manufactured Housing Subdivisions	NA	P	P
Manufactured Housing on Ind. Lots	NA	NA	NA
Multifamily Conversions	SE	SE	SE
Cluster Housing	P	P	P

NA= Not Allowed SE= Special Exception P= Permitted

Before any construction can begin, a building permit is necessary. An occupancy permit is then required prior to moving in. According to the NH Office of Energy and Planning's 2002 Update of Current Estimates and Trends in New Hampshire's Housing Supply, there were 22 building permits issued in the year 2000, 20 permits issued in 2001, and 39 issued in 2002 for new construction. The town adopted BOCA Building Codes in 1987 for electrical, plumbing and construction standards, but repealed the code for single family residential structures in 1997.

In 2003, Bethlehem adopted an extensive code enforcement policy. In 2004, the position of building inspector was combined with a newly created code enforcement position. The building inspector component will remain the same, but the new code enforcement portion of this position will involve investigating complaints from citizens, potential zoning violations, and other aspects as identified by the select board. The officer's mandate is try to create compliance with the town ordinances rather than solely prosecute violators. The goal is to utilize the zoning ordinances to support the future vision of Bethlehem.

Goal 20 Revise sections of the Town's Master Plan, as necessary, to address changes in growth and development locally or regionally, and to permit timely and effective changes to Town Ordinances and Regulations.

1.2 Objectives

An "Objective" is a statement of action which the town needs to take to achieve a Goal. The chapters that follow present the town as it exists today and the actions needed to effect changes to meet the needs of those who live, work, and play in Bethlehem, while at the same time preserving, as best we can, the community's natural environment and its historic character.

Chapter 7

Economy



Chapter 7

Economy

7.0 Introduction

Agriculture and lumbering were the early mainstays of the local subsistence economy, and development centered around the streams and rivers that provided needed waterpower for the mills. The beginning of the economic boom in Bethlehem, and the development of the present town center on the hill can be traced to the hotel era of the late 1800s and early 1900s which flourished due to the availability of railroad transportation. Visitors flocked to Bethlehem, attracted by the beautiful



scenery, clean air, and recreational opportunities. Known for its exceptionally clean mountain air, Bethlehem attracted many individuals that were seeking relief from respiratory problems, and became the home of the National Hay Fever Relief Association.

The town became one of the leading resort communities in the White Mountains, and in the country at that time. The industrial revolution and mass production enabled an increasing number of people to take vacations due to the new concept of leisure time. Health became a prime concern to the middle class workers in cities where epidemics were rampant, and the benefits of cleanliness and fresh air were discovered. Thirty-four hotels in Bethlehem provided food and lodging for thousands of tourists, including the poet Robert Frost, and Presidents Hayes, Taft, Harding, Roosevelt and Grant. An average of three trains per day arrived at the town's three depots, providing affordable mass transportation to destinations previously only reached by stagecoach.

The invention of the automobile at the beginning of the 20th century marked the beginning of the end of the Grand Hotel Era. Instead of staying several weeks, or the entire summer, visitors stayed only a few days. In the 1940's and 1950's, after the ravages of the Great Depression, and in a booming post-war economy, the tourist industry was reborn with more visitors than in any other era of history. Roadside cabins came into use during this period, and many are still in use today on the western and eastern approaches to town. Like most resort communities, however, Bethlehem had to work hard to attract tourists because of the increased competition of tourist destinations around the country. The tourism and recreation industry has still been the dominant local

economic activity, but it is not comparable to the colorful days of the Grand Hotels Era, or the period of tourist cabins.

In this chapter, a variety of data will be presented which will describe both general and specific economic characteristics of Bethlehem, and its role and comparative position in the county and state economies. By examining data on current businesses, employment levels, occupations, and wages of residents, as well as looking at such factors under town control, such as land use regulations, and transportation, the strengths and weaknesses of the current economy can be identified.

7.1 Employment

In the year 2000, the percentage of Bethlehem's population in the labor force was 59.7 %, an increase over the 50.7 % labor force rate of 1990. The low point in employment in Bethlehem in recent decades was in 1980, when there was a decrease to 43.7 % of persons in the labor force from the 45.9 % employed population in 1970. These figures are reflected in Table 7.1.A

Table 7.1.A Residents in the Labor Force 1970 - 2000

	1970	1980	1990	2000
Total Population	1142	1784	2033	2199
# in Labor Force	525	781	1030	1302
% in Labor Force	45.9	43.7	50.7	59.2

Source: US Census Bureau

Bethlehem's continued population growth has also created greater stability as can be seen in the increase in employed persons. Table 7.1.B breaks down Bethlehem's employed persons by the type of industry in which they work. Due to reporting changes in the 2000 Census, certain categories of employment could not be directly compared to 1980 and 1990 figures.



Table 7.1.B Distribution of Employment in Bethlehem by Industry 1980 - 2000

Category	1980	1990	% Change 1980 - 1990	2000	% Change 1990 - 2000
Agriculture, forestry	22	24	+9%	17	-29%
Construction, mining	78	129	+72%	93	-28%
Manufacturing-durable goods	75	102	+36%	209	+27%
Manufacturing-nondurable goods	45	63	+40%		
Transportation, communications	28	51	+82%	n/a	n/a
Wholesale trade*	145	214	+48%	17	-5%
Retail trade*				186	
Finance, insurance, real estate	45	44	-2%	24	-46%
Business, repair services	17	30	+77%	n/a	n/a
Personal services, entertainment	81	52	-36%	n/a	n/a
Professional services	213	262	+23%	77	-71%
Public administration	32	34	+6%	56	+65%
Transportation, warehousing, utility**	n/a	n/a	n/a	35	n/a
Educational, health, social service**	n/a	n/a	n/a	268	n/a
Arts, entertainment, recreation, food**	n/a	n/a	n/a	200	n/a
Other services**	n/a	n/a	n/a	55	n/a

Source: US Census Bureau

* Categories combined in 1980, 1990.

** Due to a change in category classifications in the 2000 US Census, it is not possible to compare the 2000 US Census figures to previous figures.

As Table 7.1.B illustrates, the greatest increases in 2000 were seen in manufacturing, management and public administration while forestry/agriculture, construction/mining, wholesale/retail trade, and finance/insurance/real estate showed decreases. This compares to the leading increases from 1980 to 1990 in transportation/communications, business/repair services, manufacturing, construction/mining, retail trade, and professional services. From 1980 to 1990, there were fewer declines in certain categories of employment, with only finance/insurance/real estate and personal services/entertainment showing decreases in the workforce. Again, it is difficult to draw broad conclusions from the data due to the changes in reporting categories. Table 7.1.C shows the distribution of Bethlehem's workforce by occupation for 1980 and 1990, and includes data on the Grafton County workforce in 1990 for comparison.

Here are a few facts about the town labor force:

- ✓ There are 603 females in the labor force, up fifty six percent from 1980.
- ✓ The average worker drives alone 20.3 minutes to work, compared to the N.H. average of 25.3 minutes. Littleton is a major employment center for Bethlehem residents.
- ✓ Nine percent of the work force is self employed, as compared to 12% in 1990 and 1980.

Table 7.1.C Distribution of Employment by Occupation 1980 -1990

Occupation	1980 %	1990 %	Grafton County-1990 %
Professional	10	11	16
Managers	19	18	11
Sales	9	11	15
Clerical	13	11	14
Craftsman, Technicians	18	19	11
Operatives	8	9	7
Laborers	6	7	7
Farmers, Forestry	2	2	3
Service Workers	15	12	16

Source: 1980, 1990 US Census

As Table 7.1.C illustrates, the total number of employed persons changed significantly from 1980 to 1990, while the distribution of those employed did not. No one occupation group dominates the local economy which is an indication of a well developed and balanced economy. When compared to Grafton County as a whole, Bethlehem workers include fewer professionals and fewer clerical workers, and more construction and craftsman/technician trades people. This reflects the rural northern, tourism oriented nature of Bethlehem's economy when compared to the Plymouth, or Lebanon areas in Grafton County.

Due to a change in Census Category classifications, it is not possible to compare 2000 distribution of employment by occupation to previous Census information. Table 7.1.D presents the distribution of the workforce in Bethlehem and Grafton County by occupation in 2000.

Table 7.1.D Distribution of Employment by Occupation 2000

Occupation**	2000 %	Grafton County-2000 %
Management, professional, related	34.7	36.6
Service Occupations	14.6	16
Sales, office occupations	21.1	23.6
Farming, fishing, forestry	1.1	1
Construction, extraction, maintenance	11.7	9.4
Production, transportation, and material moving	16.7	13.4

Source: US Census 2000

Table 7.1.D reveals that a larger number of Bethlehem residents are employed in construction/extraction/maintenance, and production, transportation, and material moving occupations than Grafton County as a whole, while there are fewer employed in related professional, service, and sales occupations. The number of residents employed

in farming, fishing, and forestry is slightly above the County average. Although the census categories are different, the results between the 1980, 1990, and 2000 census generally reflect a continuing trend toward fewer professional, service, and sales occupations, and more construction, manufacturing, and trucking jobs.

Table 7.1.E provides a breakdown and comparison of the annual average labor force, employment, and unemployment rates for the Town of Bethlehem and Grafton County. Although the labor force and number of employed persons is continuously getting larger, the unemployment rate continues to be a little higher than the County average. This is believed to be due to the relatively high percentage of retired and disabled people living in Bethlehem, and the relatively limited job opportunities in the area. When compared to figures from 1989-1991, when the unemployment rate ranged from 3.5 to 7.8, it is evident that Bethlehem is experiencing an average, yet much improved employment climate than the recession of the previous decade.

Table 7.1.E Employment Statistics

	1998 Bethlehem	1999 Bethlehem	2000 Bethlehem	2000 Grafton County
Annual Average Labor Force	1283	1329	1376	19354
Employment	1228	1284	1324	18805
Unemployment	55	45	52	549
Unemployment Rate	4.3	3.4	3.8	2.8

Source: NH Department of Employment Security

7.2 Income

Income is an indication of economic conditions in the community. Table 7.2.A displays income comparisons for Bethlehem, Grafton County, and the State of New Hampshire for the year 2000. While Bethlehem residents have had a substantial increase in income in the past decade, the increase in income was still less than the average increases experienced in Grafton County, or the State as a whole. This table also shows Bethlehem's median household income for the year 2000 to be 39% lower than the state median, and 18% lower than the County median.

Table 7.2.A Income Comparisons 1990 - 2000

	Median Household Income (\$)		Median Family Income (\$)		Per Capita Income (\$)		Persons Below Poverty Level %	
	1990	2000	1990	2000	1990	2000	1990	2000
Bethlehem	29,048	35,547	33,529	48,333	12,863	20,155	6.8	11.4
Grafton County	30,065	41,962	35,489	50,424	19,957	22,227	9.6	8.6
State	36,329	49,467	41,628	57,575	20,728	23,844	6.4	6.5

Source: US Census Bureau 1990, 2000 and NH Office of State Planning

The percent of persons below the poverty level in Bethlehem is notably higher than Grafton County and New Hampshire, and has increased significantly from 1990 (up 68%). This is attributed in part to the growing number of low paying jobs, and increasing difficulty finding livable wage jobs. Commercial expansion in the area, notably in nearby Littleton, has been primarily service sector employment in retail chain stores. A 2001 study called “The Availability of Livable Wage Jobs in New Hampshire” by several local economic development organizations, found that the average salary needed to make a living in the North Country of New Hampshire was \$8.04 an hour, or \$17,000 a year, for a single person, and \$10.69 an hour, or \$22,235 annually, for two parents with two children with both parents working. The study also showed that only 33% of the jobs in the North Country labor market pay a living wage for a family of four with both parents working.

Another contributing factor is that over five percent of Bethlehem households do not have a vehicle. There is also no regular public transportation. With an average commuting time of over 20 minutes to the nearest viable employment sites, this constitutes a serious detriment to the rate and level of employment. Table 7.2.B presents the various types of income Bethlehem residents receive by household compared to the County and State. The majority of Bethlehem residents receive their income from wages or salaries. The comparison shows that the distribution of income types in Bethlehem is fairly similar to the distribution in Grafton County and New Hampshire.

Table 7.2.B Comparison of Household Income Types in 2000

	Bethlehem	Grafton County	New Hampshire
Total Households #	924	31,598	474,606
Wages/Salaries %	87.3	82.3	83.8
Social Security %	20.5	27.1	24.7
Supplemental Security %	4	2.8	3
Public Assistance %	3.1	2.9	3
Retirement %	12.7	16.3	16.4

Source: US Census 2000

*Totals add up to more than 100% because many households have more than one type of income.

7.3 Local Economy

Organizations and Employers

Many different types of organizations make up the local economy in Bethlehem. The most active and visible organizations that plan for the future economic prosperity of the Town are the Bethlehem Chamber of Commerce, Bethlehem Redevelopment Association, North Country Council, and the local town boards. The town’s existing employers play a large roll in the continued economic growth of the town. Table 7.3.1.A lists the major employers in Bethlehem.

Table 7.3.1.A Major Employers

Name	Product/Service	Employees	Established
Bethlehem Elementary	Education	43	
Profile Jr./Sr. High School	Education	80	
White Mountain School	Private Education	50	
Pinetree Power Inc.	Electric Plant	25	1988
North Country Environmental Services	Waste Disposal	8	1994

Source: NH Community Profiles 2000 Edition/Economic & Labor Market Information Bureau/NH Employment Security

Industrial/Commercial

It is important to note that Bethlehem is not an industrial town. There has been little industrial growth in Bethlehem in the last 25 years, and the addition of only a few industries such as Garnet Hill and Pinetree Power, Inc. Garnet Hill, which had a large mail order warehouse in town, has since moved its distribution center out of state. Bethlehem has not actively sought to bring industry into the town until very recently. When compared to the neighboring community of Littleton, which has industrial zones and a working industrial park, Bethlehem's industrial growth has been scattered throughout the town. Recently, a local economic development committee has been looking into the potential for development of an industrial park in Bethlehem along Brook Road.

The Tri-Town Industrial Park proposal suggests the construction of the facility be handled in two phases. The revenue from this proposed development would then be split equally between Bethlehem, Lisbon, and Littleton. The three communities signed an initial agreement that will now allow them to apply for grant funding from the Economic Development Administration. The land for the project is being donated by the current landowner. Necessary improvements related to the project include extension of sewer, water and electric service from Littleton; upgrading the Reddington Street/Union Street intersection in Littleton; replacing the Reddington Street Bridge in Littleton.; and upgrading Brook Road.

The entrepreneurial path is especially onerous for individuals with limited skills and education, this is especially true for many rural women. The Women's Rural Entrepreneurial Network (WREN) was founded in 1994 to provide entrepreneurial support and training to this target group to women so they can acquire new skills and achieve economic independence. This multifaceted organization employs information technology to provide access to markets, and resources for personal and business development, networking, and skill-building to produce greater economic sustainability for the region's rural women. Today, WREN boasts over 630 members, including 451

individuals who own their own enterprises. With its “self-service” technology center, interactive website, “online mini-mall”, and retail shop selling handmade products, WREN has emerged as an economic development catalyst in the town and the region. WREN is also actively engaged in the revitalization of Bethlehem’s Main Street, and working with others to create and support a new ‘destination’ identity for Bethlehem based on the concept of ‘Bethlehem, Star of the White Mountains’.

Retail

There are over 100 businesses in Bethlehem. Many are small one or two employee operations. Contractors and builders outnumber any other business, followed by businesses that cater to the tourism industry including hotels, restaurants and recreation. Most of the retail business in town (antique shops, gas stations, stores, etc.) relies on tourism dollars. Commercial activity is centered along Main Street in the village, but extends along Route 302 from one end of town to the other in various locations.

Tourism

Bethlehem is a natural tourist center and offers a variety of outdoor recreational opportunities. Located in the heart of the White Mountains with spectacular views of Mt. Washington, it has attracted tourists for more than 100 years. It currently features two golf courses, the White Mountain National Forest, nearby downhill and cross country skiing, and access to snowmobile trails. Tourism is one of the most important industries in New Hampshire, and certainly in Bethlehem. Over 66 million people live within a day's drive of New Hampshire, and over 38 million visitor days are spent in the state each year. Accordingly to a study, Tourism in New Hampshire by Plymouth State College, surveys have found that more than 60% of the visitors to New Hampshire desire to visit the White Mountains. Summer and fall are the busiest seasons with 2/3rds of all visitors coming at that time. The average summer tourist is part of a family whose household income is about \$50,000: they spend 3 nights (compared to 6 nights in 1979) and \$46 per person per day. Winter visitors tend to make shorter visits, travel more without children, but spend more - \$59 per person per day.

Bethlehem draws more tourists during the summer season. However, the past decade has seen greater activity in the winter months due to Bethlehem's location near three ski areas (Loon, Cannon, and Bretton Woods), and new seasonal home owners attracted to Bethlehem's natural beauty.

Tourism in Bethlehem has changed dramatically since the big hotels and railroads, over 100 years ago. Most of the large, empty hotels are now gone, or have been renovated into bed and breakfast establishments. Bethlehem now provides a wide variety of tourist accommodations from motels to bed and breakfasts. In 1998 there were an estimated 340 seasonal households in Bethlehem, and 16 commercial lodgings providing 258 rooms. There were also two campgrounds with a total of 95 campsites. There are six restaurants in Bethlehem, five in the village, and one to the east on U.S. Route 302. Besides the overnight travelers that are accommodated in Bethlehem, day trippers abound in

Bethlehem, particularly during the summer months. Bethlehem's Main Street, U.S. Route 302, draws tourists who are driving the "loop" which brings them from I-93 in Lincoln, over the Kancamagus to Conway, through Crawford Notch to Bethlehem and then down through Franconia Notch back to Lincoln. Additionally, U.S. Route 302 is a main route for Canadian travelers to reach North Conway, NH and Old Orchard Beach on the coast of Maine.

The amount of traffic on U.S. Route 302 during different months can be used as a general indicator of the tourist business passing through Bethlehem. Indications are that the amount of traffic during summer months has more than doubled in the last 10 years. Recent traffic data (July 2002) indicates that traffic passing through Bethlehem on U.S. Route 302 at the Arlington Hotel averaged 6,799 vehicles per weekday. Traffic data from May of 2000 on U.S. Route 302 west of Prospect Street averaged 5,802 vehicles per weekday. In comparison to figures used in the Bethlehem Master Plan of 1993, traffic volume has increased considerably through town. Traffic data for U.S. Route 302 in 1993, 2000, and 2002 is included in Table 7.3.1.B.

Table 7.3.1.B Seasonal Average Daily Traffic Counts

	U.S. Route 302 Bethlehem
April 1993	1215
August 1993	3207
May 2000	5802
July 2002	6799

Source: NHDOT

Bethlehem has one rather unique group of summer visitors. A large orthodox Jewish population from New York City summers in Bethlehem. Their traditional religious attire tends to stand out as they stroll Bethlehem's sidewalks. Although their numbers once approached 2000, they are now coming in fewer and fewer numbers each year. Currently, about 200 members of two different groups can be found in Bethlehem at any given time during the summer. Some have seasonal homes but many stay in one of approximately eight inns, cabins, or seasonal boarding houses. There are an estimated 119 units at local lodging facilities available exclusively to Hassidim. Families used to come for the entire season, but many now come for only two or three week visits.

The 1980's saw Bethlehem attract significant second home and tourism/recreation related business activity. Approximately 19% of the total housing units in Bethlehem are seasonal/recreational use only. As development levels in Conway, Lincoln, and Bretton Woods peaked, Bethlehem became an attractive alternative. Most economists agree that the second home development market will never return to the growth rate of the 1980's, yet there is evidence of a slow recovery.

An 'Arts-Driven' Economy

Arts and culture is the fastest growing sector of the New England economy and is an industry that surpasses other traditionally recognized leading industries in job growth, and rate of growth potential. Cultural tourism in New Hampshire alone brought in \$460 million in income in 1998 from 2.5 million travelers, and provided 6,414 jobs. For the most part, this is a 'clean' industry that benefits both local people and visitors seeking cultural opportunities from festivals to products to skill acquisition to relaxation. It rarely requires huge infrastructure investments, and the creation of events and venues can often be built around volunteer and community efforts. Exposing children and teens to the arts as a possible career path may also help stem the out migration of youth who face few options in livelihood within the North Country.

Bethlehem's cultural inventory includes:

- The Colonial Theatre with live performance, local community theater and independent films
- The Gallery at Wren featuring individual and group shows by local artists
- Ovation - a store featuring predominately regionally, handmade items
- Cold Mountain Cafe - an informal 'gallery' of revolving shows of work by local artists
- White Mountain School's cultural series - wide range of speakers, dance, and music performances
- The Gazebo Concerts - a summer series featuring a range of popular music for a variety of age groups
- Resident artists and artisans - the town is fortunate to be home to a number of talented artists and artisans including potters, painters, wood and metal workers, musicians, and writers.
- The Rock's cultural heritage and ecology programs
- Donna Kileen's folk music series
- Periodic arts-based workshops offered through WREN
- Hassidic community traditions - while somewhat mysterious to those outside the tradition, Bethlehem is among only a handful of towns that have a Hassidic summer community
- Thematic street banners designed and created by individual local artists
- Marketing events that center on a 'Star' theme to echo the town's identity as the 'Star of the White Mountains'(summer 2003)

The Bethlehem Redevelopment Association

The Bethlehem Redevelopment Association (BRA), a non-profit corporation organized under the provisions of paragraph 501 (c) 3 of the Internal Revenue Codes, was incorporated in September of 1982 to provide for "the social welfare of Bethlehem by fostering growth of industry, residences and businesses in the Bethlehem area and to assist others in the pursuit of these objectives." Most recently, the BRA enrolled several members of "The Friends of the Colonial Theatre" as members and board members of the BRA.

The BRA purchased The Colonial Theatre, an historic landmark in Bethlehem. The theatre building, containing a movie theatre and stage for live performances as well as two retail storefronts, one with living quarters attached, has served as a major attraction of neighbors and area visitors during its summer operating season. The BRA has contracted with a professional architect to develop The Colonial as a year-round regional performing arts center. This renovated theatre would permit the presentation of films and live performances, not only in the summer months, but also in the fall, winter, and spring. Enhancements to the theatre will provide additional space for the instruction, rehearsal, and performance of dance, musical instruments, and other creative arts.

Community Attitudes toward Economic Issues

As part of the master planning process, a survey was mailed to all Bethlehem taxpayers in April 2001 to gather their opinions on Bethlehem's community climate. Of the 900 surveys mailed out, 454 returned for an approximate 50% response rate. Appendix 2 contains a summary of the survey results. Question 9 of the survey asked if the respondent had a concern about the Town now and/or in the future. The second highest number of responses under this question was high property taxes.

Question #11 in the survey asked residents to rate the types of business that they would and would not like to have in Bethlehem. The following tables show the results.

Table 7.3.1.C Top Commercial Uses Residents and Property Owners Would Welcome

Business	Number of Votes	Percentage
Restaurants	369	81%
Professional Offices	358	79%
Farms	350	77%
Retail Sales	332	73%
Motels/Inns/B&B's	329	72%
Cottage Industries/home occupations	329	72%

Table 7.3.1.D Top Commercial Uses Bethlehem Residents and Property Owners Would Not Welcome

Business	Number of Votes	Percentage
Junkyard	358	79%
Fast Food Franchise	340	75%
Heavy Industry	334	74%
Shopping Centers	299	50%
Storage units	279	61%
Gambling Casinos	255	56%

Chapter 8

Natural Resources



Chapter 8

Natural Resources

8.0 Introduction

Among the most fundamental elements of a comprehensive plan for a community is a description of the town's natural resources. By examining these resources we are better able to understand current social and economic conditions, and the patterns of development.



It has become increasingly evident that some areas are better suited for a particular use than others. Too often in the past this fact has been ignored. The results of careless, unplanned growth and development can be seen every day in both rural and urban communities. Over half of Bethlehem lies within the White Mountain National Forest. This is a great natural resource for the town. If we are to protect the rest of our natural resources, and provide a high quality of life for the citizens in Bethlehem, we must develop a town plan based on the capabilities of the land.

This section provides an overview of Bethlehem's natural features. Included are descriptions of the town's general topography, climatic conditions, geologic features, soil characteristics, water resources, vegetation, wetlands, floodplains, and fish and wildlife resources. By using this information along with the natural features maps referenced in this section, town residents may develop a practical knowledge of Bethlehem's physical composition, and make better use of their land.

8.1 Climate

Bethlehem's climate, which is a product of the community's latitude (North 44° 17'), elevation and position in the White Mountains, is marked by long, cold winters accompanied by heavy snowfalls, and short, cool summers. Variability of temperature and precipitation results from passing weather systems, which generally travel from west to east.

Generally, Bethlehem's climatic features include:

1. Quick weather changes;
2. A wide range of temperatures, both daily and annually;
3. Great differences between the same seasons in different years
4. A relatively equal distribution of precipitation throughout the year.

The average annual temperature in Bethlehem is about 42 degrees F, or 5 degrees lower than Manchester, NH. During January the average temperature is 16 degrees F., while temperatures in July average 66 degrees F¹. Extremes range from a high of 95 degrees to a low of -34 degrees.

Precipitation ranges from a low of 2.30 inches in January to a high of 4.24 inches in August. The yearly average is approximately 38.1 inches. June through September is the wettest period, with December through March being the driest. Thunderstorms, which occur 15 to 30 days per year, account for a large percent of the summer rain total. Bethlehem's average annual snowfall is 96.7 inches, with December and February receiving the heaviest snowfalls. Snow has been recorded during all but four months of the year. Although the town receives a fairly even distribution of precipitation throughout the year, extreme variations have occurred. For the month of August the local weather station recorded a total precipitation of 0.71 inches in 1957 but 8.66 inches in 1962. Annual precipitation has varied from a low of 29.66 inches (1962) to a high of 47.52 inches (1969).

Locally, only about 50 percent of the days are sunny. This is a low amount for a recreational area. The average number of partially foggy days varies from 20 to 90 per year. The average growing season is 123 days, but killing frosts have been recorded as late as June 30 and as early as August 22. A growing season of only 83 days was recorded during 1918 in Bethlehem, while a season of 151 days was recorded there three years later.

Bethlehem is fortunate enough to have one of the few United States Weather Stations in Grafton County. Table 8.1 summarizes some of this climatic data for the town.

Table 8.1 Bethlehem's Climate

Lowest Recorded Temp:		(-34) degrees
% of sunny days:		<50%
<u>Frost</u>		
Last Frost	50% chance	24-May
	10% chance	9-Jun
First Frost	50% chance	21-Sep
	10% chance	9-Sep
Average Growing Season		123 days

8.2 Topography

Elevations in Bethlehem are shown on Map F. Table 8.2 lists some of the town's major topographic features. Bethlehem's highest elevations are found in the eastern half of the town (especially within the area occupied by the White Mountain National Forest). Ten mountains exceed 3,000 feet in height, while almost the entire section is over 2,000 feet high. Several 2,000 foot plus mountains occupy the southwest and north central portions of town. Bethlehem

¹ Temperatures would decrease from these averages as elevation increases. Also, north slopes would have lower average temperatures.

village sits on a high plateau (1,462 ft.) located in the west-central part of town, at the foot of one of these mountains. The Ammonoosuc River flows east to west across the northern part of Bethlehem, immediately north of the village, in a somewhat deeply entrenched valley. The river bottomland is basically a wide, gently sloping plain. Elevations in the valley range from approximately 900 feet to 1,200 feet.

TABLE 8.2 Major Topographic Features

Feature Name	Elevation (ft-msl)	Location
<i><u>In the White Mountains National Forest</u></i>		
Priest Hill	1,976	Southwest Corner
N. Sugarloaf Mountain	2,260	North
Middle Sugarloaf Mountain	2,526	North
Haystack Mountain	2,713	West-Central
Mt. Oscar	2,748	North
Mt. Rosebrook	3,007	North
S. Sugarloaf Mountain	3,024	North-Central
Mt. Stickney	3,060	North-Northeast
Mt. Echo	3,084	North-Northeast
Whitewall Mountain	3,380	Southeast
Mt. Tom	4,047	East
Mt. Hale	4,054	Central
Mt. Willey	4,302	East
Mt. Field	4,326	East
N. Twin Mountain	4,761	South-Central
<i><u>Outside the White Mountain National Forest</u></i>		
Garnet Mountain	2,135	South
Beech Hill	2,251	Northeast
Mt. Agassiz	2,378	Central
Cleveland Mountain	2,397	Southeast
Lowest point in town	878	Where Baker Brook enters Littleton

8.3 Slope

Slope is one significant aspect of landform, one which presents limitations for development. As slopes become steeper, the expense of building becomes greater. In addition, increased slope means there is a greater chance of erosion, structural problems, and water pollution problems. In general, slopes greater than 15 percent are considered too steep to provide adequate sites for roads, homes, septic systems, etc. Suitable uses for these steep areas are forest practices, wildlife, recreation, and low density grazing.

Slopes in Bethlehem range from 0 (level) to 70 degrees (almost vertical). As shown on Map G, a considerable portion of Bethlehem's non-federal land (27 %) has slopes of over 15 percent.

This is fairly rugged land. The community should be considered a lower standard (10 – 12 %) as a development cutoff.

It is not surprising that the greatest amount of steep land is found in the mountains and that much of the flattest land is found in the river valley. In between, steepness varies according to local topographic features. A pattern emerges that is similar, though not identical, to the one shown by elevation; areas of highest elevation tend to be characterized by steep slopes.

8.4 Bedrock Geology

Formed hundreds of millions of years ago, Bethlehem's bedrock is composed mostly of igneous rocks such as granite and metamorphic rock such as schist. The metamorphic rock was formed under heat and pressure from many layers of mud, sand, and silt. The earth's internal forces later uplifted it. The igneous rock, which occupies most of the non-federal land in Bethlehem, forced its way upward, while in a molten state, into the metamorphic rocks. The youngest bedrock in town was formed during the Carboniferous Age, some two hundred million years ago. Being the least eroded of all the bedrock in the region, these rocks make up the rugged, scenic areas of the White Mountains.

8.5 Surficial Geology

Surficial deposits in Bethlehem are the result of glaciation. There have been several periods of glaciation, with the most recent period having ended ten to twelve thousand years ago. As the glaciers advanced, the bedrock was scraped and gouged, and this material was picked up and moved along. This glacial advance, or scraping, did not drastically alter the topography of the area; the profile of the mountains appears much as it did before the Ice Age. However, the glaciers did have a great impact on the appearance of the valleys. As the climate warmed and the ice melted, it deposited two major types of material, till and glacial outwash deposits.

Till is composed of a mixture of soil and rock fragments that were scoured loose by the moving ice, carried for a distance, and then deposited. It is generally highly compacted and contains many large angular stones and boulders. Till covers most of the mountainous and hilly areas of Bethlehem, ranging in depth from 0 (where bedrock is exposed) to about 40 feet.

Glacial melt waters caused outwash deposits. They are the stratified sand and gravel deposits which are found along the Ammonoosuc. Outwash deposits are important economically for mining purposes, but they also serve as major groundwater-recharge areas (see the section in this chapter on Water Resources.)

8.6 Gravel Excavations

The sand and gravel deposits in Bethlehem that resulted from glacial activity can be seen on Map H. Approximately 4 % of the non-federal land area consists of glacial outwash deposits. Most are located along the Ammonoosuc River with other areas along the Gale River and Baker Brook. About 220 acres consist of sand (the soil mapping unit 36) with over 600 acres designated as gravel (Soil mapping unit 22).

Sand and gravel have been mined in Bethlehem since the early days of settlement. Map H shows the locations of gravel excavation throughout Bethlehem. There are 18 sites identified ranging in size from under an acre to about 15 acres. The total area excavated is about 60 acres or about 7% of the total potential sand and gravel deposits. Most of the excavations in Bethlehem are old and inactive, and some have been converted to other uses such as the sanitary landfill on Trudeau Road, and residential use on Brook Road.

Since 1979, the State of New Hampshire has required those desiring to start or expand commercial pits to receive a permit from the town in which the excavation will be located. In Bethlehem only 4 applications for new excavations have been filed in that time.

Sand and gravel deposits are also potential stratified drift aquifers. Should Bethlehem be required to find underground water sources in the future to supply the municipal system, the protection of the deposits over mapped aquifers could become critical to the town.

8.7 Soils

Soils information is an intricate part of a natural resources inventory because it provides a wealth of data concerning the capability of land to support various land uses. Soil properties, which affect its capability, include depth, permeability, wetness, slope, susceptibility to erosion, flood hazard, stoniness, etc. Bethlehem should consider adopting Soil Based Lot Sizing regulations for areas outside the village, to ensure appropriately sized lots for well and septic systems.

The Soil Survey

The soils information for Bethlehem was collected by soil scientists from the United States Department of Agriculture, Natural Resource Conservation Service. As they walked over the land, they sampled the soil to depths of 40 inches, or more, and each soil was examined for characteristics such as color, texture, and structure. From this information, lines were drawn on aerial photographs outlining the boundaries of the different soils. Numbers were placed within each mapping unit to identify the type of soil found. Also measured was the slope, which is indicated by a letter. Map I utilizes the soils map as a component of calculating development capability. The original soil survey aerial photographs are on file at the Natural Resources Conservation Service Office in Woodsville.

The soils found in Bethlehem can be broken down into 7 basic categories or groups. Table 8.7 summarizes their extent.

Table 8.7 Soil Conditions Groups

Percent of Soil Type in Bethlehem

Group	Percent In Bethlehem	# of Acres In Bethlehem
Wetland Soils	6.40	3,724.7
Seasonally Wet Soils	12.14	7,068.2
Floodplain Soils	0.31	178.7
Sandy and Gravelly Soils	4.24	852
Shallow to Bedrock Soils	4.86	2,827.9
Compact Till Soils	8.25	4,804.3
Deep Loose Till Soils	11.28	6,564.5
Other (water, made land, etc.)	0.14	82.8
WMNF	50.97	29,667

Group 1 - Wetland Soils

These are poorly and very poorly drained soils that are wet. The water table is at or near the surface 7 to 12 months of the year. Fifteen percent of Bethlehem falls in this category. Wetlands are further discussed under Water Resources.

Group 2 - Seasonally Wet Soils

Included in this group are moderately well drained soils that have a water table 1 to 1½ feet below the ground that keeps the soil wet from late fall to late spring. Twenty four percent of Bethlehem's soils are in this group.

Group 3 - Floodplain Soils

These soils are subject to periodic flooding. Their formation has been the result of sediment deposited from past floodwaters. Less than 1 percent of Bethlehem has flood plain soils; most are in the Ammonoosuc River valley.

Group 4 - Sand and Gravelly Soils

These well drained to excessively well-drained soils formed in sand and gravel deposits cover 4 percent of the town.

Group 5 - Shallow to Bedrock Soils

This group of shallow to bedrock soils occupies 8 percent of the town and have formed on a thin layer of glacial till which is underlain by solid bedrock at about 2 feet, (the depth of bedrock fluctuates greatly between less than one foot to four or five feet). Exposed bedrock on steep slopes is common in some of these soils. These types of soils dominate the mountainous sections of Bethlehem.

Group 6 – Compact Till Soils

The soils in this group are well drained and have formed in compact glacial till. A hardpan layer is generally found about 2 to 3 feet below the ground surface. Water moves down-slope on these soils over the hardpan layer and comes to the surface as seep spots.

Group 7 – Deep Loose Till Soils

This group consists of well-drained sand or loamy soils that have formed in glacial till. The water table is commonly more than four feet below the ground and bedrock is more than 5 feet below the surface. The soils contain many angular stones of varying sizes. These soils cover 32 percent of Bethlehem.

8.8 Water Resources

The goal of the water resources part of this plan is to assure that local land use decisions are based on the most comprehensive and reliable scientific and technical information available. Because water touches virtually all aspects of master planning, it will be found in various chapters throughout the document.

Land use located within a watershed may be an important factor in water quality. Water resources management in a community up-stream may have a substantial impact on the water resources of a neighboring community down-stream. Therefore, it is very important for communities to work together in order to plan effectively for protection of water resources. (See Map J, Appendix 1)

8.8.1 Surface Water

Surface water is precipitation that does not soak into the ground, but runs off into streams, ponds, lakes, and rivers. On the average, 1/3 of the annual precipitation is “runoff”. Bethlehem has an abundance of surface water, which provides great recreational and economic benefits to the town. (See Map K, Appendix 1)

Watersheds are the catch basins for all precipitation falling from the sky. Rain or snow falling within the confines of a watershed’s interconnected ridge crests, or high points, eventually becomes either surface or groundwater.

All of Bethlehem eventually drains into the Connecticut River except for a small portion of town located in the White Mountain National Forest at Zealand Falls, which drains into the Pemigewasset River Basin, and a brook above Crawford Notch State Park, which drains into the Saco River. Of the 95 percent that drains into the Connecticut River, 23 percent drains via the Gale River, 1 percent via the Johns River, and the remainder drains into the Ammonoosuc River. The Ammonoosuc River is the main river in Bethlehem, flowing from east to west. It originates on the western slope of Mt. Washington then flows west to Bethlehem Junction and on to its confluence with the Connecticut River in Woodsville. The total drainage area is 102 square miles with the drainage area of the river Bethlehem covering about 90 square miles.

Map K and Table 8.8.1 delineate and describe the 10 major sub-watersheds in Bethlehem. Watersheds 5, 6 and 7 drain south to the Gale River. While 1-4 and 8-10 drain directly into the Ammonoosuc River. Watersheds 1-5 are primarily located in the White Mountain National Forest. Most developed areas of Bethlehem are in watersheds 8 and 9.

Several watersheds serve as water supplies for surrounding communities. Watershed 3 is a source for the town of Carroll, watersheds 1 and 5 for the Bethlehem Village District, and watershed 5 for Littleton.

Table 8.8.1 Major Sub-Watersheds

Percent of Town	Watershed	Name	Size Acres	Drainage	Water Quality Class	Stream Length
14	1	Zealand	8,300	Ammonoosuc	A	60 mi.
4	2	Tuttle	1,800	Ammonoosuc	B	31 mi.
8	3	Little	1,800	Ammonoosuc	A	6.5 mi.
4	4	Haystack	2,300	Ammonoosuc	B	3.4 mi.
11	5	Beaver/ Gale	7,000	Gale	A	3.8 mi.
3	6	Wiseman	1,800	Gale	B	2.4 mi.
6	7	Indian Creek	3,500	Gale	B	3.3 mi.
4	8	Baker Bk.	3,500	Ammonoosuc	B	2.4 mi.
4	9	Barrett	3,500	Ammonoosuc	B	3.6 mi.
5	10	Black Bk.	2,300	Ammonoosuc	B	2.7 mi.

8.8.2 Lakes and Ponds

There are no substantial lakes or ponds in Bethlehem. Baker Pond, which is about 10 acres in size, is situated just north of U.S. Route 302 on Baker Brook. It is a dam-controlled pond, and is relatively shallow. It has a substantial build up of emergent wetland plants in the summer. No water quality or fisheries information is available for this pond. Table 8.8.2 lists other ponds in Bethlehem. Except for Baker, all are in the White Mountain National Forest.

Table 8.8.2 Bethlehem Lakes and Ponds

Name	Size Acres	Stream Length
Wiley Pond	2,950	6.18 mi.
Zealand Pond	2,480	3.09
Unnamed Pond # 4	960	3.09
Littleton Reservoir	1,460	1.23
Unnamed Pond # 2	1,260	1.23
Unnamed Pond # 1	1,070	1.03

8.8.3 Impoundments

Map L and Table 8.8.3 show the location of impoundments, or dams, in Bethlehem. Twenty dams are registered with the NH Water Resources Division. Only one dam exists on the Ammonoosuc River.

Five dams are municipally owned, two by Littleton for their reservoirs, and two by Bethlehem. The Bethlehem Village District has one on the Zealand River for its reservoir. The other is the impoundment at the sewage treatment plant. Two of the dams listed are for detention ponds constructed by developers as part of their erosion and sediment plans.

Table 8.8.3 Impoundments

STATE #	NAME OF DAM	WATERBODY	OWNER
025.01	Bethlehem Dam	Lower Ammonoosuc River	Bethlehem Hydro, Inc.
025.02	Wing Road Dam Tr.	Ammonoosuc River	Boston and Maine Corp.
025.03	Littleton Reservoir	N. Branch Gale River	Littleton Water and Light
025.04	Zealand River Dam	Zealand River	Bethlehem Village District
025.05	Little River Dam	Little River	Town of Carroll
025.06	Barrett Brook Dam	Tr. Barrett Brook	Strauss Family LP
025.11	S. Branch Gale River	S. Branch Gale River	Littleton Water and Light
025.12	Mink Farm Pond Dam Tr.	Indian Creek	Kurt Tedeschi
025.13	Garneau F.P. Dam	Natural swale	John & Lauri Pare, Jr.
025.14	Fire Pond Dam	Natural swale	Beechcrest Club, Inc.
025.15	Farm Pond Dam	Natural swale	Michael & Robin Carpenter
025.16	Farm Pond Dam	Natural swale	David & Karen Armento
025.17	Baker Brook Pond	Dam Baker Brook	Ms. Irene Lowney
025.18	Zealand Water Intake	Whitewall Brook	Appalachian Mountain Club
025.19	Bethlehem Sewage Lagoon	NA	Bethlehem Village District

STATE #	NAME OF DAM	WATERBODY	OWNER
025.20	Pinetree Power Fire Pond	Unnamed stream	Pinetree Power Development
025.21	Maplewood Detention	Runoff	Village at Maplewood Condo
025.22	Fairways Detention	Runoff	Fairways at Bethlehem Condo
025.24	Hidden Brook Detention	Runoff	Bethlehem Valley Devl. Corp

8.8.4 Wetlands

Wetlands, for the purpose of this master plan, are defined as poorly or very poorly drained soils. Poorly drained soils have a seasonally high water table that comes within one foot of the surface during part of the growing season. They are predominately wooded swamps in Bethlehem. Very poorly drained soils are wetter, and have water at or near the surface for several months of the year. Very poorly drained soils are what most people normally think of when they think of wetlands.

Map M delineates the wetlands in Bethlehem's non-federal land areas. Fifteen percent of the town is wetland, which is about average for northern New Hampshire. Approximately 1,257 acres are very poorly drained soils, and 1,685 acres are classified as poorly drained.

Table 8.8.4 Wetlands in Bethlehem

Wetland Type	Acres (in Bethlehem excluding WMNF)	Percentage of Total Area for the Town (excluding WMNF)	Percentage of Total Area for all of Bethlehem
National Wetlands Inventory Data	1152.7	1.98%	4.14%
NRCS Soils Map – Very Poorly Drained Soils	1041.4	1.79%	3.75%
NRCS Soils Map – Poorly Drained Soils	2500.5	4.30%	9.00%

8.8.5 Flood Plains

Floods occur in Bethlehem periodically depending on storm patterns, snow melt, and ice jams. In the last 100 years, 4 major floods have occurred on the Ammonoosuc River: 1927, 1936, 1938, and 1973. There is a U.S. Geological Survey gauging station located on the Ammonoosuc River at river mile 35 in Bethlehem Junction. Records for this 87.6 square mile area have been maintained since August 1939, with the maximum discharge, of 10,800 cubic feet per second, being recorded on October 24, 1959.

March 1936 was when the worst recorded flooding occurred along the Ammonoosuc River. This flood was caused by two major storms combined with snowmelt and ice jamming. Hurricane rainfall caused the floods of 1938 and 1973.

No extensive hydrologic or engineering analysis of the flood hazard areas in Bethlehem has been undertaken, and no actual flood elevations have been determined. However, in 1986 Flood Insurance Rate Maps (FIRM) were prepared by the U. S. Federal Emergency Management Agency. These maps identify those areas of Bethlehem that have a 1% chance of flooding in any given year. The owners of structures in the flood hazard areas are eligible for low cost flood insurance.

In Bethlehem, some development already exists within the flood hazard area, especially:

- in the northwest corner of town, south of NH Route 116
- at Bethlehem Hollow
- along River Road
- the Pierce Bridge area

Flood hazard areas present major problems for any land use which requires the building of permanent structures.

8.8.6 Shoreland Protection

In 1972, congress enacted the first comprehensive national clean water legislation in response to growing public concern for serious and widespread water pollution. The Clean Water Act is the primary federal law that protects our nation's waters, including lakes, rivers, aquifers, and coastal areas. The State of New Hampshire enacted the Comprehensive Shoreland Protection Act on July 1, 1994, designating the Department of Environmental Services as the enforcement agency. The Shoreland Protection Act sets minimum standards and requirements for the development, use, and subdivision of all land within 250 feet of public waters: ponds, lakes, rivers, and major streams. The protected shoreland is essential to maintain the quality of our rivers, lakes, ponds, and tidal waters. Some components of the Act include the following.

- The Shoreland Protection Act requires that a healthy well distributed stand of trees, shrubs, groundcover, and their undamaged root systems must be maintained within 150 feet of the waters edge. [RSA 483-B:9 V. (a)]
- Any construction within 250 feet of the water's edge must follow the current Best Management Practices for Stormwater and Erosion Control. [RSA 483-B:9 V. (c)]
- No fertilizer or pesticide/herbicide may be used within 25 feet of the waters edge. From 25 feet to 250 feet from the waters edge only low phosphate, slow release nitrogen fertilizer may be applied. [RSA 483-B:9 II. (d)]

The town should incorporate the State's Shoreland Protection Act into local zoning to further the effort of maintaining water quality throughout the town and the State because the Ammonnusuc River is a fourth order stream, and falls under the protection of this Act.

8.8.7 Existing Water Sources

At present, the Bethlehem Village District provides water to about 75% of the residents in town. Water flows by gravity from intakes on the Zealand River, and the Gale River to a slow sand filter facility that was constructed on a portion of the Strawberry Hill State Forest in 1993. From the filter facility, the water flows by gravity to a large concrete reservoir adjacent to the filter facility.

Since the filter facility was constructed, water quality has improved considerably. The filter removes sticks, leaves, debris, and turbidity (microscopic material) that at times entered the system in the past.

The town recently applied for a Community Development Block Grant (CDGB) on behalf of the District for a feasibility study to make further improvements to the water system. These improvements are anticipated to include replacement of old corroded cast iron water mains and the replacement of shallow water services. These improvements will further enhance water quality, improve domestic use and fire flow, and reduce the amount of wasted water necessary in winter to keep shallow mains and service lines from freezing.

A recent study (1990) shows the total average day inflow to the village at 745,000 gallons-per-day (gpd) with a maximum inflow of 811,00 gpd from both sources. Due to overflows at the Strawberry Hill Reservoir, leakage, and the need to prevent freezing, it is estimated that over 450,000 gpd are lost.

According to a study recently done by Provan and Lorber, future water demand by the year 2010 should be about 60 percent higher than existing demand. This demand could be met through using existing water sources more efficiently. However, the water quality of existing surface water sources continues to be poor. For example, Bethlehem Village District water users had to boil their water during much of the summer of 1990.

The Village District's surface water supplies, and facilities for delivering water are currently under fire from the NH Department of Environmental Services for the above mentioned problems. The State ordered a water study to be done to determine current and future water demands, and to look for groundwater sources to replace or augment existing surface water sources. The NHDES will most likely require Bethlehem to abandon existing water sources, and develop groundwater supplies in the future.

In addition to the Bethlehem Village District, there are five active public water systems in Bethlehem. Table 8.8.7 lists these other active water systems.

Table 8.8.7 Drinking Water Systems

System Name	Location	Category
1. AMC Zealand Falls Hut	Zealand Notch	Recreational Facility
2. Bethlehem Christian Center & School	1858 Maple Street	School
3. Copper Canyon Outdoor Education Center	Gale River Road (off Rt. 142)	Youth Camp
4. Profile High School	Rt. 18	School
5. The Highlands Inn	Off Rt. 302	Inn

Groundwater Resources

Water that is not exposed to the air is known as groundwater. The term "aquifer" describes water saturated earth materials from which a water supply can be obtained. There are three types of groundwater aquifers: Stratified drift; till; and bedrock. The basic difference is that stratified drift and till aquifers are composed of unconsolidated glacial deposits (loose earth materials), while bedrock aquifers are solid rock. In stratified drift aquifers, the materials are sorted sand and gravel. In till aquifers, the materials are a gravel, sand, silt and clay mixture. In bedrock aquifers, the rock is fractured.

Unconsolidated materials are porous. Highly porous materials have more and larger spaces between individual particles. These aquifer deposits are capable of storing, transmitting, and yielding larger volumes of water. Conversely, materials (like till) with fewer and smaller individual particles are not capable of storing, transmitting and yielding nearly as much groundwater.

Wells used by communities and private individuals draw groundwater from these aquifers. Water users like the Village District, or a commercial industrial operation, typically require large volumes of water. To supply this amount of water on a continual basis, the well must have a large yield capacity. Only certain aquifers with the right hydrogeological characteristics may yield this amount. On the other hand, the small-volume domestic well will usually suffice, and can be located almost anywhere. However, when considering an aquifer's ability to supply water, the combined effect of many, or very high concentrations of individual wells pumping from the same aquifer may ultimately equal a large groundwater withdrawal, and therefore be beyond the aquifer's yield capacity. In addition, two large volume wells may have localized negative impact on an aquifer unless well locations and pumping rates are regulated.

Stratified Drift Aquifers

As shown on Map J, "Availability of Groundwater", which is based on the "Availability of Groundwater in the Upper Connecticut River Basin, Northern New Hampshire," by John E. Cotton, two aquifer areas are located in Bethlehem. Potentially, the highest yielding aquifers in Bethlehem exist along U.S. Route 302 at the Carroll town line, and under both sides of Trudeau Road from U.S. Route 302 south to the north branch of the Gale River.

A study done by D.L. Makon in 1990 to locate potential areas for developing community groundwater supplies identified 7 potential aquifer areas that could yield 350 gallons per minute. They are shown on Map J. Site six near the junction of Trudeau Rd and U.S. Route 3 has the greatest potential. Much of this area is in the White Mountain National Forest. The NCES Landfill on Trudeau Road lies over part of the aquifer.

Protection of the land over the aquifer on Trudeau Road should be a priority. Should the town ever be required to find an underground water source for the municipal water supply, this area may provide the greatest potential.

Bedrock and Till Aquifers

No studies or mapping of bedrock or till aquifers have been completed in Bethlehem. However, wells in these areas are generally much lower yielding than in stratified material. Additionally, depth and yield of these wells can vary greatly. According to the New Hampshire Department of Environmental Services (NHDES) there are more than 223 wells in Bethlehem. Well data only goes back to 1984 when NHDES began requiring contractors to submit a report for each new well they created. The level of detail submitted for each of these wells varies, but a few items are obvious. Fifteen new wells were reported since the year 2000, seventy-seven new wells were reported in the 1990s, and one hundred thirty wells were reported from 1984 to 1990 alone. Yields range from .25 gallons per minute to 150 gallons per minute, and well depths range from 60 feet to over 900 feet. The yield from these bedrock wells is sufficient for residential and commercial uses, but is generally insufficient to support more high intensity water uses.

Potential Groundwater Supplies

The stratified drift aquifers represent the greatest potential groundwater source for the town of Bethlehem. These aquifers represent potential usable water sources for municipal purposes, and should be protected to insure their future quality and availability. Two large springs, the Great Spring on Lewis Hill Road and a large spring on Old Franconia Road (Gilmanton Hill Road), have been historic sources of drinking water in the Town. One or two residences currently draw their water from The Great Spring. Both springs are on private property. Consideration should be given to protecting these springs for potential future use as public water sources.

8.8.8 Water Quality

Water quality may be evaluated by many individual characteristics. Different quality characteristics can affect the use or value of a particular body of water. For example, some aquatic organisms can tolerate bacteria concentrations that exceed safe bathing levels. Conversely, a low dissolved oxygen concentration has little effect on the swimming potential, but can severely limit types and populations of fish. The New Hampshire Water Supply and Pollution Control Division classifies surface water in one of three categories. All of the streams in Bethlehem are legally classified either as Class A or B (see Table 8.8.1), which are favorable ratings. Those surface waters that are currently serving as town water supplies are classified as A, while all other surface waters are classified as B.

During recent water quality testing for the Ammonoosuc River, above the municipal sewage treatment plant and below, Class B water quality standards were met. This would indicate that the municipal treatment plant is operating according to design.



8.9 Non-point Pollution Sources

The NHDES, Water Supply and Pollution Control Division has identified potential non-point pollution sources throughout Bethlehem. These are shown on Map N and include:

- Salt storage area for the Town Highway Department
- A Potential erosion site
- Bethlehem Sewage treatment plant - unlined lagoons
- North Country Environmental Services Landfill
- Concentrations of septic systems.

Additionally, within Bethlehem there are several underground storage tanks having capacities of 1,100 gallons or greater according to the New Hampshire Department of Environmental Services (tanks under this size are not registered). Table 8.9 lists the locations and owners of these storage tanks.

These tanks plus the hundreds of smaller tanks located throughout Bethlehem represent a potential pollution threat. There are also three above ground tanks, and two sites that have been remediated.

Table 8.9 Underground Storage Tanks

Site Number	Site Name and Address	<u>Site Owner</u>
198604043	Bethlehem Elementary School Main Street – Bethlehem	
199011012	Bethlehem Irving Mainway 2164 Main Street – Rte 302 - Bethlehem	Ralph & Barbara Holmes Bethlehem
200008017	Last Chance Service Station Route 3 – Bethlehem	Alexander Weeks Twin Mountain
199503008	Mac Eddies Service Station 791 Main Street – Rte 302 – Bethlehem	Stevensons Oil Co. John Stevenson Bethlehem
1991050035	N & B Enterprises Main Street – Bethlehem	Norman McCulloch Bethlehem
199807056	Profile Jr./Sr. High School 691 Profile Road - Bethlehem	Profile Jr./Sr. High School Paul Lehman – Bethlehem
200109049	The Rocks Estate 4 Christmas Lane - Bethlehem	SPNHF Concord, NH
198601005	US Forest Service Trudeau Road - Bethlehem	
199508016	White Mountain School 371 West Farm Road - Bethlehem	The White Mountain School 371 West Farm Road – Bethlehem
199407018	White Transmission Main Street - Bethlehem	Fred Storella Bethlehem

Further information can be found at: www.des.state.nh.us/asp/onestop/ORCB

North Country Environmental Services Landfill Facility

The North Country Environmental Services, Inc. (NCES) lined landfill facility is located on a 105-acre parcel on Trudeau Road in Bethlehem. The NCES landfill is owned and operated by NCES, a subsidiary of Casella Waste Systems, Inc. of Rutland, Vermont.

Site landfilling operations began in 1977 by NCES's predecessor, where an area of 3.82 acres received solid waste in an unlined cell. Construction of the first double-lined cell (Stage I) began in 1987, and eventually covered approximately 18 acres. In 1996, pursuant to a State requirement, NCES remediated the solid waste from the original, unlined portion of the landfill, and placed it in the lined Stage I cells. In 1996 and again in 1998, the facility, pursuant to state permits regulating design and operation for environmental protection, expanded into a new double-lined area known as Stage II that totals approximately 7 acres of landfill area. Stage I and II are virtually at capacity and are not currently receiving waste. In 2000, construction was completed on Stage III that includes approximately 6.5 acres. Landfilling is currently taking place in Stage III. As of March 31, 2002 NCES has approximately 3.5 years of site life remaining.

NCES currently accepts approximately 88% of its waste from New Hampshire towns and businesses. The facility also includes a recycling/waste drop off station for the residents of Bethlehem.

The landfill produces two residual products: residual liquids (leachate) and residual gases (landfill gas). The double liner system collects the leachate produced and employs an active gas collection system that vacuums landfill gas from the waste mass and destructs the gas with a flame. The double liner system consists of:

- Low permeability soil layer
- Geosynthetic clay layer
- (2) 60-mil HDPE liners
- (2) Drainage geocomposite layers
- (2) Select drainage sand layers
- (2) Collection sumps

The double liner system acts to prevent soils, surface water, and ground water contamination by preventing the leachate (produced by fluids percolating through the solid waste mass) from entering the ground, surface water and groundwater beneath, and surrounding the landfill facility.

There are 30 groundwater monitoring wells around the facility. They are installed to facilitate groundwater sampling around the landfill. The wells are sampled three times per year, as required by a NHDES permit.

The active landfill gas collection system consists of:

- Gas extraction piping
- Gas control valves
- Gas extraction well heads
- Blowers and related equipment
- Candlestick flare

The blowers collect the gas, which creates a vacuum to draw the gas out of the landfill. The collected gases are then destroyed with a flame. This flame originates at either the leachate

evaporation system, or from a candlestick flare. Thus, the landfill gases produced by the landfill are prevented from polluting the air.

8.9.1 Point Sources

Public files maintained by the New Hampshire Department of Environmental Services were reviewed, and only one permit has been issued under the National Pollutant Discharge Elimination System (NPDES) for surface water discharge in Bethlehem. The Village District is permitted to release treated wastewater into the Ammonoosuc River from its sewage treatment plant. The location of the point source is shown on Map N .

8.10 Vegetation

Looking at the entire town, including the White Mountain National Forest, 86.7% of Bethlehem is forested. Climate and soil, which determine what types of vegetation will grow in an area, are the primary factors that contribute to this type of vegetated landscape. Typical tree species that grow in this northern location are red spruce, white pine, balsam fir, white birch, yellow birch, red maple, sugar maple, ash, beech, and poplar. Depending on specific site factors, such as soil and topography, these trees will grow in associations known as forest cover types.

Map O shows the area of softwood and hardwood growth in Bethlehem. Approximately 22.4% of the land is in softwoods, 42.6% hardwood stands, and 21.6% is a mixture of hardwood and softwood. As with trees, smaller vegetation is also site specific. The underbrush in the open forest consists chiefly of shadbush, striped maple, mountain maple, hornbeam, barberry, highbush and lowbush blueberry, ferns, and bracken. This underbrush thins in the coniferous forest at higher elevations. In places, especially where hardwoods and softwoods are intermingled, the forest floor is covered with groundpine, moss, wintergreen, and creeping snowberry.

Fields contain spirea, sumac, and aspen sprouts. Along the fencerows, around cleared areas, pin cherry, chokecherry, and dogwoods abound. Raspberries, blackberries, and dewberries are common in old clearings along hedge-rows, and in old trails. Creeping bent, red maple, elder, reeds, rushes, and sedges cover the low wet areas. The more common weeds in pastures are devil's paintbrush, wild carrot, buttercup, sorrel, wild mustard, wild strawberry, goldenrod, and sedges.

The great diversity of species makes it unfeasible to list all organisms that are found. Below is a list of rare, threatened, or endangered species found throughout Bethlehem. Most of these species have historical occurrences, which means that they have not been seen for over 20 years. Data here was gathered from the New Hampshire Natural Heritage Inventory in February 2002. Table 8.10 gives the common and scientific name for these communities, plants, and birds. Exact locations are not published to prevent destruction of plants and natural communities.

Table 8.10 Known Rare and Endangered Species in Bethlehem

Species Name	Listed?		Number of Locations reported in the last 20 years	
	Federal	State	Town	State
NATURAL COMMUNITIES - TERRESTRIAL				
** NNE Acidic Cliff Community	-	-	1	6
*** NNE Acidic Rocky Summit/Rock Outcrop Community	-	-	2	23
*** NNE Acidic Talus Forest/Woodland	-	-	3	8
** NNE Lowland Spruce/Fir Forest	-	-	1	5
** NNE Mesic Hardwood Forest on Acidic Bedrock or Till	-	-	1	31
NATURAL COMMUNITIES - PALUSTRINE				
*** NNE Acidic Level Fen	-	-	3	26
** NNE Acidic Seepage Swamp	-	-	1	9
** NNE Basin Swamp - - 1 16	-	-	1	16
PLANTS				
Ciliated Aster (<i>Aster ciliolatus</i>)	-	T	Historical	9
Ciliated Willow-Herb (<i>Epilobium ciliatum</i>)	-	T	Historical	24
Goldie's Fern (<i>Dryopteris goldiana</i>)	-	T	Historical	32
Green Adder's Mouth (<i>Malaxis unifolia</i>)	-	T	Historically	53
Hidden Sedge (<i>Carex umbrellata</i>)	-	E	Historically	12
* Jack Pine (<i>Pinus banksiana</i>)	-	T	2	3
Lily-Leaved Twayblade (<i>Listera convallarioides</i>)	-	T	Historically	19
Loesel's Twayblade (<i>Liparis loeselii</i>)	-	T	Historically	24
*** Mountain Avens (<i>Geum peckii</i>)	-	T	2	37
Neglected Reed Bent-Grass (<i>Calamagrostis stricta</i> var <i>inexpansa</i>)	-	E	Historical	7
Pickering's Reed Bent-Grass (<i>Calamagrostis pickeringii</i>)	-	T	Historical	21
Purple Crowberry (<i>Empetrum atropurpureum</i>)	-	T	Historically	34
*** Silverling (<i>Paronychia argyrocoma</i> var <i>albimontana</i>)	-	T	1	21
VERTEBRATES - BIRDS				

Species Name	Listed?		Number of Locations reported in the last 20 years	
	Federal	State	Town	State
** Black-Backed Woodpecker (Picoides arcticus)	-	-	1	6

Listed? E = Endangered T = Threatened

Flags **** = Highest importance

*** = Extremely high importance

** = Very high importance

* = High importance

These flags are based on a combination of (1) how rare the species or community is and (2) how large or healthy its examples are in this town. Please contact Natural Heritage Inventory at (603) 271-3623 to learn more about this or other ways of setting priorities.

8.11 Fish and Wildlife

According to the State Fish and Game Department, most of the 420 species of animals and birds found in the state can be seen within Bethlehem. The more common species, which are residents of Bethlehem, include moose, white-tailed deer, black bear, snowshoe hare, ruffed grouse, woodcock, coyote, beaver, muskrats, raccoons, otter, mink, fisher, and bobcat. Fishermen enjoy the natural and stocked supplies of brook trout, rainbow trout, and salmon in the Ammonoosuc River. Occasionally such endangered species as the bald eagle and the peregrine falcon, and threatened species such as osprey, northern harrier, and nighthawk are seen in Bethlehem.

Though no survey of wildlife in Bethlehem exists, a measure of wildlife viability within the entire town can be obtained from wildlife kill records. Tables 8.11.A and 8.11.B present both the deer and bear kills recorded by the N.H. Fish and Game Department for 2001 in Bethlehem, and the furbearing animal kill summary for 2001.

Recently in New Hampshire, the moose population has become substantial with the numbers in the state now estimated to be in the thousands. Moose have become a familiar sight along roadways in Bethlehem, particularly Routes 142, 3, and 302. "Moose watching" has become a pastime for residents and tourists alike. Additionally, the state has a limited Moose hunting season with 475 permits being given out in 2003 by lottery.

Snowshoe hare, ruffed grouse, and woodcock comprise the primary small game resources. Furbearers such as mink and otter are associated with riverine ecosystems while beaver and muskrat may be found in both pond and slow flowing stream environments. Fisher, raccoon, red fox, skunk, weasel, and an occasional gray fox and bobcat provide additional furbearing resources. Other common species include woodchuck, chipmunk, squirrel, and porcupine.

Table 8.11.A Wildlife Kill Summary – Grafton and Coos County, 2001

Species	Grafton	Coos
Deer	1126	890
Bear	195	134
Moose	224	130
Beaver	290	271
Fisher	89	73
Muskrat	112	969
Raccoon	82	99
Mink	40	32
Opossum	8	8
Otter	23	30
Red Fox	11	67
Grey Fox	10	0
Skunk	18	8
Weasel	0	4
Wild Turkey	621	77
Bobcat	2	0
Coyote	59	106

Source: N.H. Fish and Game Department

Black ducks and wood ducks are the two resident waterfowl species utilizing the available wetland habitat. Several species of water birds also use these areas. Although some migratory waterfowl use these isolated wetlands, the distance from the Connecticut River flyway, and their small size, precludes heavy usage.

Deeryards are areas where deer herd together during the long winter months for mutual food gathering and protection. Survival for the deer population in the North Country is dependent upon the amount of wintering deeryard habitat available. Presently, there are at least 11 potential deeryards, accounting for over 1000 acres, in Bethlehem as seen on Map P. Unfortunately, human encroachment on these areas has intensified.

The New Hampshire Fish and Game Department also maintains a list of Endangered or Threatened Animal Species in New Hampshire, which is shown in Table 8.11.B. No information is available relative to their occurrence in Bethlehem, but their habitats, when identified, should be protected.

Table 8.11.B Endangered and Threatened Wildlife in New Hampshire

ENDANGERED	
Common Name	Scientific Name
MAMMALS	
Canada lynx	<i>Lynx canadensis</i>
Small-footed bat	<i>Myotis leibii</i>
BIRDS	
Pied-billed grebe	<i>Podilymbus podiceps</i>
Bald eagle*	<i>Haliaeetus leucocephalus</i>
Northern harrier	<i>Circus cyaneus</i>
Golden eagle	<i>Aquila chrysaetos</i>
Peregrin falcon	<i>Falco peregrinus</i>
Piping plover*	<i>Charadrius melodus</i>
Upland sandpiper	<i>Bartramia longicauda</i>
Roseate tern*	<i>Sterna dougallii</i>
Common tern	<i>Sterna hirundo</i>
least tern	<i>Sterna antillarum</i>
purple martin	<i>Progne subis</i>
sedge wren	<i>Cistothorus platensis</i>
FISH	
Sunapee trout	<i>Salvelinus alpinus</i>
Shortnose sturgeon*	<i>Acipenser brevirostrum</i>
REPTILES	
Timber rattlesnake	<i>Crotalus horridus</i>
AMPHIBIANS	
Marbled salamander	<i>Ambystoma opacum</i>
INVERTEBRATES	
Dwarf wedge mussel	<i>Alasmidonta heterodon</i>
Brook floater	<i>Alasmidonta varicose</i>
Frosted elfin butterfly	<i>Incisalia irus</i>
Karner blue butterfly*	<i>Lycaeides Melissa samuelis</i>
Persius dusky wing skipper	<i>Erynnis persius persius</i>
Ringed bog haunter dragonfly	<i>Williamsonia lintneri</i>

THREATENED

Common Name	Scientific Name
MAMMALS	
Pine marten	<i>Martes Americana</i>
BIRDS	
Common loon	<i>Gavia immer</i>
Osprey	<i>Pandion haliaetus</i>
Cooper's hawk	<i>Accipiter cooperii</i>
Arctic tern	<i>Sterna paradisaea</i>
Common nighthawk	<i>Chordeiles minor</i>
Three-toed woodpecker	<i>Picoides tridactylus</i>
Grasshopper sparrow	<i>Ammodramus savannarum</i>
REPTILES	
Eastern hognose snake	<i>Heterodon platyhinus</i>
INVERTEBRATES	
Pine pinion moth	<i>Lithophane lepida lepida</i>
Pine barrens Zanclognatha moth	<i>Zanclognatha Martha</i>
Cobblestone tiger beetle	<i>Cicindela marginipennis</i>

*This list became effective 11-27-01

8.12 Scenic Resources

Bethlehem's location on a high plateau in the heart of the White Mountains provides residents and tourists alike with unique scenic resources. In recent years, growth throughout the state and region has made people appreciate the natural scenery Northern New Hampshire has to offer. In 2004 voters approved giving 5% of the Use Change Tax to the conservation fund. This money, together with the appropriate zoning regulations, will be used to protect ridgelines from development.

Map Q shows some of the more important natural and scenic areas in Bethlehem, including:

1. The ridgelines of Mt. Agassiz and Cleveland Mountain.
2. The top of Lewis Hill.
3. The ridgeline of Garnet Hill.
4. The grounds of the White Mt. School.
5. The Rocks Estate.
6. The Municipal golf course.

7. The Maplewood golf course.
8. The Gale River
9. The White Mt. National Forest
10. The entire corridor of the Ammonoosuc River from Carroll to Littleton.
11. Beech Hill
12. Scenic views while riding down U.S. Route 302, the southern end of NH Route 142, and from many fields, hilltops, and front porches. Each season provides spectacular views of mountains, streams, and New England countryside.

8.13 Conservation Land

Over 53% of Bethlehem, the entire eastern half of the town, is within the White Mountain National Forest. In addition, some of the remaining land is in conservation easements. An easement is a property right that can be bought or sold. It allows a property owner to put limitations on his/her property when an easement is sold, or for another person to set limitation upon the property owner when an easement is purchased. There are also ongoing efforts by a few landowners in the town to conserve and connect smaller parcels into larger, contiguous areas of land for conservation. Refer to Map B for current conservation land throughout the town. A list of conservation lands in Bethlehem follows:

- White Mountain National Forest
- Cushman Hill State Forest
- Strawberry Hill State Forest
- New England Forestry Foundation land
- Society for the Protection of NH Forest – The Rocks Estate
- Society for the Protection of NH Forest – Bretzfelder Memorial Park
- Town of Bethlehem – Town Forest

Conservation Easements:

- White Mountain School
- Henry Valliant



While high property taxes are a concern to residents, no clear direction for how to reduce property taxes was evident from the survey. This is a subject that deserves attention by the Selectboard, Planning Board, the Bethlehem Redevelopment Association and the Chamber of Commerce as well as by interested business people and citizens.

One influencing factor in business development is the town government. Sixty-four percent of the residents that completed the community attitude survey reported that they feel that the present system of town government will serve their needs for the next ten years, and those that responded that they were not happy with the current form of government (36%), were in favor of a town manager form of government.

Another factor regulating business growth in the community is the existing ordinances. Out of the 454 respondents, only 43% stated that they are familiar with the local zoning regulations, yet 61% of those residents feel that they are adequate.

The following is a summary of respondent's opinions on questions relative to the town's economy:

- ✓ The most desirable population growth for Bethlehem is 1-2% per year.
- ✓ 67% of the respondents are in favor of adopting a building code.
- ✓ Lack of business/employment opportunity ranks 5th out of 12 in the list of concerns about the town's future.
- ✓ 68% do NOT favor the introduction of gambling facilities.
- ✓ 57% of respondents are not familiar with the town zoning ordinances.

Chapter 9

Recreation



Chapter 9

Recreation

9.0 Introduction

Bethlehem is generally referred to as being located in the North Country, but when it comes to recreation it is more relevant to make reference to the fact that it is located in the heart of the White Mountains. The White Mountain National Forest is one of the most visited areas in the nation providing a wide variety of recreational activities in addition to tourist attractions.



Bethlehem, and many of the surrounding towns, depend upon visitors coming to the region, and therefore a great deal of the planned recreational activities in the past have been designed to attract and entertain tourists in particular. However, over the past decade, Bethlehem has made great strides in planning and implementing recreational programs for the residents as well as for its visitors. The programs have flourished providing recreational outlets for both young and old, indoor and outdoor, active and leisure, year round.



Recreational needs fall into various categories, such as competitive school programs, visitor activities and attractions, community sports programs, or just plain fun and interesting things to do. Taken individually, each is important, but taken as a whole they become essential to keeping Bethlehem vibrant and attractive.

9.1 Existing Recreation Facilities

9.1.1 The Bethlehem Country Club

The town's largest recreational facility, which includes approximately 140 acres of land, is the 18 hole championship golf course, clubhouse, pro shop, and restaurant. The club is overseen by a town committee, and employs a full time golf professional and pro shop manager to manage its operation.

Future needs at the Country Club include expansion of the clubhouse facilities, upgrading of the course, and the possible expansion to year round use of the clubhouse and course for such activities as cross country skiing, snowmobiling, tubing, or as a community center for leisure activities.

9.1.2 Town Swimming Pool and Playground

The pool was built in 1939, and is historically linked to Bethlehem as being the primary summer activity in the community. The pool has been open to the public, offers affordable memberships to the community, employs full time, trained lifeguards, and offers swimming lessons. In addition to the pool, there is a shower and changing house, a snack shack, and a playground.

The swimming pool has had many repairs over the years, and replacing it may have become a necessity. The pool will not be open in 2004 due to its poor condition. If the pool is replaced, relocating this facility to a more appropriate location for this type of activity should be explored.

9.1.3 Tennis Courts

There are two hard surface tennis courts located off Main Street that are used by the school tennis teams, the summer recreation program, and are also available to the public. This facility should be expanded to include four courts. This would better meet the requirements of school team competition. Additional parking would also improve access to this facility.

9.1.4 Baseball Fields

There are two baseball fields located at the end of Elm Street along with a snack shack. The fields include dugouts, and have been appropriately fenced. The summer recreation program, the Little League, and the public utilize the fields. The baseball programs are organized and implemented by volunteers.

9.1.5 Skating Rink and Skate Park

A public skating rink is located off Main Street in the center of town. The rink doubles as a Skate Park in the spring, summer and fall. Volunteers maintain this facility year-round.

9.1.6 Basketball Courts

There are two outdoor, full sized basketball courts located off Main Street in the center of town. The summer recreation program utilizes the courts, area school teams use this facility for summer leagues, and the general public also uses this facility.

9.1.7 School Facilities

Both the High School and Elementary Schools have indoor and outdoor recreational facilities which are utilized year round for soccer, field hockey, baseball, softball, volleyball and basketball. The facilities are utilized by community groups when not being used by the school.

Additional gym facilities are needed to meet the growing demand for the use of the High School gym. This is especially important during the winter sports season, and would provide more capacity for intramural sports.

9.1.8 Snowmobile Trails

Recently, the popularity of snowmobiling has grown at a remarkable rate. The State of New Hampshire has established a network of trails connecting communities, and financially supplements the efforts of local snowmobile clubs to groom and maintain these trails. With easy access to the White Mountain National Forest, considered some of the best riding in the state, Bethlehem has seen greater numbers of riders in the past few years. Bethlehem has a wonderful setting to offer such enthusiasts. In some locations these groomed trails are also ideal for cross country skiing, snowshoeing, and dog sledding.

9.1.9 Hiking Trails

Hiking trails have existed in Bethlehem since the early 1900's, and are regularly maintained by the Appalachian Mountain Club (AMC). Some of the notable mountain peaks they provide access to are Mt. Hale (4077 feet in elevation), North Twin (4769 feet in elevation), Mt. Tom (4040 feet in elevation), Mt. Field (4300 feet in elevation), and Mt. Willey (4261 feet in elevation). The AMC also maintains a year round hut for hikers at Zealand Falls. The Appalachian Trail passes by the hut as it traverses that portion of Bethlehem. Other notable trails are the Heritage Trail, and the Beaver Brook Trail System which also doubles as a network of cross country ski trails during the winter season.

9.2 Regional Facilities

Bethlehem's recreational facilities and programs are supplemented by many area and regional facilities, which provide visitors and residents with the opportunity for fishing, boating, swimming, hiking, biking, horseback riding, picnicking, camping, winter sports, and water sports.

Within Bethlehem these facilities include the Rock's Estate, Bretzfelder Park, and the Strawberry Hill State Forest. Regionally, Franconia Notch State Park, Forest Lake State Park, Cannon Mountain, Bretton Woods Resort, the White Mountain National Forest, and the Ammonoosuc, Saco, Pemigewasset and Connecticut Rivers provide recreation opportunities.

9.3 Summary

Recreational needs are generally determined by what the community would like to provide for itself, and what additional opportunities would satisfy the needs of visitors. Current efforts should address how best to maintain, update, expand or replace existing facilities to meet the changing demands of population and trends. Understanding the additional benefits that some of these facilities provide is also important. Many of the existing and future trail facilities can also provide some transportation benefit by accommodating other modes of



travel and removing some of the automobile trips from the roadway. Protection of land areas for some recreational uses may also benefit wildlife, water quality, and other conservation efforts. The most obvious connection, and possibly the most important, is to the general health and wellness of the community. The health of Bethlehem's residents contributes to the great quality of life the community has to offer.

Chapter 10

Cultural & Historic Resources



Chapter 10

Cultural and Historic Resources

10.0 Introduction

Bethlehem was founded in 1774 as Lloyd Hills, a name retained until 1799 when it was incorporated as the Town of Bethlehem. Until the 1860s the town mirrored similar small towns in northern New England depending on the use of abundant natural resources for its economic base. Abundant waterpower was available to convert forest and agricultural resources into products for local consumption, and for sale outside the community. Early development took place along the rivers and roads built to serve farms and mills, and to link Bethlehem to the major cities.



The late 1860s saw the beginning of an era of hotels and summer cottages, when Bethlehem became a summer vacation destination. People of means who wanted to get out of the cities during the summer, whether due to pollution, allergies, or heat, found Bethlehem to be an ideal location. The coming of the railroads made travel to the town a day's journey from many eastern metropolitan areas. The era of hotels and summer cottages lasted until the coming of increased automobile ownership in the early 1920s. The fifty year period of the cottage and hotel era was a prosperous time for the town and substantial growth occurred. New parts of the community were developed, this was especially true along U.S. Route 302, but in other areas as well. A significant change for the town was brought about during this time with the passage of the Weeks Act in 1911. This act provided for the formation of national forests east of the Mississippi River, and resulted in the creation of the White Mountain National Forest. The town would eventually see over half of its land area included in the White Mountain National Forest. This has influenced the town's development over the past 90 years, and the effect on the town continues today.

Following the depression of the 1930s, when growth and development languished, a short resurgence in vacationing at the hotels occurred during World War II, but soon faded after the war. The 1950s and 1960s saw increasing interest in Bethlehem as a vacation destination, but this time via automobiles which in turn promoted the construction of cottages, motels and recreational home developments. Rather than hotels offering round-the-clock activities, people were spending their nights in town and traveling to ski areas, taking day hikes in the White Mountain National Forest, or going to other outdoor recreation destinations.

By the late 1960s visitors who liked the area began looking to buy their own piece of land in the community. To satisfy this demand, some Bethlehem landowners began subdividing large parcels into small lots. Out-of-town developers began acquiring large parcels, and likewise subdivided them into smaller lots to market for campsites or second homes.

The 1980's saw most of the remaining hotels disappear. Agricultural uses were largely abandoned and fields began to revert to forest, or were subdivided into house lots. The 1990's brought some new uses to some of the historic structures in the village, and an increased interest in the historic and cultural features in Bethlehem.

10.1 The Bethlehem Heritage Society (BHS)

The Bethlehem Heritage Society (BHS) was established on July 18, 1997, and became incorporated in 2001. The museum opened in June of 1998. It is located in the former Ranlet Café building that was moved to its present location (across from the Post Office on Main Street) in 1895.

The mission of The Bethlehem Heritage Society, Inc. is to preserve, protect, and promote the rich history of the Town of Bethlehem; to establish a museum wherein the artifacts of the town's history may be displayed for education of the general public; to further promote and disseminate historical information that this entity may acquire through special public events, lectures, and discussions; to draw attention to and mark historic sites and trails; to promote the public's interest and appreciation for the Town of Bethlehem; and to generate pride in our past, confidence in our present, and hope for our future.

Past and present projects of The Bethlehem Heritage Society include collecting and preserving historical artifacts; raising funds for a future addition to the museum; elementary school and community educational programs; established a landscaped garden which contains two Memorial Bridges; Annual Memory Tree lighting ceremony; ongoing Memorial Brick Walk project; and the presentation of the BHS Cane (to the oldest town resident), established in 1999.

The public library continues to house historic artifacts, primarily paperwork, and copies of the White Mountain Echo newspaper.

10.1.1 Historic Resource Survey

There are several advantages to undertaking an historic resources survey. The BHS is in the beginning stages of this process, which will include:

- *Identifying, inventorying, and documenting historic buildings, structures, sites, roads, and cemeteries.*
 - Create, maintain, and update an inventory of historic building, structures, sites, roads, and cemeteries.
 - Focus surveys on historic and scenic roads, bridges, streetscapes, and landscapes.
 - Education efforts based on the collected information.

- *Promoting appropriate utilization of historic properties.*
 - Promote original and/or present use of historic properties in their original location whenever feasible, and encourage sympathetic adaptive reuse when the original or present use is no longer feasible.
 - Review and revise zoning ordinances so they encourage the preservation of historic properties, and make them compatible with preservation goals where feasible.
 - Encourage local officials to consider preservation goals in interpreting regulations and building codes.
 - Work with landowners, public, and private agencies to encourage the preservation, acquisition, and maintenance of endangered historic properties.
- *Protecting and Enhancing Historic Properties.*
 - List by importance the historic properties, sites, buildings, structures, and cemeteries in Bethlehem. Focus attention on the historic significance, and recommend appropriate local action.
 - Revise local ordinances as needed to enable the designation of individual historic properties.
 - Review and develop new design standards as needed for historic preservation.
 - Accept donations of property, grants of easements, and other forms of less than fee-simple ownership of historic properties.
 - Nominate additional sites to the State and National registers. Investigate other types of designation, or legislation, that might be available for historic roads and bridges to protect the mature landscape and historic streetscape elements.
- *Promote Appreciation of Historic Properties*
 - Make available to local officials, and the general public, the inventory of historic sites in Bethlehem, including all designations surveys, photographs and maps. Prepare and disseminate brochures and/or guides to historic sites in Bethlehem.
 - Work with homeowners and the business community to develop a plan for a comprehensive signage system to inform the public of historically significant sites throughout the community.

10.1.2 National Register of Historic Places

The National Register of Historic Places is the official list of the Nation's historic and cultural resources worthy of preservation. Established by the National Historic Preservation Act of 1966, and administered by the National Park Service with the Department of the Interior, the Register lists properties of local, state and/or national significance in the areas of American history, architecture, archeology, engineering, and culture. Resources may be nominated individually, in groups, as districts, as a multiple resource area, or by category as a thematic group.

In New Hampshire, anyone may submit a nomination application. National Register forms, maps, and photographs are submitted to the New Hampshire Historic Preservation office to be reviewed by the State Review Board. Following state approval, the application is sent to Washington, D.C. for final review, approval, and listing.

National register listing can be an important tool for identifying and planning the future of significant resources. Listing can act as a catalyst to change public perception and improve an area's image, but cannot in itself prevent major detrimental alterations or even demolition. However, it remains an important psychological first step towards historic awareness, respect, and protection.

Three properties in Bethlehem have been listed in the National Register:

Burt-Cheney Farm (listed 1982)

The Burt Cheney House, located between U.S. Route 302 and I-93, is an outstanding example of the Cape Cod house. One of the few remaining central chimney Capes in the area, this is relatively well preserved. It is also significant because it typified the pioneer's approach to building a farm in the wilderness. The related structures on the property, particularly the large stonewall in front, make a significant contribution to its appearance as a farmstead, a function which it served continuously until the construction of I-93 in the late 1960s.

The Rocks Estate (listed in 1984)

Of the numerous grand private estates that appeared in New Hampshire during the late nineteenth century, The Rocks Estate, built by John J. Glessner, is one of the best preserved examples of this building form.

The Rocks is owned by the Society for the Protection of New Hampshire Forests. The Rocks continues to fulfill its original purpose of protecting forests and open space. It still retains much of its early character as a working farm and the private garden spot of its original owners.

Felsengarten (listed in 1973)

Felsengarten is a 14.8-acre parcel of rough wooded land on a mountain slope, on which construction of an eight-room house began in 1886 by Theodore Thomas. Theodore Thomas was the conductor of the Chicago Symphony. The architectural aspect is reminiscent of Dutch Colonial form with extensive landscaping and flower gardens. The historical significance of the site is derived from the admiration of horticultural circles, and its former residents and their world-renowned guests.

10.2 Local Regulations

There is no specific reference to historic sites or buildings in the various town ordinances, regulations, and codes. Through the subdivision review process, the planning board currently has no regulations requiring the preservation of historical, architectural, or archaeological sites within a proposed subdivision. Preservation and sensitive treatment of buildings, or sites, is presently only pursued by interested landowners.

The town Planning and Zoning boards should work with other local and regional entities, and interested citizens, to ensure historic preservation is carried out in Bethlehem. The role of those boards is limited within the realm of historic preservation. However, there are existing

organizations, both local and regional, that have the expertise and the resources to be active participants. One such local group is the Bethlehem Heritage Society. Many of the historic preservation efforts and activities may be encouraged with some technical assistance from this group of dedicated individuals. This may involve updating the local regulations so that they are sensitive to historic and cultural resources, and could include direct technical assistance to property owners.

10.3 Historic Preservation Tools

Historic Building Rehabilitation Tax Incentives

The Economic Recovery Act of 1981 provides attractive incentives in the form of federal investment tax credits for the substantial rehabilitation of income-producing older buildings. The act was enacted to support preservation by eliminating tax incentives that encourage the demolition of historic structures. Credits are deducted from taxes owed, not income earned, with depreciation over an eighteen year cost recovery period. Currently, the tax incentives take three forms:

Income Tax

<u>Savings</u>	<u>Building use</u>	<u>Eligible Properties</u>
15%	commercial & industrial	30 – 39 years old
20%	commercial & industrial	40 years or older
25%	commercial, industrial & income residential	certified historic structures 50 years or older

Downtown Revitalization

Bethlehem's historic structures possess the potential for economic benefit. Many of the buildings retain significant features including elaborate brickwork, decorative glass, metalwork, intact parapets, and other decorative details absent from buildings built today. Across the country, the quaint Main Street image has become a proven formula for attracting tourists, seasonal residents, and shoppers.

Building rehabilitation, or renovation, does not necessarily mean major change or expense, nor should it be confused with restoration, in which the appearance of a building is returned to the condition in which it existed at a point in the past. Old photos can be very helpful in assessing a building's potential, uncovering changes it has seen through time, and making decisions about future changes to undertake.

A well-executed renovation project will frequently act as a catalyst for similar work along the street, enhancing the overall image of the downtown. It should be remembered that structures

which are remodeled in a manner not compatible with their surroundings, and departing from the character of the downtown, can cause serious visual disruption to the entire streetscape.

Revolving Loan Funds

Revolving funds are self-replenishing loan programs. The money in the pool is mostly composed of donations, and is used to restore buildings. The funds revolve once the loan has been paid back. With a revolving fund, a non-profit organization can either acquire a deteriorating building, restore it, and then sell it, or make low interest loans available to those who need to restore their historic buildings.

The first building restored by a revolving fund should be a relatively high visibility structure, so that donors can see their money at work. The building should be endangered, well worth saving, and have good resale potential before it should be considered eligible for a revolving loan. Beside donations, an organization administering a revolving fund can solicit sources of revenue from private foundations, and government subsidies such as Community Development Block Grants.

Scenic Road Designation

New Hampshire state law RSA 231:157-158 enables a municipality to designate local roads as Scenic. Upon petition of ten persons who either are voters of the town, or who abut the proposed designated road, the town government can designate a scenic road.

A scenic road designation protects trees and stone walls situated on the public right-of-way. After designation of a scenic road “any repair, maintenance, reconstruction or paving work done with respect thereto shall not involve or include the cutting or removal of tree, or the tearing down or destruction of stone walls, or portions thereof, except with the prior written consent of planning board or official municipal body...” (NH RSA 231:158)

Designation of a road as “scenic” will not affect the town’s eligibility to receive state aid for road construction. Nor will it affect the right of abutting landowners. Bethlehem currently has two designated scenic roads - Swazey Lane and Old Franconia Road (Gilmanton Hill Road).

Scenic Road designation enables a community to preserve the rural environs along the roadway, and the setting around adjacent historic structures. A scenic road designation also stimulates pride and respect for the existing landscape. It is an especially important tool for Bethlehem’s rural areas where architectural heritage is reflected in the inseparable bond between architecture and landscape.

Easements

New Hampshire law RSA 447:45-47 covers the subject of easements. An easement is a property right that can be bought or sold. It allows a property owner to put some degree of limitation on his/her property when an easement is sold, or for another person to set limitation upon the

property owner when an easement is purchased. Easements can be of two types: conservation or preservation.

A preservation easement is an agreement between a historic property owner and a government agency or preservation organization, which give the latter the right to review any proposed changes to the structure. In return for giving an easement, a property owner is eligible under the Tax Treatment and Extension Act of 1980 to make a deduction from his/her taxes. If the easement is considered a lifetime gift, then the property owner could receive a deduction for up to 50% of his/her adjusted gross income. Cost of such programs may be significantly lower than buying properties outright to protect these valuable resources, particularly when easements can be acquired by donation. Conservation easements are discussed in the Natural Resources Chapter of this plan.

Two major types of preservation easements have been employed in the past:

- Donation of an exterior façade easement by a property owner. This could include air rights, exterior maintenance, alterations, etc.
- The second type is for the interior of an historic structure. This type of easement is rarely used, and is difficult to acquire and enforce. An interior easement can restrict all or part of the interior.

Discretionary Preservation Easements

A new state law, RSA 79-D, creates a mechanism to encourage the preservation of historic New Hampshire barns and other agricultural buildings by authorizing municipalities to grant property tax relief to barn owners who (a) can demonstrate the public benefit of preserving their barns or other historic farm buildings, and (b) agree to maintain their structures throughout a minimum 10-year preservation easement.

The new law is based on the widespread recognition that many of the state's old barns and other farm outbuildings are important local scenic landmarks and help tell the story of New Hampshire's agricultural heritage. Yet many of these historic structures are being demolished or not repaired because of the adverse impact of property taxes. RSA 79-D encourages barn owners to maintain and repair their buildings by granting them specific tax relief and assuring them that assessments will not be increased as a result of new repair work.

More information on barn preservation and the value of New Hampshire's historical agricultural resources is also available from the New Hampshire Preservation Alliance at (603)224-2281, admin@nhpreservation.org, or www.nhpreservation.org/html/home.htm, and from the NH Division of Historical Resources, (603)271-3483, preservation@nhdhr.state.nh.us, or www.state.nh.us/nhdhr/barn.

Chapter 11

Regional Concerns



Chapter 11

Regional Concerns

11.0 Introduction

While the master plan focuses mostly on issues within the community, or within the control of the Town in some respect, some thought should be given to the larger region that Bethlehem is located within. Throughout the White Mountain Region and beyond, regional concerns such as the environment, population and housing growth, transportation issues, and tourism affect Bethlehem. Outside influences have an impact on the community, and in turn Bethlehem has an impact on others.

11.1 Bethlehem's Role in the Region

Located in both the White Mountain Region of New Hampshire and the Greater Littleton Region there are a number of outside influences that affect Bethlehem, but which the community has little control over. For many of these issues, Bethlehem can similarly affect other communities with its own actions. Participation in regional discussions will ensure that Bethlehem has a better "say" in what happens in the region over time.

With its watersheds draining to the Ammonoosuc and Gale Rivers, Bethlehem has a responsibility to others "downstream" not to pollute these significant sources of drinking water, recreation, and wildlife habitat. Proactively dealing with land use changes within the community, and notifying other communities of potential regional impacts under NH RSA 36:56, will benefit the community and the region.

Bethlehem has already taken a leadership role in dealing with the impact of light pollution on the North Country night sky. The Bethlehem Outdoor Lighting Regulation will help the community reduce its impact on the dark night sky, and may inspire others in the region to do the same. The regulation has already inspired other communities in the state to adopt similar regulations.

With a major portion of the community's land area within the White Mountain National Forest, Bethlehem has also worked to encourage additional conservation efforts elsewhere in town. These efforts contribute to natural resource protection, preservation of the working landscape, recreation opportunities, and the scenic resources that residents and visitors to the region value. Future efforts to prevent ridgeline development and pursue conservation in Bethlehem and neighboring communities will further protect the character of the region.

Several major state routes and an Interstate pass through Bethlehem creating a road network that serves the needs of residents, visitors, and businesses year round. Some of this traffic is generated by destinations within Bethlehem, and the remainder is generated by locations in the

region or beyond. The community's location on the White Mountain Trail, a national scenic byway, and its rich history as a tourism destination serve as a draw for cultural and recreational activities. This translates into large numbers of visitors that contribute to the regional economy and impact the region's infrastructure annually.

11.2 Regional Groups and Organizations

Participation in regional dialogues will ensure that Bethlehem's voice is heard. This can best be accomplished by participating in regional groups and organizations. The following regional entities are key to the implementation of the master plan and Bethlehem's vision:

North Country Council (NCC)

NCC assists 51 northern New Hampshire communities with Regional Planning, Economic Development, Grantwriting, Community Planning, Natural Resources, Transportation, and Solid Waste management issues. Located at the Rocks in Bethlehem, NCC has been promoting regional dialogue in northern New Hampshire since 1973.

Transportation Advisory Committee (TAC)

NCC staffs and coordinates a TAC composed of representatives from the 51 northern New Hampshire towns. The TAC works to prioritize future transportation improvements to be made by the NH Department of Transportation.

Affordable Housing Education and Development (AHEAD)

AHEAD, incorporated in 1991, became the region's first non-profit community development organization dedicated to providing housing and economic opportunities to families of limited means in Northern NH. As a community-based developer, AHEAD works closely with local towns and organizations to solve community housing problems.

School Administrative Unit (SAU) 35 and Profile High School

Bethlehem is included in SAU 35 which covers a number of towns and schools. Bethlehem has its own elementary school, but shares a high school with the towns of Franconia, Sugar Hill and Easton. Profile High School is located on NH Route 18 in Bethlehem and Bethlehem has the largest number of students in the school. Bethlehem Elementary School has a school board composed of Bethlehem residents. The Profile Board has members drawn from the four towns.

White Mountain Regional Airport Commission

For a number of years Bethlehem was an active participant in the White Mountain Regional Airport (WMRA) Commission. Located in the Town of Whitefield, the WMRA has provided general aviation services in the North Country for more than 50 years. It is the largest airport

facility in the area with its 3600-foot runway. The runway is scheduled to be lengthened to 4200 feet in 2006 which will permit it to accommodate larger aircraft. Capital improvements at the airport are typically funded at a level of 90% by the Federal Aviation Administration and 5% by the State. The communities served by the facility pick up the remaining 5%. At various times the Federal Aviation Administration has subsidized commercial passenger service to and from the airport. The last scheduled passenger service was for a one-year period in the mid-eighties. The close proximity of the Mount Washington Hotel in Bretton Woods and the Mountain View Grand Hotel in Whitefield and with the continued growth in tourism throughout the area, demand for charter air service, if not scheduled service, will increase. As a tourist destination, Bethlehem may find it of benefit to become a more active participant on the Commission.

Tri-Town Industrial Collaboration

Since mid-2001, representatives of the towns of Bethlehem, Littleton and Lisbon, have been working in cooperation with the Littleton Industrial Development Corporation to identify sites in the three towns for joint development of future industrial/commercial facilities. Using a grant from the Economic Development Administration (EDA), US Department of Commerce, the group commissioned engineering and economic feasibility studies of several sites in Lisbon and Bethlehem that have potential to be developed in a manner that would attract new companies into the area. The group has recently focused its efforts on a 140 acre parcel on Brook Road in Bethlehem's Zoning District 4 (light industrial and commercial use) and anticipate applying for site development funding from the EDA late in 2004.

Chapter 12

Implementation



Chapter 12

Implementation

12.0 Introduction

In the 2002 New Hampshire legislative session the statutes relative to master plans, 674:2-3, were rewritten to reflect the need for closer coordination among municipal master plan elements, and for coordination of local, regional, and state projects and processes. Bethlehem's 2004 Master Plan update contains both of the mandatory sections, the community vision and the land use section, and all of the recommended sections including this Implementation Chapter.

In terms of the recommended implementation section, the Town of Bethlehem felt it was important to create detailed actions that will put the new master plan into action. According to RSA 674:2, III, the Master Plan may include the following sections:

“..(m) An implementation section, which is a long range action program of specific actions, time frames, allocation of responsibility for actions, description of land development regulations to be adopted, and procedures which the municipality may use to monitor and measure the effectiveness of each section of the plan.”

This Chapter will enable the Bethlehem Planning Board and Board of Selectmen to oversee the completion of the 19 implementation actions of this master plan. Each of these actions was assigned a timeline and a responsible party to assist with future evaluation of the progress on these tasks. This chapter is dynamic and should be reviewed and modified after 12 months to measure the progress made on the implementation actions.

The chapter topics serve as the framework for this section. The goals identified and prioritized in the Vision Chapter of this plan are then listed under the appropriate topic, and are followed by the implementation actions.

12.1 Land Use

- Goal 3** Require private developers to fund off-site improvements if the development will have a major impact on Town services, infrastructure, and/or schools.
- Goal 4** Pursue policies and capital improvement expenditures that facilitate growth in designated areas, thereby protecting and conserving open space while providing public facilities and services efficiently and cost effectively.
- Goal 8** Adopt and implement innovative land use ordinances and regulations that discourage strip development by designating areas appropriately located and zoned for a variety of types and intensities of new development.

- Goal 16** Revise and update Town Ordinances and Regulations so that more people, residences and businesses can be accommodated in areas best suited for greater density of development.
- Goal 17** Eliminate or bring into conformity activities that are in violation of Town Ordinances and Regulations.
- Goal 20** Revise sections of the Town's Master Plan to address changes in growth and development locally or regionally to permit timely and effective changes to Town Ordinances and Regulations

<i>Implementation Action</i>	<i>Time Period</i>
<p>1. Refine the future land use plan.</p> <p>Implementation Responsibility: Planning Board</p> <p>Support Agencies: Select Board, Conservation Commission, Zoning Board of Adjustment</p>	1-2 years
<p>2. Draft and submit to the voters zoning ordinances and regulations that will implement the vision and future land use plan.</p> <p>Implementation Responsibility: Planning Board</p> <p>Support Agencies: Select Board, Conservation Commission, Zoning Board of Adjustment</p>	1-2 years
<p>3. Create an Executive Summary of the Master Plan in a poster or booklet format.</p> <p>Implementation Responsibility: Planning</p>	1-2 years
<p>4. Adopt Best Management Practices (BMPs) for hillside and ridgeline development as part of the Planning Board's project review process.</p> <p>Implementation Responsibility: Planning Board</p> <p>Support Agencies: Conservation Commission, Select Board, and Zoning Board of Adjustment</p>	1-2 years
<p>5. Ridgeline / Steep Slope Overlay Regulation</p> <p>Implementation Responsibility: Planning Board</p> <p>Support Agencies: Conservation Commission</p>	1-2 years

6. Analyze the effectiveness of innovative land use ordinances and regulations; draft and adopt new ordinances that will accommodate growth, while preserving open space and wildlife habitat. Implementation Responsibility: Planning Board	2-3 years
7. Draft and adopt overlay zones for significant natural resources Implementation Responsibility: Planning Board Support Agencies: Conservation Commission, Select Board	2-3 years
8. Review the status of all implementation actions and revise needed work and/or time periods; propose new implementations actions when appropriate. Implementation Responsibility: Planning Board	Annually
9. Review the Master Plan and revise update, or draft replacement section(s) as required. Implementation Responsibility: Planning Board	Annually

12.2 Transportation

Goal 1 Provide a safe, functional and well-maintained transportation system which implements the land use plan to include roads, parking, sidewalks and non-motorized opportunities.

<i>Implementation Action</i>	<i>Time Period</i>
1. Create an official transportation plan including streets, sidewalks, paths, parking, and other existing facilities. Implementation Responsibility: Planning Board Support Agencies: Highway Department, North Country Council	1-2 years
2. Develop new street design standards that reflect a hierarchy of streets. Implementation Responsibility: Planning Board Support Agencies: Select Board, Highway Department	1-2 years

12.3 Community Facilities

Goal 2 Prepare, with full citizen participation, a long range plan for relocating, building or renovating Town facilities to include target dates and funding sources.

Goal 18 Consider and adopt, if appropriate, new forms of organization and governance best suited to guiding and administering the Town in the 21st century.

<i>Implementation Action</i>	<i>Time Period</i>
<p>1. Re-charter or invigorate the Town Facilities Committee with tasking to review options for renovating, building and/or relocating Town facilities and services to include funding sources and methods. Immediate emphasis to be on the Town Building, including fire and police facilities.</p> <p>Implementation Responsibility: Select Board</p> <p>Support Agency: All Town Boards, Commissions, and Activities.</p>	1-3 years

12.4 Utilities and Public Services

Goal 5 Develop and keep current a plan for acquisition and operation of a Town transfer station, trash disposal options and funding alternatives in preparation for the eventual closure of the Trudeau Road landfill.

Goal 13 Recognize new technologies such as personal wireless service facilities which may affect the Town's view sheds, existing utility infrastructure or development in specific areas; adopt ordinances or regulations which will minimize adverse impact on the Town; control via ordinance or regulation exterior lighting to maintain the night sky free from light and glare.

<i>Implementation Action</i>	<i>Time Period</i>
<p>1. Re-activate the Citizen Advisory Group on Municipal Solid Waste to plan for and to have in place a town transfer station in sufficient time to serve the needs of the Town when the Trudeau Road landfill is closed.</p> <p>Implementation Responsibility: Select Board</p> <p>Support Agencies: Planning Board, Conservation Commission, North Country Council</p>	2-3 years

12.5 Population & Housing

- Goal 15** Maintain consistent and predictable tax rates by balancing population growth and economic development with long-range needs for capital improvements and education expenses.

<i>Implementation Action</i>	<i>Time Period</i>
<p>1. Continue to promote a diverse housing stock, including high quality second homes, by hiring a planner to assist the Planning Board and Zoning Board of Adjustment.</p> <p>Implementation Responsibility: Select Board</p> <p>Support Agencies: Planning Board, Zoning Board of Adjustment</p>	1-2 years

12.6 Economy

- Goal 7** Encourage economic development that emphasizes tourism and recreation but with increased emphasis on commercial growth in specific areas.

- Goal 15** Maintain consistent and predictable tax rates by balancing population growth and economic development with long-range needs for capital improvements and education expenses.

<i>Implementation Action</i>	<i>Time Period</i>
<p>1. Support public and private partnerships to expand the community's "arts-friendly" image.</p> <p>Implementation Responsibility: Select Board</p> <p>Support Agency: Planning Board, Chamber of Commerce, Bethlehem Redevelopment Association, WREN</p>	1-2 years
<p>2. Explore ways to reduce property taxes and maintain year-to-year consistency in tax levels; broaden the tax base by encouraging and supporting existing and new professional, commercial and light industrial initiatives.</p> <p>Implementation Responsibility: Select Board</p> <p>Supporting Agencies: Planning Board, Zoning Board of Adjustment, Bethlehem Redevelopment Association, Chamber of Commerce, North Country Council</p>	1-5 years

12.7 Natural Resources

- Goal 6** Draft, approve and have ready a plan to ensure the Town has a lead role in monitoring a closed Trudeau Road landfill.
- Goal 9** Maintain the rural character of the Town and the natural ecosystems of the region by promoting land use practices that maintain open space in large, contiguous parcels.
- Goal 10** Protect the Ammonoosuc River corridor from development that degrades water quality and the aesthetics of this ecosystem; adopt a shoreland protection ordinance and work with other towns and the Department of Environmental Services to protect the entire Ammonoosuc Watershed.
- Goal 11** Identify and keep current inventories of natural and scenic resources, wetlands, flood plains, groundwater, and important habitat areas.

<i>Implementation Action</i>	<i>Time Period</i>
1. Complete a detailed Natural Resource Inventory. Implementation Responsibility: Conservation Commission Support Agency: Select Board, Planning Board	1-2 years
2. Create an open space plan, based on the Natural Resource Inventory, that identifies priority parcels and corridors the community should work to protect. Implementation Responsibility: Conservation Commission Support Agency: Select Board, Planning Board	3-5 years
3. Draft and adopt a local shoreland protection ordinance. Implementation Responsibility: Planning Board Support Agency: Conservation Commission, Select Board	3-5 years
4. Meet with other communities in the Ammonoosuc Watershed to discuss land use and conservation issues. Implementation Responsibility: Conservation Commission Support Agency: Select Board, Planning Board	1-2 years

12.8 Recreation

- Goal 12** Provide a coordinated and comprehensive system of public and private recreational facilities, programs and open space that will meet the active and passive recreational needs of all citizens and visitors and enhance community design, identity and vitality.

<i>Implementation Action</i>	<i>Time Period</i>
1. Continue the evaluation of the existing facilities and the potential for new facilities to meet the needs of residents and visitors. Implementation Responsibility: Select Board Support Agency: Recreation Department, Facilities Committee	1-2 years

12.9 Cultural & Historic Resources

- Goal 14.** Preserve the Town's historic, cultural, scenic and architectural heritage.

<i>Implementation Action</i>	<i>Time Period</i>
1. Develop design guidelines for District 1, Main Street, and for other areas of the town where historic structures are being used for residences or businesses. Implementation Responsibility: Planning Board Support Agencies: Heritage Society, Zoning Board of Adjustment	1-2 years
2. Develop an Historic Preservation Plan for Bethlehem that promotes the preservation of local architectural identity by encourage the maintenance of original structures. Implementation Responsibility: Heritage Society Support Agencies: Planning Board	3-5 years

12.10 Regional Concerns

- Goal 19** Take the lead or actively participate with other towns and regional organizations in the area to address new initiatives or existing problems facing the region on issues such as, but not limited to, education, transportation, housing, economic development and the environment.

<i>Implementation Action</i>	<i>Time Period</i>
1. Ensure that residents represent Bethlehem on regional boards and committees.	1-2 years

Implementation Responsibility: Select Board	
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Design Guidelines

Another tool for preserving the historic character of the community involves the use of voluntary or mandatory design guidelines for new construction. The intent of such a program or regulation is to promote architectural designs that complement the existing structures in the district. Creating guidelines that offer visual examples of the key architectural elements that define Bethlehem would be an important step.

10.4 Historical Preservation Plan

A portion of the 19th and 20th century is still visible today in Bethlehem, with many buildings and sites remaining reasonably intact, but threatened by modernization. These must be preserved if we are to retain the character of Bethlehem. Working with the property owner, in a cooperative spirit, to retain the best elements of the past while encouraging future updates is the most effective, long-term way to preserve our environment. A proactive educational program is necessary for this to be successful.

A Bethlehem Historic Preservation Plan should promote the preservation of local architectural identity by encourage the maintenance of original structures, property owners to save key landscaping details, and investigating potential historic and/or prehistoric resources on project sites. This plan should also promote the preservation of the central business district in Bethlehem. This may include encouraging adaptive re-use of existing structures to ensure their maintenance, and a commitment to a vibrant village area.

The plan should specifically identify historically significant structures, land areas, and roadways where feasible, and create partnerships and bridges to local organizations with the technical expertise to help retain these important resources. Site plan applications for adaptive reuse of existing structures should be encouraged, but consideration should be given to landscape, parking, signage, lighting, facade material, and the use of the structure to ensure that the plan is harmonious with the character of Bethlehem. Consideration should also be given to the compatibility with other structures in the neighborhood.

10.5 Summary

Bethlehem has an opportunity to preserve its heritage and character, if the community moves to protect the resources that remain. Education of the public on the significance and benefits of historic preservation is a key activity that must be carried out in an engaging and non-threatening manner. Public understanding of the value of historic preservation will ensure that the recommendations are carried out successfully.

“Today is the history that our children and grandchildren will look back on.”

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Appendix: Survey-Q13**Q13: How do you feel the Town can entice business to come here?**

Comments	Number of Similar Responses
Adjusted tax rate compared to nearby towns	1
Align with...Festivals. Establish mountain biking area. Tax incentives. Expand the arts	1
Allow new business and lower tax rates for them	1
Be more open to all types of business - cannot be "too" picky. Tax base help	1
Be more open to new types of business - work to get taxes lower - involve State of NH to rebuild their roads and to widen some areas for better traffic flow - offer lowered tax rates to entice new business	1
Be more receptive to new businesses. Tax incentives	1
Be proactive. Tax breaks	1
By being more receptive to plans which would benefit the tax structure	1
By lowering the tax rate for new and established businesses.	1
Chamber of Commerce. More than tax breaks.	1
Create tax free commercial zones	1
Develop an industrial park, tax breaks, but use impact fees	1
Do not vote everything down! Too much tax exempt Main St. Bethlehem is a pass thru town there is nothing here to entice anyone	1
Don't. Only encourage business that will fit the towns image and help lower taxes	1
Eliminate state business profit tax for 5 years	1
Encourage new businesses to build/settle in Bethlehem with tax breaks based on # of jobs created. Zone an industrial park	1
Find a way to lower the taxes	1
Lower property taxes	1
Lower property taxes to start, then advertise Bethlehem's assets	1
Lower property taxes. Commercial development area	1
Lower property taxes. The taxes in this town are ridiculous	1
Lower tax rate for all	1
Lower tax rate. Create a positive environment for new business. Stop the protectionism of current business - i.e. let the free market dictate success	1
Lower taxes	5
Lower taxes and/or tax breaks to get new businesses to come to us. Look to develop more wood industries - pellet manufacturing - saw mill	1
LOWER TAXES!!!!	1
Lower taxes, adequate amenities, limited development	1
Lower taxes, be more receptive to businesses	1
Lower taxes, better access	1
Lower taxes, promoting more cultural events to all ages, less regulations for businesses	1
Lower taxes. Less red tape. Put in business only zoning	1
Lower taxes...a more positive feeling within the town...there has been years of controversy and it has impacted new comers...they will go to Franconia, and surrounding towns that don't have a huge landfill, exorbitant taxes and controversy..	1
New Business tax incentives; free advertisement - electronic connection to town's website; free plowing maybe	1
New select people; less tax free or exempt; listen to taxpayers not your way or else; lower tax base, embrace all ideas vote on business interest by actual taxpayers	1
Offer tax breaks	1

Comments	Number of Similar Responses
Offer tax breaks. Less regulations	1
Our school tax rate is double that of the town of Franconia whose children go to the same middle & high school. Until that rate is in line with other towns in the area business will stay away.	1
Pay less taxes for 5 years	1
Possible tax breaks for few years until solidified	1
Reduce taxes	4
Reduce taxes. Stop the Casella fiasco and move on. That issue has become based on so much personalities issues. Everyone needs to back up, take a breath, gain all empirical evidence (not opinion) and make a choice	1
Reduce taxes; stop not in backyard attitude	1
Stop attacking every business that shows interest. Give some type of tax break for 1st couple of years	1
Tax and zoning incentives. Don't fight every outsider and only work with townies. Make attractive Main St. properties available for development i.e. wasted basketball courts, skate park, tennis courts, gazebo	1
Tax break for tourist based businesses	1
Tax breaks	1
Tax breaks	5
Tax breaks, stick to zoning rules, don't try to impose visual standard that aren't in zoning rules, like was the case with Dollar General	1
Tax breaks. Reduce restrictions	1
Tax cuts and less complaining whiney residents that are against every proposal	1
Tax incentives	7
Tax incentives (i.e. NY State). Worker training credits. Enhanced town services	1
Tax incentives for building upgrades to current code	1
Tax incentives for first 3 years	1
Tax incentives. Town boards need to encourage new businesses to settle here, but they also need to keep out chains, box stores etc. in the village	1
Tax incentives; land purchase for commercial use. Internet	1
Tax incentives; be more open/friendly toward business	1
Taxes too high. Could use affordable restaurants like brick oven pizza	1
The current tax rate is excessive when compared other local communities. The tax rate is having significant detrimental impact on both commercial and residential development.	1
Capitalize on the small town atmosphere - cater to tourists. Lower taxes for new businesses for a few years. Have a plan and execute	1
Clean common areas. Reduce Taxes. Make police lighten up on traffic stops	1
Make small business attractive with town grants & tax exemptions for first 5 years. Big business will find its way to us	1
I think Bethlehem should retain its village feel and quaintness. Streamlining the process to have a business here while still protecting the village ambiance. Reduce taxes for 2 years with incentives to reduce taxes by having the business give back to t	1
Have a knowledgeable and fair planning board. Keep taxes stable / lower taxes. Change image of town as we are known for fighting business / growth	1
Offer short term tax incentives	1
Offer tax abatement program on town-owned land that is developed into new businesses. No property taxes for first 5 years and phase-in over next 5 years. Also, abandoned, partially destroyed properties on Route 302 should be torn down	1
Limit government interference in the lives of its residents. Keep taxes as low as required to run basic town functions. No new projects. Our pockets are empty. Can't get blood out of a turnip	1
Stop making them jumping thru hoops / lower taxes	1
Market ski industry. Encourage condo living - 2nd home owners increase tax revenue. Partner / Omni / need active Chamber of Commerce	1
Limited development. Offer property tax relief	1

Comments	Number of Similar Responses
More events like farmers market; grants or low interest loans to new businesses; sell buildings taken for back taxes for low cost to people interested in opening business	1
The town needs an "anchor" business or activity that will draw traffic. If people stop, they'll shop. Tax incentives. YMCA would be great. Free Land	1
Look at current downtown space, not all locations are being utilized. This town is not a commercial destination and developing more land for commercial use will ultimately raise taxes - look at the horror show that is Gorham. Town lost its character a	1
Spruce up Main St. of town and keep taxes reasonable	1
Town cannot be picky about which business is allowed in town based on historic look, etc....taxes are too high. Maybe new businesses get a tax break for 3-5-7 years?	1
"Heart of the White Mountains"	1
Assist with permits, share business needs of community	1
Be friendly. Less restrictions	1
Be more business friendly and make the application process easier and more welcoming.	1
Be more open minded	2
Be more receptive to folks wanting to start a new business....i.e. The Dollar Store	1
Be open to all interests / businesses	1
Be willing to listen to proposals and to get feedback from population on specific businesses looking to come to town	1
Become green town and slow down climate description	1
Become more business friendly. Lighten up on zoning laws. Do not let the loud minority run them out of town.	1
Better advertising of the town. More parking. More promotion of events and businesses in town. Better website. Better promotion of Main St.	1
Better government	1
Business that comes to town should be located in appropriate areas, so when trying to entice businesses the location should be stressed.	1
By allowing them in, first.	1
By having a more affluent community; this is accomplished through keeping the town attractive	1
By not being so hard on them, we should be easy on them	1
By Planning Board not giving in to some citizen pressure	1
By pressuring its current character as an attractive tourist area with interesting shops, the arts and history. We are unique and should emphasize that	1
By stressing the natural beauty of the area and small town, unique shops and business	1
Capitalize on Bethlehem's Art - antique - religious atmosphere. Encourage WREN - Colonial - private entity to buy the lost in center of town and build an arts college - hotel. Week - 2 week classes would be held in wood working, pottery, acting, weaving	1
Catholic Church would be nice. I believe the town should work with current business owners and real estate to improve the curb appeal such as Baker Brook Cottages and Cedar Croft Block. Safety concerns in addition to aesthetics.	1
Cheaper utilities: Municipal electricity, natural gas lines and so on.	1
Clean up decaying buildings in town. Provide reliable round the clock emergency services.	1
Clean up or eliminate Main St. buildings that have passed their prime	1
Close the dump! It is ugly and smells	1
Close the landfill	1
Close the landfill. Extend north sidewalk Main St. to Cherry Valley Rd. and Turner JT	1
Commercial development should be implemented with cautious forethought. We have two great golf courses some nice businesses down town, could use some more and a minimal foot print hotel. Walkable community. Ease of access to Route 93. Excellent schools	1

Comments	Number of Similar Responses
Continue to develop tourism, an attractive downtown with specialty stores, like antique stores, WREN. Make it a destination spot. Give business incentives.	1
Develop land by the high way. Tear down abandoned properties	1
Do some research and figure that out.	1
Don't don't	1
Don't push them out! We should have gotten FEDEX here!	1
Don't want it, this is a small town and we love it this way	1
Dress up Main St.!!! Fix buildings. More restaurants!!! Trees and landscapes. Bethlehem needs diesel. Help small business! More small shops that "stay open"!! No Dunkin Donuts!! Outdoor ice skating behind basketball courts	1
Eliminate the dump	1
Encourage business to come in	1
Enhance environment	1
Enlarge the emphasis on artists / artisans studios and encourage more alternative healing centers - fix the swimming pool for use in healing PT as well as for recreation	1
Establish foreign trade zone on Rt. 116. Establish contacts in Canada. Press local legislators to advance more initiatives in Concord. Enhance tourism economy through expanded gaming and off track betting facility	1
Explore the increase in the golfing. The only hotels are too far away and they are not enticing. You have a plaza in Littleton - not "upscale". Main St. is not that pretty - needs updating - even keeping with the local flavor	1
Find a way to re-establish the town as a tourist destination. I currently live in Salem, MA, and although their main tourist season is October, they are able to offer many amenities to the residents and businesses that make it a great place to live and w	1
Focus on what makes us unique: cultural history, arts organizations. The Colonial Theatre. WREN, Cold Mountain. We need a better town website, one that focuses on the cultural events and landmarks. That connects to real estate available. What about a Ma	1
Get better understanding of small vs large scale business and adjust the demands appropriately as well as decreasing fees for the zoning board.	1
Get rid of dump. Stress nature - air water trees	1
Get rid of most zoning.	1
Have more to do	1
High speed internet not just in center of town	1
Highway access or tourism	1
I think Bethlehem is well suited for small "mom-and-pop" style retail and restaurants along main street. The town should highlight its access to 302 and 93 as major routes for visitors and locals.	1
I think the Whitefield Road 116 should have a mall instead of lumber mill. have outlets like shoes, market basket, new hotels, book stores, CVS, clothing, etc.	1
I think we need to encourage business that is compatible with village culture. Big or mini box stores would not encourage this. This might require a change in zoning to encourage and allow commercial on street level areas of a building even if it is a	1
I wish I had an answer for this because we could use a few more restaurants	1
I wish I knew	1
I would not like to see an excessive amount of businesses here and not many more small artsy and crafty businesses either. Entice the recreational equipment and outerwear suppliers to come and more fine dining.	1
Improve the appearance of the center of town	1
Improve the charm of Main St. Encourage zoning to require residents to clean up their yards - make the houses have curb appeal	1
Increase water and sewer lines	1
Industry will do more damage than good. Population too small to support more retail	1
Land Brook Road into plan for Lt Indus or Cottage	1

Comments	Number of Similar Responses
Less negativity about businesses and planning ordinances that are not overly restrictive	1
Less regulations	1
Let them do it	1
Make a small resort the way it used to be early 1900s look was great; stop the bickering and less politics and keep the small town integrity	1
Make it a retirement town. Where people would want to retire	1
Make the town more attractive along 302	1
Marketing our community	1
More "robust" downtown - unclear what type of business makes more sense	1
More festivals, arts events	1
More hiking trails. More historical sites. More, bigger, brighter restaurants. A large info center with gift shop	1
More input from residents about this issue, rather than the same old group who want to drive away any business they don't approve of	1
More manufacturing companies, even small startups	1
More to offer - activities and good hospitality from people who live here	1
Must have high speed internet access in town and all around the community so people can work from home and the office	1
Not commercial in the sense of box stores and franchises. We need to offer incentives like PILOT's to small businesses.	1
Offer incentives, don't be so picky on who comes (i.e. dollar store and the egg farm)	1
Parades	1
Perhaps we could use some of the empty buildings to create an office park	1
Pursue businesses that are complimentary to environment	1
Planning board and select board should be there to help businesses when applying for permits, instead of putting up roadblocks!	1
Planning board should be open to new businesses express openness and willingness to welcome new business. Also, planning board should respect our zoning, i.e. when a farm applies for permit in agricultural zoned area, they shouldn't be objections over	1
Present a less hostile attitude	1
Promote the town's values. We are committed to maintaining and expanding strong schools, strong employment opportunities, strong and diverse community, sustainable use of our natural resources, and great recreation in our mountains, lakes, and rivers.	1
Provide parking for town buses	1
Provide property relief	1
Pursue environmentally responsible businesses	1
Rebuild in town streets and sidewalks. Cut down all the huge dead trees and grind stumps to widen sidewalks so that they can be plowed. Outside town roads have trees hanging out making tow way traffic dangerous	1
Rehabilitate worn/burned structures	1
Require up keep on buildings on 302. Center of town need improvement	1
Rescind site plan review. Lessen zoning restrictions	1
Small business only, focus on rural farm development	1
Stop discouraging business	1
Stop dragging people thru the ringer when they are trying to build something. Listen to the majority not the few who scream the loudest	1
Stop fighting businesses that want to come into town	1
Stop letting a few people run the town and not listen to the overall population	1
Stop trying to drive them out.	1
Stop turning away the businesses that do try to locate here	1

Comments	Number of Similar Responses
Stress organic farm to table and cottage industries. I don't want big box stores. Stress unique artsy atmosphere like the Colonial and WREN. Expand the farmers market	1
Support the arts. Paint store fronts with grant. Tear down problem buildings	1
Survey town occupants to find what is needed & wanted & contact appropriate businesses	1
Sustainable tourism - more restaurants - support the Colonial which is the heartbeat of the town now days	1
The "Town" as defined by the Town Meeting does little to promote itself other than contribute to a few non-profits such as Gazebo Concerts. Perhaps it could spend some money on promoting/assisting existing business & nonprofits in Town(Wren, The Colonia	1
The area up Whitefield Rd. should be developed for commercial properties, industrial park etc.	1
The few business in town don't want any business coming in because they are afraid it will take away from them. I feel we need more to choose from	1
The schools are great! Great recreation, educated work force, cheap property	1
The town needs to look at what needs are not being met business-wise. A diner would be good. Even a small hardware store. Granted, our town is very small around the village area and we are spread out quite a bit so most people would go to Littleton or	1
With more retail sale type business	1
Work with Chamber - Create Economic Development Committee	1
Would bring additional revenue into the town	1
You have good schools - good golf - good winter sports - etc.	1
Zone areas for commercial development. Offer incentives to businesses that increase jobs	1

Appendix: Survey_Q14

Q14: Other Businesses...comments

- Antique stores, art gallery, a YOUTH HOSTEL
- Anything that will lower taxes
- Arts & Crafts Store or Gallery
- Banks that have many branches
- Boutique shops/book store
- Bowling center/Sports Bar
- Bus tour from Rocks to North Conway
- Business that will reduce tax burden
- Child/youth related activities
- Dependent on appearance & uniqueness
- Develop 116 instead of lumber mill
- Dog Park with separate area for little dogs
- Drug Store
- Dunkin Donuts
- Dunkin Donuts, bakery
- Family restaurant, dry cleaners
- Fitness facility - YMCA like
- Flea Market
- Hardware store
- Hardware store, drug store
- Help develop Village Golf Store
- Hobby stores, bike shops
- Hotels, boutique hotels and hotel chains
- I would support a light industrial park
- Industrial Park on 116
- Junk yards / metal recycle facility
- Keep towns charm. Not like a city
- Marijuana growing / dispensary
- Medical Marijuana
- More solid waste. More landfilling
- More things for kids.
- More tree farms
- Music store/performance coffee house
- Must be in zoned areas
- No "adult" stores. No bars/liquor store
- No box stores. Keep beautiful and tourism
- None we have enough
- Non-industrial tech (non-polluting)
- Orvis or Cabela's. Adventure Park
- Professional Offices
- Public Transportation
- Rec equip/outwear suppliers; fine dining; pubs
- Reduce taxes & restrictions, business will come
- Remain quaint. Business should add culture
- Retail
- Saw mills
- SCC #13
- Small Businesses
- Small gift shops
- Some no's could be yes if away from town
- Some small chain stores
- Tech companies, Bio companies
- Technology
- Theme Park
- Whatever
- Yes
- YMCA

Appendix: Survey_Q15

Q15: Natural Resources...other comments.

- 80% of town currently in conservation easement
- Balanced with need to expand business
- Border NF town doesn't need to promote more
- Bury power lines on Main St.
- Cooperate in projects with other towns
- Cultural Heritage
- Cut trees and bring view back
- Don't over regulate property rights
- Great job here
- Green spaces around town - develop areas
- Halt expansion of NCES landfill
- Have a national state & town forest, that's plenty
- I don't want to see a lot of new land restrictions
- Keep pavement free and environmentally friendly
- More involved in ACT and SPNHF for recreation
- Motorcycle/car racing; more pro concerts
- National Forest owns 52% of our land
- Need more wooded land that can be logged off
- No land for Northern Pass
- None of the above
- None, we have adequate protections already.
- NONE. Parts of town in National Forest
- None. Promote development
- Plenty of land!
- Protected drinking water
- Protecting the environment.
- This can all be done and still develop land
- Too much properties owned by town, state and fed
- Town has enough conservation
- Try to balance
- Views very important, but only if resident agrees
- We already have a high percentage of conserved land
- We already have plenty for these purposes
- We have enough
- We need growth, not more protected land
- Wilderness & wildlife nearby in White Mountains
- X-skiing on golf course. Partner w/ski mountains

Appendix: Survey_Q16.1

Q16.1: Are any of the following traffic conditions a problem...truck traffic?

**Number in () are total of same or similar answers*

- 142 / 302
- 142 - North, Long Hill
- (17) Route 302
- 302 at night
- 302 is not a truck route. Use Route 2
- 302 Jake breaks
- 302 through Main St.
- 302 too fast
- 302 truck traffic is annoying, but.....
- 302. 142. Trudeau Rd
- Trucks and campers on 302
- Needs to be slow through town
- Heavy on Main Street
- Near School
- Too many trucks on 302 Rt. 302 Long Hill
- Yes - trash oil timber - Main St.
- Yes! Downtown Rt. 302 Main St.
- (11) Main St.
- Secondary Rds.; Main Street
- Main St. (Jake brake)
- Main St. / Rt. 302
- Main Street, Trudeau Rd
- Main St. 302
- Near School
- Needs to be slow through town
- Absolutely!! On Main St.
- Big rigs
- Blaney and Brook
- (2) Brook Rd.
- A lot in the summer
- Can't really comment
- Construction vehicle should pay for damages
- Hard to control when PD sits in office
- I occasionally think trucks should be re-routed
- Large trucks often follow too closely
- Large trucks on restricted roads
- Lewis Hill Road
- Long Hill
- Much too much
- On our roads, they fly by!
- On side roads
- Please curtail
- Prospect St.
- River Rd. even though a sign is posted
- They go too fast
- Too much
- Too much all roads
- Truck drive too fast
- Trucks from Twin by Maplewood
- Trudeau Road
- (3) Wing Rd
- Yes - Prospect Street

Appendix: Survey_Q16.2

Q16.2: Are any of the following traffic conditions a problem...traffic speed?

**Number in () are total of same or similar answers*

- (24) Main St / Rt. 302
- Rt. 302 should be monitored closer by PD
- 302 / Cherry Valley intersection
- 302 and Maple Street
- 302 in Village; Passing in no passing zones
- 302, Trudeau Rd
- 302. Traffic circle by 142
- Too much Main St.
- Trucks on 302
- Trucks too fast on 302
- Yes, Main Street
- Main St. for trucks
- Yes 302
- Main St. and River Rd.
- Too fast going through town
- Should be lowered through town
- Needs to be enforced downtown
- Yes! Downtown
- Too fast through town - needs enforcement
- Truck Traffic - Main St & Trudeau Rd
- Speeding in the center of town, trucks
- Main St. in front
- Main St., Agassiz St. - no policing
- Rt. 302 West
- People go through Main St. at 50
- Rt. 302, Old Franconia Rd.
- Rt. 302, Rt. 142
- Agassiz downhill; 302/village
- Center of Town - Main St.
- All go too fast on 302
- In town
- Agassiz - Main St. Long Hill
- Absolutely!! On Main St.
- Truck going too fast downtown
- Agassiz
- Agassiz bad
- All town roads
- Almost all roads
- At times on Prospect St.
- Big rigs fly by house
- Cherry Valley Rd, 30mph
- Do not lower 30 is fine
- Drivers speeding through town
- Fine. Cops are good at getting speeders
- Hard to control when PD sits in office
- Jefferson to Cross St.
- Lewis Hill & Long Hill
- Lewis Hill Rd
- Lewis Hill Rd
- Logging Trucks
- Maple St.
- Monitor speed on Agassiz
- Most roads
- Near School
- No - Police does a good job
- Old Franconia
- Old Franconia Rd after closing time
- On 142 / Maple St. in the 30 mph zone
- People from Mass. VT drivers go too slow
- Prospect St.
- Reasonable
- Rt. 116 people drive too fast
- Rt. 142 aka Maple St., traffic very fast
- Rt. 142 Maple St.
- South Rd.
- Yes - old Franconia Rd.
- Yes - on my back rd.
- Yes; Mt. Agassiz to Copper Cannon
- Stricter enforcement or 25mph
- Too fast
- Too fast
- Too fast
- Too low
- Truck speed
- Trucks 20 mph
- Trucks from Twin by Maplewood
- Wing Rd
- Yes
- Yes
- Yes

Appendix: Survey_Q16.3

Q16.3: Are any of the following traffic conditions a problem...traffic noise?

**Number in () are total of same or similar answers*

- (16) Main Street/ Route 302
- 302 and 3
- 302, Trudeau Rd
- Absolutely!! On Main St.
- Agassiz
- Eliminate Jake brakes in town
- Except for trucks - ok
- Fine, except for occasionally the trucks
- Jake brakes
- Jake brakes used in town
- Jake break
- Loud
- Minimum - mainly truck noise
- No brake downshift!!!
- No Jake brakes in town
- Not unless the Dalton race track goes ahead
- Personally no impact - can hear 3 & 302
- Snowplowing 4 am
- Too many trucks
- Too many trucks/noise 302
- Too much
- Too noisy
- Truck noise
- Trucks - Long Hill
- Trucks and Jake brakes on Long Hill
- Who decides?
- Wing Rd
- Yes
- Yes
- Yes 302 I 93
- Yes! Downtown
- Yes, but expected

Appendix: Survey_Q16.4**Q16.4: Are any of the following traffic conditions a problem...traffic turning and entering?**

- 3 + Trudeau, 142 and 302
- 302
- 302 / Cherry Valley - Poor visibility
- 302 and 142
- 302 from Park Ave
- 302, 142, 116
- 302, Trudeau Rd
- Junction of 142-302 needs revamp
- Area around post office and town building
- At gazebo concert
- At the Post Office (accident waiting to happen)
- Bank 20' of double yellow line for town liability
- Bethlehem Post Office and Coffee shop
- Bethlehem School
- Blaney and Brook
- Bottom of Long Hill Rt. 302
- Cherry Valley Rd. / Rt. 302
- Corner of 302 and Maple
- Dangerous/Brook Rd; need blinking light
- Driver problem not towns
- Fine.
- Intersections Agassiz/Main and Maple/Main
- Lewis Hill @ Arlington
- Main Street
- Main Street -Post Office
- Onto Main Street
- Park Ave to Main St
- River and Wing Roads
- Small business, post office
- Too much
- Tr 142 @ Maple Hill (no sight distance)
- Wing Road / River Road can't see over hill

Appendix: Survey_Q16.5**Q16.5: Are any of the following traffic conditions a problem...inadequate street lighting?**

**Numbers represent same or similar answers*

• Blank	265	• No; want light pollution ordinance.....	1
• 302 in Bethlehem Proper	1	• Not enough	1
• All over town. Old + inadequate	1	• not too bad	1
• All streets.....	1	• on Main Street near Lloyd Hills Building	1
• Area from Park Ave to Long Hill very dark.....	1	• On side streets.....	1
• Back street lights are old. Solar LED	1	• Switch to LED fixtures saves money easier on eye	1
• Brook Road	1	• Too many street lights on side roads.....	1
• Bury power lines on Main St.	1	• Town	1
• Elim. 70%. People should pay, not whole town ..	1	• Yes	3
• Good, but need upgrade	1	• Yes - side streets	1
• Good; no more, got too much as it is	1	• Yes could use more	1
• Lewis Hill Rd	1	• Fine	3
• Lighting along 302 from I93 to east end of town ..	1	• N/A	6
• Like dark skies	1	• No	21
• Long Hill Rd.....	1	• No problem	2
• Main Street.....	1	• None	2
• Maple Street.....	1	• Ok	2
• More lighting coming into both sides of town	1		
• No, opposite too much in silly places	1		

Appendix: Survey_Q17**Q17: Are any of the following traffic conditions a problem...inadequate parking?****Numbers represent same or similar answers*

• Blank	160	• No traffic or parking concerns.	1
• Additional parking needed.....	1	• No, I do not find parking a problem.	1
• Adequate.....	1	• No, unless you go to Rosa's on Wing night	1
• Around theater	1	• None	1
• At Gazebo	1	• Not currently; Not Really	3
• BES.....	11	• Not for current level of business activity.....	1
• BES needs more parking	1	• Not that I know of.....	1
• BES. Police appearance daily would help	1	• On Main St. - town offices and Post Office	1
• Bethlehem Post Office and Main St. businesses.....	1	• On Main St. near theater & Cafe & Post Office.....	1
• Center of town.....	1	• Only for large events.....	1
• Center of town to accommodate town buses	1	• Park to 302 cannot see when turning	1
• Colonial Theater.....	1	• Parking area needed at BES	1
• Could use small lot near colonial for busier days	1	• PD. Town Hall. Shops. Need off 302 parking.....	1
• District 1 Main St.	1	• Post Office	13
• Don't know of any.....	1	• Post Office & the Grammar School.....	1
• Downtown	2	• Post Office & Town Building/Office	12
• Downtown near theater.....	1	• Post Office / Mai Papaya	1
• Downtown, TH, BES	1	• Post Office and Coffee Shop, shouldn't be together	1
• During summer on Lewis Hill can be difficult.....	1	• Post Office and Elementary School	2
• Elementary School - Bethlehem.....	1	• Post Office area dangerous	1
• Elementary school, Town Gazebo / Theater area	1	• Post Office at times. Town Building	1
• Fire, Police & Post Office. Bethlehem School	1	• Post Office gets dicey especially handicapped spot	1
• Gazebo Events.....	1	• Post Office, town building, elementary school	1
• Gazebo park needs better parking on cemetery side...1		• Post Office, town building, Main St. by theater	1
• If tourism expansion happens yes. Parking BES.....	1	• Post Office/Coffee House	1
• Lewis Hill Rd	1	• Rosa Flamingo's, Post Office.....	1
• Main is poor. Traffic no visible from Agassiz	1	• Rt. 302	1
• Main near Colonial	1	• Rt. 302 and Post Office.....	1
• Main St during the summer	1	• School & Theater	1
• Main St. - District #1.....	1	• School and Post Office	1
• Main St. - needs off street	1	• School!! Town Building	1
• Main St. BES.....	1	• School, Post Office and Town Hall	1
• Main St. WREN - Colonial theater more parking.....	1	• School; Main St.....	1
• Main St. (movie time)	1	• Sometimes at the Post Office	1
• Main St. and Post Office	1	• Synagogue Strawberry Hill. Improve side walk	1
• Main St. and School.....	1	• The elementary school.....	1
• Main St. by WREN	1	• Top of Prospect Street for summer bands	1
• Main St. District I.....	1	• Town Building	1
• Main St. Downtown	1	• Town building - too many - hydrant parking.....	1
• Main St. during the summer.....	1	• Town Center; there needs a large parking area.....	1
• Main St., downtown, BES.....	1	• Town Hall / Fire & Police, Post Office	1
• Main St; BES, TH.....	1	• Town Hall and Post Office	2
• Main Street.....	6	• Town Hall Area	1
• Main Street and Post Office Area.....	1	• Town hall, pool & park; Rosa's & Elementary School ..	1
• More at BH School.....	1	• Town Hall; Post Office	1
• More user friendly parking downtown.....	1	• Unfortunately the town building and Post Office	1
• Most everywhere when there is an event(s) going on ..	1	• Unknown.....	1
• Municipal parking along Main St. near theater	1	• Vicinity of Colonial Theater / WREN	1
• Near the theater, gazebo Sunday nights.....	1	• When not where; Colonial functions & town function ...	1
• No; N/A	34	• Yes around BES	1
• No (as long as 302 parking allowed for concerts)	1	• Yes Main St.; should have municipal parking	1
• No business, how could there be parking problems?...1		• Yes. Downtown.....	1
• No problem. Main Street has ample parking	1	• Yes; BES; Rosa Flamingos.....	1

Appendix: Survey_Q18

Q18: Are any of the following traffic conditions a problem...inadequate handicap parking?

• Blank	225
• Don't know; Good-ok; I don't think so; N/A; NA; No Opinion; No Problem; None, Not apparently; Not aware of any; Not currently; Not sure; No sure, never really looked; Not that I am aware; Not that I can see, Not yet; Seems to be fine; Sorry – I'm ignorant on this subject; Uncertain; Unknown; Have not looked;?;We have handicapped parking?	65
• @ WREN.....	1
• Around theater.....	1
• Businesses on 302, town hall, Post Office.....	1
• Colonial; Colonial needs more than one space	2
• Downtown.....	3
• Downtown shops	1
• Elementary School	1
• Everywhere; Everywhere and better enforcement.....	2
• Main Rd. and Post Office.....	1
• Main St in front of WREN and the Colonial.....	1
• Main St.	3
• Main St. - Post Office	1
• Most everywhere	1
• Near WREN.....	1
• On 302 by the theater.....	1
• Post Office.....	1
• Post Office & Town Hall.....	1
• Post Office and store	1
• Post Office and Town Building	1
• Post Office terrible	1
• Post Office, School and Town Hall	1
• Post Office. Respect the spot.....	1
• School	1
• Theater	1
• Tough in all of northern NH	1
• Town Building.....	1
• Town Building and BES.....	1
• Town Hall	1
• Town Hall. Post Office. Shopping area.....	1
• Town Hall; Post Office.....	1
• Town Offices. Theater	1
• Village Center.....	1
• Yes, but snow makes parking more difficult	1

Appendix: Survey_Q19.1**Q19.1: Are any of the following traffic conditions a problem...inadequate roadway shoulders?**

• Blank.....	272
• N/A, NA, No; Fine; Ok	17
• Long Hill.....	4
• Rt. 142 (Maple Street)	3
• 142 between Bethlehem & Franconia; Trudeau Rd	1
• 142 repair culvert.....	1
• 302 Long Hill.....	1
• Agassiz St. Hill View	1
• All roads.....	1
• Beaver Pond and River Rd.....	1
• Bike lanes on 302	1
• Brook Rd for bikes and pedestrians	1
• Brook rd.	1
• Brook Rd/blinking light.....	1
• Cherry Valley Rd	1
• Cottage St.....	1
• Entrance to Cherry Valley Rd. @ 302	1
• Gilmingtton Hill Rd	1
• Improved.....	1
• Lehan Ed, rock outcrop at top of hill	1
• Main St. and 142	1
• Maple Hill Street	1
• Maplewood Rd.....	1
• Maybe	1
• Prospect St.	1
• Prospect St. big trees too close.....	1
• Prospect, Maplewood and more.....	1
• River Rd. road erosion, getting worse	1
• River Rd. - 302.....	1
• River Rd. needs repaving badly	1
• River Road.....	1
• Rt. 302	1
• West farm	1
• Yes.....	1
• Yes certain streets.....	1
• Yes for biking	1
• Yes for kids.....	1

Appendix: Survey_Q19.2**Q19.2: Are any of the following traffic conditions a problem...better signage?**

• Blank.....	295
• N/A; NA; No; No Problem; Ok	21
• 116 to 142.....	1
• 142-N + 142-S	1
• Banner over 302 for events	1
• Cherry Valley	1
• Enough	1
• Everywhere.....	1
• Fine.....	1
• for the town.....	1
• Long Hill.....	1
• Maple St. / Wing rd. / River rd.	1
• Mt. Cleveland/no outlet.....	1
• Signs are better	1
• Too much signage - eye sore.....	1
• Traffic Signage should be updated.....	1
• Transitions to 142 but it is the vegetation.....	1

Appendix: Survey_Q19.3

Q19.3: Are any of the following traffic conditions a problem...unpaved to paved?

- Blank 296
- N/A; NA, No; No problem; None; Ok; Fine..... 20
- All private roads need to be paved 1
- All unpaved should be paved..... 1
- Beaver Pond and River Rd. 1
- Brook Rd. & Prospect Street need repaving 1
- Check mark 1
- Church St. 1
- Deer run rd. Oakridge Rd..... 1
- In town up turner 1
- Maplewood Hill Rd. 1
- Most of the Town Roads 1
- Oak Ridge Rd..... 1
- Pave Prospect to the bridge..... 1
- Please pave the roads that need paving..... 1
- Rt. 142 from Main to Franconia 1
- When money allows 1

Appendix: Survey_Q19.4**Q19.4: Are any of the following traffic conditions a problem...other?**

Comments	Number of Similar Responses
Blank	239
No; NA; NA; None Needed; They do ok on roads, sidewalks, etc.; All Fine	9
Repair paved streets; pot holes/patches terrible	22
Resurface Cherry Valley Rd	
Pave roads in subdivisions to proper standards.	
Paved to repaved	
Paved to repaved	
Paved to unpaved	
Paved to unpaved. Like VT not MA	
Must repave roads on a regular basis	
Repave	
Repave Brook Rd. Better drainage. Bike lane	
Repave Cottage St.	
Repave more roads every year	
Some roads need repaving to be up to standards	
General repaving to keep up with the frost heaves	
Repave Old Franconia Rd/Gilmanton Rd. Watch Speed	
All pavement is poor, repairs not done right	
More road should be repaved annually	
Cherry Valley Rd could use new pavement	
Brook Road needs new pavement	
More roads should be repaved every year	
All roads that meet specs should be paved	
???-guard rails	1
302 should be widened. Long Hill and 142 to Franc	1
Across to existing side walls from roadway	1
Agassiz St.	1
All could stand a little work	1
Better drainage	2
Better drainage especially Route 302	1
Better drainage on Prospect St.	1
Drainage along side streets	1
Drainage to reduce pot holes; Trudeau Rd.	1
Bike lanes and painted line everywhere	1
Brook & Prospect Rd terrible surface	1
Brook Road and Trudeau Road need upgrading	1
Brook rd. could use some attention	1
Congress St. sunk in areas and tree limbs hanging	1
Cottage St. is bad! Metal sticking up	1

Comments	Number of Similar Responses
Detour road off 302 should be improved	1
Extend the sidewalk on 142 and 302	1
Frost Heaves	1
Intersection of Main St. and Parker Rd	1
Lewis Hill - near 302 is seriously torn up	1
Main St. Truck traffic very unsafe, take 93	1
Main Street; school to library	1
Maintain roads as finances dictate	1
Many roads need an overlay of 2" not skim coat	1
Maple St. is horrid always	1
Maplewood Road	1
More sand/Agassiz/302; hill Bear Notch	1
More shoulders. Better paving and drainage	1
More sidewalks on side streets (pleasant)	1
More signs for littering and dumping	1
Most roads need attention. Highway crew means Highway	1
Mountain View Lane - Town Rd	1
My home on Cottage St.	1
Need pot holes fixed. Trudeau Rd is a mess	1
Old Franconia Rd. right side no parking signs	1
Parker Hill Rd needs to be redesigned.	1
Plenty of pot holes to fix	1
Pot hole repairs	1
Prospect Street and other minor roads very bad	1
Rebuild or improve Prospect St.	1
Rely on Road Agent to make recommendations	1
Road crew too much on Beech Hill, fire them all	1
Road next to Maplewood needs improvement	1
Roads fine except in front of PD can be congested	1
Roads in good condition. People need to slow down	1
See above. Bad intersection, need blinking light	1
Sidewalk; north side 302	1
Sidewalks all the way down 302	1
South Rd - Intersection of Main and Parker culvert	1
Sustained maintenance of R.t 142	1
Too many holes...Trudeau Rd.	1
Traffic light at Park	1
Trudeau is falling apart	1
Trudeau Rd needs potholes fixed	1
Trudeau Rd needs redoing from Casella	1
Trudeau should be state. Not just trash trucks	1
Upgrades should be left to road agent	1
Wider shoulders create faster speeds	1
Work done on South Road to repair damage	1

Appendix: Survey_Q25**Q25: Are there historic sites in Town that should be protected now?**

Comments	Number of Similar Responses
Blank	213
N/A; No; No opinion; Can't think of any; Not sure; Not aware of any; No opinion; NO!!!; Don't Know; ?	30
Yes	1
"Downtown", both Country Clubs	1
Maplewood, the Sinclair and Cruft Block should be protected so that any development has to fit with the historic character of those buildings.	1
Maplewood; Maplewood RR Station; Maplewood Train Depot; Maplewood Train Station; the old railroad station in town and at Maplewood Road; the old train station; Railroad station; old railroad station; Maplewood Train Station; Mt Agassiz; Old train station on Maplewood property. Ivie Chapel; Old train station, Reconstruct village, like Sturbridge Village; The rail station on maple wood hill is likely lost although perhaps not. Sad to see several homes that appear abandoned and will likely be lost. Too bad town can't obtain , sell and save	11
Maplewood, houses whose second story extends out, cemetery	1
Maplewood	1
Maplewood, the stone church and Theater	1
Theater, Maplewood, Stone Churches	1
Town Hall and Colonial Theater; Colonial Theater; Colonial Theater and Town Hall; Colonial Theater and Victorian "Cottages"; Colonial and Elementary School; The Colonial & Church; The Colonial Theater, The WREN condos, the Town Building; Colonial Theater, that small downtown area. Any old hotels, railroad stations. Few of the old boarding houses across from the Bethlehem Country Club. Kurt Gowdie's place; The Colonial Theatre - if not already. various historic house should be protected from bad renovations - difficult to do this probably but there are so many historic houses and the town's value is enhanced by that history which should be preserved; Old churches, Colonial Theater, Bethlehem County Club, any of the old Inns; Vacant lot at corner of Agassiz and Main. Colonial Theater and surrounding shops; How about the whole town as a scenic and historic landmark in NH. The Colonial, the Town Hall, The building that houses the Visitor's Center and the empty lot across from the Village Store should be town owned.	12
Absolutely not. Businesses are not interested in Bethlehem as it is. We don't need another roadblock put in place	1
All of the old hotels that are falling down; All; All of them; All of them that are in disrepair	4
All stone buildings. Church near Rosa Flamingos. Mulburn Bed & Breakfast	1
Any early structure that contributes to the aesthetics of the town	1
Any remaining hotels and well know summer residences	1
Ask the owners	1
But do not impede progress. Not sure	1
Center of Town	1
Church	1
Ivie Church, Christ The King Church	1
Churches	1
Cottages & Hotel remnants	1
Downtown looks pretty shabby in spots	1
Golf Club House. Selected homes	1
Grand old homes	1
House on Main St. that was wired by Bell	1
If not being done, the "downtown area"	1
It seems that a few old buildings need to be torn down before they fall Down.	1

Comments	Number of Similar Responses
Lady of the links. Pool. Gazebo	1
Main St. from BCC to Maplewood	1
Main Street so varied, each unique - not conducive to historical district	1
Most are gone. Protect Durrell Church and Theater	1
Most definitely no historic districts. It will be abused to deter new business to come to town by a very small, but vocal minority in town...	1
Most of downtown - the old "cottages"	1
Mt. Agassiz should be protected more. Lights and towers to the most scenic area in town is not something we should ignore	1
No - most are beyond repair - eye sores	1
No. This would further slow economic development of our town and deter new business to coming in.	1
Not automatically	1
Not aware. Urge funds used for historic signs	1
Protect the ones that are here and insure that property owners will maintain and upkeep the appearance and preservation of the buildings.	1
Remnants of old hotels and Rail Road	1
Some of the older properties on Main Street	1
Stanley White House	1
Tear down abandoned properties	1
The Bell Cottage. Strawberry Hill St. should be cleaned up	1
The historically significant houses on Main St.	1
The horse watering station across from the Village Store	1
The old inns on Main St.	1
The Victorian homes on Main St.	1
The Village District/downtown	1
The Wayside Inn	1
The whole town should be protected	1
There are hardly any left.	1
There are some significant buildings	1
Town Building but not sure if necessary or the advantage to "protect"?	1
Town Hall, Heritage Museum, Watering fountain, some homes, churches	1
train depot- change to a coffee shop/art gallery	1
Train station, town hall, grocery store building ---actually, all those old buildings on Maine Street need to be preserved. They add a lot of character to Main Street.	1
Two some people	1
Unknown. Possibly catholic church also this needs to be reopened	1
Village. Farm buildings	1
Waste of time & money	1
West Farm Road	1
What's up with the old ccc camp site near Casella Landfill? Shown on 1936 USGS Map. Some of Agassiz's old trails and Tote Rd. if any is on market.	1
Yes. Structures on Main Street. Town Hall, Bretzfelder Park, Gables, mil urn, etc.	1

Appendix: Survey_Q28

Q28: Do you have any additional comments about alternative energy projects?

Comments	Number of Similar Responses
Blank	242
No, None	7
Let's continue to say No to Northern Pass. This state relies on the tourism industry and I believe the Northern Pass project will hurt the economy very very badly; No Northern Pass	3
No towers in Bethlehem!!	6
Wind farms are useful but are a distraction to scenery - talk to people in Maine near wind farms before considering (a friend built a house, then the town put in a wind farm. He can't sell the house and the farm caused damage	
Rescind wind tower ordinance	
Only projects that don't affect our views	
This could be another way to create jobs in Bethlehem. Windmills are beautiful against the mountains - as long as the numbers are reasonable	
No wind farms	
Partner Casella; harness gasses from landfill	10
The dump is burning gas every day. Why not work with them to use it for something the town could benefit from?	
Landfill gas should be used to generate electricity or other form of energy	
landfill waste gas to energy projects	
Let's put a pipeline in from the dump to Main St. and use that gas	
The town has two areas that would make great alternative energy ex. the dam on river rd. The landfill for its gas.	
Any alternative energy should be considered. Landfill is wasting burning gas every day instead of using it better	
Use methane from town landfill for energy. See if town can enter into a profitable relationship to lower its electric bill	
Use gas from dump to power town, like dump in Rochester, NH provides power to UNH Durham	
Town project with landfill	
Should use generators turned by river	6
I wonder if the old damn could be renovated and harnessed for power	
What about the old dam what could be done with that and encase there is no other place to suggest How About A Dog Park In Town	
Water power / hydro	
We have a river, let's put it to use for energy for the town so we're not paying PSNH outrageous amounts. Bethlehem needs own power company	
We have the beautiful Ammonoosuc River going thru much of Bethlehem and there is no reason we shouldn't be getting clean and cheaper hydro power. Sooner the better	
"Propane" auto gas for town vehicles	1
A benefit to the whole world	1
Again, stop turning away those who try	1
Against more development of fossil fuels, pipe lines, power lines, etc.	1
Agree with alternative energy. No wind mills	1
All should be coordinated with impact on town and the region	1
Allow wind towers	1
Alternative energy projects could be good for area if fully researched and built so they do not negatively affect the beauty of town	1
Any available financial support/subsidies/etc. available for the town and/or individuals should be actively pursued and promoted.	1

Comments	Number of Similar Responses
As long as it isn't like the dump and can be seen from areas in town	1
Bio Mass - efficient and clean	1
Bio mass community heating	1
Conversion to pellet furnaces for municipal buildings and schools if possible	1
Do this	1
Encourage the private sector and small business to invest and create good paying jobs. Stop the drain of our young people leaving the area.	1
Everyone wants solar and wind power, but not where they can see it	1
Find a way to help lower electric cost in our area	1
Gas produces more contamination	1
Get off the "mad-made" climate change con. Utilize all available data. Science should be data driven, not "consensus"	1
Great idea as long as they do not impact the environment i.e. solar panels and wind turbines can be very unsightly	1
How about encouraging residents to do their own solar	1
Hydro, LFG to energy, Landfill geothermal	1
I am all for incentivizing private use of these projects, but certainly no town investment in these low or negative ROI projects. I cannot emphasize enough how over the top the Bethlehem tax rate truly is.	1
I am not familiar with the positive or negative effects of alternative energy projects in Bethlehem.	1
I don't think there is enough information out there about how these types of projects COULD benefit the town- or even if they WOULD. NO LANDFILL GAS TO ENERGY.	1
IF there aren't zoning regulations to determine location and the effect on neighborhoods there should be.	1
If we'd been thinking about it 20-30 years ago, we might not be so pressed to think about it now	1
Interested, but don't know enough	1
Let individual residents keep their hard earned money. They will take care and make decisions about how to spend and where to spend their own money on energy	1
LSLWR Power	1
Natural Gas	1
Need more government incentives	1
Need to consider space along with type of energy (i.e. solar panels/wind towers take up a great deal of physical space	1
Offer incentives to homeowners for alternative green energy, we use such in MA to have solar	1
Projects in any of these fields should be less restricted	1
Require solar water heating at Public Buildings including schools	1
Should be aggressively explored and incentives given for homeowners to convert	1
Should encourage wood pellet boiler because they are a good use of renewable resources and a smaller carbon footprint	1
Should look at solar options	1
Solar - pellets at schools and town buildings	1
Study use of wood pellets	1
The effect of each should be considered for their effect on the environment and quality of life in the town	1
The town should not be dabbling in things it doesn't have any information about	1
There is a lot of potential for renewable energy that is well thought out and developed.	1
There isn't any leadership / direction from Concord to advance these ideas. The town (Bethlehem) should pursue Federal Grants to support alternative energy	1
They should be self-funding - not tax payer subsidized	1
Town incentives to utilize alternative energy	1

Comments	Number of Similar Responses
Town sponsored seminar would be nice	1
Water Conservation	1
We need to promote the use of higher efficiency electrical products, heating systems, and insulation. Smart use of energy is critical. Personal habits and systems that help people use less energy is critical.	1
We should encourage alternative energy projects	1
Wind helps tax base	1
Wind turbines, solar energy and energy efficiency	1
Wood to electric energy	1
Would favor wood pellet manufacturing facility small/med. in Rt. 116 area near Wing Rd.	1
Would like to see a town wide solar-wind co-op. People can buy as many KW of capacity they want - need	1
Yes, do it	1

Appendix: Survey_Q31

Q31: What is your opinion of the landfill?

Comments	Number of Similar Responses
(Good) only because the state wants it. We have no say with the state	1
A landfill needs to be somewhere - so be it....but I disagree with having non-local trash sent to it	1
A necessary evil	3
A necessary evil. Do believe it could remain profitable for the town if expansion were granted	1
Adequate	1
Afraid of it.	1
Agreement is working with closure in few years	1
All Good	1
All is good	1
Ambiguous - it's there - we have to deal with it	1
An eyesore at best; a health concern at worst. No more expansion - use it as an energy source and recover the land some day	1
Apparently a necessary evil since townspeople voted to cease legal opposition	1
Approve	1
As long as it is far away from the main town and housing and doesn't have an environmental impact it is fine	1
As long as it is regularly inspected and maintains compliance it is fine	1
At least the Selectmen are working on the problems	1
Bad	1
Be more receptive to ideas that come from the landfill.	1
Blank	55
Cap it	1
Cap it, End it, and Close it!!!	1
Carcinogenic - way too many cancer deaths in this town. Not happy at all about methane flare and toxic chemicals in water quality reports	1
Clean & efficient	1
Close it	1
Close it as soon as possible. Let them pay to repair Trudeau Rd from Landfill to Rt. 3	1
Close it or at least limit growth	1
Close it...we've paid long enough. Don't want other towns and states sending trash here. Very worried about the long term effect on ground water quality.	1
CLOSE. Bad for health and town's image	1
Closed as soon as possible. Does not benefit the town in any way. The trash cans are designed to be bear lunch boxes. Detracts in terms of people moving to the town and in terms of tourism.	1
Close it	1
Concerned our poor water quality related to it	1
Contain at present permit	1
Convenient - but having trash pickup isn't useful to some of us. Would rather take care of it ourselves, its lower cost.	1
Could be the ruination of our town; no only polluting natural resources but driving away potential home owners	1
Do not expand it.	1
Do not like - have we received any benefits?	1
Does not bother me either way	1

Comments	Number of Similar Responses
Doing a great job	1
Don't expand	1
Don't have one	1
Don't know	1
Don't know enough to have one	1
Don't like it but I'm accepting of it as long as they do as they've agreed. I would like Trudeau Road maintained better.	1
Don't like it! Have to deal with what we have and make the best of it. Needs to benefit the town!	1
DUMP THE DUMP!!! NO DUMP!!!	1
Enough already - no more money on attorney's - let it go	1
Excellent operation	1
Excellent!!!	1
Feel that less activity from far away towns would be more beneficial for us here	1
Functions well as a transfer station.	1
Get as much as we can from it. Build a Co-generation plant and burn the trash and create electricity	1
Get it out of here	1
Get rid of it	2
Give it a rest!	1
Glad a compromise was reached and we are no longer throwing away money on lawyers	1
Good	3
Good - excellent swap shop. Very clean and organized	1
Good - necessary	1
Good deal, works great the way it is now	1
Good for town, recycle is great only business in town that's not tax exempt	1
Happy to have it	1
Happy with situation	1
Hate it.	1
Have no opinion	1
Have no problem with it. We have to dispose of our trash somewhere. Get as much \$\$ from them as possible	1
Heart breaking assault on nature. Stop them please	1
Heavy trucks are ruining Trudeau Rd and should be financially responsible for maintaining them	1
Hope it doesn't get too much bigger	1
Horrible cancer ruining water and air. CROOKS	1
I'm sorry that it is in Bethlehem, but now we need to live with it & prohibit further expansion	1
I am concerned about the safety of our water. Noise pollution. Odor.	1
I am okay with it	1
I am opposed to outside communities dumping here	1
I appreciate everything the Selectmen have been doing to maintain a relationship with this business. I encourage ongoing discussions on how to partner with landfill owners on energy projects.	1
I do not like the idea that a landfill is in Bethlehem, but it is here and we have to accept it. I think that NCES does the best it can to be a good community neighbor. As long as we live in a disposable society, we will always have a landfill	1
I don't have a problem with Casella	1
I don't know how the good people of Bethlehem let them into town in the first place and then let them stay and continue. The potential for damage to our environment as in not if but when. I'm sorry they are here	1

Comments	Number of Similar Responses
I don't like but if it is going to be there it should be generating energy by now	1
I don't like it. But I don't like spending tax dollars to fight it, because it takes away from the development of other important features in our town. I just want the landfill to be safe and not grow.	1
I don't love having them in Bethlehem. I worry about the long term affects with the water and land	1
I don't think it is right for our town. We have taken enough garbage I do not want to see it expand!	1
I don't think it should get too big	1
I feel that we need to limit/stop future expansion of the landfill. We are stuck with it now, but it should not expand to a larger size. Whatever revenue generation is occurring with the landfill in the short-term is not worth the long term loss of real	1
I hate it - this is the biggest blight on Bethlehem - I realize its complicated but so much money has been wasted - conflict created - I wish this horrible place did not exist	1
I hate the fact that the landfill seems to be unstoppable, continues to grow far above the tree line without any way to stop it. It has not in any way improved life in Bethlehem.	1
I have been consistently in favor of working with Casella and American Waste before that.	1
I have no issues	1
I have no opinion	1
I have no problem and actually pleased with how well it operates and the cleanliness of the facility	1
I have no problem with land fill	1
I like it	1
I look at it every day and can't wait for it to close. Smell and noise can be bad	1
I strongly think it should be permanently closed.	1
I think it's a shame that it has been such a source of divisive angst. But now that it is here to stay, I urge the select board to hold Casella accountable for what is outlined in the settlement agreement.	1
I think it is a little close to the river and in this day and age should have been an obvious consideration.	1
I think it is a necessary evil	1
I think it is improving since Casella has developed and recycle system and controls waste	1
I think it's an excellent operation - very neat and organized and I love the shed to take unwanted stuff down and pick up something needed	1
I think they are corporate criminals and the landfill is a blight on the town	1
I wish it never got into Bethlehem and I don't like to see its hills over the treetops. I think it is toxic to the air and ground water in town and if allowed to continue will only get worse. My late husband died from pancreatic cancer as well as other	1
I wish it was not in this town. We don't drink the tap water because of the landfill.	1
I worry about water pollution & leaky liners, as well as any incineration/air pollution	1
If we can send people into outer space we have to come up with a better way to deal with trash - the intelligence is there! Keep testing to see if the landfill impacts cancer rates please	1
Initially concerned for health threats. Would like managed audits / testing to confirm no health threats in ground water and air pollution. Control disposal by limiting only to local residents vs. accepting out of state disposal.	1
Issue if finally settled. We know how big it can get, but we're not bleeding money because of it.	1
It's a fact of life, get on with it	1
It's absolutely ridiculous. I don't have an eloquent way to express how much I hate seeing Mt. Casella get bigger and bigger every season on my drive home from work. I know a lot of trash is food scraps. Can we get community compost going? I know that'	1
It's awful and should be shut down. The Selectmen made a bad deal.	1
It's fine. It's been here forever, and it's not going anywhere	1
It's good, but the town blew many great opportunities to have it be a great benefit	1
It's here and not going away. DES does a good job monitoring and should continue	1
It's no longer a drain on town's budget.	1
It's ok, but should be strictly monitored for compliance with DES rules and agreement with town	1

Comments	Number of Similar Responses
it's operating according to state laws	1
It exists! It is working, discreetly located, well managed and a fact of life. The town has wasted enough money fighting it. Although the town should continue to monitor, they should not try to manage it.	1
It has been a defacement of the view encompassing the Presidential Range, environmentally unhealthy, and negative impact on the town, its residents and the environment. It should have been closed down years ago to preserve this beautiful area. It serve	1
It holds so much potential for the greater good of the town in a big picture view. Energy, host community potential is so great is could potentially reduce tax burden to everyone if we embrace a relationship with Casella and worked with them long term.	1
It is a blight upon the town and should be shut down	1
It is a danger, but legally is hard to control. The damage was done long ago. Do not spend funds on uncertain results. Identify actions which have high probability of success. Pick the battles we can win.	1
It is a regional asset that benefits Bethlehem. The town should inquire whether it can enter into a contract with the landfill operator and Eversource to use methane from the landfill to lower its electric bill	1
It is an eye sore and is a future black hole of expense to eventually clean it up	1
It is an eyesore and blight on the community. It pollutes the Ammonoosuc River.	1
It is fine and well managed	1
It is fine as it is	1
It is fine, no problems	1
It is fine.	1
It is great, hours of operation, staffed well but I am sure our taxes reflect it!!!	1
It is here - the 1st priority should be keeping it safe and up to date for our children's future. Maybe slow down the incoming garbage. Getting more money from them to help lower taxes.	1
It is here and not going anywhere. We could be getting a lot more if we had worked with them. Only people who won were lawyers	1
It is here, so why not use it to our advantage. It is not going anywhere	1
It is necessary. It is a shame that the methane gas produced goes to waste.	1
It is needed, but should not be taking so much refuse from other towns	1
It is very disturbing. Its location, operation and its efforts to influence town government actions should have been closed but now it needs watching for 10 more years	1
It poses a hazard to the environment and the future of the town	1
It serves a purpose - no more expansion (horizontal or vertical)	1
It should be closed as soon as possible and certainly by the date specified in the 2011-2012 settlement agreement	1
It smells and is noisy. The 18 wheeler traffic is horrid on Trudeau rd. I can see the mountain of garbage from my deck which doesn't enhance my views. I can also see the flame from my home	1
It sucks!!!! It SMELLS!!!	1
It was better when it was just for our town, now it smells here, we used to have clean sweet smelling air	1
It won't go away. Stop litigation and get the most - tipping fees, town service we can	1
It's fantastic :)	1
Its fine	1
Its fine, leave it alone - stop fighting it and wasting money	1
Its finished, leave it alone	1
It's got to be somewhere & seems to me that there are enough "watch dogs" that if they screw up, we will know it	1
It's here and its staying get over it	1
It's here take advantage of them; get anything from them we can!!!	1
It's here, deal with it	1
Keep it going. We need the tax base at the same time a viable corporation that will pay for any repairs in the liner. A small corporation owns the dump. Once it closes so does the corporation	1

Comments	Number of Similar Responses
Keep it, but don't increase it	1
Landfill has and continues to generate division and dissention. It provides pollution to air and water and does not pay fair share of taxes	1
Landfill is serving community well	1
Landfill should not expand further - landfill should be used to produce electricity or heat of some kind - gas piped to Pine Tree Power?	1
Leave it alone - too much has been spent on it already	1
Leave it as it is and stop wasting taxpayer money in court!	1
let it alone	1
Let it go a settled	1
Let it lie! The people have said what they want	1
Let the agreement do its job and not listen to the anti-dump people	1
Let's finish the agreement and say good bye. Let's not spend tax dollars just because the same old bitches enjoy the sound of their voices	1
Like free trash and recycling. Don't want Casella to rush for more than what was done in negotiations and our vote	1
Like zero sort convenience. Hate "Mt. Washing Machine". Worried about long term leakage.	1
Live with it and stop paying law fees	1
Live with it. It's here	1
Monitoring ground water...and leave them alone	1
Mostly positive. I have lived in the area where the landfill contributed to taxes in addition to free trash removal for the residents. It was helpful and made the community very attractive to people wanting to build homes	1
Much ado about nothing. Provide good service	1
N/A	2
Necessary evil	2
Necessary evil however it should not be allowed to expand	1
Necessary evil; it here use it; utilize gas to energy initiatives; utilize gifts' from Casella for schools and woman's shelter	1
Need it	1
Need more information	1
Need to be maintained safely	1
Need to have it. More recycle the better	1
Need to work with and collaborate more. Missed the boat on this	1
Neutral	1
Neutral; it is far enough away that I (maybe mistakenly) do not think it is much of an issue; I am slightly concerned about runoff to the Ammonoosuc	1
Never saw it, so it must be well hidden	1
No comment	1
No landfill	1
No more expansion	1
No more expansion. Monitor smell	1
No opinion	2
No opinion, not current living in Bethlehem	1
No opinion. Doesn't seem to impact us. As long as we manage Casella and hold them to environmental standards	1
No problem	1
No problem. Look into other opportunities. What's next after it closes? It's not going anywhere. More benefits	1

Comments	Number of Similar Responses
None	2
Not a problem	1
Not a problem we all have garbage need a place to put it we don't want other garbage but we want to send ours away	1
Not cool	1
Not good; but with a begrudging acceptance of the current arrangement	1
Not positive - where are the significant tax reductions as a result of the "new agreement". Fundamentally a landfill should not be located in the greater White Mountains. Let's get it closed.	1
Not well informed, but like ability to recycle & have curbside trash & recycling	1
Ok	1
Poisonous - shut it down	1
Poor - built above an aquifer, too close to the river. No effective oversight	1
Private corporation. Settlement agreement is in place and we must honor the stipulations.	1
Real estate and tourism will suffer until it is closed. Close it Asap.	1
Seems to be working - Don't expand	1
Seems to be working adequately	1
Shame it has to be here, but here it is.	1
Should be closed sooner than later.	1
Should expand	1
Should have closed years ago. The town made a bad deal. That end of town smells of rotten eggs	1
should have let it close	1
Should have played ball a long time ago. Millions were lost	1
Should never have been allowed. Hate it.	1
Shut it down	1
SHUT IT DOWN	1
Shut it down...take trash elsewhere	1
Since we are stuck with the landfill I believe they should be utilizing the methane gas it produces. It seems such a waste when it could be used for heating homes.	1
Smells	1
Something no one in the town ever wanted. Forced on us by lies and treachery and by extreme corruption at the DES	1
Stinks - bums	1
Stop doing deals with the dump and get it capped and out of our lives FOR GOOD. It is a nuisance, it stinks, it STILL costs us money, and it does not benefit Bethlehem one bit. We were supposed to get a tax break by doing a deal and what did we get?	1
Stop the personality drive insanity. Work with Casella. We have to put our trash somewhere safely, cost effective, convenient	1
Strongly against	1
Sucks - too close to water lines and supply of both Bethlehem and Littleton	1
Take what benefits we can, don't fight it	1
Tax break, god knows we need whatever we can get	1
The board of selectmen should not have settled for 25 cents per ton. They should have walked away from that "deal" or negotiated a higher amount. They should make sure that the landfill closes when promised. Was a conservation easement ever signed	1
The folks who work at the transfer station are really nice	1
The landfill did not lower taxes as promised. I wish I had not believed the Select Board. It is a source of pollution and should not be allowed to expand. The town should monitor the river; have someone go when tests are taken. I am also concerned with t	1
The landfill is something our town government should be fighting to end, to terminate, with every resource	1

Comments	Number of Similar Responses
imaginable	
The landfill is too high. Please don't make it bigger	1
The landfill issue is over. There is a settlement and as long as both parties continue to up hold their parts the issue is done. It does not matter what my opinion is due to the non-issue. The town needs to continue to move forward.	1
The town has spoken - loaded question. No more "growth" for landfill	1
The town should have continued the right to not allow landfill expansion. It was a bad idea right from the beginning. Nothing has changed except the size of the landfill	1
They are doing a good job	1
They should work with the town to keep from ruining the environment	1
This is a necessary evil - so it needs to be managed properly. When we lived in Ossipee, the transfer station recycled everything and earned enough money to more than pay for the facilities and staff. We should decrease our dependence on Casella and t	1
This town should have embraced Casella years ago instead of spending 1 million + tax payer money fighting them	1
Too late now - yep selectmen settled	1
Town needs to have more control of landfill, receive more money dumping in town. It should be closed before it is higher than surrounding area monitoring of toxic discharge should increase its residents in area could have health issues	1
Town should benefit more	1
Town should not be involved in regulating the landfill. Select board should stick to running the town and not try to run the landfill. They spent too much of the taxpayer dollars on fighting the dump.	1
Trash has to go somewhere and is regulated. It keep town cleaner and less dumping areas into our resources	1
Trash must go somewhere, but why do we have to take it from other states & towns not near to Bethlehem? I think we should take only trash generated from a certain radius maybe 100 or 50 miles from Bethlehem. That would slow expansion needs	1
Ugh in general. No more expansion. Trash pickup and zero sort recycling great	1
Underutilized asset to the town. The town could benefit more and town agrees as shown in a 2-3 vote, but a few vocal antis stop any progress	1
Unfortunate part of Bethlehem's legacy!!!	1
Use them for more tax base	1
Very good opinion of landfill itself, but poor opinion of how town officials interact with Casella and how town residents view Casella	1
Very helpful. Considerate people. Good recycle program. Good for town! Could of been a great benefit to town	1
Very important asset to our community - job wise, tax wise and services to our community	1
Very risky - will there be significant health and environmental problems in the future? Will our quality of life deteriorate?	1
Very well managed	1
Want it closed!	1
Want there to be limitations on size	1
Want to insure it closes in the planned 5-8 years	1
We already have it so there is no point fighting it and spending huge amounts of money. I do think it should be carefully monitored and supervised to be sure all laws are being followed. If there are infractions or damages, Casella should adequately co	1
We got it might as well get as much as we can from them. It will never go away so suck it up and get all we can for taxes and whatever	1
We have it, why not take advantage of what they are willing to offer the town. The dump "issue" has been beat to death by a very few citizens in the town.	1
We need it, trash must go somewhere	1
We need to learn to live with it and minimized its impact. It's not going anywhere, and spending huge amounts on fighting it is wasteful and unproductive.	1
We spent way too much tax dollars fighting it	1

Comments	Number of Similar Responses
Well mixed feelings about that. I look at it every day!! When I bought my property I was never told that it was a landfill. Maybe wouldn't have bought the property!	1
Well operated!	1
While it would have been desirable to have never had them in the town in the first place, I am glad the town is in better relations with them. I appreciate the free trash pickup and think they are doing a good job at that	1
Why waste more money on litigation when it is set to close anyway?	1
Would be nice if it wasn't there - but it is and always will be - need to receive whatever benefit we can from it	1
Would like to see it closed	1
Would like to see it done	1
Would like to see it stopped / capped off	1
Would want no further expansion beyond permitted at this time. Landfill should pay town higher tipping fees	1
You were not prepared for it	1

Appendix: Survey_Q32**Q32: What is your opinion about the Northern Pass?**

Comments	Number of Similar Responses
Absolutely against it!!!	1
Absolutely do NOT need this!	1
Absolutely no	1
Again we need it, burying would cost a lot more money	1
Against	1
Against - should be buried	1
Against let other states take care of their own power.	1
Against Northern Pass - It will not help reduce electric rates for NH. It will have adverse effect on land usage and will ruin landscape	1
Against. No long term benefits to our region. Potential for long term decline in property values, loss of tourism, loss of natural resources to construct and maintain the infrastructure.	1
Another example of a corporate takeover in small communities that struggle to survive economically. So they exploit the people with promises of jobs, cheaper electricity with their convoluted lies and never looking back after they have destroyed the land	1
Approve it	1
As changed ok with me.	1
Bad	2
Blank	48
Buried underground using existing power lines "rights of way"	1
bury it and get a % of revenue ongoing	1
Bury	3
Bury in critical areas	1
Bury it	3
Bury it or don't build it	1
Bury it or forget it	1
Bury it underground.	1
Bury it!!!	1
Bury the line	1
Could help tax rate and temporary jobs	1
Definite no	1
Definitely NOT in favor	1
Do it 100% underground or not at all	1
Do not want to see any of our scenic value to be lost	1
Do not allow	1
Do not allow it	1
Do not allow. Preserve what we have.	1
Do not let them through	1
Do not like the idea	1
Do not need it - Power not coming to NH	1
Do not support	1
Do not want it	1

Comments	Number of Similar Responses
Do not want to see it happen. Think it will - so would like to see it buried	1
Doesn't matter....it'll happen	1
Doesn't seem like a good idea as proposed	1
Don't allow it - another corporate boondoggle - does not help Bethlehem, NH or USA - NO	1
Don't really like the idea of huge power lines through the town. They should put them underground.	1
Don't see the need - lines should be buried and on state right of way	1
Don't want it; Don't want it. No towers!; Don't allow; Don't need it; Don't like it! Don't Want it!; Do not want!!	11
Enforcement of existing laws. EG signs, lighting	1
Fight it!	1
find a balance with power lines and views	1
Find that cons outweigh the advantages	1
Go away	1
Go for it. Need it	1
Green power for anyone is a good thing. Yes the world is changing, yes towers don't look pretty - But so many places can look beyond the negative and look at a big picture, the greater good prevails in my opinion.	1
Hate it unless buried and it generates long-term reasonable energy cost benefits to NH - otherwise we get all the pain but no gain	1
Hate it!!! NO NO NO NO!! Bury the line in transportation corridors	1
Hate it. Bury it.	1
Hate it. We must do everything we can reasonably do to stop it	1
I'll think of it more favorably if it reduces my tax burden.	1
I am fine with it	1
I am for conserving energy. NP is unnecessary and a disgraceful idea.	1
I am for it, but think it should be underground following major roads and highways	1
I am not a supporter	1
I am not interested in it	1
I believe environmental impact studies are "double talk" and fail to truly address the uniqueness of individual towns	1
I do not want it	1
I do NOT want it ...	1
I don't know enough about it beyond the rhetoric I've heard on both sides	1
I don't think it will serve the needs of the community other than pipe electricity to the south. I think we should be looking locally for solutions, not importing or passing power through.	1
I don't want it unless its buried underground & we get some long term benefit from it	1
I don't want the Northern Pass	1
I have no issue with NP as long as certain sections of line are buried underground.	1
I have no opinion	1
I have no problem with Northern Pass	1
I have not formed an opinion yet.	1
I hope it does not happen	1
I hope it does not run through Bethlehem. I am not overly for or against the project.	1
I really do not know enough about it to have an opinion, but I would hate to see any towers in my area	1
I think it should be allowed.	1

Comments	Number of Similar Responses
I think there would be more traffic and noise	1
I would rather it did not come through Bethlehem	1
I would rather look at power lines than wind mills. If it happens, please encourage hiking trails, ATV, snowmobile trails along the lines - bury cable if possible in areas	1
If all wires were buried it would fine	1
If allowed it should be buried	1
If it is done right it could be another great benefit	1
If it must go in, use existing site and bury line.	1
If it needs to be above ground, I would like to see it stay within current right of ways. I would prefer to see it be buried if possible. I also am concerned about the fact the power that is being generated is not going to be utilized by the NH grid.	1
If it won't benefit us - NO	1
If the Northern Pass helps pay for a new rail line from the Mass border to Littleton, NH then they can run their Northern Pass line beside the new rail line	1
If they bury the cables then fine, if not then no, I don't want them to ruin the scenery.	1
Initially I was opposed, but after watching the movie "Stop the Towers" now support it. Infrastructure upgrades including electricity are needed to advance all aspects of society. Hydro Quebec is a proven, responsible electric provider	1
It's a "power" play	1
It's bad for Bethlehem, bad for the north country and bad for New Hampshire	1
It has to go somewhere	1
It is inevitable. Work out the best deal you can for the town and people living along the right of way, otherwise you'll spend money on lawyers.	1
It is not good	1
It needs to be buried if it is going to happen.	1
It should be built	1
It should be stopped.	1
It should not be allowed. Realtors have told me perspective buyers are asking about it and it lower property values. The Northern Pass will do the North Country no good what so ever. Those tower will ruin views and the aesthetic beauty of our town, not	1
It should not be constructed. Many other options than the current proposal.	1
It should not come through the town...if it has to it should have to be buried. Overhead power lines are known to create health problems.	1
It should not happen unless it is completely buried. The impact on the North Country would be devastating, and it would not benefit the people of New Hampshire. The people pushing it think it would provide cheap energy and jobs for us, but that is not	1
It should not happen unless the lines are completely buried. No way if not.	1
It sits right on our property line. We are concerned.	1
It will ruin many vistas; I am opposed strongly; no benefit to us but great cost environmentally & aesthetically	1
It would take away so much of the beauty of the North Country...and decrease property values....and increase health risks. No Northern Pass	1
It's a shameless attempt by a corporation to exploit the landscape for its personal gain. There is no long term benefit to the state. Short-term jobs aren't worth the long-term damage.	1
Keep fighting!!! No Pass	1
Keep it out of New England	1
Let it fly	1
Let it come through	1
Let it happen all, ready have power lines here	1
line should be all under ground	1
Lines should be buried	1

Comments	Number of Similar Responses
Lines should be buried or pass low to the ground as they pass over exposed and scenic areas	1
Listen to the people	1
Locate it in Vermont. Not here	1
Moderately for it	1
More money more jobs	1
N/A	1
Need it	1
Need more info	1
Needs more improvement in E-planning goals of program	1
Needs to be completely underground	1
Needs to go underground	1
Negative	1
Negative; I would like Bethlehem to join a large coalition to oppose it	1
Negotiate a solution. I think burying the line would be ok predicated on unbiased environmental impact statement / study	1
Neutral	2
Never ever	1
New England needs the energy, which comes from clean hydroelectric power in Canada. Power lines in scenic areas should be put underground	1
Nimby III they offer us and the rest of NH nothing but regret	1
No; NO NO NO NO NO; No; NO N.P.	10
No - unless it will help our town out with taxes	1
No comment	1
No do not want	1
No eminent domain, give us some of the power then if they acquire all necessary rows and easements, we can't stop it	1
No good	1
NO NO NO NO NO NO. The town should take more responsibility for educating people about it and its impact on Bethlehem.	1
No Northern Pass	3
No Northern Pass period!	1
No Northern Pass! It detracts from the beauty of the Whites and the tourism industry dollars.	1
No opinion	6
No opinion, necessary evil	1
No opinion.	1
No thank you!	2
No thanks. Should never have gotten as far as it has	1
No to Northern Pass. Lines underground might be fine.	1
No unless it is fully buried.	1
No way	1
NO WAY. If it's built it should be buried, especially near the high school. Some states wouldn't even allow it that close to a school due to possible health effects.	1
NO!	2
No! Just cannot see that NH / North Country will ever reap the benefits	1
No! No! No!	1
NO!!	2
No!! Will destroy beauty of area	1

Comments	Number of Similar Responses
No. I believe it will hurt the total economy of the White Mountains and the North Country. I will consider selling and leaving NH if that goes through. I love this state but feel this is wrong for NH.	1
No. Town should vote in a non-binding warrant to stand up against NP.	1
None; None particularly - don't know that I want it; Nope	4
Northern NH (including us) is too beautiful to be spoiled by a line to supply power to people who have spoiled their lifestyle already	1
NORTHERN PASS CAN KISS MY ASS!!!	1
Not a good idea	1
Not at all or buried. Preferably not at all. It will not benefit Northern NH and is a blight on our scenery	1
Not beneficial to Bethlehem	1
Not crazy about it!; Not crazy about this either	2
Not good.	1
Not in Bethlehem please	1
Not in favor	1
Not in my backyard. Any benefit to N. Grafton county has not been ably demonstrated to me	1
Not needed	1
Not needed by New Hampshire	1
Not sure	1
Of no benefit to the North Country	1
Offers no long term benefit to residents of NH. Property values will be adversely affected	1
Ok	1
Ok if buried	1
Only underground	1
Opposed	2
Overhead lines will be detrimental to the tax base and tourism industry. Not to mention subject to ice storm disaster. Many times I see tourists taking pictures of the Baker Brook Pond and foliage. The towers would ruin that area. Electro-magnetic r	1
Pass it	1
People - states need electricity. Hydro is the cleanest possible type. Let it pass through	1
People need to get electricity from somewhere and it would increase the tax base reducing the tax burden on the rest of us	1
People want cheaper power. Here it is. Stop fighting	1
Please move it somewhere else or bury it; don't do it all, no benefit to NH	1
Please no Northern Pass!!	1
Probably needed	1
Rather not see it built	1
Really, truly, bad idea - oppose Northern Pass	1
Sad to see - we are somewhat victims of clever planning! The area is going to suffer some if / when it's completed. Driving under and past it will be a downer	1
Shouldn't happen where we live if beautiful.	1
Should all be underground	1
Should be allowed to be built	1
Should be buried!; Should bury it; It should be buried	3
Should get something from power co.	1
Should let it happen	1
Should not be allowed unless totally buried - has no benefit to Bethlehem	1
Should not happen	1

Comments	Number of Similar Responses
Should only go through if buried	1
Should pass	1
Shouldn't be done, taking private land not OK for foreign company	1
Some form is needed - prefer to bury lines	1
Stop it; Stop it!!; Stop it. No Way!; Stop Northern Pass; Strongly against; Strongly opposed	9
Sucks	1
The lines should be buried. No towers!	1
The Northern Pass must be stopped as it would be devastating to the landscape and the local economy.	1
There are pros & cons. A decision for the people & what is best for Bethlehem needs to be made. A "dangerousness" study needs to be looked at	1
They will do whatever they want. Also if it helps the majority, then let it go	1
Think it's a good idea. Have more jobs and lower cost of things	1
Totally against it. Unless it can be done entirely underground	1
Totally disagree. I don't like the idea of large towers spoiling our scenery	1
Unalterably opposed	1
Underground	1
Underground buried cables only	1
Underground is fine / no towers	1
Underground the entire way along state owned roads	1
Unless transmission lines are buried the length of the route through the state, it should not be permitted	1
Unnecessary evil - any and all monies should be directed towards alternative energy sources	1
Use existing row	1
Very poor!!	1
We absolutely MUST fight this. It is an outrage.	1
We all need energy and regulations maintain standards, let's get safer cleaner power	1
We are opposed to the current project plan, not alternative energy.	1
We don't need a new corridor for grid. Once, again if the corridors in existence were properly managed and updated, there would be plenty of room for the Northern Pass corridor to fit in the existing ones. I do not think they need to carve out a new co	1
We need additional energy, but the lines should be buried as they are in other states. The cost of burying the lines is being exaggerated.	1
We need affordable electricity, but placing the towers in scenic areas needs to be avoided	1
we need it	1
We need power. As long as people's property is not being taken from them I'm ok with it.	1
We need the power	1
We won't get any of the power from it, they can afford to bury the lines - let them do so	1
Would not benefit town	1
Yes	1
Yes, New Hampshire needs access to more power, especially non-CO2 power; it needs to be built	1

Appendix: Survey_Q33

Q33: What changes do you think would improve Bethlehem?

Comments	Number of Similar Responses
Blank	73
1. Encouraging small business growth. 2. Improve marketing & Bethlehem promotions with a better online presence. 3. Promote town events / Colonial Theater, Farmers market, art walk, town day, Christmas	1
1. More public land (parks, forests, recreation). 2. More effort to attract and support small businesses, environmentally friendly business. 3. Zoning laws to support 1 and 2.	1
1. New "antique" street lights. 2. Paid town organizer for festival events	1
A big sign on Rt. 93 saying Rt. 302 not a good route for trucks – Rt. 3 is preferred Route	1
A little more/varied shopping. Small repairs or remove rundown buildings on 302. Internet and cable access for everyone	1
A more outreaching Chief of Police. Assistance in renovating the decrepit buildings in the town center	1
A select board that enforces the town laws. I believe there is a law about bear proof trash cans but there are cans tipped over everywhere.	1
Administrative assistant work during the week instead of on weekend's	1
Advocate for nuclear power	1
Affordable housing. Clean up Main St. Make more kid friendly activities / programs. Tourist friendly	1
Aggressively pursuing grant funding to reduce tax rate. Holding Casella accountable for tax revenue was contesting any tax abatement / reduction	1
allow more business	1
Allow real business in, not just little shops	1
Allow residents more freedom in building on their property. No restriction on newer mobile homes (manufactured homes.)	1
Allowing more business, including grocery & large retail & also more industry. Town & school budget should be discussed at same meeting.	1
An active Chamber of Commerce	1
Any way to lessen property taxes. Less regulation.	1
Anything would be improvement	1
Availability of needed services	1
Be more open minded	1
Be proactive in encouraging investment that will generate tax revenue and create employment. Add extra tax to seasonal and nonresident homes, perhaps in the form of a "homestead" tax exemption	1
Beautify downtown. Create a public parking town. Provide services for tour buses in summer	1
Become more business-friendly. Too many NIMBY (Not In My Backyard) opinions. Private property owners should not be subjected to the negative opinions/rants of those who simply want an "arts center" as the focus of Bethlehem.	1
Become more open to new business.	1
Better internet access to all, even in isolated areas. Cost of internet in isolated areas is prohibitive	1
Better post office building and parking; we need a dog officer	1
Better roads. Clean up middle of town / old buildings (falling down ones)	1
Better town leadership.	1
Bike trails; more open space	1
Bring businesses to town and create atmosphere which people in Bethlehem will prosper and property value will rise like in surrounding towns	1
Bring in a drug store / pharmacy	1
Bring in large taxed industry. Stop the schism - work together	1
Bring in more business so our tax rate would go down	1

Comments	Number of Similar Responses
Bring more business into area - Hotels etc.	1
Bringing more businesses to the downtown area. Also, define zoning better. If you were to allow big box stores in Bethlehem, state in the zoning where they should be permitted.	1
Building improvements (a large percentage appear run down. Not a good model to the Town)	1
building ordinances to protect our quaint downtown	1
Business bike path	1
Central parking. Better sidewalks	1
Change Town Hall	1
Clean up abandoned and unsafe houses / properties. Require up keep of homes & properties	1
Clean up junk yards all over town. Encourage more agricultural activity with expanding season gardening and animals	1
Clean up messy buildings.	1
Clean up of blight properties, preservation and promotion of small farms, drive small businesses not industry.	1
Clean up the abandoned area coming into town. It gives a very poor opinion of the town.	1
Clean up the rundown buildings in the center of town. An ordinance against loud motorcycles and fireworks	1
Close landfill	1
Closing of the landfill is mandatory.....lower tax base is mandatory. We are one of the highest in the state. Property tax is important to anyone who is purchasing a home....encourage new small businesses...the landfill is a huge distraction	1
Commercial use of open space in town center	1
Condemn more old buildings or have them rebuilt or torn down	1
Continue to encourage the concept of the town being a cultural / arts / healing center	1
Cooperation among town leaders and agencies. Negative personalities need to go. Encourage growth tempered with wisdom. A positive happy town would attract more to come here. A bickering, angry town will keep people away. Perhaps a zoning law regarding	1
Cover the landfill with grass and bring more visitors.	1
Crack down on property owners who do not maintain premises	1
Do a better job maintaining appearance of public areas, park, gazebos - repair and replace - trim dead trees and remove others	1
Do away with the landfill and clean up the river.	1
Do not allow neighbors to leave their homes to become run down and looking like hoarder junk yards when everyone else tries to keep theirs looking nice	1
Dressing up Main St.!! Bring old school charm back to the town!!	1
Economic Development	1
Encourage small stores such as found in Littleton and Woodstock. Make use of land out of town for an industrial park or large stores	1
Encourage sustainable tourist friendly business on Main Street - how can it be that the Lloyd Hills restaurant space is still empty?!	1
Encouragement and incentives for small local businesses; zoning to keep out big box stores	1
Encouraging businesses like professional and health day care for seniors. Transportation for elderly	1
Enforcing zoning laws as they apply to junk on property	1
Establish a village district with strict usage guidelines prohibiting box stores, chains, etc. encouraging restaurants, shops & tourism	1
Expand the tax base	1
Explore feasibility of tapping rivers for hydro-energy/ solar on town bdlngs/gas to energy; brighter well-painted cross walks; ATV restricted access to downtown for gas & food	1
Fewer transient residents	1
Fewer vacant buildings on the Main S.t	1
Find ways to make Bethlehem more of a cultural/art center with things to do year round and that bring in more business for the town	1

Comments	Number of Similar Responses
Fix the burned out eyesore on Main St.	1
FIX THE ROADS	1
Focuses on Main St, revise ordinances to preserve character/encourage similar dev. on vacant lots. Revise Dist. 1 to better preserve rural areas from development & preserve open space	1
Focus on Main St.	1
Full time police force, repair of secondary paved roads	1
Future development should address the balance of the tax base as it burdens the senior citizens who provide an inequitable portion of school taxes	1
Get Jewish business back - make homeowners clean up their property - Get rid of all junk around town	1
Get our financial act together. Stop all the polarized political BS	1
Get rid of dump	1
Get rid of dump. Newer structures going through town	1
Get rid of landfill	1
Get rid of our Police Chief and have Rick Ball. And let's get rid of most of the officers, they harass locals for no reason. We've been pulled over for no reason, after a cop came up fast on us high beams on, we stepped on it to get away and got pulled over	1
Get rid of the tree huggers	1
Get rid of the BOCA thing. All of the ridiculous inspections are discouraging people from building, which is going to keep the town valuation down and the tax rate up. The normal Joe should be able to build an addition without having to have the building...	1
Get rid the old guard. Close the dump now	1
Getting rid of / razing decrepit properties - Turners Tavern, House where AHEAD house will go, Baker Brook	1
Give half the golf course to an attraction like Great Escape / Great Wolf Lodge & Water Park or an Orvis Sporting Clay / Fishing Operation	1
Greater transparency / Expectations from local elected officials, i.e. legislative delegation	1
Growth-more incentives to attract small business. Maybe deferred on scheduled taxes on earnings/reduced property taxes while a business is establishing itself	1
Have fewer unsightly building structures on the Main Street; progress seems to be being made; hope	1
Have more things that teenagers can do.	1
Historical / Downtown District. More business. Less taxes	1
Honest Government	1
I am a 33 year old who moved up here 9 years ago to take a teaching job. I feel so out of place up here most days. Some kind of organization to keep the "transplants" here would be nice, it would allow us to network and learn how we can become involved	1
I do believe some environmentally friendly businesses would bring improvements, jobs, vitality	1
I think bringing in small locally owned and operated businesses to the village would be a great way to boost revenue and beautify the town.	1
I think health and human services should inspect trailers that have made it into ranch, but it's a trailer. I trailer should be inspected every year. The agage also because of refuse of hoarding refrigerators with rotten foods to be exact plus other was	1
I wish there was a cycle way or footpath that connected all the towns from the notch to notch. I feel such a link can connect tourists who only venture as far as North Conway or Lincoln to the rest of us in the White Mountains.	1
I would like to see place like the Maplewood Resort having summer activities to pull families from out of town to visit in the North Country	1
I would like to see small businesses. Restaurants, small gift shops, tourist type supplies.	1
Improve our town water! Or hire someone who knows how regulated the water system.	1
Improve the conditions of some of buildings along the Main St.	1
Improve the look of historic buildings and house. Paint them, bury the power lines.	1
Improve the look of Main St. Rte. 302 is horrible and the town is not set apart - you don't know you're there until you're passed through it. (I grew up in a similar town)	1

Comments	Number of Similar Responses
Improve the Post Office which frequently misdelivers mail to wrong mailbox	1
Improvement of run down properties, especially on Main St. encourage small business to locate, with buildings that blend into the surrounding	1
Improving buildings on main street.	1
In the central Main Street area, bury the power lines. The view is spectacular, but is ruined by the lines. It would improve our ability to be a destination.	1
Incentives for small businesses to set up shop here. More support of the businesses that ARE here by the town. i.e. - Select board. The establishment of a Historic District and having the Select board to grow a spine and actually ENFORCE the laws and ordinance	1
Increased tourism	1
Increase downtown economic activity, more lodging on Main St.	1
Increased economy. Walking paths. Expanded farmers market (as opposed to craft fair)	1
Increased tax base	1
Industrial development	1
It is difficult for me to say. I have loved the town of Bethlehem for 50 plus years and I know that progress is necessary. Just be careful and maintain our integrity	1
It is time for Bethlehem to take a good look at the town owned golf course. Free golf for town officials is a not a reason to continue to invest in a money pit! A tax bill to a private owner would make more sense	1
It would be nice if we could all agree to disagree and get along!	1
Just about right.	1
Keep box stores out. Encourage more local artists & crafts	1
Keep doing what you're doing	1
Keep improving on the cultural events and keep large commercial development out	1
Keep small town feel but solicit a broader tax base	1
Keep status quo	1
Keep the town undeveloped, clean and visitor - friendly	1
Landfill has divided residents and the operation of the town will continue to suffer	1
Less government	1
Less old....	1
Less self-interest exercised by town government (so what else is new?)	1
let more business in, not just little junk shops on main street	1
Let people build and develop	1
Light industry / commercial business out of the historic downtown to support the tax base	1
Little more promotion.	1
Long term planning and dialog among all stakeholders. We need to create a vision for the Bethlehem we want our grandchildren and their children to live in.	1
Looking good! Can't think of any changes	1
Low taxes. Less government interference with residents. Fewer rules and laws	1
Lower property taxes; I've never seen anything like this in my life	1
Lower school costs! If I did it again I would retire in a different town based on taxes	1
Lower taxes	2
Lower taxes be more inviting to interested companies	1
Lower taxes less spending on police cars Library SIGNS ETC...WHO PAYS FOR THIS TAXPAYERS??? Put our taxes to work using for more important things!!!	1
Lower taxes so owners could put the money back into their property to improve the looks of their home.	1
Lower taxes to encourage working class families to move to Bethlehem. Encourage other businesses to move to Bethlehem creating jobs in town. Stop trying to be like Sugar Hill and Franconia	1
LOWER TAXES!	1
Lower taxes!!! People are selling / losing homes due to high taxes. More recreational activities	1

Comments	Number of Similar Responses
Lower taxes, especially for schools. They must live within their means and need to do some drastic cutting. In 2014, I paid 28% of my adjusted gross income to property taxes. They also need to be more equitable.	1
Lower taxes. Less spending from the schools. The amount of taxes that go to the schools is ridiculous.	1
Lower taxes. State needs a sales / income tax to help lower rate	1
Lower the tax rate. We are the highest in NH. Only allowing business in to the town will help in this area. Going into Littleton for everything does not help Bethlehem	1
Lower the taxes so people can afford to live here. People look at our taxes compared to surrounding towns when they buy or want to see properties. Would love to see a cleanup / rebuilding of Baker Brook Hotel actually happen!	1
Main street is dead in Winter. Why? Why is Colonial closed half the year? We need to be open to more tourists in town.	1
Mandatory clean up junk places	1
Marketing	1
More 2nd home tax base	1
More acceptance of change	1
More active village center - fewer half used or unused buildings; implement a light pollution ordinance to preserve the splendor of night skies; so few places can still see the Milky Way at night	1
More attention being paid to its historic past - the old coaching parades were wonderful. Restore the train station building & move it to the empty lot by the fountain as the centerpiece of advertising the history of the town	1
More boutique shops to get pass through tourists to stop and spend \$\$ in our town. More hiking trails bike baths jogging trails would be great	1
More business	3
More business opportunity, growth in tax base brings better services, roads, let's get an active plan or committee together that could work on development and growth to bring revenue, jobs, families to buy many of the empty homes and bring the town forward.	1
More business, lower taxes	1
More business, reduce school budget. Appointed tax collector	1
More businesses	2
More businesses. Friendly small town feel	1
More commerce / business	1
More economy. Lower taxes. More restaurants	1
More industry, business. Less apartments and low income housing	1
More main street businesses that can link to other local resorts. We drive past Bethlehem to Littleton for groceries, drug store goods etc. we would love to not do that and be able to get basic necessities on Main Street.	1
More monies spent on Golf Course and open restaurant 7 days week at golf course, invest in golf facilities	1
More of an effort to attract tourists, including public restroom. I'm a believer in supporting public school but question whether Profile HS is doing enough to either control costs or try to bring in more non-tax revenue	1
More people getting along. Getting rid of some of the good old boys and clicks in town	1
More pride in appearance of downtown properties - it's the image of the town. Also - do something about the abandoned camp grounds (around the pond) - it's the gateway to town! awful first impression	1
More public transportation from the Mass border and in Bethlehem. Better health care and make it a retirement town	1
More recreational equipment and outerwear suppliers and more fine dining and pubs for some nightlife for tourists. No more artsy/crafty businesses - not needed as much as other businesses to bring more money into the community that would provide more	1
More restaurants and offices	1
More restaurants, hotels, tourist infrastructure & parking	1
More restaurants, small shops, reinstitute weekend flea market, offer more special festivals, events, as mentioned refurbish signs for historic main St. famous sites. Extremely interesting to tourists	1
more small business down town	1

Comments	Number of Similar Responses
More small businesses in the downtown area. The Village and the Town of Bethlehem should be consolidated to eliminate layers of bureaucracy and wasteful duplication of effort.	1
More social things to do- more things for teenagers to do- keep parks nice- so people want to use them	1
More stores, more things for kids to do	1
More taxable properties	1
More things for the kids to do. A YMCA	1
More things to do and bring people to town to spend money and bring revenue to town. Lincoln would be a good example of a growing community	1
More tourism and events to draw a younger crowd and accommodations in the price range/targeted for millennials. This town is hopping in the summer with all the festivals, we need more town gatherings in the other seasons like an a chili festival/ contest	1
More town support to new businesses. Very few towns' people do this. Historically that has been true and needs to change	1
N/A	1
Need to get rid of the nay sayers	1
New selectmen who follow town laws	1
No landfill	1
No opinion @ this time, good as it is	1
No opinion, not current living in Bethlehem	1
Not sure	1
One or town bigger brighter restaurants. Some hiking trails to attract tourists and bring funds in. A large info center with gift shop, like toll booth center, but small. A large, clean, bright antique store	1
Paint the apartment house that is with the general store	1
People attitude towards the town	1
Planning / Zoning be more open to new businesses - not so "nit-picky". Make owners clean up areas that are detrimental looking in town	1
Plant more trees	1
Please PLEASE do something about our water. If you read the information our town water is HORRIBLE! I cannot even believe it is not a higher priority. Making our townspeople pay more to give us clean water is embarrassing and insulting.	1
Please tear down vacant falling down houses	1
Police Department could benefit from improved training and better supervision. No follow through on citizen complaints, which is a very easy fix. Officers could easily follow up with complaints to make sure people are satisfied, which would enhance pub	1
Police Department is out to lunch this is not New York. Reduce town government, police too big. Need select people that are open to opinions. Do not need full time Fire Chief with Volunteer Department	1
Promotion of business and the generation of jobs	1
Protect and improve the integrity of the historic downtown area from commercialization	1
Recreating (reclaiming) the field across from the town store, meaning cutting down brush and using the field again for the town's activities	1
Reduce Police Department, but budget use part-time Fire Chief we only have volunteer fire dept. what are we paying for. Remove all present select people	1
Removal of derelict buildings	1
Removal of some old buildings for renewal second or larger gas station. Restaurant that would serve full breakfast - lunch	1
Replace / eliminate street lights with lower cost, environmentally friendly lighting. Its healthier & costs less	1
Restoring Mt. Agassiz as a ski resort, similar to what Littleton has done to Mt. Eustice	1
Retail businesses that fit in with the town character	1
Revamp the old dilapidated buildings which are currently happening. Get Rennells back	1
Reversing 24/7 Police / No full time fire chief	1
Sell Country Club; Do away with full time fire Chief position; cut back on cruiser fleet & hwy trucks	1
Sell the golf course conditioned on the land remaining a golf course - open to the public. Encourage vibrant	1

Comments	Number of Similar Responses
downtown. More town wide events - community spirit. Christmas activities are wonderful	
Shovel sidewalks to prevent injuries downtown	1
Small business opportunities. Consideration of infrastructure investment to recruit capital/entrepreneurs to consider our town.	1
So glad to see the town pool back. Best thing that has happened to improve our little town. Keep it going	1
Spruce up the center of town - make it attractive for visitors and folks interested in being business owners.	1
Starting from the ground up. Separate the rec dept. into after school, community/athletics	1
Stay small	1
Stop being "anti" everything	1
stop blocking the baseball batting cage development	1
Stop making the planning and zoning process so lengthy and hostile preventing developments from coming into town	1
support small business	1
Tax incentives to upgrade historic buildings	1
Teaching tolerance in schools	1
Tear down abandoned properties. Improve the look of Rte. 302 through town. Keep taxes low	1
Tear down buildings that have caved in & redevelop those plots - preserve historic buildings	1
The addition of well-placed light industry	1
The Colonial is an excellent draw to the downtown - it would be great if the downtown area around it had businesses and activities to keep them around (cafe, bookstore, a real Jewish deli, newsstand) that provide places to meet up and enjoy	1
The current tax structure continues to adversely affect Bethlehem - SIGNIFICANT reductions need to be made. The current rate is far from competitive with surrounding communities. What is the justification for this?	1
The Politicians	1
The pool should be closed / filled with cement. It is nothing but a money pit for the legal taxpayers	1
The tax rates, the town selectman, the availability of newer homes, and adding more businesses/job opportunities to attract a younger demographic of professionals.	1
The town needs to have more activities for the children, keep them off the streets	1
The trail from the house / big tree in Bretzfelder Park (Heritage Trail) should be enlarged for x-country skiers in getting out to the other trails. I would like to see more x-country trails in town. Hiking trails too!	1
The water issue needs to be addressed. There should be no warning about drinking water....when will this be solved?	1
There are many old dilapidated buildings that need to be torn down and not just on Rte. 302	1
Too many run-down structures	1
Town looks dump - not sure how much can be done by town if issues of up keep are private properties though	1
Truck traffic on Main St. Route it around Bethlehem 93 to Rt.	1
Utilize golf courses better - sell condo lots for high value 2nd homes	1
We have to reduce property tax.	1
We need a Dog Park. There is a lot of land around downtown that could be fenced in and a fee could be paid at Town Hall or the Library so much for residents and more for non-residents and a daily fee for people vacationing or on their way though.	1
We need to get more businesses in town. Tax on people & family's living in town getting our services & schools for free tax them like everyone else	1
We need to increase tax base.	1
We need to preserve what can be preserved and have property owners maintain their property. The Arlington is one of the last remaining hotels on Main St. and it is in disgraceful condition. If they can't afford to maintain it, they should sell it	1
We need to welcome new private businesses to revitalize downtown and promote foot traffic year-round. Colonial theater should be open year-round	1
We should try to get some small business in our town so that people could find some work without driving out of town - Most all employed have to drive up to 30 miles for work	1

Comments	Number of Similar Responses
Whatever will grow the economy	1
Widen the tax base. We need more businesses.	1
Would be good to have some attractions. People come to this area for recreation, have money to spend. Apple orchards, restaurants, wineries. If you build it, they will come. Keep it classy and use the areas natural resources. Clean up the Ammonoosuc Rive	1
Zoning ordinances to protect the fragile business ecosystem downtown, creating a downtown Arts and Business Association to focus on attracting businesses and increasing tourist traffic.	1
Zoning to include residents cleaning up their yards. It is so frustrating to travel in this beautiful area and then see everyone's junk all over their yards	1

Appendix: Survey_Q34**Q34: What is your biggest concern about the present and future of Bethlehem?**

Comments	Number of Similar Responses
Dread a box store opening on the town field. that would destroy the town - do not allow a national chain box store in town - short term minor gain - long term disaster	1
187 properties for sale in Bethlehem and none are selling - means no one is interested in coming here	1
Abandoned buildings and high property taxes	1
Affordability	1
All of the above	1
All the trashy old buildings look like a third world town	1
Allowing more businesses for everyone	1
Apathy	1
Being duped by Coos Country ATV mafia (North Country ATV Coalition - Harry Brown) that this is a good thing for this community. Cluster development - condo's	1
Being able to afford to live here.	1
Being stuck in the past and being afraid of change	1
Bethlehem has no real future other than continue on the way that it is. To expand business on Main St. would need removal of old buildings that probably won't happen	1
Better town leadership - we were promised lower taxes for cutting a deal with the landfill and that didn't happen.	1
Big box stores and large industry coming into town which would destroy its charm	1
Big buildings are coming down and nothing is replacing them	1
Big businesses taking over our town!	1
Biggest concern is so many folks are afraid of change, they fear growth, and changes from the famous phrase often heard "How the town used to be". People need to realize the town needs to grow, needs revenue and can't support its current path.	1
Blank	70
BVD fees! It is getting too expensive to live in the district.	1
By ignoring the high budgets of this police, fire, country club we are allowing our taxes to rise to this point of no return. Schools should be supported but not by adding personnel for every problem	1
Can I afford to continue living here	1
Cleaning up Main St., fix those houses that are an eye sore	1
Commercialization	1
Concerned box / chain hunch will come in	1
Continued rape by the dump	1
Continue tax base / school and town expense ratio	1
Continued expansion of the landfill	1
Continued rise in real estate taxes will result in exodus of residence and deferment of young first time home buyers. Bethlehem will become toxic wasteland due to landfill catastrophe	1
Cost of education	1
Create more appeal for people to move here or 2nd homes	1
Currently it is the police department. I feel they need to be more engaging to the residence of Bethlehem and have better follow up regarding break ins and stolen property.	1
Declining tax base	1
decreasing and aging population	1
Dilapidated buildings that are dangerous and unsightly. Not being able to keep young professionals around due to lack of a sense of community	1

Comments	Number of Similar Responses
Dishonest Government	1
Dump will expand. Taxes will keep going up	1
Dying community	1
Economic development at stand still because of behemoth landfill - Stop them now	1
Economy & tax structure	1
Effects of the landfill	1
Employment	1
Environmental Degradation	1
Everyone is crooked, stealing from town, remember refrigerator gate at BCC ambulance crew showing up drunk to a call (name: _____) firefighters starting fires (_____, who works for town now), Need to clean it up, Howard Sanborne must be very disappointed	1
Expanding junk yards	1
Find a way to incorporate more rec areas for kids. A rec center, perhaps in a place where kids can walk or ride their bikes to and use the facilities for sports and games	1
Future of Bethlehem not to bright - What people want or need to go to Littleton for food, medicine, shops/delivering pizza/dollar store, you name it	1
Getting away from the friendly small town rural feel and becoming more like a cold tourist trap city.	1
Getting more business into town to increase revenue and improve the infrastructure.	1
Going in in right direction	1
Growing too fast for our taxes	1
Health affected by the landfill (cancer, etc.)	1
High property taxes are making it impossible to remain in this town	1
High property taxes, hostile attitude toward new businesses coming to town. Main St. business owners don't want competition, colonial theater is not open in winter	1
High taxes	4
High Taxes	1
High taxes ,out of control school spending and very poor roads	1
High taxes and driving people away. Becoming a ghost town due to lack of desire to change. No businesses around to support labor force to afford Bethlehem revenue demands	1
High taxes can't afford to live here	1
High taxes, poor roads, out of control school spending	1
High taxes, poverty, many homes for sale. Not a good tax base.	1
High taxes. Lack of revenue	1
HIGH TAXES. HIGH TAXES. HIGH TAXES! We need to promote tourism, hotels... People don't stop in Bethlehem.	1
Higher taxes	1
Higher taxes for the poor people	1
I'd like to maintain the character of the town but encourage people to move there too. It doesn't seem appealing to a person who is looking for a home when I come down Main St. It's really dated.	1
I am afraid the town will lose its small town feel.	1
I am concerned about the high tax rate for 2 reasons. One is that it will keep potential new residents away. Two it creates a mentality in which people look for a quick fix. I would be worried that a quick fix would solve a short term problem but cause	1
I am worried about zoning, frankly. I bought a house downtown because this town is so charming, and unique. If a dollar store goes up, or some other big box crappy plastic nonsense, I will not only be heartbroken, but I will move.	1
I don't want to see any expansion of the landfill, I want it shut down. I also worry they will try to make it a trash to methane facility, that would be totally unacceptable. Also ruining the rural character of Bethlehem by encouraging industry. No ex	1
I have no say in how this town is run, but it's the highest rate of all 5 towns/cities I pay property taxes in!	1

Comments	Number of Similar Responses
I probably won't live long enough to see great changes	1
I think Bethlehem is a lovely town which is in a good position to attract vacationers who want to visit a beautiful area. I worry that things that would uglify it will be allowed.	1
I think taxes should be reduced	1
I think that we need to be careful about the scale of a development - as in no box stores as this can quickly destroy the sense of a small village center	1
I want our standards to grow without allowing large malls and other large commercial development	1
I wish Bethlehem would continue to be a small town void of any strip malls	1
I worry about it being overrun with big box shopping stores that take away from its charm. I also worry about the questionable apartments and abandoned cottages outside of the town by the highway.	1
I would like to know why our taxes are so high compared to neighboring towns!!	1
I would like to see a Catholic Church Parish in Bethlehem in the future. Also would like to see quick disposition of unsafe structures like the Cedarcroft building and the Cruft Building	1
If taxes continue to go up - fewer people will move in - need tax revenue from businesses	1
Incompatible development to offset taxes - a balance must be found between growth & retention of the charm of Bethlehem	1
Increase in taxes	1
increased taxes , constant bickering within the town officials	1
Increasing number of vacant buildings due to a lack of investment	1
It is becoming a place for many drug problems	1
It is quaint. I would like it to stay that way. Some tourist businesses would be good but not too much	1
It's a lovely part of the world. People are very interesting and live well	1
Keeping small town character	1
Keeping the town friendly while insuring that the community grows to cover the increasing tax burdens	1
Lack of economy - needs an influx of business / arts	1
Lack of growth	1
Lack of knowledge and training in some very important positions such as tax collector	1
Lack of local jobs	1
lack of opportunity for growth	1
Land values	1
Landfill	2
Landfill liability. Any relator will tell you it's scaring people away and it depresses property values	1
Landfill polluting the river. No drag strip	1
Large scale commercial development	1
Like most of northern New England - it will be nothing but old people as younger people leave for better jobs and more opportunity	1
Look of property improvement, allowing buildings to deteriorate, presenting an eyesore to the community and tourists and decreasing property values	1
Losing the friendly atmosphere	1
Lousy Management	1
LOWER TAXES!	1
Lower taxes, people don't want to move into our town after seeing taxes (tax rates)	1
Mail delivery	1
Maintaining the character and ambience of our town and the diversity of residents	1
Money. Somehow we manage to be over taxes and yet underfunded	1
More development that is planned	1
More freedom, less government	1
My biggest concern is that the town will not be able to keep up with the times because it cannot attract	1

Comments	Number of Similar Responses
businesses or young professionals to the area. There is a balance between maintaining a "small town" atmosphere along with welcoming new individuals	
N/A	2
Need more tax revenue from businesses? Too much of a burden at present on home owners.	1
Need more young people with vision & new ideas	1
Need to change with the times	1
Need to grow	1
Needs to have a sense of direction for the future - a plan. Appearances are everything - very spotted. Landlords/property owners need to be held accountable for the appearance of their properties	1
No Big Box stores or heavy commercial or industrial development except on route 116	1
No enough businesses, taxes to high	1
No expansion of the landfill or the creation of Northern Pass	1
No one can or wants to live here taxes out to lunch, town employees to many dept. heads should be tax payers	1
Nobody seem to do anything with Main St. it is a ghost town	1
None	3
Not enough business	1
Not enough business to offset private landowners' tax burden.	1
not enough business, not enough employment	1
Not enough young people here. We need to grow our population base in order to remain self-sufficient and not become dependent on Littleton for services like fire ambulance etc.	1
Not good	1
Not to lose its history & small town charm. Not to be over developed. Always to remember the town's past	1
Not to lose the small town in the mountains atmosphere	1
Old	1
On concern is maintaining the integrity of Main St. Having the oldest continually operating theaters in the states on one corner and a big box store or family dollar type on the next would be a shame	1
Opposition to any and every new business by the same small group of vocal residents. They have access to press and scare new business out of town.	1
Our young people will not return.	1
Out of character developments	1
Out-of-staters (like me) move and change the very thing that brought us to the area in the first place!!!	1
Over development	1
Over development brings crime & higher taxes	1
People who don't keep up their property and put blights on neighborhoods	1
People will be losing homes - more foreclosures. People don't want to come because taxes are so high.	1
Phasing itself out by not staying current	1
Pollution from the dump	1
Potential disaster at landfill with insufficient resources to cure it.	1
Present concern=Town residents needing to leave area which could turn population down; effect on schools/families. Future Concern=Infrastructure investment, ensure we can support growth by planning now.	1
Present: None in particular; Future: Possible traffic change from proposed Dalton Speedway and Northern Pass property value implications	1
Present: downtown is dead in winter. Future: if we don't bring more tourism, population to town, we'll be paying for it in taxes	1
Preserving the beautiful land and architecture that exists - making prudent decisions about that	1
Property tax - very unfriendly to fixed income families	1
Property taxes way too high. Drug problems in the region	1

Comments	Number of Similar Responses
Property taxes. The town has made tough decisions to keep costs down. Our schools are the largest impact on taxes. Sick of hearing that if you do not support teacher salaries- they will leave for higher paying districts.	1
Property values	1
Raising taxes	1
RE taxes, school expenses increasing much faster than incomes leading to declining conditions of properties. Too many renters making rich landlords at the same time not covering the cost of town services	1
Real estate taxes too high	1
Reducing tax burden - very high for retirees in particular	1
Reputation of the landfill and diminished property values	1
Retaining young families with decent paying jobs. Garnet Hill's recent changes are a great loss for Bethlehem, even though it's in Franconia. Also, I don't think that the size of the town justifies the size of the police department or a full-time fire	1
Right now-out town is stagnant and needs more business.	1
Rising taxes	1
Rising taxes forcing average people out & only wealthy vacation home owners being "houses - people"	1
Safe water	1
Same as 33	1
School budget way too high - get realistic. Need to promote Bethlehem to bring in more industry and tourists	1
School taxes - out of control - unsustainable when 70% of tax goes for school support. Tax free NH unless you own property	1
School taxes too high	1
See question 34.	1
Select Board	1
Spending	1
Stagnation - loss of younger generation due to lack of employment and housing opportunities	1
Tax burden. Next year I reach retirement age and will not be able to afford living in Bethlehem. I live outside the district in a small home that is over-valued. I won't be able to pay \$4K plus in property taxes. I'll be moving after living here for 30 y	1
Tax liability-too dependent on property tax. need a homestead exemption for senior citizens	1
Tax rate - need to get businesses in and to stay	1
Tax rate appears high for the amount of money reinvested in the town	1
Tax rates when we retire in Bethlehem	1
Taxes	4
Taxes - how can we get them down?	1
Taxes - landfill	1
Taxes - our taxes are way too high and with more development will only go higher	1
Taxes and a small click running the town	1
Taxes and bringing younger people in that want to raise families and participate in town events and politics	1
Taxes and Northern Pass	1
Taxes are high	1
Taxes are out of control. The Board of Selectmen needs to get their act together and work for the people. Businesses need to be allowed in this town	1
Taxes are too high	1
Taxes are too high - I believe this is a deal breaker for some people looking for properties to purchase	1
Taxes are too high for homeowners, especially retirees	1
Taxes are too high! Compared to other areas	1
Taxes are very high. I'd like those to go down by getting more business here. I don't want big box stores, but rather keep the quaintness of the town.	1

Comments	Number of Similar Responses
Taxes elderly. Who wants to live here. Town employee heads should live in town	1
Taxes especially school rates.	1
Taxes going up	1
Taxes much too high	1
Taxes rising and no tourism or full time jobs and cliché government!	1
Taxes too high	1
Taxes!	1
Taxes, land, price of properties	1
Taxes. Low housing assessments	1
Taxes. Schools need to be controlled RE: spending	1
That a Dunkin Donuts or other chain would be built. That it will lose its small town feel	1
That high tax, no conveniences, no jobs and house market is driving residents away and not attracting younger people to live in Bethlehem.	1
That I can't stay here due to high taxes	1
That it becomes shabby, neglected and loses its small town, artsy appeal	1
That it will become dilapidated looking and lose its attraction to tourists	1
That it will lose its identity and become like surrounding towns	1
That it will stay status quo	1
That our town government can't agree that we need to move forward. We have a beautiful town that could be great with cohesive leadership. Actively seek out and help potential business owners, rather than create barriers.	1
That the children will be so bored and hopeless they'll all leave	1
That the Colonial would be closed down	1
That the loud minority will cost the quite majority more tax money by running future businesses out of town or trying to figure out ways to sue landfill.	1
That the schools BES and Profile HS cost the tax payers \$19.80 a thousand on tax bill	1
That the town settles for low income housing and box stores to subsidize its running costs. That	1
That we are not attracting young families who are invested in the Town.	1
That we will let the town have poor economic growth & see more shops / restaurants close. We need thoughtful development that encourages a small, historical feel with busy shops, restaurants etc.	1
The community could kill itself economically with over regulation and failure to adapt to the worlds changing economy	1
The current ultra conservative views of town leadership that impacts an adventuresome approach to Bethlehem are moving "outside" the box	1
The demographics. Everyone is getting older.	1
The dump, property taxes, village district taxes	1
The environmental impacts of the dump and the general health of people who live here. Our crappy water supply that we pay a fortune for. That the small town charm of Bethlehem will be ruined by box stores and big business (or junk like dollar stores)	1
THE EXCESSIVE TAXATION!!!	1
The growing divide between "US-Them". Growing sense of bureaucracy and loss of "local control"	1
The historic look of Bethlehem. I remember when most the building were white with green trim. It made the town harmonic	1
the lack of openness to growth	1
The landfill and northern pass creating unsightly views and health risks. Taxes are too high.	1
The small town politics	1
The tax rate and the landfill	1

Comments	Number of Similar Responses
The taxes are killing people - we cannot afford to fix up our properties	1
The taxes are out of line with what most towns in N.H. This needs to be addressed or current owners will not be able to afford their homes when they retire. Too many police officers doing nothing at night, just harassing drivers	1
The tendency to seek a return to the diverse past	1
The town will let big business in and it'll become a mini Littleton	1
The water system should be of great concern. We used to have 30 hotels. We had little in the way of shortages. I don't think we should drill wells. Purification system for what we have should be looked into	1
There is very little tax base beyond property tax and I think this will force all desirable property owners elsewhere. There needs to be some business and industry or the town's future is bleak.	1
There needs to be a cross walk for pedestrians next to Hill View Apartments on Agassiz St. for the elderly and handicapped residents	1
There's no long term planning	1
This is a wonderful community and should remain so; however consideration should be given to create an ordinance requiring hazardous properties to be demolished. There are too many burnt buildings left standing	1
To have neighbors on our street clean property up. That affects resale value of home to get a fair price for sale. Enforce encroachment on other properties. Trees too close to power lines. No trailer or double wide allowed in village and existing one ha	1
To maintain a good level of life	1
To see it grow with the presentation of being bright, clean and friendly. instead of being held back with old fashioned hateful, idealists ways and the hate of flat landers	1
Too much commercialization	1
Too much in fighting	1
Too much population growth	1
Unprofessional "Leaders"	1
Water supply quality	1
We lack a plan - we have a solid art basis now that could be developed, advertised and championed by locals. Pride in the town could improve	1
We need more tax payers.	1
We need to attract business... Protect our downtown so that we grow RESPONSIBLY.	1
WE need to bring back tourism. The Hasidic Jewish visitors add nothing to our economy	1
We need to expand for the future. Create jobs	1
We will be bankrupted in the near future, our home owners cannot support this town any more taxes are high enough	1
What will be the long term environmental issues when the landfill closes	1
Why restaurants cannot make it on Rt. 302	1
Would love to see another reincarnation - not sure what it would be based around though at this point	1
Zoning is definitely needed now and in future	1

Appendix: Survey_Q35**Q35: What do you consider the best thing about living/owning property in Bethlehem?**

Comments	Number of Similar Responses
A nice quiet town that hopefully maintains progressive values and is a great place to raise kids. Folks seem very nice here	1
A very welcoming, caring community	1
Access to all the outdoor activities, rural charm, shops and growing emphasis on arts and friendly small-town atmosphere	1
Access to wonderful views and outdoors activities	1
accessibility to the outdoors	1
Atmosphere, people, police & fire department	1
Beautiful area	1
Beautiful area to live in. Close to I-93 for easy access. Great outdoor opportunities. Excellent schools.	1
Beautiful environment with a rich history	1
Beautiful location, friendly people, small town benefits, new library, weekend summer concerts, close access to ski areas and golfing	1
Beauty	1
Beauty - the Rocks Estate	1
Being in the heart of the mountains	1
Being surrounded by the woods and wildlife. A unique Main St. with shops and a village grocery store - a wonderful theater - a real "old time" village feel; yet everything you could want in a modern world	1
Bethlehem has been a wonderful place to live based on our family priorities - simplicity	1
Bethlehem is a community filled with good kind people and is a "small" town.	1
Bethlehem is a wonderfully historic town	1
Bethlehem is just not that special. I do like having street lights	1
Blank	75
Christmas in Bethlehem! I love the artist / farmer community. This and the schools are our strength. The history of this village is crumbling and we might as well be pragmatic about this and start taking charge of how we build new structures and demolish	1
Clean air and water	1
Close to everything, good schools, two golf courses in town, ski areas close to town, hiking close to town.	1
Close to Littleton and its businesses.	1
Colonial Theater	1
Colonial Theater, WREN, antique stores	1
Community members	1
Community village store, WREN, Bretzfelder, Cold Mountain, Rosa's, Maya, Art shows, Colonial	1
Cost of ownership; outstanding natural beauty; four season recreational opportunities	1
Country Atmosphere	1
Crime rate very low - (good!)	1
Cultural center in area of Colonial Theater and WREN. Small town atmosphere with village grocery and Methodist church	1
Excessive tax rate; we never should have built the high school we should have expanded education regionalization options	1
Friendliness of most all. Tax rate reasonable	1
Friendly atmosphere	1
Friendly people, small town	1
Friendly people. Fabulous location. Quiet. Air. Views	1

Comments	Number of Similar Responses
Friendly, helpful community, accessible PD, FD, Town Officers	1
Friends	1
Good "village" vibe. Small town feel, stores, Colonial, gazebo concerts, The Rocks, Bretzfelder, golf courses. Neighbors are amazing	1
Good air, good water? great golf courses. People are starting to think about bringing things back to the way they should be	1
Good friends & beautiful county	1
Good neighbors	1
Good neighbors, fresh air. Colonial, WREN and Cold Mtn.	1
Good people, fresh air, location	1
Good question?	1
Good schools.	1
Great community	1
Great library - Bretzfelder Park. nice little downtown area	1
Great place to raise kids	1
Great school system	1
Great schools	1
Healthy living? It's great. Great pool. Great efforts by many people. BHS alumni, library workers, gazebo concerts, etc.	1
High taxes	1
Home town closeness, everyone helps each other out when they're hurt or in need	1
I am somewhat isolated from Main St. area	1
I find the street well plowed in the winter and the phone notices when there is an impending storm or power outage	1
I like the small town atmosphere	1
I like the small town charm, the quiet and the natural beauty	1
I like the smallness of living here and the safe atmosphere	1
I live close to Littleton. Not many homes. Convenient location	1
I love being able to walk around to the local businesses and love going to the farmers market in the summer and the Colonial theater. I love going to Bretzfelder park and I love the community feeling in Bethlehem.	1
I love living in a small town and Bethlehem provides me this. I can walk to the Library, Post Office and the Village Store. I especially like Bretzfelder and its trails	1
I love my quiet spot, the wildlife that visits my yard, my privacy. I love being close to many mountains for skiing and hiking	1
I love that I own land and the people in the town are so nice.	1
I love the natural areas in and near the town. Local hiking, skiing, snowmobiling, etc. I like the local shops and coffee shops. The school is doing a wonderful job with a wide range of students. The library is wonderful.	1
I love the rural, small town feel of Bethlehem. I also like how easy it is to get to great hiking, backpacking, fishing, and biking spots.	1
Interesting and friendly - love schools, library, pool, etc.	1
It's a great home town	1
It's a nice quiet little town.	1
Its natural resources, proximity to Littleton, skiing, hiking, mountain attractions. Peaceful and quiet.	1
Its proximity to all that the North Country has to offer, the clean air, neighborly attitudes of current residents	1
It's rural without being remote. Convenient to Littleton and my employer	1
It is a great place to bring up children but they don't stay because there is nothing here	1
It is an absolutely beautiful small town area with great views and people.	1
It is quiet and safe. There is a rare sense of community here.	1

Comments	Number of Similar Responses
It is so quiet, lots of access to hiking, snowshoeing, the mountains, and the town has restaurants and shops to visit.	1
It was recommended that I buy a house in Bethlehem when I moved to the area because the residents were more open minded, liberal, tolerant than Littleton or Franconia. I have great neighbors	1
It's small country charm and beauty and country atmosphere	1
It's a small town - that's it	1
It's beautiful here!	1
It's gorgeous	1
Its home. Would like to pass on to next generation some of the things that make it special to me. Schools, air, water and the small town feeling	1
It's quiet. Lots of wildlife	1
Library - hub of our town. Create a cohesive partnership between all businesses profit and nonprofit - I would be glad to organize Kay Kerr	1
Live remotely, but have amenities and services fairly close by	1
living in the country, clean air not the city	1
Living in the White Mountains - natural beauty! No box/chain stores!	1
Living on / near the golf course	1
Living so close to outdoor recreational activities, and beautiful scenery.	1
Located in scenic area with great out-door recreation	1
Location	1
Location / small town atmosphere	1
Location against White Mountain National Forest	1
Location to outdoor adventures	1
Location White Mts.	1
Location, people.	1
Location, proximity to nature, outdoor activities, services	1
Location. We have downtown with lots of potential, close to hiking, skiing, outdoors, interstate.	1
Love the Colonial Theater, "town" benefits, but still access to skiing, hiking, golf	1
Love the small town atmosphere. People are friendly and helpful	1
Love this town! I loved family here because of school system and town's support of education. Safe community to raise my family.	1
Loved raising my family here - excellent education	1
Lovely new library	1
Low crime, small town feel, friends and neighbors that care although that's becoming a thing of the past with all the cheaply made housing going up by Lahout's	1
Low crime. Close to WMN Forest. Good schools	1
Low population density, scenery	1
More to offer people	1
Most of the people. The Durrell Church - very welcoming and warm to people	1
Mountains, not being crowded	1
My friends and neighbors. The hometown feel. The very best thing? The Jason Somerville Fund for college bound kids. That's why I moved here over 20 years ago.	1
My property I like, but have to look at deteriorating build across my property which isn't fair to neighbors too who have to look at trash and smell from neglect and fire issue	1
N/A	2
Natural Beauty	1
Natural beauty - slower pace of life	1
Natural beauty - small town feel. Encourage downtown expansion like WREN / Cold Mt. Cafe, etc.	1

Comments	Number of Similar Responses
Natural beauty of area	1
Near golfing and skiing	1
NH is beautiful, clean and well maintained. We look forward to an active retirement there.	1
Nice neighbor hoods. The new town pool. The theater. The beautiful trees	1
Nice small town feel, with great access to everything	1
Nice small town, vibrant community, good to great schools, convenience to I-93	1
Nice town - good people - most take pride in their property - get rid of dilapidated hotels and buildings on Main St.	1
Nice town, access to WMNF, Ski, Snowmobile, ATV areas	1
Nice, peaceful area but nothing to do in town. Have to go to Littleton and Bretton Woods, North Conway.	1
Not living in a city	1
Not much. If I had to do it over would definitely relocate out of this town	1
Not one thing	1
Not the rising taxes!	1
Nothing! Yuppee. Tax exempt town. Too many pay no taxes	1
Nothing, I wish I had purchased a home in another town	1
Only because I like Bethlehem	1
Open space; no traffic or haphazard development	1
open spaces	1
Our privacy and land beauty and the small town.	1
Over the years wish I had picked another town. Taxes are too high	1
Overall I love it here	1
Peace and quiet	1
Peace and quiet. Small shops. Bethlehem's small town flair! Love the pool!!	1
Peaceful, bucolic, friendly, charming, quiet, clean mountain air	1
Peaceful, historical, scenic. Considerate & caring neighbors & residents. People always helping one another	1
Peaceful, quiet atmosphere. Somewhat friendly	1
People and proximity to White Mountains	1
People. Restaurants. Quiet. Colonial. Shops	1
Pleasant people in town office. Very polite police and fire officials - always available - personal services - volunteers in town do a lot - community spirit - Library awesome - great small town feeling	1
Privacy, Serenity, Quiet, Peaceful, Fresh air	1
Privacy simple life	1
Proximity to Franconia	1
Proximity to National Forest / natural beauty	1
Proximity to open space and small town atmosphere	1
Proximity to recreation	1
Proximity to recreation combined with nature.	1
Proximity to the beautiful White Mts.	1
Quality of life	1
Quality of life, closeness to Littleton "culture", vibrant community	1
Quiet & Friendly	1
Quiet & peaceful	1
Quiet country atmosphere	1

Comments	Number of Similar Responses
Quiet friendly town	1
Quiet no big business	1
Quiet peaceful environment. Great location	1
Quiet streets, neighborly feeling	1
Quiet, peaceful area to retire to, small town atmosphere.	1
Quiet, small town atmosphere, not a lot of traffic.	1
Recreational activities, proximity to mountains	1
Right now it's hard to think of much that is positive in light of the high taxes we pay	1
Rural character	1
Rural mountain living at its' best.	1
Rural setting	1
Rural, Mountains, Reputation	1
Safe - Quiet - Good quality of life - my neighbors	1
Scenic beauty of the town, proximity to services and growing cultural atmosphere led by Colonia Theater	1
Scenic beauty, outdoor recreation and wonderful air and water	1
Serene natural environment	1
Small and quiet	1
Small safe community to raise children	1
Small town	4
Small town-clean air- no congestion	1
Small town atmosphere	1
Small town atmosphere, beauty, growing art and offerings, good schools, good library, some diversity.	1
Small town atmosphere, park and concerts	1
Small town character	1
Small town community atmosphere	1
Small town feel	1
Small town feel and mostly friendly	1
Small town feel. Close to outdoor recreation, but a short drive to the big box shopping	1
Small town feeling with people caring about each other.	1
Small town feelings	1
Small town flavor	1
Small town with a big heart. Love the thriving arts community! Great schools.	1
Small, personal and simple life	1
So far not much; taxes go up, water and sewer fees goes up no matter if we use them or not	1
Some of the prettiest views in NE.....	1
Summers!!	1
Terrific Library	1
That it is small with just enough down town to attract tourists	1
That's a tough question!!!	1
The beautiful small town which is centrally located in the North Country to so many great surrounding towns with jobs, stores, opportunities while travel to or from conveniently you have to go through our town. Bethlehem has a lot of natural beat, love	1
the beauty of the area	1
The beauty of the area - walkable downtown - town sewer	1
The beauty of the area & the people in Bethlehem	1

Comments	Number of Similar Responses
The beauty of the town - the people who live there	1
The beauty, however the property taxes prevent me from wanting to become a permanent resident	1
The beauty, the history, the relaxed lifestyle.	1
The beauty; the location; the Colonial Theatre, WREN and the Library; not the taxes	1
The best thing about living in Bethlehem is the location along with the school district.	1
The closeness of people in the town.	1
The colorful downtown district that has so much charm and character and has so much to offer in the summertime- movies, music, food, a Farmer's Market, hiking and walking trails, tennis, basketball, the pool...	1
The community events and concerts. Balance Bethlehem is an awesome addition.	1
The Community feeling	1
The community has a lot going for it with many events like the concerts at the gazebo, library programs, rec programs, soup community meals, etc.	1
The community is friendly and it has a wonderful history that needs to be maintained.	1
The community, the people, the small town with big culture.	1
The downtown area is unique and the towns position amongst the White Mountain Forest and several ski areas	1
The fact that it is quite, a sense of community is starting to develop once again. Great elementary school and library.	1
The fact that we have a walkable village that could be attractive to the non-tourist trap visitors	1
The involved, enthusiastic residents and small business owners	1
The longer I live here the less I think there is anything good about this town	1
The natives.	1
The natural beauty of area. The warmth and friendliness of a small town community	1
The natural beauty, the small town feeling and neighborliness, the quiet.	1
The peacefulness	1
The peace and quiet, beautiful scenery, growing up here as a child during the summer	1
The people	1
The people and accessibility to great outdoors	1
The people and the landscape. We are blessed by MANY interesting and creative people. Stephen D from the Colonial - Marilyn from WREN and on and on make the beauty of the landscape even richer	1
The people dare wonderful and the location beautiful	1
The people first. Sense of community	1
The people in our region. The landscape. The great businesses and community resources of our town.	1
The people, shops, restaurants, Colonial, WREN, skating rink, Basketball courts, Library, schools	1
The people, the facilities (such as the library and yoga center), the market, the general feeling of peace	1
The people, the small town feel, and the schools	1
The quaint town, pool, library, beautiful views, biking, hiking, gold	1
The quiet landscapes.	1
The resources of the beautiful white mountains, lakes and freedom that we all deserve	1
The rural characteristics of the town and the wonderful access to natural resources and the White Mountains	1
The scenery, peace and quiet	1
The school is great and it is beautiful!	1
The sense of community and in time to enjoy the benefits of the school system.	1
The small town atmosphere and friendliness of the people who watch out for and who care for their neighbors	1
The surrounding area	1
The theater, the people, architecture, living in town	1

Comments	Number of Similar Responses
The views - the open spaces - convenience to 93	1
The views and easy access to nature. I like Bethlehem as is, if I want bigger I go to Littleton or North Conway. I don't want Bethlehem to lose its small town flavor	1
Tight knit community, people, fresh air	1
Tranquil beauty	1
Vibrant community with alternative culture - in a gorgeous physical environment	1
Views	1
Views / scenery	1
Views Nature	1
Village, picturesque settings. Great people who are proud of the town	1
We live where people want to vacation	1
We moved and built here because of the views, the quiet, the clean smells and the peacefulness....which have all been impacted by the landfill. So with windows closed. The day is Sunday (the dump is closed.).This is the only time we now enjoy living here.	1
Wonderful blend of rural/village life	1

Appendix: Survey_Q36**Q36: What service (or services) is not being provided that should be?**

Comments	Number of Similar Responses
? Not sure	1
A bank that has more branches across New England so money matters can be done no matter where you travel. We need a TD or Citizens branch up here	1
A better system for disposing of trash and recycling; the rest of the world is way ahead of Bethlehem and "zero sort"	1
A large info center with gift shop. A large (outside) info board with map detailing historic sites and local amenities, camp sites, hiking trails	1
A lot of bicyclers come through here in the summer - we need safer accommodation. Also need more activities for children in the summer	1
A mid-priced restaurant or a watering hole for locals and tourists alike.	1
Activities for pre-teen and teenagers	1
Affordable high speed, reliable internet access.	1
All basic needs are being met	1
All is good.	1
Assistance for drug addicts	1
Attracting business, look at N. Conway, Lincoln, West Lebanon, all are growing without ruining the beauty of the area	1
Bear proof trash containers	1
Better and more high speed internet options. Mobile Homes (Manufactured homes) should be allowed on any property. Building standards have changed in recent years so that mobile homes are in many ways better built than "stick-built" homes. Aesthetical	1
Better cable internet. Better trash pickup off the highway and or enforcement of litter laws. Our street is always full of garbage at the side of the road and around telephone poles etc.	1
Better care of smaller streets	1
Better rec for children, person not good at it	1
Better road maintenance	1
Better road maintenance	1
Better, more polite and courteous town government, government officials and employees.	1
Blank	181
Broader public transportation (beyond Bethlehem)	1
Bus service	1
Bus service and/or shuttle service from Littleton to Bethlehem and from Bethlehem to Mt. Washington Hotel	1
Business development assistance	1
Cable / High Speed Internet. (Peppersass Lane)	1
Can't comment	1
Can't think of any	1
Center Bethlehem could / should be a Lincoln / Woodstock - Bethlehem is missing a lot of revenue by people getting off at Route 3 in town or going to Littleton	1
Clean water!	1
Committees to help take ownership of and assist the Select board in development, financial plans, Chamber of Commerce to get MORE business, more visitors, vacationers to come to Bethlehem not just travel through it.	1
Community - building on a regular basis, like Christmas in Bethlehem gets everyone out - lets have more and consistent things like this throughout the year	1
Community center	1

Comments	Number of Similar Responses
Consider public transportation step. I.e. shuttle service stop for people who do not have means. Think we have a population who could use this service.	1
Cross country ski trails, snow shoe trails, more for young kids and families	1
Cultural services could be encouraged - a decent place to have town gatherings. Our town building is in great need of improving on that. The top floor is a disgrace	1
Cute little shops. Sage into housing	1
Departments should not be micro managed but committees should be formed to remind department heads what is expected by us and not what they want on their wish lists	1
Don't know	1
Drug Store! Rite Aid, Walgreens. A pedestrian cross walk on Agassiz St.	1
Drug store, medical office, walking park like what they have in Portland< ME, more elderly subsidized housing, PUBLIC TRANSPORTATION	1
Drug store, more banking options	1
Dry cleaner...small pharmacy	1
Enforce health and human services to inspect rundown buildings and trailers every year and to dispose of waste in garage and inside trash. Hoarding issues that affect other neighbors on street.	1
Family affordable eating, grocery store, hardware	1
Free high speed internet for town provided by a federal government grant	1
Full service gas station	1
Gym - exercise facility	1
Helping the older people on taxes	1
High speed internet and cable to all areas of town. Cost is prohibitive if available, need separate dishes. Which also detracts from the beauty of this area.	1
High speed internet is not available for an embarrassing high percentage of the town	1
High speed internet is terrible. Town will need to help with development here.	1
High speed Internet outside of the downtown area. Lack of cable/Internet is a huge deficit that has affected property sales and relocations into sf homes in the less populated areas	1
High speed internet. Diesel fuel. Better cell service	1
High-speed Internet	1
Historic District emphasis, Environmental emphasis	1
Hospital for small animals & vet supplies. Horse / Mule stables where tourists can rent for trail rides	1
I do not make use of any service except Casella and library and town hall	1
I don't know	1
I think Bethlehem does a great job of providing services. I also think we should be focusing on reducing costs so our property tax goes down.	1
I think more services for elderly should be included	1
I think the town does very good overall	1
I think we could use a cool laundromat. And more destination stores (bakery for exams, or a bridal shop. Something that people tend to look up and travel to get to.	1
I wish the town pool could be re-opened permanently and developed a bit more as a community resource. a maintained skating rink would be good - let's take advantage of assets and invest in recreational services (other than golf!) that help locals and attract	1
I would like to see high speed internet accessibility increased. My first residence in Bethlehem was along 302 and it had access to cable internet. After I moved I lost that connection and needed to make other arrangements in order to work from home. Add	1
Improve skate park - warming hut benches etc. Improve recreational facilities	1
Internet	1
Internet access that's affordable	1
Is there transportation for seniors to get to shopping, doctors, etc.	1
It must be difficult for residents to get prescriptions etc. and medical needs. Consider a ride-on bus, small fee, etc.	1

Comments	Number of Similar Responses
It would be nice to have a few more restaurants	1
Job opportunities	1
Larger grocery store. Small drug store. Possibly a dry cleaner	1
Larger medical facilities, etc. hospitals.	1
Lectures, good music, community center	1
Legal Aid	1
Less police we are not a big city	1
Lessen services to lessen the tax impact.	1
Local bus between Bethlehem, Littleton, Franconia, Whitefield	1
local emergency medical care	1
Main street is dead Winter. More foot traffic is desperately needed. Colonial should be open all year.	1
Many (all listed in front)	1
Mass transit for elderly and poor	1
Maybe something for the senior citizens and teenagers	1
Maybe transportation for commuters. Not sure this is necessary and there is the TCCAP bus. I think there should be more housing for families that is affordable	1
Medical clinic / general store	1
More 1 on1 from the police department being seen - at school - walking around. Ability of being able to put sewerage from homes are plant, not having to pay to take to Littleton	1
More dining. Update village store to carry more items maybe even enlarge it	1
More events that make the town stand out.	1
More shops and restaurants.	1
More things for kids to do	1
N/A	2
Need more housing for the elderly.	1
NH DES not monitoring landfill	1
no opinion	1
No opinion	3
No pre-school in town	1
none	2
None	5
None have too many now	1
None. Too many as of now. Reduce what we have	1
None; you people find something to spend money on, you're spending it. The elementary & Profile schools are the only thing about it	1
Not a service, but a frustration; as a second home owner here who pays real estate taxes, I feel I should have locate voting privileges; I believe this is an issue that needs to be addressed at the state level; still a frustration though	1
Not enough information	1
Not enough sidewalks. Are there enough hydrants? Winter culture events	1
Not sure at this time because not living there full time	1
nothing	1
Pharmacy access. Grocery store	1
Plenty of good services	1
Plowing for elderly/homebound incapacitated home owners	1
Poor water quality for village district, but let's remember - the more services, the higher the taxes. Library	1

Comments	Number of Similar Responses
and pool are examples even if you support them	
Post - HS training programs	1
Pre-school age daycare, however, I do not want it run by the town, but to have a business open to provide the service.	1
Public Transportation	2
Public transportation to shopping and services in	1
Restaurants (more than what we have), Hotel on Main St., real estate office, hardware store	1
Restaurants are needed	1
Restaurants, vibrant downtown year-round	1
Road maintenance	1
Road repair	1
Road repaving service. Tree care and new tree plantings to replace trees that have died or been cut down on Main Street to maintain that home town appearance	1
Services are adequate, but how they are fiscally supported is preventing generational growth of our community. Seniors are unable to afford the current tax base, therefore robbing the community of a key resource - experience!	1
Some type of public transportation. Better ambulance service.	1
Street lights on Cherry Valley Rd.	1
Tax assessment is not realistic, very inconsistent	1
Taxi service, maybe?	1
Teens need something to do or go that is low cost and safe. Need better public transportation	1
This is little, but the town phones no longer provide the hours that the town offices are available. This actually really makes things difficult. Please add the times of service and whether the offices are closed back to the message.	1
Too many services	1
Train to Portland	1
Transportation link	1
Transportation for those who are unable to drive in Bethlehem and surroundings	1
Vet - (animal Docs) & walk-in clinic	1
We have everything one can reasonably expect to have	1
We have everything we need just be careful on what is needed.	1
We have no medical claims or sources for prescription drugs. IE no drug store - no hardware store	1
We have enough, let's not make it Massachusetts	1
We need a Dog Park. There is a lot of land around downtown that could be fenced in and a fee could be paid at Town Hall or the Library so much for residents and more for non-residents and a daily fee for people vacationing or on their way though.	1
we need a visionary chamber of commerce	1
Whatever happened to the free ambulance Howard started? GONE!	1
Would love a small hardware store/ gun store in town.	1
Zoning board should not allow tractor trailers/busses to be parked on residential lots	1

Appendix: Survey_Q37**Q37: Please describe your vision of what Bethlehem should be like twenty years from now?**

Comments	Number of Similar Responses
10 restaurants / more shops / lower property taxes	1
20 years from now I see it being a year round tourist attraction with lots of events, lectures, festivals that celebrate its history and surroundings	1
2035 well I hope they take care of the grave yards and do nothing to detract from the natural beauty of this town	1
A balance of development and sustainable growth with charm & character being retained	1
A busy small town with low taxes	1
A changing, growing, smart, developing town to encourage tourism stops, shops and revenue to maintain towns operation budget demands, without penalty to residents	1
A cleaned up neat country town	1
A community offering its residents a springboard to the beauty of nature that surrounds it; a place where families can comfortably raise their children on modest means; a town not overrun by commercial development	1
A community where families are able to bring up children with old fashion values	1
A cultural center for artists / artisans and healers	1
A destination community offering great cultural and natural attractions. Population about 5000 with good working, riding trails and roads	1
A destination site / town with more artsy / interesting stores, restaurants, cultural events. Promote outdoor activities, farming.	1
A downtown area with commerce, a well-organized industrial park that employs resident, Hotels that attract tourists and new residential construction to house the residents of a prosperous and growing town	1
A historic downtown with more curb-appeal along all major roads. A new Inn at Maplewood or townhomes to encourage tourism again	1
A mecca for arts and crafts, where tourists will come to eat, browse, walk, golf and enjoy the charm that Bethlehem has to offer	1
A more refined, rural cultured community with the best schools, recreational parks, Ball fields, Playgrounds with a positive happy atmosphere that people keep making Bethlehem THE place in Northern NH to visit and move into finding work, affordable homes	1
A more vibrant and growing community	1
A more vibrant Main Street for tourists with light industry on RT 116 and small farms around town	1
A Multi-dimensional self-supported town with job opportunity and reasonable taxes and government intrusion	1
A multi-generational and diverse community supported by residents who present a beneficial view of progress and history in balance	1
A new generation has given new life to the town and found a way to take control of those run down campgrounds on 302 and the empty store fronts to turn this town into a sustainable community. There is a big community garden and more job/housing opportunities	1
A nice place to live, with place to work. People having services in the town for shopping, eating, working, car repairs, home repairs, etc. We need to be a self-sufficient town where any citizen can live, work & have all their needs met	1
A place that normal people can find descent work and who can afford to live here.	1
A place that preserves its past thru planned development	1
A place where families find value in coming to visit and stay for a while with a nice selection of recreation, arts, music, business, and places to eat.	1
A premier vacation destination for outdoor enthusiasts.	1
A quaint village with a Main St. full of unique stores and restaurants. Homes with acreage of untouched fields and woods	1
A real community and democratic government - open and honest	1
A small community!	1
A small retirement town with all public transportation from the Mass border to Bethlehem and in Bethlehem, NH.	1

Comments	Number of Similar Responses
A small town with a thriving center and a tax-base supported by tech talent and small tech companies (R+D, Mfg.) - campus development with industry and university partners. Entrepreneur incentives	1
A sustainable community	1
A tax friendly town; I live in a glorified hunting camp log cabin, my land is in current use and I pay over \$5k for property taxes; can't you see what is happening in this town; it's all people from MA who came make six figures nobody can afford to retire	1
A thriving active town with successful in character businesses that maintains the unique quaintest of the area	1
A thriving community and cost of living that is reasonable	1
A thriving community with jobs available.	1
A thriving small town with more businesses in order to provide more tax relief	1
A thriving tourist town	1
A thriving town with jobs tourism and tons recreation.	1
A town that embraces its natural environment	1
A town that has more opportunities for younger families to move into town. The only way to accomplish this is to increase tax base with light industry, small box stores, and doctors' offices	1
A town that openly embraces individuals from all demographics that seeks out all types of businesses. Also more housing, such as housing developments.	1
A town the residents will still love, but not a place an average family can't afford to live in	1
A vibrant Main St. with stores (of all sizes), hotels, restaurants where you can walk and see people visiting year round. Also an office building or two. Without that Main St. will continue to shrink	1
A vibrant small town characterized by antique shops, small restaurants, and gift shops, and where you can stroll down the street (on a decent sidewalk) and enjoy its charm. Oh yeah- and the dump is closed for GOOD. No more trash from out of state - no	1
A vibrant walkable Main Street with a variety of restaurants and businesses. Local hiking and cross country trails combined with a greater concentration of parks.	1
A well run town with visual appeal and continuation of concerts and support of local businesses	1
Abandoned properties if the taxes aren't taken under control - attract business and developers by making owning here affordable - then a wonderful place to raise a family or retire	1
about the same	1
Affordable place to live with a tax base not top heavy based on education	1
All dilapidated buildings removed resurgence in commerce and a warm and welcome community for children.	1
Almost the same	1
An affordable town with a thriving and quaint downtown that supports the arts and local artists, farmers, entrepreneurs	1
An upscale Littleton	1
Arts, shops, restaurants - B&Bs. Maybe an annual or semi-annual attraction that draws people to Bethlehem	1
Artsy, active, outdoorsy, inclusive, small town	1
Beautiful small shops lining the Main St. All buildings painted and well kept	1
Bethlehem could be the pride of NH with a plan and enthusiasm. Small retail stores that are supported by the town. A "charming", tasteful place that encourages knowledgeable tourists. More of a cultural center. Our theater is an example of what can hap	1
Bethlehem should always be a place where people feel extraordinarily fortunate to live.	1
Bethlehem should have real antique shops instead of junk shops/most of Main St. is in need of building maintenance and upgrades – painting etc.	1
Bethlehem will not grow much - my opinion is that it will be about the same as now or worse - some things may go away	1
Better roads, lower taxes and more small business employment opportunities for local people	1
Better roads. More business. Lower taxes	1
Better tax base	1
Bigger and better	1
Blank	107
Broke - we cannot sustain the increase tax load we property owners face	1

Comments	Number of Similar Responses
Bucolic	1
Bucolic village with vibrant down-town	1
bucolic, live and let live, with perhaps fewer visionaries	1
Bustling with locals and tourists visiting unique small shops, great restaurants, historical tours (we love the Lantern Tour offered by B&B owner several years ago!)	1
Busy downtown all year, with cars parked on main street that would force traffic to slow down and tourists to stop in town and walk around	1
Busy people love the views and old time feel	1
Busy with people being able to walk to shops and services	1
Cannot see that far ahead. We take it every year as it comes	1
Clean up Main St. - get rid of the 10 or 20 junk yards in town. No more camper trailers on lots becoming permanent living places	1
Clean, quiet, quaint and beautiful. Busy up-town, recreational trails, bike routes, user friendly!	1
Clean. Bring job to our town and demolish run down building not being kept up to code.	1
Cohousing downtown. Better general store - good local produce, meat, etc. Upscale food manufacturing downtown.	1
Continue to make it family friendly by keeping up the pool, library, and park areas. Keep it safe from crime!!!!	1
Deserted if things don't get more interesting	1
Develop an industrial park on 116 and get some big business in	1
Expanded historical society.	1
Few more Main St businesses.	1
Ghost town. No one can afford to live here or wants to. Town owns all taxed property	1
Good schools. Forums and events for a balanced exchange of ideas. Evidence of decision making that always values our 20 year future on the table.	1
Historical Buildings in good repairs, developed tourism/recreation, dining, small shopping. Like now, but a little more.	1
Historically preserved, no big industry, increase in agriculture and small town business.	1
Hope that we can hold the family here	1
I'll be dead	1
I can't imagine that far in the future. You should be asking that for the next 10 years. Get some businesses here.	1
I envision a town that has grown at a sustainable level and still maintains a small town feel. I see a thriving village district with additional locally owned shops that attract both local and tourist dollars.	1
I feel that it important to keep the small town feel on Main Street but on the outskirts we should attract businesses like industrial parks or other companies.	1
I hope just the same! Maybe a small industrial base to help keep taxes down and provide jobs.	1
I hope that it is able to remain the small town as it is but still provide good school and library	1
I like Bethlehem as a small town. Would like to see it stay that way	1
I like the antique look of the late 18 or 1900s	1
I love hearing Dick Robie talk about the businesses that were here and would love to see hardware or similar return so more shopping for necessities could happen in town	1
I probably won't be alive	1
I see a quaint village where people flock to for the beauty, rest and fun things to do.	1
I still want the quaint New England village feel. I think there is a way to grow, but still retain our village appeal	1
I want to see an Arts Hotel in town. Can you imagine? Everything in it is made by a local artist or artisan, including furniture, bedding, art, toiletries- and if course, Art. It would have a small conference center, that would attract groups to com	1
I won't be there or here, but with the fine library and schools I see a better place to live. The cities may be unbearable so country living will appeal	1
I would hope it would be much the same but more vibrant and a little more bustling. More kids and more kids' activities. And more welcoming for people who move here by choice from elsewhere.	1

Comments	Number of Similar Responses
I would like to no franchises allowed - only independent businesses	1
I would like to see a more consolidated village "Main St." area with some development in area close to the highway for newer businesses. Strength of Bethlehem is that it's ideal for retirees and young families. We need to retain the beauty of Main St.	1
I would like to see a town that has taken advantage of clean energy specifically wind & solar	1
Improve and use what we have. Limited development. A thriving village where we want to bring friends and family	1
Increase property values, small businesses being developed	1
Increase to tourist facilities - recreational facilities for youth and elderly	1
It should look like Littleton - keeping small specialty shops in town and revenue producing stores on outskirts	1
It's described in questions #33, #34 and #36. Locals dropping the prejudice attitude toward tourists (such as flatlanders to their face). Making for a friendlier atmosphere instead of intimidating. Grow up, act like adults looking for a more attractive	1
Its environment protected against pollution and further development and much of its land owned by the town. Littleton has enough stores, etc. and is nearby. I would like to see Bethlehem as the town of recreation with lots of hiking / biking trails	1
It's rebuilt, shined up. People wanting to come here	1
Just as is....	1
Just like now, but the run down apartments / houses	1
Just the way it is with lower taxes	1
Keep friendly, small town atmosphere and maintain slow population growth. More public lands	1
Larger tourist accommodations expanded Main St. shops and restaurants	1
Less for sale signs, Main St thriving, lower taxes	1
less property taxes	1
let economy work	1
Light industry....more business	1
Look the same. Small middle class population - low to middle incomes - taxes too high to promote growth	1
Lower taxes	1
Lower the taxes	1
Make town more inviting - cleaned up. Bring in business - less on taxes	1
Modest "Main St." commercial development; preservation of its bucolic beauty	1
More accessible to middle - income families	1
More art, music, crafts, inns, restaurants. More to attract tourism and new residents	1
More business	1
More business to tax. Structure and allow lower taxes for the residents	1
More businesses	1
More businesses so taxes are less	1
More businesses, public transportation	1
More historic architecture styles to go along with what's already there. No Dollar Store or fast food. Make it an alternative to what is becoming sprawl.	1
More industry	1
More industry in well-defined areas, more residents who appreciate the environment, more hotels. Independent, with as few national chain stores as possible.	1
More of the same - better roads	1
More restaurants & place to stay other than just the beautiful Inns we have	1
More small businesses that can hire more people.	1
More vibrant than ever, more local places to eat and sleep; no landfill	1
Move all mobile homes out of Bethlehem....town gets first option to buy and disperse of same when the time is right.	1

Comments	Number of Similar Responses
Much like it is a but a bit more self-supporting - that means more small businesses and a larger permanent population to support it.	1
Nice touristy, friendly town with more nightlife and fine dining and more outfitters to support all of the recreational activities in the immediate area.	1
No idea	1
No increase in population, no heavy or polluting industry, favored tourist destination	1
No sex offenders, fire and police department you can trust, less apartments. Town officials who care about the town and not lining their own pockets and are honest	1
No vision. Let the residents individually decide	1
Not a bedroom community but instead, a community that has industry and commercial enterprises that don't depend on government services.	1
Not a city, or even a huge town like Littleton, but a nice town that has some restaurants and a few stores that are open in the evening past 5 and just a little bit more business- wise.	1
Not a lot different from today	1
Not much change - A great place to raise a family. More diverse tax base = lower taxes	1
Not much different from its present beauty. The downtown area should be revitalized.	1
Not to be over developed, only for needed services	1
Not too big of growth I love a lot of country small town warmth and friendliness	1
Not too much different than it is now.	1
Not very different; a little nicer, greener, more walkable and with some more place to go and things to do, particularly downtown	1
One of "Best Towns" for 2035. Gradual growth - cottage industries - small manufacturing - citizen open mindedness	1
One or two medium sized hotels in town, a few smaller ones. All year around. Overnight tourists would walk to restaurant and small shops in town that would open after hotels would come in. Second home owners would come after downtown is better developed	1
People are more respectful, considerate and nicer. Mail service becomes consistently accurate. We still have beautiful views, lots of trees and easy access to nature trails	1
Pretty much the center as the same - some new construction business growth on 116 - school tax in check	1
Pretty much the same without a toxic waste dump and drag strip	1
Quaint town, but well lit and having a well maintained look to Main St.	1
Quaint - Vital	1
Quiet and quaint	1
Recreation area, attraction, employment opportunities.	1
Relatively unchanged. Ginger bread encouraged	1
Remain small & quiet	1
Respect for the past, but protect what is best now. Open spaces, more open government	1
Restoration of Main Street homes, expansion of locally owned shops. Similar to today only with more of the run-down buildings removed or renovated	1
Restore historic buildings, great restaurants, great shopping, bustling downtown both winter and summer embracing the quaintness. More open minded minds making decisions about how money is spent. Both golf clubs thriving. NO chains, box stores EVER	1
Retain the small town feel.	1
Rural area with retail and tourism. Light industry landfill issue resolved. Google care friendly our own silicon valley / start up center for New England	1
Same	2
Same - with honest government	1
Same as it is now- but without the dump and with more stuff to do	1
Same as it is now with vacant buildings cleaned up	1
Same because due to the votes few growth will be hard and slow, but it is getting better. Tax rate will at its current growth will make homes unaffordable to local younger families	1
Same small town with more historic significant opportunities	1

Comments	Number of Similar Responses
Senior living around golf course. Tear down houses. Tear down cottages on 302 - make entry to our town. Nice and pretty and natural	1
Should have more Main Street business but also should have had some industrial growth as well	1
Should remain a beautiful small New England town	1
Similar, but with more commercial, an historic downtown district and a better tax base	1
Similar in the way it is quiet and simple, but let's keep things maintained and functional (i.e. let's not let the pool get run down)	1
Similar to now - no mini malls or rampant development. Support small business and it will thrive!	1
Similar to now, but more small businesses - tourism related and light industry	1
Similar to what it was 100 years ago. Parades, celebration, community spirit.	1
Small town living in the White Mts. Cost effective with great services.	1
Small town. Rural scenery. Preservation well managed. No big box stores. Preservation of beautiful mansions. Tourist destination	1
Some business brought in that fits our town that would help with the tax base	1
Some small professional businesses (software company? Accounting firm?). Bedroom community for Littleton is fine, too. Lots of families with young children. Dump closed for good. Historic buildings still there. Dilapidated buildings cleaned up. Hi	1
Some sort of attraction / destination business in town that will support area growth	1
Still a small town but with more small business to alleviate the tax structure.	1
Still quaint. That is what tourists like	1
Still the quaint town setting it has now, but with more stores open on this Main St. too bad to see vacant buildings	1
Tax reduction and clean industry providing job opportunities that attract our youth to stay here and continue to promote positive growth	1
Tech hub that attracts outdoors - loving techies - think Silicon Valley of NH	1
That the dump is closed, the Northern Pass never happened, small business have joined Main Street keeping with the architectural designs that identify Bethlehem and the town. It has a positive and very active group of people on the boards that have our	1
The beauty spot of NH. Well maintained homes, vibrant downtown with store fronts, small hotels and B&Bs, unique character, recreational hot spot - golf - rec department, cultural hot spot	1
The landfill should be closed. There should be more small shops and restaurants along Main St. There should be a town square on the corner of Agassiz and Main. Property taxes must be lower and more small farms around. I'd like to see someone pursue li	1
The Main Street area should be filled with businesses like a "Rockport" or "Bar Harbor"	1
The same	1
The same caring community it is today!	1
The same, with maybe more businesses, some little stretch next. Rt. 3 with some chain business some MFG	1
The town that links all the towns in our area as one area to visit. To have its history refurbished and attract business who have goods and services to be sold beyond the area and not need to rely on population of Bethlehem alone to see their success.	1
The town would have some sort of business on Main Street that keeps the old characteristic alive. The landfill will be shut down, and hopefully not polluting the river. The Theater and WREN will still be active and providing cultural activities.	1
Thriving Main St. with lots of businesses. Industrial park on Rt. 116	1
Thriving quaint downtown. Restaurants, shops, professional offices... buildings properly maintained and taken care of. Bigger business in appropriately zoned areas...	1
Thriving tourist location	1
Thriving with lots of families and less homes for sale. More business that fit the community - no more organic / hippie type	1
Tourist traffic	1
Town owns all property and no one would or want to live here	1
Very similar to today. Historic buildings will be revitalized and well-maintained. Parking will be ample downtown and no large commercial businesses will be in the quaint village.	1

Comments	Number of Similar Responses
Vibrant business community on main street	1
Vibrant Main Street quiet back roads.	1
Vibrant Main St. w/ more shops, restaurants, hotels & artisans	1
Vision includes continued support for strong school system, where families continue to see art. My vision includes healthy small business owners and busy Main Street where our recreation and tourism industry collaborates w/ our Main Street to capitalize o	1
We're no longer pretending that we're better than other towns, that we don't need new businesses to improve main street experience. After that we have a vibrant main street with all year tourist foot traffic. Bethlehem Country Club is privately owned, co	1
We would like to see less town owned property on Main St. We would like not to have to buy bottled water	1
Without changes in town politics I see foreclosed and a lot of abandoned properties	1
Without tax changes not by the homeowners only - bankruptcy	1
Would be a nice village town resort for families to enjoy hiking, fishing, biking, skiing	1
Would love to see downtown Bethlehem become more of a tourist/shopper destination with more variety than arts.	1

Bethlehem, NH

Zoning Ordinance 2011



This document is a re-codification of the Town's Zoning Ordinances from 1971 to the present. It is organized to make the ordinances easier to locate and to use. No changes to existing ordinances and regulations have been made and effective dates are unchanged. Should there be a question as to exact wording of an ordinance or the effective date and/or subsequent revisions the applicable Town Warrant should be consulted. (2006)

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ZONING ORDINANCE

BETHLEHEM, N.H.

Article I - Title, Authority, and Purpose

Section A. Title

This Ordinance, including all amendments thereto, shall be known and may be cited as the Zoning Ordinance of the Town of Bethlehem, New Hampshire, hereinafter referred to as “this Ordinance.”

Section B. Authority

This Ordinance is adopted pursuant to the authority granted by Chapter 674 et seq., New Hampshire Revised Statutes Annotated, as amended.

Section C. Purpose

These zoning regulations and maps are being enacted for the purpose of preserving and promoting the health, safety and welfare of the community. It is the intention of the Planning Board and the Zoning Board to guide the future growth and development of Bethlehem in accordance with the Master Plan which represents the most beneficial and convenient relationships among the residential, non-residential and public areas within the Town considering the suitability of each area for such uses, as indicated by existing conditions, trends in population and modes of living, and future requirements; and considering such conditions, trends and requirements, both within the Town and in relationship to areas outside thereof.

Article II- General Provisions

- A. No dwelling or other structure may be erected which does not at least conform in general value, architecture and character to other structures and dwellings in the neighborhood, or is contrary to the general and economic welfare of the neighborhood, and no structure shall be erected, or business conducted which manifestly depreciates the value of existing property in the neighborhood. (*Adopted 3/9/99*)
- B. "No building or part thereof shall be erected or constructed upon land that fronts on any street within sixty (60) feet of the center line of said street right of way. No building or part thereof shall be erected or constructed within 15 feet of side and rear property lines in District #1: thirty (30) feet in District II, III, IV, & V unless a Special Exception is granted by the Zoning Board of Adjustment. However, under no circumstances shall said setback be less than fifteen (15) feet. For District #1 Main Street refer to Article IV B.
- C. No building or structure shall be greater than forty (40) feet in height, unless a Special Exception is granted by the Zoning Board of Adjustment. However, under no circumstances shall any structure, or building, exceed sixty (60) feet in height. Appurtenances, such as antennae, will not exceed an additional ten (10) feet over the highest point of the building or structure. Personal wireless service facilities and amateur radio antennae are exempted from this provision. (*Adopted 3/9/99*) (*Amended 3/03*)

- D. The minimum area to be sufficiently planted and permanently maintained with grass, ground cover, shrubs and/or trees shall be 33% (thirty-three percent) of the total lot area. Excepting curb/driveways, a green area shall enclose the entire lot perimeter as follows - minimum width of green areas shall be fifteen (15) feet that where the area abuts a public right-of-way, such area shall be not less than thirty (30) feet. *(Adopted 3/14/89)*
 - E. In all districts building coverage on the site shall not exceed twenty-five percent (25%) of the lot area unless otherwise stated here in. *(Adopted 3/11/08)*
 - F. A vote at town meeting to accept a road, as a town road or to reclassify a Class VI town road as a Class V town road shall not become effective until the Selectmen certify that the road meets the applicable construction requirements for town roads. *(Adopted 3/8/05)*
 - G. "All buildings, structures and uses in the districts herein set forth shall comply in all respects with State law including the regulations of the New Hampshire Departments of Safety, Health and Human Services and Environmental Services." *(Adopted 3/8/05)*
 - A. The minimum area to be sufficiently planted and permanently maintained with grass, ground cover, shrubs and/or trees shall be 33% (thirty-three percent) of the total lot area. Excepting curb/driveways, a green area shall enclose the entire lot perimeter as follows - minimum width of green areas shall be fifteen (15) feet that where the area abuts a public right-of-way, such area shall be not less than thirty (30) feet. *(Adopted 3/14/89)*
 - B. In all districts building coverage on the site shall not exceed twenty-five percent (25%) of the lot area.
 - C. A vote at town meeting to accept a road, as a town road or to reclassify a Class VI town road as a Class V town road shall not become effective until the Selectmen certify that the road meets the applicable construction requirements for town roads. *(Adopted 3/8/05)*
 - D. "All buildings, structures and uses in the districts herein set forth shall comply in all respects with State law including the regulations of the New Hampshire Departments of Safety, Health and Human Services and Environmental Services." *(Adopted 3/8/05)*
- H. Parking Requirement:

- a. **In Districts I, II, III and IV, off-street parking**, either by means of open air spaces, each having an area of ten (10) feet wide by twenty (20) feet long, or by garage space, shall be provided in accordance with this section whenever any new use is established or any existing use is enlarged. Requirements shall be as follows:

Single and two-family dwellings:	2 spaces per units.
Multi-family dwellings:	1.5 spaces per unit.
Motels, hotels, guesthouses and mobile homes:	1 space per unit.
Theaters, restaurants, churches:	1 space per 3 seats.
Retail floor space, community buildings, clubs, halls:	1 space per 200 square feet of principal use area.
Public, commercial or professional offices:	1 space per 400 s.f.

1 space for each employee on major shift, or 1,000 s.f. of principal use whichever is greater.

- b. **In Districts I, II, III and IV**, additional parking requirements for motels, hotels, theaters, restaurants, retail stores, professional offices and all other commercial uses: one parking space required for every two employees, based on the time period that the maximum amount of employees are working.
- c. **Given the unique nature of District I – Main Street, there are no parking requirements for this district in the zoning ordinance. Parking requirements for this district are instead set forth in the Site Plan Review Regulations.**
- 4. For commercial, industrial and institutional uses, there shall be adequate space for Vehicle maneuvering and traffic.
- 5. No parking lot design requiring or encouraging vehicles to back out onto a public way shall be permitted.
- 6. Adequate off-street loading area shall be provided by all commercial, industrial, and institutional uses. The area shall be located so that all vehicles that are loading and unloading shall be clearly out of the road right-of-way.

Article III- Standards for Specific Uses & Structures

A. Solid Waste Facilities:

1. Landfills and Incinerators

No person, persons, partnership, or corporation shall transport garbage or rubbish in an unsanitary manner or without the same being thoroughly protected from exposure or leakage; nor dump or leave the same in any place other than provided for said purposes. Further, no solid waste disposal facility, site or expansion of any existing solid waste facility or landfills shall be located in any district except District V or except a facility operated by the Town for the purpose of providing a solid waste disposal facility for solid waste generated in the Town. Such a Town owned facility shall be deemed to be a permitted use in Districts III or V provided that a site plan is submitted to the Planning Board for site plan review, the facility meets the Town's site plan review regulations, and provided that the acreage to be used is shown on the site plan. "This prohibition shall include, but not be limited to, any private solid waste disposal facility or site, sanitary landfill or incinerator." Additionally, no solid waste disposal facility shall have a height exceeding 95 (ninety-five) feet above the natural and undisturbed contour of the land under any existing or future landfill.) (*Amended 3/8/05*)

2. Recycling Centers and Transfer Stations

Recycling centers and/or Transfer Stations shall be permitted uses in Districts III or V subject to meeting the Town's site plan review regulations and shall be submitted to the Planning Board for site plan review; provided such facilities are owned or operated by the Town for the transfer and/or recycling of solid waste generated in the Town and provided further that the

recycling center or transfer station is owned and operated by the Town or by a Regional Solid Waste District whose ownership or operation thereof is governed by an agreement entered into pursuant to RSA 149-M:24. *(Adopted 3/8/05)*

Article IV- Non-conforming Uses, Structures, and Lots

- A. Any lawful building or other structure, or any lawful use of a building or other structure or land, existing on the effective date of this Regulation, which does not conform with the provisions of this regulation shall be considered a lawful non-conforming building, structure, or use, and may be continued, except as otherwise herein provided. *(1971)*
- B. Any lawful non-conforming building or other structure located in District 1-Main Street may be exempted from the following dimensional standards for that District by special exception granted by the Board of Adjustment. Article II-B (setbacks), Article II-D (green space), Article II-E (building coverage), Article II-G (parking)
- C. Any lawful non-conforming building may be increased in square footage up to 25% of its finished living area on the effective date of this Regulation when such increase is granted as a special exception by the Zoning Board of Adjustment. *(1971)*
- D. Any lawful non-conforming building or other structure which has been damaged or destroyed by fire, explosion, wind storm, or other similar active cause, to an extent of not more than fifty (50) percent of the replacement value, may be reconstructed on the same location, provided that:
 - 1. The reconstructed building or structure shall not exceed the height, area, or volume of the damaged or destroyed building or structure, and;
 - 2. The reconstruction shall begin within one year from the date of the damage or destruction and shall be carried on without interruption. If a lawful non-conforming building has been damaged or destroyed by the aforementioned cause to an extent of more than fifty (50) percent of the replacement value, such building may be reconstructed subject to the provisions of the regulations if authorized as a special exception by the Zoning Board of Adjustment. The Board of Selectmen shall order the removal, at the expense of the owner, of any building within one (1) year from the date of damage if substantial progress has not been made towards reconstruction.
- E. If a lawful non-conforming use of a building or other structure is abandoned or discontinued for a continuous period of one (1) year or more, subsequent use of such building or land shall be in conformity with the provisions of this Regulation.
- F. No junkyard may continue as a non-conforming use for more than one (1) year after the effective date of this Regulation, without special permit from the Board of Adjustment. *(1971)*

Article V- Zoning Districts and Uses

Section A. Zoning Map and Districts

Establishment

The districts and the boundaries of such districts shall be shown upon a map prepared by the Bethlehem Planning Board together with all notations, references, and other matter and things set forth and, or attached thereto, on file. The same map is adopted and shall be known as the Official Zoning Map of the Town of Bethlehem, and shall be certified by the Selectmen and the Town Clerk. The Town Clerk shall ensure that all changes effected by amendment to this ordinance have been made, and an updated copy of the Zoning Map is on file.

Location

The original of said Zoning Map shall remain on file with the Town Clerk.

Final Authority

Regardless of the existence of other printed copies of the Zoning Map, which from time to time may be made or published, the official Zoning Map which shall be located in the Town Clerk's Office shall be the final authority as to the current zoning status of the land and water areas, buildings and other structures in the Town.

Establishment of Use Districts

The Town of Bethlehem Zoning Map shows a division of the Town into the following Districts:

- District I – Main Street
- District I
- District II
- District III
- District IV
- District V – Landfill District

Section B. District Objectives and Land Use Controls

The following sections of this ordinance state the objectives of each district, and the use and dimensional regulations for each district

DISTRICT I - MAIN STREET

A building may be erected, altered, or used, and a lot may be used or occupied only for the following purposes in accordance with the following provisions and after a building permit is issued by the Board of Selectmen.

This District shall include all property that fronts on Route 302 starting at Lewis Hill Road, and extending east to Turner Street.

A. District I – Main Street Permitted Uses and Special Exceptions

Any use not listed here is prohibited.

<i>Use</i>	<i>Permitted</i>	<i>Special Exception</i>
Bakery, confectionery, or custom shop for the production of articles to be sold at retail on the premises	P	
Business or professional offices, studios, financial institutions, passenger stations for public transportation	P	
Cemeteries	P	
Churches	P	
Clubs	P	
Day nurseries and kindergartens	P	
Dwelling Units:		
-Single-Family Dwellings	P	
-Two-Family Dwellings	P	
-Multi-Family Dwellings (Adopted 3/9/04)		SE
Forestry, agriculture, garden or nursery not in any way injurious, offensive and/or obnoxious to the general neighborhood	P	
Funeral parlors	P	
Golf courses	P	
Governmental use	P	
Home gardens when incidental to primary residential use but excluding any use injurious, noxious, or offensive to the neighborhood.	P	
Hospitals, convalescent homes, sanitariums, institutions of philanthropic use	P	
Laundry and dry cleaning establishment	P	
Motels, hotels, guest homes, and overnight cabins.	P	
Municipal recreation, water supply, public utilities	P	
Personal service shop, including tailor, barber, beauty salon, and shoe repair	P	
Places of amusement or assembly	P	
Private recreation areas, private parks, picnic grounds and other recreation use without permanent structures	P	
Recreational grounds for games and sports, except those, a chief activity of which is customarily carried on primarily for gain (Amended 3/8/05)		SE
Restaurant, tea room, cafe, or ice cream parlor	P	
Retail establishments for the sale and/or repair of food, clothing, drugs, jewelry, scientific instruments, and other general merchandise	P	
Schools	P	
Service stations and Auto repair shops, including the sale of new and used cars	P	

Non-residential developments must receive Site Plan Review approval from the Planning Board.

In District I Main Street no business shall operate so that it can be heard, more than 20 feet from its property line between the hours of 10:00 PM and 9:00 AM.

B. District I – Main Street Dimensional Standards

Minimum Standards	
Minimum Lot Size	20,000 Square Feet
Minimum Lot Frontage	100 Feet
Front Setback	60 Feet From Centerline
Side Setback	15 Feet *
Rear Setback	15 Feet *
Maximum Structure Height	40 Feet
Maximum Lot Coverage	25%

Lots which do not conform to the lot size and frontage requirements above and which were in existence and recorded in the Grafton County Registry of Deeds as such on the effective date of these regulations shall be exempted from lot size and frontage requirements requirements. 1974

The principal access for all lots in this district shall be onto Route #302.

* “Any lawful non-conforming building or other structure located in District 1-Main Street may be exempt from the dimensional standards for setback and frontage be special exception granted by the Zoning Board of Adjustment.”

DISTRICT I

A building may be erected, altered, or used, and a lot may be used or occupied only for the following purposes and in accordance with the following provisions after a building permit issued by the Board of Selectmen.

This District shall include all area within the limits of the Bethlehem Village District excluding District I Main Street.

A. District I Permitted Uses and Special Exceptions

Any use not listed here is prohibited.

<i>Use</i>	<i>Permitted</i>	<i>Special Exception</i>
Bakery, confectionery, or custom shop for the production of articles to be sold at retail on the premises		SE
Business or professional offices, studios, financial institutions, passenger stations for public transportation		SE
Cemeteries		SE
Churches	P	
Clubs		SE
Day nurseries and kindergartens	P	
Dwelling Units:		
-Single-Family Dwellings	P	
-Two-Family Dwellings	P	
-Multi-Family Dwellings (Adopted 3/9/04)		SE

-Manufactured Housing Parks	P	
-Manufactured Housing Subdivisions	P	
Forestry, agriculture, garden or nursery not in any way injurious, offensive and/or obnoxious to the general neighborhood		SE
Funeral parlors		SE
Golf courses	P	
Governmental use		SE
Home gardens when incidental to primary residential use but excluding any use injurious, noxious, or offensive to the neighborhood.	P	
Hospitals, convalescent homes, sanitariums, institutions of philanthropic use		SE
Laundry and dry cleaning establishment		SE
Motels, hotels, guest homes, and overnight cabins.	P	
Municipal recreation, water supply, public utilities	P	
Personal service shop, including tailor, barber, beauty salon, and shoe repair		SE
Places of amusement or assembly		SE
Private recreation areas, private parks, picnic grounds and other recreation use without permanent structures		SE
Recreational grounds for games and sports, except those, a chief activity of which is customarily carried on primarily for gain Amended 3/8/05		SE
Restaurant, tea room, cafe, or ice cream parlor		SE
Retail establishments for the sale and/or repair of food, clothing, drugs, jewelry, scientific instruments, and other general merchandise		SE
Schools	P	
Service stations and Auto repair shops, including the sale of new and used cars		SE

Non-residential developments must receive Site Plan Review approval from the Planning Board.

B. District I Dimensional Standards

Minimum Standards	
Minimum Lot Size	40,000 Square Feet
Minimum Lot Frontage	150 Feet
Front Setback	60 Feet From Centerline
Side Setback	15 Feet *
Rear Setback	15 Feet *
Maximum Structure Height	40 Feet
Maximum Lot Coverage	25%

Lots which do not conform to the lot size and frontage requirements above and which were in existence and recorded in the Grafton County Registry of Deeds as such on the effective date of these regulations shall be exempted from lot size and frontage requirements requirements. 1974

* “No building or part thereof shall be erected or constructed within 15 feet of side and rear property lines.”

DISTRICT II

A building may be erected, altered, or used and a lot may be used or occupied only for the following purposes and in accordance with the following provisions after a building permit is issued by the Board of Selectmen.

This District shall include all that area of said Town of Bethlehem lying outside of said Bethlehem Village District, and exclusive of Districts III, IV and V. (*Amended 3/8/05*)

A. District II Permitted Uses and Special Exceptions

Any use not listed here is prohibited.

<i>Use</i>	<i>Permitted</i>	<i>Special Exception</i>
Any use customarily accessory to any of the permitted uses provided such use not injurious, noxious or offensive to the neighborhood.	P	
Any use of the same general character as any of the uses herein mentioned which are in conformity with and not detrimental to the area and district.		SE
Aviation uses	P	
Bakery, confectionery, or custom shop for the production of articles to be sold at retail on the premises	P	
Business or professional offices, studios, financial institutions, passenger stations for public transportation	P	
Cemeteries	P	
Churches	P	
Clubs	P	
Construction yards, Auto dismantling yards, used parts yards, junkyards.		SE
Day nurseries and kindergartens	P	
Drive-in Theaters	P	
Dwelling Units:		
-Single-Family Dwellings	P	
-Two-Family Dwellings	P	
-Multi-Family Dwellings (Adopted 3/9/04)		SE
-Manufactured Housing Parks	P	
-Manufactured Housing Subdivisions	P	
Forestry	P	
Agriculture (excluding forestry), garden or nursery not in any way injurious, offensive and/or obnoxious to the general neighborhood	P	
Funeral parlors	P	
Golf courses	P	
Governmental use	P	
Home gardens when incidental to primary residential use but excluding any use	P	

injurious, noxious, or offensive to the neighborhood.		
Hospitals, convalescent homes, sanitariums, institutions of philanthropic use	P	
Laundry and dry cleaning establishment	P	
Manufacturing or industrial uses including processing, fabrication, and assembly provided that no such use shall be permitted that will be detrimental or offensive or tend to reduce property values.		SE
Motels, hotels, guest homes, and overnight cabins.	P	
Municipal recreation, water supply, public utilities (Adopted 3/9/04)	P	
Personal service shop, including tailor, barber, beauty salon, and shoe repair	P	
Places of amusement or assembly	P	
Private recreation areas, private parks, picnic grounds and other recreation use without permanent structures	P	
Public utility buildings, structures and lines		SE
Recreational grounds for games and sports, except those, a chief activity of which is customarily carried on primarily for gain (Amended 3/8/05)	P	
Removal of sand, fill, gravel, stone, or loam for commercial purposes from the premises provided that State Law 155-E and the Bethlehem Excavation Regulations been satisfied.(3/12/85)	P	
Restaurant, tea room, cafe, or ice cream parlor	P	
Retail establishments for the sale and/or repair of food, clothing, drugs, jewelry, scientific instruments, and other general merchandise	P	
Schools	P	
Service stations and Auto repair shops, including the sale of new and used cars	P	

Non-residential developments must receive Site Plan Review approval from the Planning Board.

B. District II Dimensional Standards

Minimum Standards	
Minimum Lot Size	80,000 Square Feet
Minimum Lot Frontage	200 Feet
Front Setback	60 Feet From Centerline
Side Setback	30 Feet *
Rear Setback	30 Feet *
Maximum Structure Height	40 Feet
Maximum Lot Coverage	25%

Lots which do not conform to the lot size and frontage requirements above and which were in existence and recorded in the Grafton County Registry of Deeds as such on the effective date of these regulations shall be exempted from lot size and frontage requirements requirements. 1974

* “No building or part thereof shall be erected or constructed within 30 feet of side and rear property lines in this district, however setbacks between 15 and 30 feet may be allowed by Special Exception by the Zoning Board of Adjustment.”

DISTRICT III

General Purpose and District Characteristics:

This District includes land currently in industrial use and additional area for new or expanded industrial and commercial activities. The purpose of this District is to encourage the retention and development of local job opportunities, the expansion of the community tax base, and safe and healthy industrial and commercial uses.

A building may be erected, altered or used and a lot may be used or occupied only in accordance with the following provision after the Board of Selectmen issues a building permit.

This District shall include all of the area of said Town of Bethlehem, lying within the boundaries of Map 405, Lot #54; Map 406 Lots #1, #2, #16, #17, #18, #20.1 through #20.4, #21.1 through #21.6, #22.1 through 22.18, #23, #24, #25, #34; Map 416, Lot #1, #2, #3, #4, #5, and #7 as delineated on the Bethlehem Tax Maps as of April 01, 1998. (*Adopted 3/9/99*)

A. District III Permitted Uses and Special Exceptions

Any use not listed here is prohibited.

<i>Use</i>	<i>Permitted</i>	<i>Special Exception</i>
Any use customarily accessory to any of the permitted uses provided such use not injurious, noxious or offensive to the neighborhood.	P	
Any use of the same general character as any of the uses herein mentioned which are in conformity with and not detrimental to the area and district.	P	
Aviation uses	P	
Bakery, confectionery, or custom shop for the production of articles to be sold at retail on the premises	P	
Business or professional offices, studios, financial institutions, passenger stations for public transportation	P	
Cemeteries	P	
Churches	P	
Clubs	P	
Construction yards, Auto dismantling yards, used parts yards, junkyards.		SE
Creameries and bottling plants	P	
Day nurseries and kindergartens	P	
Drive-in Theaters	P	
Dwelling Units:		
-Single-Family Dwellings	P	
-Two-Family Dwellings	P	
-Multi-Family Dwellings (Adopted 3/9/04)		SE
-Manufactured Housing Parks	P	
-Manufactured Housing Subdivisions	P	
Equipment sales and services	P	

Forestry	P	
Agriculture (except forestry), garden or nursery not in any way injurious, offensive and/or obnoxious to the general neighborhood	P	
Funeral parlors	P	
Golf courses	P	
Governmental use	P	
Home gardens when incidental to primary residential use but excluding any use injurious, noxious, or offensive to the neighborhood.	P	
Hospitals, convalescent homes, sanitariums, institutions of philanthropic use	P	
Laundry and dry cleaning establishment	P	
Kennels and animal hospitals		SE
Manufacturing, industrial, or commercial uses including processing, fabrication, and assembly provided that no such use shall be permitted that will be detrimental or offensive or tend to reduce property values.	P	
Manufacturing research and testing laboratories provided that no pollution results from such activities		SE
Motels, hotels, guest homes, and overnight cabins.	P	
Municipal recreation, water supply, public utilities	P	
Open storage of building materials	P	
Personal service shop, including tailor, barber, beauty salon, and shoe repair	P	
Places of amusement or assembly	P	
Planning mills, sawmills, lumber yards and wood treatment plants.	P	
Private recreation areas, private parks, picnic grounds and other recreation use without permanent structures	P	
Public utility buildings, structures and lines	P	
Recreational grounds for games and sports, except those, a chief activity of which is customarily carried on primarily for gain (Amended 3/8/05)	P	
Recycling center or a transfer station (as defined in Article III) (Adopted 3/8/05)	P	
Removal of sand, fill, gravel, stone, or loam for commercial purposes from the premises provided that State Law 155-E and the Bethlehem Excavation Regulations been satisfied.	P	
Restaurant, tea room, cafe, or ice cream parlor	P	
Retail establishments for the sale and/or repair of food, clothing, drugs, jewelry, scientific instruments, and other general merchandise	P	
Schools	P	
Service stations and Auto repair shops, including the sale of new and used cars	P	
Storage and distribution facilities for petroleum, coal, lumber and wood products, sand and gravel.	P	
Wholesale bottling plants for alcoholic beverages		SE
Wholesale business and storage warehouses.	P	
Wood fired power-generating plants	P	

Non-residential developments must receive Site Plan Review approval from the Planning Board.

B. District III Dimensional Standards

Minimum Standards	
Minimum Lot Size (Adopted 3/9/99)	80,000 Square Feet or four times the building coverage, whichever is greater
Minimum Lot Frontage	200 Feet
Front Setback	60 Feet From Centerline
Side Setback	30 Feet *
Rear Setback	30 Feet *
Maximum Structure Height	40 Feet
Maximum Lot Coverage	25%

Lots which do not conform to the lot size and frontage requirements above and which were in existence and recorded in the Grafton County Registry of Deeds as such on the effective date of these regulations shall be exempted from lot size and frontage requirements requirements. 1974

* “No building or part thereof shall be erected or constructed within 30 feet of side and rear property lines in this district, however setbacks between 15 and 30 feet may be allowed by Special Exception by the Zoning Board of Adjustment.”

DISTRICT IV

General Purpose and District Characteristics:

This District includes additional area for new or expanded light industrial and commercial activities. The purpose of this District is to encourage the development of local job opportunities, the expansion of the community tax base, and safe and healthy light industrial uses.

This District shall include all that area of said Town of Bethlehem, lying within the boundaries of Map 404, Lot #6 as delineated on the Bethlehem Tax Maps as of April 1, 1998. (*Adopted 3/9/99*)

A building may be erected, altered or used and a lot may be used or occupied only for the following purposes and in accordance with the following provisions after the Board of Selectmen issues a building permit.

A. District IV Permitted Uses and Special Exceptions

Any use not listed here is prohibited.

<i>Use</i>	<i>Permitted</i>	<i>Special Exception</i>
Any use customarily accessory to any of the permitted uses provided such use not injurious, noxious or offensive to the neighborhood.	P	
Aviation uses	P	

Churches	P	
Day nurseries and kindergartens	P	
Drive-in Theaters	P	
Dwelling Units:		
-Single-Family Dwellings	P	
-Two-Family Dwellings	P	
-Manufactured Housing Parks	P	
-Manufactured Housing Subdivisions	P	
Forestry, agriculture, garden or nursery not in any way injurious, offensive and/or obnoxious to the general neighborhood	p	
Golf courses	P	
Home gardens when incidental to primary residential use but excluding any use injurious, noxious, or offensive to the neighborhood.	P	
Light industrial uses	P	
Manufacturing or industrial uses including processing, fabrication, and assembly provided that no such use shall be permitted that will be detrimental or offensive or tend to reduce property values. (Adopted 3/9/99)		SE
Motels, hotels, guest homes, and overnight cabins.	P	
Municipal recreation, water supply, public utilities	P	
Removal of sand, fill, gravel, stone, or loam for commercial purposes from the premises provided that State Law 155-E and the Bethlehem Excavation Regulations been satisfied.	P	
Schools	P	

Non-residential developments must receive Site Plan Review approval from the Planning Board.

<i>Use</i>	<i>Permitted</i>	<i>Special Exception</i>
Any use customarily accessory to any of the permitted uses provided such use not injurious, noxious or offensive to the neighborhood.	P	
Aviation uses	P	
Bakery, confectionery, or custom shop for the production of articles to be sold at retail on the premises	P	
Business or professional offices, studios, financial institutions, passenger stations for public transportation	P	
Cemeteries	P	
Churches	P	
Clubs	P	

Any light industrial use	P	
Day nurseries and kindergartens	P	
Drive-in Theaters	P	
Dwelling Units:		
-Single-Family Dwellings	P	
-Two-Family Dwellings	P	
-Manufactured Housing Parks	P	
-Manufactured Housing Subdivisions	P	
Forestry	P	
Agriculture (excluding forestry), garden or nursery not in any way injurious, offensive and/or obnoxious to the general neighborhood	P	
Funeral parlors	P	
Golf courses	P	
Governmental use	P	
Home gardens when incidental to primary residential use but excluding any use injurious, noxious, or offensive to the neighborhood.	P	
Hospitals, convalescent homes, sanitariums, institutions of philanthropic use	P	
Laundry and dry cleaning establishment	P	
Manufacturing or industrial uses including processing, fabrication, and assembly provided that no such use shall be permitted that will be detrimental or offensive or tend to reduce property values.(adopted 3/9/99)		SE
Motels, hotels, guest homes, and overnight cabins.	P	
Municipal recreation, water supply, public utilities (Adopted 3/9/04)	P	
Personal service shop, including tailor, barber, beauty salon, and shoe repair	P	
Places of amusement or assembly	P	
Private recreation areas, private parks, picnic grounds and other recreation use without permanent structures	P	
Recreational grounds for games and sports, except those, a chief activity of which is customarily carried on primarily for gain (Amended 3/8/05)	P	
Removal of sand, fill, gravel, stone, or loam for commercial purposes from the premises provided that State Law 155-E and the Bethlehem Excavation Regulations been satisfied.(3/12/85)	P	
Restaurant, tea room, cafe, or ice cream parlor	P	
Retail establishments for the sale and/or repair of food, clothing, drugs, jewelry, scientific instruments, and other general merchandise	P	
Schools	P	
Service stations and Auto repair shops, including the sale of new and used cars	P	

B. District IV Dimensional Standards

Minimum Standards	
Minimum Lot Size	80,000 Square Feet
Minimum Lot Frontage	200 Feet
Front Setback	60 Feet From Centerline
Side Setback	30 Feet *

Rear Setback	30 Feet *
Maximum Structure Height	40 Feet
Maximum Lot Coverage	25%

Lots which do not conform to the lot size and frontage requirements above and which were in existence and recorded in the Grafton County Registry of Deeds as such on the effective date of these regulations shall be exempted from lot size and frontage requirements requirements. 1974

* “No building or part thereof shall be erected or constructed within 30 feet of side and rear property lines in this district, however setbacks between 15 and 30 feet may be allowed by Special Exception by the Zoning Board of Adjustment.”

DISTRICT V: (Landfill District)

A building or structure may be erected, altered, or used and a lot may be used or occupied only for the following purposes and in accordance with the following provisions after site plan review by the Planning Board and a building permit is issued by the Board of Selectmen.

This District shall include the land lying within the boundaries of Map #419, Lots #22 and 23 as delineated on the Bethlehem Tax Maps as of April 1, 2005. (*Adopted 3/8/05*)

A. District V Permitted uses are as follows:

1. Land filling shall be a permitted use in this District.
2. Any accessory building or structure erected, altered or used in the normal course of land filling are permitted provided such use is not injurious, noxious or offensive to the neighborhood, and provided however that an incinerator within the definition of RSA 149-M:4(X) (a) (Supp. 2004) for the purposes of generating power and or solid waste combustion is not a permitted use and is expressly prohibited. (*Adopted 3/8/05*)

Article VI Signs

- A. No land or building shall be used for the erection or display of signs, other than for advertising the use and/or sales on the premises and then only in such number, style and design as shall be approved in writing by the Board of Selectmen, nor shall any such signage be used in a manner that is disorderly, unsightly, noxious, offensive, detrimental to the public or to the owners or occupants of adjacent property, or prejudicial to the general welfare of the community.
- B. Signs shall not project over public rights-of-way.
- C. Signs and structures shall not be illuminated in any manner, which causes undue distraction, confusion or hazard to vehicular traffic.

Article VII **Sludge**

To protect public health and welfare, and to protect surface and ground water resources, the land spreading, stockpiling, processing, mixing and/or any other treatment of municipal sewage sludge ("Biosolids") and industrial paper mill sludge is not allowed in the Town of Bethlehem.

This article shall not apply to sewage/septage/sludge generated within the Town of Bethlehem, nor shall it apply to Class A sludge-derived products sold by the bag. (Amended 3/03)

Article VIII **Lighting**

In the interest of maintaining the historic character of the Town of Bethlehem, and preventing further reduction of visibility of the wonder of the night sky for our children, and us and minimizing energy wasted on lighting, the voters of Bethlehem enacted the following lighting regulations:

1. Any new outside lighting whether for area illumination, sign illumination, building illumination, or other purpose, will project no light rays above the horizon from the lamp, its lens structure, or any associated reflector.
2. An exception is allowed for the up lighting of buildings, provided the lamps are so shielded that the illumination does not overshoot the building on the top and sides, the intent being to keep all the direct light on the premises. Properly done, the bulk of the illuminated wall will appear well lit, but edges of the wall and roofline will appear dark.
3. Seasonal/decorative lighting displays using multiple low wattage bulbs are exempted from this ordinance.
4. New sign or newly illuminated signs may be illuminated only by continuous indirect white light, with illumination from above, and with light sources shielded so that they will not constitute a nuisance or hazard caused by glare to neighbors, pedestrians, or drivers. An exception to overhead sign lighting can be made if the illumination is confined to the area of the sign as in the building up lighting above.

Article IX **Condominium Development**

(Section adopted 3/13/84), (Revised 3/11/08)

A. STATEMENT OF PURPOSE:

Pursuant to RSA 356-B:5, any use of land proposed to be held in the condominium form of ownership shall be subject to the same requirements under this ordinance as a physically identical use of land that is not subject to the condominium form of ownership.

ARTICLE X CONVERSION TO THE CONDOMINIUM FORM OF OWNERSHIP
(Adopted 3/10/87), (Revised 3/11/08)

Any existing use of land that is proposed to be converted to the condominium form of ownership shall first require subdivision approval from the planning board pursuant to RSA 672:14, I. The planning board shall grant subdivision approval for the conversion, utilizing the board's normal procedures applicable for acceptance, public hearing, review, and final decision for subdivision applications, unless the planning board finds on the record that the proposed conversion to the condominium form of ownership would likely result in an unacceptable impact on surrounding properties which is different in nature or degree from the impacts associated with the use of the land before the conversion to the condominium form of ownership.

Article XI Multi-Family Dwelling Unit Development

(Adopted 3/9/04)(Revised in 3/11/08)

A. STATEMENT OF PURPOSE:

The purpose of this article is to provide for a more affordable (affordable housing – a conventional mortgage of not more than 30% of the median family income for the Bethlehem area as stated in the US census report. The 30% will include Mortgage, PMI, taxes and insurance. If a rental, it will include rent and utility costs) higher density residential dwelling unit than are currently available, while promoting the most appropriate use of the land, facilitating the economical and efficient provision of public services, and maintaining the scenic and historic qualities of the Town.

B. GENERAL REQUIREMENTS:

1. Public Services

All multifamily dwelling developments must be on public water and sewerage, except as may be allowed by special exception. Any such development on private services must satisfy all WSPCC requirements for water supply and sewage disposal.

2. Minimum Parcel Size:

The minimum Parcel Size of a parcel of land to be developed under this provision is that which is allowed in each district.

3. Density:

A multifamily development, which is primarily residential shall maintain a maximum overall density of 5 units per required minimum lot size as stated for each district. The maximum number of single family lots, duplex lots, of single family or duplex dwelling units permitted in any multi-family development shall be determined by dividing the net tract area of the parcel by the minimum lot size for the particular zoning district. The net tract area of a parcel of land shall be defined as the total area of the parcel less all non-buildable land, including all

areas within the mapped, flood hazard areas, all areas with poorly or very poorly drained soils , and all areas with a slope of 25% or greater. The net tract area concept may be waived with a Special Exception to be requested from and granted by the Zoning Board of Adjustment when a parcel is to be serviced by town water and sewer, in which case, the number of units shall be based on the gross land area. (adopted 3/9/11)

4. Building Coverage:

In all Districts the total building coverage shall not exceed 10% of the lot area.

5. Setbacks:

The minimum setbacks are those, which are allowed in each district and the General Provisions of the Town of Bethlehem Zoning Ordinances.

6. Parking:

The parking requirements found in the General Provisions Article II-H shall apply.

7. Building Height:

The building height requirements shall comply with the General Provisions Article II-C.

8. Distance Between Buildings:

Buildings, to include any portion of the structure extending beyond the foundation footprint, shall be no closer than 15 feet.

9. Maximum Number of Attached Units:

There shall be no more than 8 units per building.

10. Compliance with Other Regulations:

The proposed multifamily dwelling project must comply with all other required local, state and federal regulations, including the Subdivision Regulations of the Town of Bethlehem.

11. Determination of Special Exception:

The final determination of the appropriateness of a parcel to be developed for multifamily dwellings shall be determined by the Zoning Board of Adjustment after a thorough evaluation of the proposal, the parcel and neighborhood characteristics, the ability of the site to adequately provide for the building, parking, amenities such as landscaping, recreation areas, walkways, etc., required

utilities and services, impact upon Town services and streets, and the impact upon abutting properties and neighborhood.

12. Residential

Conversions:

Existing structures may be converted to apartments if private parking can be provided as required. (General Provisions Article II G) These properties do not have to meet the minimum parcel size or setbacks. However in no case shall the density exceed that allowed under paragraph 3 of this article.

ARTICLE XII CLUSTER DEVELOPMENTS

(Adopted 3/09/04) (Revised 3/11/08)

A. STATEMENT OF PURPOSE:

This ordinance is an innovative land use control to provide some flexibility in overall subdivision design, lot layout, and shape for single and two family individual dwelling units on a single lot. The purposes to which any such proposed development must adhere are:

1. To promote the conservation of the natural and scenic environment, and the development of community uses in harmony with the natural features of the land.
2. To establish living areas within Bethlehem that provide for a balance of community needs, such as a diversity of housing opportunities, adequate recreation and open space areas, easy accessibility to these and other community facilities, and pedestrian and vehicular safety.
3. To provide for the efficient use of land, streets and utility systems.
4. To stimulate imaginative and economical approaches to land use and community development.

B. DENSITY

The maximum number of single family lots, duplex lots, or single family or duplex dwelling units permitted in any cluster development shall be determined by dividing the net tract area of the parcel by the minimum lot size for the particular zoning district. The net tract area of a parcel of land shall be defined as the total area of the parcel less all non-build able land, including all area within the mapped, flood hazard areas, all area with poorly or very poorly drained soils, and all area with a slope of 25 percent or greater. The net tract area concept may be waived with a special exception to be requested from and granted by the Zoning Board of Adjustment when a parcel is to be serviced by town water and sewer, in which case, the number of units shall be based on the gross land area.

C. PROJECT SIZE

The Planning Board shall evaluate the natural features of the land, the suitability of proposed lots or dwelling units, and overall layout requirements of the development and may permit the reduction of any required road frontage on individual lots to not less than 75 feet in width, for a proposed cluster subdivision.

D. LOT AREA

Each individual lot, or single family or duplex dwelling unit shall have a minimum area accounted for in the development as determined by the regulations governing the District of its location. The building lot size in a cluster subdivision may be reduced in the cluster development so long as the remaining balance of square footage is accounted for in open space or recreational space.

E. LOT SHAPE

Long, narrow lots or lots with very irregular shapes shall not generally be accepted by the Board, especially if, in the opinion of the Board, these lots will create unusable or inaccessible areas of land.

F. OPEN SPACE

All permanent open and recreational space areas referred to in Section D shall be protected by legal arrangements, satisfactory to the Planning Board, sufficient to insure its maintenance and preservation for the designated purpose. Open space land cannot be further subdivided.

G. ROADS AND STREETS

The developer (original or subsequent) or the homeowners association of any cluster development shall have the responsibility to develop, repair, and maintain all roads and streets.

H. CONDOMINIUM COMPLIANCE

A proposed condominium project must comply with all other required local, state and federal regulations, including the Subdivision Regulations of the Town, and RSA 3567-B, the Condominium Act.

Article XIII Manufactured Housing; Manufactured Housing Subdivision; Manufactured Housing Parks

(Adopted 3/10/87)

A. MANUFACTURED HOUSING

1. GENERAL PROVISIONS FOR MANUFACTURED HOUSING:

- a. Manufactured housing shall be permitted in manufactured parks and subdivisions created for the placement of manufactured housing on individually owned lots.
- b. All manufactured housing to be located in the town shall conform to the 1976 United States Department of Housing and Urban Development Mobile Home Construction and Safety Standards, as amended through 1986.
- c. All Manufactured housing located on individually owned lots in subdivision created for the placement of manufactured housing shall comply with lot size, frontage requirements, space limitations, and other reasonable controls that conventional single-family housing in the same area must meet.

- d. Manufactured housing parks and subdivisions shall be subject to such regulations as may be promulgated by the Bethlehem Planning Board.

2. TEMPORARY PERMITS:

Temporary permits may be issued by the Board of Selectmen for a period not to exceed 90 days for the placement of manufactured housing or portable structures used for offices, storage and locker purposes incidental to construction projects provided such permits are conditioned by agreement of the owner to remove the structure or use upon expiration of the permit. Such permits may be renewed upon application for an additional period not to exceed 90 days as long as construction is actively pursued.

3. FOUNDATIONS:

1. Manufactured housing located in manufactured housing parks shall not be required to be placed on a permanent masonry foundation. Space under each manufactured home shall be suitably enclosed.
2. All manufactured housing located in manufactured housing subdivisions shall be placed on permanent masonry foundations.

B. MANUFACTURED HOUSING PARKS

1. Sanitation:

All specifications for manufactured housing parks as stated within the sanitary laws and regulations of the New Hampshire State Department of Health must be met.

2. Permitting Procedure:

- a. The applicant shall make an application to the Planning Board for subdivision approval. Upon receipt of such approval the applicant shall secure a license to operate a manufactured housing park from the Board of Selectmen. All manufactured housing parks shall meet the Requirements set forth herein and shall conform to such regulations as the Bethlehem Planning Board may promulgate.
- b. The applicant shall submit an application on a form provided by the Planning Board and must prove that all of the following conditions are met:
 1. The specific site is in an appropriate location for such use.
 2. Adequate on-site waste disposal and water supply facilities can be provided.
 3. The use will not adversely affect the adjacent area.
 4. There will be no nuisance or hazard created.
 5. The highway giving access to the property will be adequate to accommodate the intended use.
 6. Adequate buffering from adjoining properties must be provided to the satisfaction of the Board.
 7. Adequate open space is provided for the benefit of the residents of the manufacturing housing park.

- c. In acting on such an application, the Board shall take into account the general purpose and intent of this ordinance to preserve community values and provide reasonable housing alternatives, and may impose conditions and safeguards in addition to those specified in this ordinance if the occurrences of certain characteristics of use or the site warrant such use.
- d. Two copies of plans for the proposed development of the site shall be submitted with an application for a permit and such plans shall show the location of all lots, off-street parking areas, traffic access and circulation patterns, open spaces, landscaping, lighting, signs, water supply, sanitary waste disposal facilities, drainage patterns, adjacent streets, turning lanes, and other pertinent information that may be necessary to determine that the proposed use meets the requirements, spirit and intent of this ordinance.
- e. Permit form the Board of Selectmen:
 - 1. After receiving Planning Board approval, any person or legal entity desiring to establish and/or operate a manufactured housing park shall apply to the Board of Selectmen for a renewable license therefore as hereinafter provided.
 - 2. The application form for the establishment of a manufactured housing park must be obtained from the Board of Selectmen for the Town of Bethlehem and must be accompanied by a fee of not less than \$25.00 per proposed lot: this fee will be in lieu of taxes. The annual renewal fee for a license to operate a manufactured housing park shall not be less than \$5.00 per original proposed lot in the original application.
 - 3. The applicant shall submit evidence of approval from the Planning Board.
 - 4. The above fees may be changed from time to time as the Board of Selectmen may deem prudent.
 - 5. The initial license and fees shall be effective until the next March 31st. Thereafter a renewal license and fee shall be required on each.
- f. Sanitary Requirements:
 - 1. Adequate on-site waste disposal facilities shall be approved by the New Hampshire Water Supply and Pollution Control Commission. Individual septic systems will not be allowed in any manufactured housing park where there are two or more units per acre. In any event, all systems must be approved by the State.
 - 2. Each lot within the manufactured housing park shall be provided with at least a 3” diameter sewer connection. The sewer connection shall be provided with suitable fittings, so that a watertight connection can be made between the manufactured home drain and the sewer connection. Such connections shall be constructed so that they can be closed when not linked to a manufactured home and shall be trapped in such a manner as to maintain them in an odor-free condition.
 - 3. All manufactured housing park operators must provide suitable refuse containers conveniently located throughout the park providing easy accessibility to all tenants. These refuse containers must be of such design as to be rodent-free and not to create a health hazard. Refuse must be picked up not less than twice weekly by the park operator.
- g. Water Supply:

1. Public water supply is that water which is supplied to the residents as a municipal service of the town.
2. Private Water supply is that water which is supplied to the residents of a park by a private concern or operator, or by an individual for his own use.
3. In the absence of a public water supply and when water must be provided by a park operator, a well must be driven and the water must be tested pure for human consumption. This well must be capable of supplying four hundred twenty-five (425) gallons per day per single-family unit in any park at a minimum pressure of 30 psi.
4. In any park where there will be more than ten (10) housing units or fraction thereof.

h. Facilities:

1. Each lot shall have water and sewage connections.
2. An electrical entrance supplying at least 220 volts, 100 amps shall be provided for each lot. The installation shall comply with all national electric codes. Such electrical outlets shall be weatherproof.
3. Liquefied petroleum gas shall not be used at individual lots unless the containers are properly connected by copper or other suitable metallic tubing. Liquefied petroleum gas cylinders, connecting tubing and regulating devices shall be securely fastened in-place.
4. Fuel oil containers shall be properly connected. Racks to hold such containers shall be of a design, which will prevent tipping or accidental overturning.

i. Roads and Streets:

1. All roads within a park shall have a base of not less than twelve (12) inches of bank gravel with two (2) inches of compacted asphalt as finished surface. The minimum surface shall be twenty (20) feet in width. Main entrances and exits to a park will have a paved surface on not less than thirty (30) feet in width.
2. All streets shall be graded and proper drainage shall be installed.
3. Streetlights shall be provided for each five lots exclusive of park entrances and exits.
4. Electric, telephone and other transmission or utility lines shall be installed underground per specifications of public companies involved.
5. Plans for road and streets must be approved by the Planning Board before a license can be issued.

j. General Requirements:

1. Total area of a manufactured housing park shall not be less than 15 acres.
2. A minimum of 10,000 square feet shall be provided for each lot within a manufactured housing park.
3. The minimum frontage of a park shall be 300 feet.
4. Within the minimum park land area, but in addition to all lots and common areas, a 20 foot buffer strip shall be maintained along all boundaries and public roads.

Within this 20-foot space a dense visual screen of suitable shrubs and trees shall be maintained.

5. Off-street parking shall be required with provisions for two spaces per lot.
6. Each lot shall be a minimum of 70 feet wide. There shall be a minimum of 40 feet between manufactured homes. No manufactured home or accessory structure shall be located closer than 20 feet from the lot boundary.
7. Manufactured housing parks shall provide recreational areas and other open space in accordance with the provisions of subdivision regulations of the Town of Bethlehem Planning Board.

Article XIV Floodplain Development

(Adopted 3/10/87) (Revised in 2001, 2007)

The following regulations shall apply to all lands designated as s special flood hazard areas by the Federal Emergency Management Agency in its Flood Insurance Rate Maps Dated, April 15, 1986, which are declared to be a part of this regulation and are hereby incorporated by reference.

If any provision of this ordinance differs or appears to conflict with any provision of the Zoning Ordinance or other ordinance or regulation, the provision imposing the greater restriction or more stringent standard shall be controlling.

ITEM I.

All proposed development in any special flood hazard areas shall require a permit.

ITEM II.

The building inspector shall review all building permit applications for new construction or substantial improvements to determine whether proposed building sites will be reasonably safe from flooding. If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall:

1. Be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic loads, including the effects of buoyancy,
2. Be constructed with materials resistant to flood damage,
3. Be constructed by methods and practices that minimize flood damages, and;
4. Be constructed with electrical heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

ITEM III.

Where new and replacement water and sewer systems (including on-site systems) are proposed in flood prone areas the applicant shall provide the Building Inspector with assurance that new and replacement sanitary sewage systems will be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from systems into flood waters, and on-site waste disposal systems will be located to avoid impairment to them or contamination from them during periods of flooding.

ITEM IV.

The building inspector shall maintain for public inspection, and finish upon request, any certification of flood proofing and the as built elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures, and include whether or not such structures contain a basement. If the structure has been flood proofed, the as built elevation (in relation to mean seal level) to which the structure was flood proofed. The applicant must furnish this information.

ITEM V.

The building inspector shall review proposed developments to assure that all necessary permits have been received from those governmental agencies from which approval is required by Federal or State law, including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C 1334. It shall be the responsibility of the applicant to certify these assurances to the Building Inspector.

ITEM VI.

In riverine situations, prior to the alteration or relocation of a watercourse, the applicant for such authorization shall notify the Wetlands Bureau of the New Hampshire Environmental Services Department and submit copies of such notification to the Building Inspector, in addition to the copies required by the RSA 482-A: 3. Further, the applicant shall be required to submit copies of said notification to those adjacent communities as determined by the Building Inspector, including notice of all scheduled hearings before the Wetlands Bureau.

Within the altered or relocated portion of any watercourse, the applicant shall submit to the Building Inspector, certification provided by a registered professional engineer assuring that the flood carrying capacity of the watercourse can and will be maintained.

Along watercourses with a designated Regulatory Floodway no encroachments, including fill, new construction, substantial improvements, and other development are allowed within the floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practices that **the proposed encroachment would not result in any increase in flood levels within the community during the base flood discharge.**

Until a Regulatory Floodway is designated along watercourses, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zone AE on the FIRM, unless it is demonstrated by the applicant that the cumulative effect

of the proposed development, when combined with all existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

The Building Inspector shall obtain, review, and reasonably utilize any floodway data available from Federal, State, or other sources as criteria for requiring that all development located in Zone A meet the following floodway requirement:

“No encroachments, including fill, new construction, substantial improvements, and other development are allowed within the floodway that would result in any increase in flood levels within the community during the base flood discharge.”

ITEM VII.

1. In special flood hazard areas the Building Inspector shall determine the 100 year flood elevation in the following order of precedence according to the data available

- a. In Zone AE, refer to the elevation data provided in the community' Flood Insurance Study and accompanying FIRM.

- b. In Zone A the Building Inspector shall obtain, review, and reasonably utilize any 100-year flood elevation data available from any federal, state or other source including data submitted for development proposals submitted to the community (i.e. subdivisions, site approvals).

2. The Building Inspector's 100 year flood elevation determination will be used as criteria for requiring in **Zone(s) A and AE** that:

A. ALL new construction and substantial improvements of residential structures have the lowest floor (including basement) elevated to or above the 100-year flood level.

B. That all new construction and substantial improvements of non-residential structures have the lowest floor (including basement) elevated to or above the 100 year flood level: or together with attendant utility and sanitary facilities, shall:

1. Be flood proofed so that below the 100 year flood elevation the structure is watertight with walls substantially impermeable to the passage of water;
 2. Have structural components capable of resisting hydrostatic and hydrodynamic loads and hydrodynamic loads and the effects of buoyancy; and:
 3. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting the provisions of this section.

C. ALL manufactured homes to be placed or substantially improved within special flood hazard areas shall be elevated on a permanent foundation such that the lowest floor of the

manufactured home is at or above the base flood level; and be securely anchored to resist floatation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors. This requirement is in addition to applicable state and local anchoring requirements for resisting wind forces.

D. For all new construction and substantial improvements, fully enclosed areas below the lowest floor that are subject to flooding are permitted providing the enclosed areas meet the following requirements:

1. The enclosed area is unfinished or flood resistant, useable solely for parking of vehicles, building access or storage.
2. The area is not a basement.
3. Shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria: A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

E. ALL recreational vehicles placed on sites within Zone A or Zone AE shall either:

1. Be on the site for fewer than 180 consecutive days;
2. Be fully licensed and ready for highway use; or
3. Meet all standards of Section 60.3 (b) (1) of the National Flood Insurance Program Regulations and the elevation and anchoring requirements for "manufactured homes" in Paragraph (c) (6) of Section 60.3.

ITEM VIII. VARIANCES AND APPEALS:

1. The Zoning Board of Adjustment shall notify the applicant in writing that:

1. The issuance of a variance to construct below the base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25 for \$ 100 of insurance coverage and;
2. Such construction below the base flood level increases risks to life and property. Such notification shall be maintained with a record of all variance actions.
3. Any order, requirement, decision or determination of the Building Inspector made under this Ordinance may be appealed to the Zoning Board of Adjustment as set forth in RSA 676:5.

4. If the applicant, upon appeal, requests a variance as authorized by RSA 674:33,I(b), the applicant shall have the burden of showing in addition to the usual variance standards under State Law:
 - a. That the variance will not result in increased flood heights, additional threats to public safety, or extraordinary public expense.
 - b. That if the requested variance is for activity within a designated regulatory floodway, no increase in flood levels during the base flood discharge will result.
 - c. That the variance is the minimum necessary, considering the flood hazard, to afford relief.

2. The Zoning Board of Adjustment shall notify the applicant in writing that (i) the issuance of a variance to construct below the base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25.00 for \$100.00 of insurance coverage and (ii) such construction below the base flood level increases risks to life and property. Such notification shall be maintained with a record of all variance actions.

3. The community shall (i) maintain a record of all variance actions, include their justification for their issuance, and (ii) report such variances issued in its annual or biennial report submitted to FEMA's Federal Insurance Administrators.

2. The community shall:

- A. Maintain a record of all variance actions, including their justification for their issuance, and;
- B. Report such variances issued in its annual or biennial report submitted to FEMA's Federal Insurance Administrator.

3. The Zoning Board of Adjustment shall notify the applicant in writing that:

- A. The issuance of a variance to construct below the base flood level will result in increased premium rates for flood insurance up to amounts as high as \$25 for \$100 of insurance coverage and;
- B. Such construction below the base flood level increases risks to life and property. Such notification shall be maintained with a record of all variance actions.

4. The community shall:

- A. Maintain a record of all variance actions, including their justification for their issuance, and;

- B. Report such variances issued in its annual or biennial report submitted to FEMA's Federal Insurance Administrator.

ARTICLE XV: PERSONAL WIRELESS SERVICE FACILITIES (PWSF)

Adopted 3-2001, Revised 3-11-2008

- VII. Reasonably regulate the location, placement, operation and maintenance PWSF within the Town of Bethlehem, while at the same time meeting the requirements of the (Federal) Telecommunications Act of 1996.
- VIII. Amateur Radio; Receive-Only Antennas: This article shall not govern any tower, or the installation of any antenna that is under 70 feet in height and is owned and operated by a federally-licensed amateur radio station operator or is used exclusively for receive only antennas. This application adopts the provisions and limitations as referenced in RSA 674:16, IV.
- A. Application Procedure: An applicant for a PWSF shall first obtain a Special Exception from the Zoning Board of Appeals, followed by Site Plan Review from the Planning Board. An applicant may apply for a Joint Meeting of the Zoning Board of Adjustment and the Planning Board.
- B. General requirements for a PWSF.
- (1) Siting preferences. Pursuant to the needs analysis required by Subsection E below, an application to install, construct, erect, move, reconstruct or modify, any PWSF antenna shall be subject to siting preferences as follows:
- (a) If the analysis demonstrates that it is reasonably necessary to install, construct, erect, move, reconstruct or modify a PWSF antenna within the Town of Bethlehem, then, subject to all other permitted conditional use standards, the proposed PWSF antenna maybe located upon an existing building or other structure in a location within the Town of Bethlehem that is uniquely suited to the demonstrated need for service, by special exception of the ZBA.
- (b) If the analysis demonstrates that it is not reasonably practicable to install, construct, erect, move, reconstruct, or modify the proposed PWSF antenna upon an existing building or structure within the Town of Bethlehem by special exception of the ZBA that is uniquely suited to the demonstrated need for service, then, subject to all other permitted conditional use standards, the proposed PWSF antenna may be located or collocated upon an existing PWSF tower in a location within the Town of Bethlehem by special exception of the ZBA that is uniquely suited to the demonstrated need for service.
- (c) If the analysis demonstrates that it is not reasonably practicable to install, construct, erect, move, reconstruct and/or modify the proposed PWSF antenna upon an existing PWSF tower in a location within the Town of Bethlehem that is uniquely suited to the demonstrated need for service, then, subject to all other permitted conditional use standards, the proposed PWSF antenna may be located or collocated upon a new PWSF tower to be constructed in a location within the Town of Bethlehem by special exception of the ZBA that is uniquely suited to the demonstrated need for service.
- (2) PWSF antennas. PWSF antennas shall be consistent with the following

requirements:

- (a) Microwave dishes, cones or other antennas used for the purpose of point-to-point microwave transmission or microwave links are prohibited.
- (b) Platform-mounted or side-arm-mounted antennas of any kind are prohibited.
- (c) Subject to the siting preferences set forth in Subsection B(1) above, PWSF antennas may be mounted on existing buildings or other structures or on PWSF towers, provided that:

[1] PWSF antennas mounted on existing buildings or other structures shall not, when combined with the height of the building or structure on which they are located, exceed **50 feet** in height nor shall the total height of the existing structure or preexisting tower be more than ten (10) feet above the average tree canopy height; and

[2] PWSF antennas mounted on PWSF towers shall not extend beyond the height limitations for such towers.

- (d) PWSF antennas shall be constructed, finished or painted so as to minimize their visual impact on the landscape.

(3) PWSF towers. PWSF towers shall be consistent with the following requirements:

- (a) PWSF towers shall be limited to monopole designs only. Freestanding lattice towers and guyed towers of any kind are prohibited.
- (b) To the maximum extent practicable, PWSF towers shall be designed to permit collocation of additional antennas.
- (c) The maximum height of any PWSF tower including any PWSF antennas or other equipment mounted thereon, shall not exceed twenty (20) feet above the average tree canopy height and under no circumstances shall the overall height of a new tower, including any antennas or appendages, be more than ninety (90) feet.
- (d) No PWSF tower shall be lighted except as may be required by state or federal law. All lighting incidental to that required above shall be shielded to minimize glare and, to the extent reasonable, shall be directed downward and inward towards the facility and not towards neighboring properties.
- (e) No PWSF tower shall bear any signs, displays or advertisements of any kind except as may be required by law.
- (f) PWSF towers shall be constructed, finished or painted so as to minimize their visual impact on the landscape.

(4) PWSF equipment and PWSF equipment compound. All PWSF equipment shall be housed within a PWSF equipment compound, consistent with the following requirements:

- (a) PWSF equipment compounds shall be enclosed within a locked security fence

at least seven feet in height, unless located within an existing building.

(b) No PWSF equipment compound nor any PWSF equipment housed therein shall exceed 15 feet in overall height.

(c) PWSF equipment compounds shall be constructed, finished or painted so as to minimize their visual impact on the landscape.

(5) Reasonable efforts shall be employed to camouflage and minimize the visual impact of any PWSF installed or constructed pursuant to the provisions of this section

(6) PWSF shall fully conform to all applicable state, federal and local laws.

(7) Routine maintenance of PWSF shall be limited to the hours of 7:00 am, to 7:00 p.m.

C. Setback requirements for the location of PWSF.

1. The minimum setback for a new tower shall be no closer than 1,500 feet horizontally to any structure existing at the time of application which is used as a primary or secondary residence, school property (both public and private), a hospital, senior center, child care facility, building used for religious worship, or to any other building used regularly by the public. Primary or secondary residences are those dwelling units that include toilet facilities and facilities for food preparation and sleeping.

2. The minimum setback from residential lot lines shall be 150 feet.

3. No PWSF shall be located in the front yard of any lot

4. Fall Zone: New towers must be set back a minimum distance that is equal to 150% of the height of the tower from all property lines, public road, or public recreational area. This distance under no circumstances shall be less than the setbacks for the Zoning District in which they are to be located.

D. Additional site plan requirements. In addition to compliance with all applicable zoning and site plan requirements, applications for approval of PWSF shall include the following:

(1) An access road, turnaround, and one parking space, as may be necessary to provide adequate emergency and service access, using existing roads, public or private, to the maximum extent practicable.

(2) The color or colors of the proposed PWSF equipment.

(3) A Visual Environmental Assessment Form ("Visual EAF") with particular attention given to the visibility of the proposed PWSF equipment from key viewpoints identified in the Visual EAF, existing tree lines, and proposed elevations.

(4) A map of existing PWSF within the Town of Bethlehem which is owned, leased or otherwise under the custody, control or use of the applicant at the time of application, and of sites within the Town of Bethlehem where PWSF is proposed or

projected to be installed, constructed, erected, moved, reconstructed and/or modified by or for the benefit of the applicant within the next five years.

- 5) A certified load analysis report for the building, structure, existing PWSF tower, or proposed PWSF tower upon which a PWSF antenna is proposed to be located, indicating its ability to support possible future, collocated PWSF antennas.
- (6) The approving authority may waive any of these requirements, for good cause shown, where an application is made to locate the proposed PWSF antenna upon an existing building, structure, or PWSF tower.

E. Criteria for a Special Exception for a PWSF: In addition to submission of all applications required by this Zoning Ordinance, all applicants for a Special Exception for the installation, constructing, erection, movement, reconstruction, or modification of any PWSF shall meet the following requirements in addition to those stated in Article XVIII, Section B:

- (1) Needs analysis. As used in this ordinance, the term “Significant Gap” shall mean a quality of voice service, exclusive of additional features and services that may be offered by carriers in addition to voice cellular telephone service, that is sufficiently poor as to prevent access to the national telephone network, and which affects a significant number of users. The term “Significant Gap” shall not mean a level of coverage that is merely comprised of de minimus “dead spots” in coverage within a larger service area. No cell tower shall be erected anywhere in the Town of Bethlehem unless a proposed cell tower is necessary to close a significant gap in coverage, as defined herein. The needs analysis shall contain documentary evidence and expert testimony demonstrating by clear and convincing evidence that there exists a Significant Gap in the ability of remote users to access the national telephone network, and that the proposed installation, construction, erection, movement, reconstruction or modification of any PWSF within the Town is uniquely suited to the said demonstrated need for service. This evidence shall include, at a minimum:

- (2) The PWSF service provider’s wireless telecommunications network layout and coverage area for a radius of at least **20 miles** from the Town of Bethlehem, identifying all locations:

[a] In operation as of the filing date of the Special Exception; and

[b] Under construction as of the filing date of the Special Exception; and

[c] Pending approval before any licensing authority as of the filing date of the Special Exception.

- (3) All results and, to the extent requested by either the Bethlehem Planning Board or Zoning Board of Adjustment, as applicable, supporting data derived from tests which must be conducted to determine before and after signal strength plots. These results and data:

[a] Shall demonstrate the actual existing signal coverage in effect at the time of application, and the Significant Gap in coverage needed to provide remote users access to the national telephone network contrasted with the proposed signal coverage which would result from the proposed installation, construction, erection, movement reconstruction, or

modification of PWSF within the Town of Bethlehem; and

- [b] Shall be certified by a qualified, independent, licensed, professional engineer, qualified and experienced in the design of cellular telecommunication systems, utilizing radio frequencies, hereinafter "A Radio Frequency Engineer". The Town reserves the right to retain a Radio Frequency Engineer on its own behalf at the applicant's expense to review the results or data submitted by the applicant.
 - [c] Balloon Test: Within 35 days of submitting an application, applicant shall arrange to fly, or raise upon a temporary mast, a three foot diameter brightly colored balloon at the maximum height of the tower and within fifty horizontal feet of the center of the proposed tower. The date time and location of this balloon test shall be advertised by the applicant, at 7 and 14 days in advance of the test date in *The Littleton Courier*, and *The Caledonia Record*. The applicant shall inform the Bethlehem Zoning Board of Adjustment, the Planning Board, and abutting property owners in writing, of the dates and times of the test, at least 14 days in advance. The balloon shall be flown for at least four consecutive hours sometime between 9:00 am, and 5:00 p.m. of the dates chosen.
 - [d] Visual Analysis: The applicant shall develop and submit a written analysis of the visual impact of the proposed tower. This analysis shall include photographs of the balloon test taken from at least 10 different perspectives within the Town of Bethlehem.
- (4) A search ring of the Town of Bethlehem prepared by a licensed professional radio frequency engineer and overlaid on an appropriate background map demonstrating the area within the Town of Bethlehem where the PWSF needs to be located in order to provide reasonably necessary signal strength required to close the claimed Significant Gap in coverage needed to provide remote users access to the national telecommunications network, within the target cell.
 - (5) In connection with the signal strength plots and search ring described above, the applicant must provide a report prepared by a qualified independent professional engineer which explains why the proposed location was selected and which specifically addresses, at a minimum:
 - [a] If the applicant proposes to install, construct, erect move, reconstruct or modify a PWSF antenna upon an existing structure or building, why it is reasonably necessary to locate that PWSF antenna within the Town of Bethlehem to close the Significant Gap in coverage needed to provide remote users access to the national telephone network;
 - [b] If the applicant proposes to install, construct, erect, move, reconstruct or modify a PWSF antenna upon an existing PWSF tower:
 - [1] Why it is reasonably necessary to locate that PWSF antenna within the Town of Bethlehem to close the Significant Gap in coverage to provide remote users access to the national telephone network; and
 - [2] Why it is not reasonably practicable to locate or collocate that PWSF antenna upon an existing building or structure within the Town of Bethlehem; and

[c] If the applicant proposes to install, construct, erect, move, reconstruct and/or modify, a PWSF antenna upon a PWSF tower:

[1] Why it is reasonably necessary to locate that PWSF antenna within the Town of Bethlehem to close the Significant Gap in coverage to provide remote users access to the national telephone network;

[2] Why it is not reasonably practicable to locate or collocate that PWSF antenna upon an existing building or structure within the Town of Bethlehem; and

[3] Why it is not reasonably practicable to locate or collocate that PWSF antenna upon an existing PWSF tower within the Town of Bethlehem.

(6) The Maximum Permissible Exposure Analysis for the power at which this proposed PWSF is expected to operate.

F. Permit standards. The following criteria shall be considered by the Planning Board prior to the approval or denial of site plan review for the PWSF. These criteria may be used as a basis to impose reasonable conditions on the applicant.

(1) Aesthetics. PWSF shall be located and buffered to the maximum extent which is practical and technologically feasible to help ensure compatibility with surrounding land uses. In order to minimize any adverse aesthetic effect on neighboring residences to the extent possible, the Planning Board may impose reasonable conditions on the approval of the application, including the following:

(a) The Planning Board may require the applicant to show that it has made good-faith efforts to minimize the height of proposed towers; to collocate on existing building structures or PWSF towers; or to locate proposed new PWSF towers near existing towers in an effort to consolidate visual disturbances.

(b) The applicant must submit a copy of its policy regarding collocation with other potential applicants on any proposed PWSF tower.

(c) The Planning Board may require the applicant to use camouflage and/or otherwise to minimize the visual impact of the proposed PWSF.

(2) Radio-frequency effect. The Planning Board may impose conditions on the applicant that the proposed PWSF antenna be operated only at Federal Communication Commission (FCC) designated frequencies and power levels and/or Environmental Protection Agency (EPA) technical exposure limits, that competent documentation be provided which establishes maximum allowable frequencies, power levels and exposure limits for radiation from the site will not be exceeded, and that radio and television reception will not be interfered with.

(3) Removal of PWSF. The applicant shall agree to remove any PWSF if all or part of any such PWSF becomes obsolete, is unrepaired for an unreasonable period, or ceases to be used for its intended purpose for 12 consecutive months. The Town of Bethlehem may, at its sole discretion, require the applicant to provide a demolition bond to the Town of Bethlehem for the purpose of assuring the removal of any PWSF in accordance with the provisions of this section. The applicant will be responsible for providing, on an annual basis, written estimates to the Town of Bethlehem for the cost to demolish and/or remove the PWSF, and to restore the land upon which it is located. Such estimates will be used to establish whether any adjustment is required in the amount of the required demolition bond.

(4) Structural safety.

- (a) Upon written request from the Town of Bethlehem at any time, during the application process or after the installation, construction, erection, movement, reconstruction, or modification of any PWSF, the applicant shall provide a report from a licensed professional engineer certifying as to the condition of the PWSF with respect to applicable structural safety standards. Such requests from the Town shall not occur more often than once every three years. If the engineer's report recommends that repairs or maintenance are required, then a letter shall be submitted to the Town which shall contain a reasonable schedule for the required repairs or maintenance. Upon their completion, a letter shall promptly be submitted to the Town to certify the same.
- (b) In the event that the applicant fails to comply with these requirements regarding structural safety, the Town reserves the right in addition to all of its other rights and remedies available under, state, federal and local law to declare the applicant in default of its obligations under this chapter. Should that occur, the applicant will have 10 days to notify the Town as to how it intends to cure its default, setting forth a reasonable schedule for the same. In the event that the applicant fails to so notify the Town, or fails to cure as agreed, the Town may draw on the applicant's demolition bond and arrange for the removal and/or demolition of the applicant's PWSF; declare the PWSF to be abandoned and arrange for the public auction of the PWSF; and/or pursue such other remedies at law and in equity as may be available. Nothing in this section shall be construed to limit the applicant's liability for criminal prosecution.

VII. SEVERABILITY CLAUSE: If any portion of this Cell Tower Ordinance is held unconstitutional or invalid by a court of competent jurisdiction, the remainder of this Ordinance shall not be affected. The approval is valid for a period of one year from date of issue; if no construction has begun by this date, the approval becomes invalid.

XVI Aquifer Protection Ordinance

Adopted 03/09/10

I. AUTHORITY

The Town of Bethlehem hereby adopts this ordinance pursuant to the authority granted under RSA 674:16 and RSA 674:21 relative to innovative land use controls.

II. PURPOSE

The purpose of this ordinance is to preserve, maintain, and protect the quality and quantity of aquifers, aquifer recharge areas and surface waters that are fed by **groundwater located** wholly or partially within the town of Bethlehem.

The purpose is to be accomplished by regulating land uses, which could harm and/or contribute pollutants to designated wells and/or aquifers identified as being needed for present and/or future public water supply.

III. GROUNDWATER PROTECTION DISTRICT

The Groundwater Protection District is an overlay district which is superimposed over the existing underlying zoning so as to include all land within the boundaries of the Stratified Drift Aquifer (s) as shown on the maps in the middle Connecticut River Basin West-

Central New Hampshire, Northeastern Quadrant. This map will be revised as new data becomes available.

IV. APPLICABILITY

This ordinance applies to all uses in the Groundwater Protection District, except that this ordinance does not apply to the Town's district V zone. (amended 3/9/11)

V. PERFORMANCE STANDARDS

The following Performance Standards apply to all uses in the Groundwater Protection District unless specifically exempt under Section XI:

- A. For any use that will render impervious more than 15% or more than 2,500 square feet of any lot, whichever is greater, a stormwater management plan shall be prepared which the Planning Board determines is consistent with the Stormwater Management and Erosion and Sediment Control Handbook for Urban and Developing Areas in New Hampshire, Rockingham County Conservation District, August 1992 and Best Management Practices for Urban Stormwater Runoff NH Department of Environmental Services, January 1996.
- B. Conditional uses, as defined under Section IX shall develop stormwater management and pollution prevention plans and include information consistent with Stormwater Management for Industrial Activities: Developing Pollution Prevention Plans and Best Management Practices. (US EPA, 1992) The plan shall demonstrate that the use will:
 - 1. Minimize, through a source control plan that identifies pollution prevention measures, the release of regulated substances into stormwater;
 - 2. Demonstrate that recharge to groundwater will not result in violation of Ambient Groundwater Quality Standards (ENV-Ws 410.05) at the property boundary;
 - 3. Stipulate that expansion or redevelopment activities shall require an amended stormwater plan and may not infiltrate stormwater through areas containing contaminated soils without completing a Phase I Assessment in conformance with ASTM E 1527-05, also referred to as All Appropriate Inquiry (AAI).
- C. Animal manures, fertilizers, and compost must be stored in accordance with Manual of Best Management Practices for Agriculture in New Hampshire, NH Department of Agriculture, Markets, and Food, August 2005, and any subsequent revisions;
- D. All regulated substances stored in containers with a capacity of 7 gallons or more must be stored in product-tight containers on an impervious surface designed and maintained to prevent flow to exposed soils, floor drains, and outside drains;
- E. Facilities where regulated substances are stored must be secured against unauthorized entry by means of a door and/or gate that is locked when authorized personnel are not present and must be inspected weekly by the facility owner;
- F. Outdoor storage areas for regulated substances, associated material or waste must be protected from exposure to precipitation and must be located at least 50 feet from surface water or storm drains, at least 75 feet from private wells, and outside the sanitary protective radius of wells used by public water systems;

- G. Secondary containment must be provided for outdoor storage of regulated substances if an aggregate of 275 gallons or more of regulated substances are stored outdoors on any particular property;
- H. Containers in which regulated substances are stored must be clearly and visibly labeled and must be kept closed and sealed when material is not being transferred from one container to another;
- I. Prior to any land disturbing activities, all inactive wells on the property, not in use or properly maintained at the time the plan is submitted, shall be considered abandoned and must be sealed in accordance with We 604 of the New Hampshire Water Well Board Rules.

VI. SPILL PREVENTION, CONTROL AND COUNTERMEASURE (SPCC) PLAN

Applicants for a conditional use permit as described under Section IX, part (A), (users of regulated substances) shall submit a spill control and countermeasure (SPCC) plan to the Fire Chief who shall determine whether the plan will prevent, contain, and minimize releases from ordinary or catastrophic events such as spills, floods or fires that may cause large releases of regulated substances. It shall include:

- 1. A description of the physical layout and a facility diagram, including all surrounding surface waters and wellhead protection areas.
- 2. Contact list and phone numbers for the facility response coordinator, cleanup contractors, and all appropriate federal, state, and local agencies who must be contacted in case of a release to the environment.
- 3. A list of all regulated substances in use and locations of use and storage;
- 4. A prediction of the direction, rate of flow, and total quantity of regulated substance that could be released where experience indicates a potential for equipment failure.
- 5. A description of containment and/or diversionary structures or equipment to prevent regulated substances from infiltrating into the ground.

VII. PERMITTED USES

All uses permitted by right or allowed by Special Exception in the underlying district are permitted in the Groundwater Protection District unless they are Prohibited Uses (Section XIII herein) or Conditional Uses (Section IX herein). All uses must comply with the Performance Standards unless specifically exempt under Section XI.

VIII. PROHIBITED USES

The following uses are prohibited in the Groundwater Protection District.

- A. The development or operation of a hazardous waste disposal facility as defined under RSA 147-A
- B. The development or operation of a solid waste landfill
- C. The outdoor storage of road salt or other deicing chemicals in bulk
- D. The development or operation of a junkyard
- E. The development or operation of a snow dump

- F. The development or operation of a wastewater or septage lagoon
- G. The development or operation of a petroleum bulk plant or terminal
- H. The development or operation of gasoline stations.

IX. CONDITIONAL USES

A. The following uses are permitted only by Conditional Use Permit issued by the Planning Board, so long as such use is otherwise permitted within the underlying district and is not a prohibited use under Section XIII herein;

1. Storage, handling, and use of regulated substances in quantities exceeding 100 gallons or 800 pounds dry weight at any one time, provided that an adequate spill prevention, control and countermeasure (SPCC) plan, in accordance with Section VI, is approved by the local Fire Chief.
2. Any use that will render impervious more than 15% or 2,500 square feet of any lot, whichever is greater.

B. In granting such Conditional Use Permit, the Planning Board must determine that the proposed use will be in compliance with the Performance Standards set forth in Section V as well as all applicable local, state and federal requirements. The Planning Board may, at its discretion, require a performance guarantee or bond, in an amount and with surety conditions satisfactory to the Board, to be posted to ensure completion of construction of any facilities required for compliance with the performance standards.

C. The Planning Board may suspend or revoke any Conditional Use Permit issued hereunder if it determines, after notice and hearing, that it was issued in error or upon false information, or that the applicant has failed to comply with any conditions of approval, and upon such suspension or revocation all activities approved by said Permit shall cease until such Permit is reinstated or a new permit issued.

X. EXISTING NONCONFORMING USES

Existing nonconforming uses may continue without expanding or changing to another nonconforming use but must be in compliance with all applicable state and federal requirements, including Env-Ws 421, Best Management Practices Rules.

XI. EXEMPTIONS

The following uses are exempt from the specified provisions of this ordinance as long as they are in compliance with all applicable local, state, and federal requirements:

- A. Any private residence is exempt from all Performance Standards

- B. Any business or facility where regulated substances are not stored in containers with a capacity of 7 gallons or more is exempt from Section V Performance Standards, Sections E through H
- C. Storage of heating fuels for on-site use or fuels for emergency electric generation, provided that storage tanks are indoors on a concrete floor or have corrosion control, leak detection, and secondary containment in place, is exempt from Performance Standard E
- D. Storage of motor fuel in tanks attached to vehicles and fitted with permanent fuel lines to enable the fuel to be used by that vehicle is exempt from Performance Standards E through H
- E. Storage and use of office supplies is exempt from Performance Standard E through H
- F. Temporary storage of construction materials on a site where they are to be used is exempt from Performance Standards E through H
- G. The sale, transportation, and use of pesticides as defined in RSA 430:29 XXVI are exempt from all provisions of this ordinance
- H. Household hazardous waste collection projects regulated under NH Code of Administrative Rules Env-Wm 401.03(b)(1) and 501.01(b) are exempt from Performance Standards E through H
- I. Underground storage tank systems and above ground storage tank systems that are in compliance with applicable state rules are exempt from inspections under Section XIII this ordinance.

XII. RELATIONSHIP BETWEEN STATE AND LOCAL REQUIRMENTS

Where both the State and the municipality have existing requirements the more stringent shall govern.

XIII. MAINTENANCE AND INSPECTION

- A. For uses requiring Planning Board approval for any reason, a narrative description of maintenance requirements for structures required to comply with Performance Standards shall be recorded so as to run with the land on which such structures are located, at the Registry of Deeds for Grafton County. The description so prepared shall comply with the requirements of RSA 478:4-a.
- B. Inspections may be required to verify compliance with Performance Standards. The Code Enforcement Officer shall perform such inspections at reasonable times with prior written notice to the landowner, unless emergency circumstances exist such that prior notice cannot be reasonably given.
- C. All properties within the Groundwater Protection District known to the Code Enforcement Officer as using or storing regulated substances in containers with a capacity of 7 gallons or more, except for facilities where all regulated substances storage is exempt from this Ordinance under Section XI, shall be subject to inspections under this Section.
- D. The Bethlehem Board of Selectmen may require a fee for compliance inspections. The fee shall be paid by the property owner. A fee schedule shall be established by the Board of Selectmen pursuant to the procedures set forth in RSA 41-9:a.

XIV. EFFECTIVE DATE

This ordinance shall be effective upon adoption by the legislative body.

Aquifer Ordinance – Definitions

1. **Aquifer:** a geologic formation composed of rock, sand or gravel that contains significant amounts of potentially recoverable water.
2. **Extraction (or “Water Extraction” or “Extraction of Water”):** withdrawal, removal, diversion, taking, or collection by any means of water from ground water sources, aquifers, springs, wells, pumps, or similar.
3. **Extraction Point (or “Extraction Facility”):** the physical location where water is extracted, whether by well, pump, pipeline, catchments or other similar method.
4. **Gasoline Station:** Portion of a property where petroleum products are received by tank vessel, pipeline, tank car, or tank vehicle and distributed for the purposes of retail sale of gasoline.
5. **Groundwater:** Subsurface water that occurs beneath the water table in soils and geologic formations.
6. **Impervious:** Not readily permitting the infiltration of water.
7. **Impervious Surface:** a surface through which regulated substances cannot pass when spilled. Impervious surfaces include concrete unless unsealed cracks or holes are present. Asphalt; earthen, wooden, or gravel surfaces; or other surfaces, which could react with or dissolve when in contact with the substances stored on them are not considered impervious surfaces.
8. **Junkyard:** An establishment or place of business which is maintained, operated, or used for storing, keeping, buying, or selling junk, or for the maintenance or operation of an automotive recycling yard, and includes garbage dumps and sanitary landfills. The word does not include any motor vehicle dealers registered with the director of motor vehicles under RSA 261:104 and controlled under RSA 236:126
9. **Large Scale Water Extraction:** Extraction of water from ground water sources, aquifers, springs, wells or similar in a total daily amount on any given day of 5000 gallons or more, as extracted by an individual or entity or consortium or association of individuals or entities, regardless of the number of extraction facilities utilized.
10. **Outdoor Storage:** Storage of materials where they are not protected from the elements by a roof, walls, and a floor with an impervious surface.
11. **Petroleum Bulk Plant or Terminal:** Means that portion of the property where petroleum products are received by tank vessel, pipeline, tank car, or tank vehicle and are stored or blended in bulk for the purpose of distributing such liquids by tank vessel, pipeline tank car, tank vehicle, portable tank, or container.
12. **Public Water System:** A system for the provision to the public of piped water for human consumption, if such system has at least 15 service connections or regularly serves an average of at least 25 individuals daily at least 60 days out of the year.
13. **Regulated Substance:** Petroleum, petroleum products, and substances listed under 40 CFR 302, 7-1-05 edition, excluding the following substances: (1) ammonia, (2) sodium hypochlorite, (3) sodium hydroxide, (4) acetic acid, (5) sulfuric acid, (6) potassium hydroxide, (7) potassium permanganate, and (8) propane and other liquefied fuels which exist as gases at normal atmospheric temperature and pressure.
14. **Reviewing Authority:** “Reviewing agency” and “Planning Board” are used interchangeable and have the same meaning.

15. **Sanitary Protective Radius:** The area around a public water supply well, which must be maintained in its natural state as required by Env-Ws 378 or 379 (for community water systems); Env-Ws 372.12 and Env-Ws 372.13 (for other public water systems).
16. **Water Bodies (or “surface water”):** Lakes, ponds, rivers, streams, wetlands, and similar.
17. **Zone of Contribution:** That area of an aquifer that contributes water to a well or other extraction point under the most severe pumping and recharge conditions that can be realistically anticipated (180 days of pumping at approved yield with no recharge from precipitation). It is bounded by the groundwater divides that result from pumping the well and by the contact of the aquifer with less permeable materials such as till or bedrock. In some cases, streams or lakes may act as recharge boundaries. In all cases the zone of contribution shall extend up gradient to its point of intersection with prevailing hydro geologic boundaries (a groundwater flow divide, a contact with till or bedrock, or a recharge boundary).

Article XVII **Impact Fees**

A. PURPOSE

Following implementation of a Capital Improvement Program as authorized by RSA 674:5-7, this Impact Fee Regulation allows the Bethlehem Planning Board to assess Impact Fees on any development requiring the upgrading and/or improvement of municipal facilities as identified in the Town’s Capital Improvement Program.

B. ADMINISTRATION

The Planning Board shall be authorized to impose and assess impact fee, and shall give each applicant written notification of the assessed fee. The Bethlehem Board of Selectmen shall collect, administer, and disburse impact fees. Reasonable costs to the Town of determining and administering the impact fees for the new development may be included in the fees assessed.

C. PROPORTIONATE SHARE

Impact fees shall not exceed a proportionate share of the cost of providing capital improvements for which the need is reasonably attributable to those developments that pay the fee. New development must receive a reasonable benefit from capital improvements financed by impact fees.

In determining proportionate share of capital improvement costs, the following factors, when applicable, shall be addressed:

1. The need for capital improvements required to serve new development, as reflected in the CIP.

2. The availability of other means or sources of revenue to fund capital improvements including, but not limited to, user charges, taxes, inter-governmental transfers, and other revenues including special taxation or assessment districts;
3. The extent to which new developments required to pay impact fees will also contribute to the cost of the existing and planned capital improvements in the future through taxes, users fees, or debt service payments. Credits or offsets that may be due to new development because of such payments shall be estimated and included in the calculations of the impact fee assessment;
4. Offsets or credits which may be due because new development is required to construct or dedicate capital improvement, of which the total benefit does not accrue to that development.

D. MUNICIPAL CONTRIBUTIONS

Provisions of this ordinance notwithstanding, the Bethlehem Planning Board, may waive all or part of the impact fee assessed against new development that achieves public purposes, including, but not limited to, the provision of long-term affordable housing, the retention of existing employment, or the preservation of open space. These public purposes must be associated with needs identified in the master plan. In no case shall such amounts be assessed to other new developments.

E. TIMING OF ASSESSMENT

1. All impact fees imposed pursuant to this article shall be assessed to new development prior to, or as a condition for, the granting of subdivision or site plan approval or, in the case of an existing lot, issuance of a building permit. Impact fees shall normally be collected as a condition of a certificate of occupancy. In the interim between assessment and collection, the Town may require that a bond be posted, a letter of credit be issued, a lien given, or that other suitable measures of surety be provided so as to guarantee future payment of assessed impact fees.
2. The provisions of Section 6.1 notwithstanding, in projects where off-site improvements are to be constructed simultaneously with a project's development, and where the Town has appropriated the necessary funds to cover its portion of such improvements, the Town may advance the time of collection of the impact fee to the issuance of a building permit. Nothing in this article shall prevent the Town and the assessed party from establishing an alternate mutually acceptable schedule of payment.

F. ACCOUNTING SYSTEM AND DISBURSEMENT OF IMPACT FEES

1. Impact fee revenue shall be earmarked for the specific purpose for which it was assessed and shall be accounted for in a separate municipal impact fee fund.
2. Impact fees shall be expended only for the purpose for which they are assessed in performance with the capital improvement program, master plan, zoning ordinance, subdivision regulations, and site plan review regulations. Impact fees shall be expended after appropriation by the local legislative body. After said appropriation, impact fee

expenditures shall be paid by the treasurer upon order of the Board of Selectmen or its designated agent, without further approval of the legislative body. Impact fees may be used to reimburse any account from which an amount has been expended in anticipation of the receipt of said fees. Impact fees assessed to recoup the cost of existing capital improvements made in anticipation of the needs of new development shall be applied as revenue against any outstanding debt for those capital improvements.

3. Impact fees received shall be expended or encumbered within six years of receipt of refunded to the current landowner, unless there exists an extraordinary or compelling reason for fees to be held longer than six years. The Selectmen shall have the authority to determine whether or not such extraordinary or compelling reason exists.

G. METHOD OF CALCULATING IMPACT FEES

1. TOWN ROADS

a. GENERAL

Fees will be assessed to new development on impact fee roads by applying the percentage of total trip ends per day (TPD) generated by new development to the cost for upgrading each impact fee road (cost as identified in the Bethlehem CIP). The following formula will be used:

a. PERCENTAGE

The trip and percentage will be calculated as follows: TPD generated by new development as a percentage of total TPD on impact fee roads (or segments thereof) after development. Total TPD after the development is the sum of existing TPD on an impact fee road plus TPD to be generated by the proposed development.

b. ROAD SEGMENTS

Where it is determined that new development will affect individual segments of impact fees roads or intersections differently, separate assessments will be determined for each segment depending on the level (proportion) of impact.

c. TRIP GENERATION INFORMATION

Projected trip generation information used shall be the most recent publication available from the Institute of Transportation Engineers, Washington, D.C. Existing trip generation information shall be determined by a Traffic Impact Analysis (TIA) performed by a qualified consultant selected by the Planning Board. The cost of said TIA, and any other special investigative studies necessary to evaluate new development for the assessment, shall be borne by the applicant in accordance with RSA 676:4, I(g) if required by the Planning Board. The content and extent of the TIA shall be determined by the Planning Board.

2. PUBLIC SCHOOLS

Impact fees for public schools shall apply only to residential development. Fees will be assessed to new development for school capital improvements, which are scheduled in the CIP, using the following information:

School Impact Fee = # of new units x school-age children multiplier x per pupil school capital cost. (cross reference 2.5)

3. CREDITS

A credit will be applied to impact fee assessment for future taxes paid by the applicant to retire bonds for capital projects for which the applicant is assessed impact fees. Credits will be calculated for each year that a capital project, for which impact fee have been assessed, has an impact on property taxes. The credit will be based on the projected amount of the applicant's estimated tax bills attributable to the capital project (determined by projections in the CIP). The property value will be estimated by the Planning Board based on the applicant's intended property use and municipal tax records.

4. PRESENT VALUE FACTOR

All monetary calculations must employ the applicable present value factor in order to allow for time-price differentials.

H. REFUND OF UNEXPENDED IMPACT FEES

1. CONDITIONS UNDER WHICH REFUND IS DUE

Impact fees received shall be expended or encumbered within six years of receipts, or shall be refunded.

2. PROCEDURE

The current owner of property on which an impact fee has been paid may apply for a refund of such fees plus any accrued interest. The refund shall be owed when the Town has failed within the period of time established in Section 9.1 to expend or encumber impact fees on capital improvements intended to benefit the development that has paid the fees. The Town shall notify the owner of record according to the municipal tax records that they are eligible for an impact fee refund. Such notification shall be by publication in a newspaper of local circulation and by certified mail deposited with the United States Postal Service to said owner's last known address. Only the current owner of the property may apply for the refund. Application for the refund shall be submitted to the Town within one year of the date that the right of claim the refund arises. All refunds due and not claimed shall be retained in the special funds and expended or encumbered for capital improvements occasioned by other developments, as identified in the CIP. This right to claim of refund may be limited by the provisions of Section 4.

3. UNENCUMBERED FUNDS

When the Town, by vote pursuant to 675: 2-5, rescinds its action authorizing impact fees, all unexpended or unencumbered funds, plus any accrued interest, shall be refunded pursuant to Section 9.2. Upon the finding that any or all fee requirements are to be terminated, the Town shall place notice of such termination and the availability of refunds in a newspaper of general circulation at least twice and shall notify all eligible claimants by certified mail deposited with the United States Postal Service to the last known address of claimants. All funds eligible for refund shall be made available to potential claimants for a period of one year from the date that the ordinance is rescinded. At the end of one year, any remaining funds shall be transferred to the general fund unappropriate surplus. The Town is released from this notice requirement if there are no unexpended or unencumbered balances within a fund being terminated.

I. APPEAL OF ASSESSMENT OF IMPACT FEES

An impact fee that has been assessed to new development under this ordinance may be appealed in the following manner. Within fifteen days of receipt of written notification of an assessed impact fee, an applicant or its agent may submit to the Board of Selectmen, in writing, a notice of appeal specifying the grounds for appeal. A copy of the appeal shall also be submitted grounds for appeal. A copy of the appeal shall also be submitted simultaneously to the Board or officer from whose decision the appeal is sought. The Board or officer, from whose decision the appeal is sought, shall transmit to the Board of Selectmen all the pertinent documentation relative to the impact fee assessment.

Within thirty days of receipt of a written notice of appeal, the Board of Selectmen shall hold a duly noticed public hearing on the appeal. The Board of Selectmen shall provide a decision, in writing, to the applicant no later than fourteen days after the date of the public hearing. The applicant may waive the requirement for a decision within fourteen days and consent to such extension as may be mutually agreeable. No decision shall be rendered on an impact fee assessment appeal without a duly noticed public hearing.

Article XVIII Enforcement of the Zoning Ordinance

- A. No building permit shall be required for repairs or maintenance necessitated by ordinary wear and tear or for remodeling where the total cost of such work, including materials will not exceed three thousand dollars (\$3,000.00), and providing the purpose for which the building is to be used is not changed. (Amended 3/03)
- B. No building or structure shall be erected or altered until the proposed user has first provided, authorizing such construction or alteration. Applications for building permits shall be filed with the Board of Selectmen on forms supplied by the Board, and shall contain such information as the Board may require to ascertain the proposed building or structure and its intended use comply with the provisions of these Regulations. No building permit shall be issued until the Board of Selectmen has certified that the proposed building and its use comply with the provisions of these Regulations. Upon approval of an application, the Board of Selectmen shall issue a building permit to the applicant authorizing such construction or alteration.

- C. ALL construction/renovation of structures within the Town of Bethlehem shall conform to the applicable sections of the BOCA national building code. (Adopted 3/10/87) All single-family dwellings and their outbuildings are exempt from the B.O.C.A. Code. (Amended 3/97) All Construction /Renovation projects shall secure a building permit from the Board of Selectmen or from the Zoning Board of Adjustment as herein after. A building permit shall become void if:
1. Operations are not begun within six months from date of issuance of the permit:
and
 2. If at the determination of two years from date of the permit the exterior of the building remains in an incomplete condition. The Board of Selectmen or its duly authorized agent shall order the completion or removal at the expense of the owner, of such incomplete buildings, unless an extension of the permit is granted by the Zoning Board of Adjustment.
- D. Building permits shall not be issued for building on land of such character that it cannot be safely used because of danger to life, health and property from flood or other menace until appropriate measures have been taken by the owner to eliminate such hazards.
- E. The Code Enforcement Officer shall take action on an application for a building permit within thirty (30) days, or sixty (60) days (for nonresidential applications or residential application encompassing more than 10 dwelling units) from the date of filing, in accordance with RSA 676:13 III. (Revised 03/10/2009)
- F. Appeals to the Board of Adjustment may be taken by any person aggrieved by any officer, department, board or bureau of the municipality affected by any decision of the Board of Selectmen. Such appeal shall be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the Board of Selectmen from whom the appeal is taken and with the Board of Adjustment notice of appeal specifying the grounds thereof. The Board of Selectmen from whom the appeal is taken shall for with transmit to the Board Adjustment all records concerning the appealed action.
- G. Upon any well-founded information that these Regulations are being violated, the Selectmen shall take immediate steps to enforce the provisions of these Regulations by seeking an injunction in the Superior Court or by any other legal action.
- H. It shall be the duty of the Board of Selectmen or their duly authorized agent to enforce the provisions of these Regulations.
- I. These Regulations may be amended in accordance with the provisions of N.H. Revised Statutes Annotated.

- J. "All buildings, structures and uses in the districts herein set forth shall comply in all respects with State law including the regulations of the New Hampshire Departments of Safety, Health and Human Services and Environmental Services." (*Adopted 3/9/04*)

Article XIX Board of Adjustment

A. Board Composition:

Within thirty (30) days after the adoption of these Regulations and thereafter as terms expire or vacancies occur, the Board of Selectmen shall make appointments to a Board of Adjustment consisting of five (5) members, one of whom shall be a member of the Planning Board, conforming in duties to the provision of Chapter 31 of the N.H. Revised Statutes Annotated. Thereafter as terms expire or vacancies occur, the appointing authority shall be responsible for filling vacancies and maintaining full membership and term of office in accordance with the provisions of Section 67, Chapter 31, N.H. Revised Statutes Annotated.

B: SPECIAL EXCEPTIONS

The Zoning Board of Adjustment may, in appropriate cases and subject to appropriate conditions and safeguards, grant permits for uses permitted as special exceptions under this ordinance. Approvals may be granted by the Zoning Board of Adjustment to uses that meet the following criteria. These criteria are designed to ensure that the use will not adversely affect nearby, existing uses and to protect neighborhoods against potentially disruptive uses or those which might in some way be incompatible with the neighborhood.

The applicant shall submit an application on a special form provided by the Zoning Board of Adjustment and must prove that the proposed use will meet all of the following criteria:

- 1) The specific site is an appropriate location for the proposed use, structure, or change to a structure, in relation to surrounding properties.
- 2) The proposed use, structure, or change to a structure, will be compatible with adjoining land uses and with the character of the surrounding neighborhood.
- 3) The proposed use, structure, or change to a structure, will not generate substantial amounts of noise, odor, or create substantial increase in traffic.
- 4) The proposed use, structure, or change to a structure, will not create any other nuisance or hazard.
- 5) The proposed use, structure, or change to a structure, will be in harmony with surrounding properties and consistent with the spirit and intent of this ordinance.

C. Conditions:

In acting on such exceptions, the Board shall take into account the general purpose and intent of this ordinance to preserve community values. The Board may impose conditions and safeguards in addition to those specified in the ordinance should the nature of the site or certain characteristics of the use warrant such.

Two copies of plans for the, proposed development of a site requesting a special exception shall be submitted with an application for a permit. Such plans shall show, as appropriate, the location of all buildings, parking areas, traffic access and circulation drives, open spaces, landscaping, lighting and any other pertinent information that may be necessary to determine if the proposed use meets the requirements set forth above. At the request of the ZBA an impact study may be required at the applicant's expense. The location and size of the use, nature, and intensity of the operations involved the size of the site in relation to the proposed use and the location of the site with respect to existing or future streets giving access to it shall be such that it will be in harmony with the orderly development of the district. The location, nature and height of buildings, walls, and fences, shall not discourage the appropriate development of adjacent land and buildings or impair the value thereof.

The board may impose safeguards in addition to the applicable requirements of this ordinance, including, but not limited to, the following:

1. Front, side or rear setbacks in excess of the minimum requirements in this ordinance.
2. Screening of parking areas or other parts of the premises from adjoining premises or from the street by walls, fences, planting or other devices.
3. Limitations of size, number, design and location of drives, or other traffic features.
4. Off-street parking or loading spaces beyond the minimum requirements of this ordinance.

Article XX **Penalty**

Every person, persons, firm or corporation violating any of the provisions of these Regulations shall be fined in accordance with the provisions of N.H. Revised Statutes Annotated. 676:17. *(Amended 3/03)*

Article XXI **Definitions**

In the interpretation and enforcement of these regulations, all words other than those specifically below shall have the meanings implied by their context and by their ordinarily accepted meanings. The present tense includes the future tense, the singular number includes the plural, and the plural number includes the singular.

Abutter: Shall mean any person whose property is located in New Hampshire and adjoins or is directly across the street or stream from the land under consideration by the local land use board. For purpose of receiving testimony only, and not for purposes of notification, the term “abutter”

shall include any person who is able to demonstrate that his/her land will be directly affected by the proposal under consideration.

Alternative tower structure: innovative sitting techniques that shall mean man-made trees, clock towers, bell steeples, light poles, and similar alternative-design mounting structures that camouflage or conceal the presence of antennas or towers.

Antenna: shall mean any exterior apparatus designed for telephonic, radio, television, personal communications services (PCS), pager network, or any other communications through the sending and/or receiving of electromagnetic waves of any bandwidth.

Applicant: Shall mean the owner of the property to be excavated or the owner's agents, so designated in writing as part of the excavation application.

Application: Shall mean an official form, specific to a project, provided by the Land Use Office, to be completed and submitted by the applicant (property owner or agent of the owner for proposed project so designated in writing as part of the application).

Average tree canopy height: an average height found by inventorying the height at above ground level (AGL) of all trees over twenty (20) feet in height within a 75 foot radius of the proposed facility site.

Area of shallow flooding: is the land in the floodplain within the Town of Bethlehem subject to a one percent or greater chance of flooding in any given year. The area is designated as Zone A on the Firm,

Area of special flood hazard: is the land in the floodplain within the Town of Bethlehem subject to a one percent or greater chance of flooding in any given year. The area is designated as Zone A on the FIRM, as the current definition relates to maps and Special Flood Hazard Areas (SFHA) that do not apply to Bethlehem.

Base flood: means the flood having a one percent chance of being equaled or exceeded in any given year.

Basement: means any area of the building having its floor sub grade (below ground level) on all sides.

Breakaway wall: this definition can be deleted in its entirety, as it does not relate to Bethlehem's SFHA construction practices.

Building: see "structure".

Building Height: The vertical distance of the highest point of the roof beam in the case of a flat roof and of the top of the rafters at the ridge in the case of a sloping roof as measured from the average ground level along the front of the building.

Camouflaged: a telecommunication facility that is disguised, hidden, or placed within an existing or proposed structure.

Capital Improvement: Only public facilities or assets that are owned or operated, or owned and operated, by the Town of Bethlehem, whether individually or cooperatively with other governmental entities, like the Bethlehem Village District. Such facilities include, but are not limited to:

- Town owned and maintained road systems
- Public School Facilities
- Municipal Buildings
- Village District Water and Sewer Systems

Capital Improvement Program (CIP): A plan developed by the municipality consistent with RSA 674:5-7-7, which identifies the need for public facility capital improvements, the estimated cost of such improvements and proposed funding sources. The plan shall specify the level of service standards adopted by the Town for each type of facility, which is to be the subject of an impact fee, and such standards shall apply equally to existing and new development. A capital improvements program shall cover a six-year period. The CIP shall assess the following:

- The need for capital improvements required to serve new development;
- Any current deficiencies in capital facilities serving existing development, in light of level of service standards, and the means by which such existing deficiencies will be eliminated within a reasonable period of time by means other than impact fees; and
- Any additional demands anticipated to be placed on specified capital facilities by new development.

Co-location: the use of a single tower on the ground by more than one carrier (vertical co-location) or the same carrier with multiple licenses, and/or the use of several towers on an existing building or structure by more than one carrier or the same carrier with multiple licenses.

Commercial: Shall mean any use of any earth material for sale or resale on-or off-site of the excavation area. In addition, an excavation shall be considered commercial if earth materials are transported to other land whose ownership is different than the ownership of the land from which the earth was excavated. Excavations which use earth materials in the processing of other material such as, but not limited to, concrete, asphalt and other building materials shall be considered commercial.

Condominium Unit: A portion of a condominium building designated and intended for individual ownership and use, together with the undivided interest in the common area associated with the unit. (See RSA 356-B for other related definitions.)

Development: means any man-made change to improved or unimproved real estate, including but not limited to other structures, mining, dredging, filling, grading, paving, excavating, or drilling operations.

Dimension Stone: Shall mean rock that is cut, shaped, or selected for use in blocks, slabs, sheets, or other construction units of specified shapes or sizes and used for external or internal parts of buildings, foundations, curbing, paving, flagging, bridges, revetments, or for other architectural or engineering purposes. Dimension stone includes quarry blocks from which sections of dimension stone are to be produced. Dimension stone does not include earth as defined in this section.

Dwelling, Multifamily: A residential building designed for and occupied by three or more families, with the number of families in residence not exceeding the number of dwelling units provided. *(Adopted 3/9/04)*

Earth: Shall mean sand, gravel, rock, soil or construction aggregate produced by quarrying, crushing or any other mining activity or such other naturally occurring unconsolidated materials that normally mask the bedrock.

Environmental Assessment (EA): an EA is a document required by the Federal Commission and the National Environmental Policy Act when a telecommunication facility is placed in certain designated areas.

Equipment shelter: an enclosed structure, cabinet, shed, vault, or box near the base of the tower within which are housed equipment for telecommunications facilities such as batteries and electrical equipment. Equipment shelters are sometimes referred to as base transceiver stations.

Excavation: Shall mean a land area, which is used, or has been used, for commercial taking of earth.

Excavation Area: Shall mean the area within an excavation site where excavation has occurred or is eligible to occur under this regulation.

Excavation Site: Shall mean any area of contiguous land in common ownership upon which excavation takes place.

Expansion: Shall mean either 1) the removal of topsoil from a new area or 2) excavation beyond the limits of the Town and/or the area which in 1979 had been contiguous to and in common ownership with the excavation and has been appraised and inventoried for tax purposes as part of the same tract.

FAA: an acronym that shall mean the Federal Aviation Administration.

FCC: an acronym that shall mean the Federal Communications Commission.

Fees: Shall mean the following:

- a. Filing fee shall mean the required fee, to be paid upon submission of an excavation application to the Planning Board, to defray the cost of the Town of reviewing the application.
- b. Excavation fee shall mean those fees paid by the applicant to the Planning Board before issuance of a permit to defray the cost of permit compliance.
- c. Inspection fee shall mean any costs associated with site inspections should the Planning Board require the advice of an engineer or other agent to ensure compliance with the conditions of the permit.

FEMA: means the Federal Emergency Management Agency.

Flood or Flooding means: A general and temporary condition of partial or complete inundation of normally dry land areas from:

1. The overflow of inland or tidal waters.
2. The unusual and rapid accumulation or runoff of surface waters from any source.

Flood Hazard Boundary Map (FHBM): means an official map of a community, issued by the Federal Emergency Agency, where the boundaries of the: flood, mudslide (i.e., mudflow) related erosion areas having special hazards have been designated as Zones A, M, and/or E.

Flood Insurance Rate Map (FIRM): means the official map of the community, on which the Federal Emergency Agency has delineated both the special hazard areas and the risk premium zones applicable to the community.

Floodplain or flood-prone area: means any land area susceptible to being inundated by water from any source (see definition of "flooding").

Flood proofing: means any combination of structural and non-structural additions, changes, or adjustments to structures, which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

Floodway: see "regulatory floodway."

Functional dependent use: means a use, which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, but does not include long-term storage or related manufacturing facilities.

Guyed tower: any tower that is secured to the ground or other surface by diagonal cables for lateral support.

Height: height shall mean the distance measured above grade to the top of the structure. When referring to a tower, the height shall be measured to the highest point on the tower, even if said highest point is an antenna or other appendage.

Highest adjacent grade: means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic Structure means any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) as preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district.
3. Individually listed on a state inventory of historic places in states with historic, preservation programs which have been approved by the Secretary of the Interior, or;

4. Individually listed on a local inventory of historic places in communities with historic preservation, programs which have been approved by the Secretary to qualify as a registered historic district;
 - A. By an approved state program as determined by the Secretary of the Interior, or;
 - B. Directly by the Secretary of the Interior in states without approved programs.

Impact Fee: Any charge, fee, or assessment imposed upon new development by the Bethlehem Planning Board to fund all or a proportionate share of the municipal facilities/services improvement occasioned by the new development from whom the fee is collected; or to recoup the cost of existing capital improvements made in anticipation of the needs of the new development. Land dedications or provision of capital improvements, which exclusively benefit new development, are not considered as credit against impact fees.

Lattice tower: a type of tower with multiple legs and structural cross bracing between the legs that may be self-supporting and freestanding or may be guyed.

Light Industry: Any manufacturing or industrial use including processing, fabrication and assembly provided that no such use shall create smoke, odors, sound or other hazards beyond the premises, and provided that no such use shall generate hazardous waste. *(Adopted 3/9/04)*

Manufactured Housing: Any structure, transportable in one or more sections, which, in the traveling mode, is 8 body feet or more in width and 40 body feet or more in length, or when erected on site, is 320 square feet or more, and which is built on a permanent chassis and is designed to be used as a dwelling with or without a permanent foundation when connected to required utilities, which include plumbing, heating and electrical heating systems contained therein. Manufactured housing as defined in this section shall not include presite built housing as defined in RSA 674:3 1 -a.

Manufactured Housing Park: Manufactured Housing Park means any parcel of land under single or common ownership or control which contains, or is designed, laid out, or adapted to accommodate, two or more manufactured houses. Nothing herein shall be construed to apply to premises used solely for storage or display of manufactured housing.

Manufactured Housing Subdivision: A manufactured housing subdivision, as defined in RSA 672:14, created exclusively for the placement of manufactured housing on individually owned lots.

Mast: a thin pole that resembles a streetlight standard or a telephone pole. A dual-polarized antenna is typically deployed on a mast.

Monopole: a thicker type of tower than a mast that is self-supporting with a single shaft of wood, steel, or concrete, or other material that is designed for the placement of antennas and arrays along the shaft.

Mount: the structure or surface upon which antennas are mounted, including the following types of mounts: roof mounted (mounted on the roof of the building, side-mounted (mounted on the

side of the building), ground-mounted (mounted on the ground), structure-mounted (mounted on a structure other than a building).

New Development: Any building activity, any material alterations of the use or for the appearance of any structure or land, or any subdivision of land into two or more parcels which results in potential demand on municipal capital facilities.

Notice of Intent: Shall mean a written notice to the Planning Board and to the Conservation Commission informing them of the intent to apply for a permit to excavate for a new excavation, or for expansion of, or continuation of an excavation in operation at the time of adoption of this regulation.

Per Pupil School Capital Cost: Costs for school facilities capital improvements multiplied by Bethlehem's percentage of total school assessments, divided by the number of Bethlehem students enrolled in a given year, as determined in the Bethlehem CIP.

Preexisting towers and antennas: shall mean any tower or antenna lawfully constructed prior to the adoption of this ordinance. Shall also mean any tower or antenna lawfully constructed in accordance with this ordinance that predates an application currently before the Board.

“Pre-site built” housing: A manufactured housing unit with a removable chassis, delivered to the site in two or more sections, which, when erected on a site, has a total width of not less than twenty-four (24) feet and a total length greater than its width, shall be considered pre-site built housing as defined in RSA 674:31a when its chassis is removed and its construction meets all federal, state and local building codes required for site built single-family dwellings.

Reclamation: Shall mean the restoring of an excavation site to a minimum standard as outlined in Article XVII of these regulations.

Recreational Condominium Development: A planned condominium development, which is based on or around a distinct recreational attraction. A significant portion of the land and/or facilities must be permanently devoted to large-scale or a variety of recreational activities.

Recreational Vehicle is defined as:

- A. Built on a single chassis;
- B. 400 square feet or less when measured at the largest horizontal projection;
- C. Designed to be self-propelled or permanently tow able by a light duty truck, and;
- D. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

Regulator: Shall mean the Bethlehem Planning Board for excavation only.

Regulatory floodway: means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot at any point.

Riverine: means relating to, formed by or resembling a river (including tributaries), stream, brook, etc.

School Age Children Multiplier: Estimated number of school-age (K-12) children per housing unit based on housing type and number of bedrooms as determined in the Bethlehem CIP. Each type of housing unit will have its own multiplier.

Special flood hazard area: means an area having special flood, mudslide (i.e. Mudflow) and/or flood-related erosion hazards, and shown on an FIRM as Zone A, (See Area of Special Flood Hazard).

Start of Construction: includes substantial improvement, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation: or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwellings units or part of the main structure.

Stationary Manufacturing and/or Processing Plant: Shall mean facilities which are permanently placed on a site for the purposes of sorting, washing, and screening, crushing, classifying, drying or processing excavated earth material.

Structure: Any man made improvement to the land, or for floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank that is principally above ground, as well as a manufactured home.

Structure Height: The distance measured from the natural and undisturbed contour of the land surrounding the area of the structure to the top of it. When referring to a structure, the height shall be measured to the highest point of it. (*Adopted 3/03*)

Substantial damage: means damage of any origin sustained by a structure whereby the cost of restoring the structure to it's before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

Substantial Improvement: means any combination of repairs, reconstruction, alteration, or improvements to a structure in which the cumulative cost equals or exceeds fifty percent of the market value of the structure. The market value of the structure should equal:

- a. the appraised value prior to the start of the initial repair or improvement, or
- b. In the case of damage, the value of the structure prior to the damage occurring.

For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences,

whether or not that alteration affects the external dimensions of the structure. This term includes structures that have incurred substantial damage, regardless of actual repair work performed. The term does not, however, include any project for improvement of a structure required to comply with existing health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions or any alteration of a "historic structure", provided that the alteration will not preclude the structure's continued designation as a "historic structure".

Telecommunications facilities: shall mean any structure, antenna, tower, or other device, which provides commercial mobile wireless services, unlicensed wireless services, cellular phone services, specialized mobile radio communications (SMR), and personal communications service (PCS), and common carrier wireless exchange access services.

Tower: shall mean any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including lattice towers, guy towers, or monopole towers. The term includes radio and television transmission towers, common-carrier towers, cellular telephone towers, alternative tower structures and the like.

View shed: shall mean any property from which the telecommunications facility can be seen.

Water surface elevation: means the height, in relation to the National Geodetic Vertical Datum (NGVD) of 1929, (or other datum, where specified) of floods of various magnitudes and frequencies in the floodplains.

Article XXII Amendments

These Regulations may be amended in accordance with Chapter 31 of the N.H. Revised Statutes Annotated, by a majority vote at any regular Town Meeting when such amendment has received a preliminary public hearing and a final public hearing by the legislative body, which hearing has been advertised and given a legal fifteen (15) day notice: or when such amendment has been published in its entirety in the warrant calling for the meeting.

Article XXIII Saving Clause

The invalidity of any section or provision of these Regulations shall not invalidate any other section or provision thereof.

Article XXIV Effective Date

These Regulations shall take effect upon passage, March 9, 1971. Revised: 1974, 1981, 1983, 1984, 1985, 1986, 1988, 1989, 1999, 2000, 2001, 2003, 2004, 2005, 2006.

REGULATIONS

Excavation Regulations (Adopted 11/18/92)

A. GENERAL PURPOSE AND AUTHORITY

These regulations are adopted in accordance with the authority granted by New Hampshire RSA 155:E relative to the local regulation of excavations. The purpose of this regulation is to provide for reasonable opportunity for excavation, to minimize safety hazards created by open excavation; to safeguard the public health and welfare; to preserve our natural assets of soil, water, forests and wildlife; to maintain aesthetic features of our environment; to prevent land and water pollution and to promote soil stabilization.

B. DEFINITIONS

1. **“Abutter”**: Shall mean any person whose property is located in New Hampshire and adjoins or is directly across the street or stream from the land under consideration by the local land use board. For purpose of receiving testimony only, and not for purposes of notification, the term **“abutter”** shall include any person who is able to demonstrate that his/her land will be directly affected by the proposal under consideration.
2. **“Applicant”**: Shall mean the owner of the property to be excavated or the owner’s Agents, so designated in writing as part of the excavation application.
3. **“Application”**: Shall mean a completed application for an excavation permit
4. **“Commercial”**: Shall mean any use of any earth material for sale or resale on-or off-site of the excavation area. In addition, an excavation shall be considered commercial if earth materials are transported to other land whose ownership is different than the ownership of the land from which the earth was excavated. Excavations which use earth materials in the processing of other material such as, but not limited to, concrete, asphalt and other building materials shall be considered commercial.
5. **“Dimension Stone”**: Shall mean rock that is cut, shaped, or selected for use in blocks, slabs, sheets, or other construction units of specified shapes or sizes and used for external or internal parts of buildings, foundations, curbing, paving, flagging, bridges, revetments, or for other architectural or engineering purposes. Dimension stone includes quarry blocks from which sections of dimension stone are to be produced. Dimension stone does not include earth as defined in 2.06.
6. **“Earth”**: Shall mean sand, gravel, rock, soil or construction aggregate produced by quarrying, crushing or any other mining activity or such other naturally occurring unconsolidated materials that normally mask the bedrock.
7. **“Excavation”**: Shall mean a land area which is used, or has been used, for commercial taking of earth.
8. **“Excavation Area”**: Shall mean the area within an excavation site where excavation has occurred or is eligible to occur under this regulation.
9. **“Excavation Site”**: Shall mean any area of contiguous land in common ownership upon which excavation takes place.
10. **“Expansion”**: Shall mean either 1) the removal of topsoil from a new area or 2) excavation beyond the limits of the Town and/or the area which in 1979 had been

contiguous to and in common ownership with the excavation and has been appraised and inventoried for tax purposes as part of the same tract.

11. **“Fees”:** Shall mean the following:

- a) Filing fee shall mean the required fee, to be paid upon submission of an excavation Application to the Planning Board, to defray the cost of the Town of reviewing the application.
- b) Excavation fee shall mean those fees paid by the applicant to the Planning Board Before issuance of a permit to defray the cost of permit compliance.
- c) Inspection fee shall mean any costs associated with site inspections should the Planning Board require the advice of an engineer or other agent to ensure compliance with the conditions of the permit.

12. **“Notice of Intent”:** Shall mean a written notice to the Planning Board and to the Conservation Commission informing them of the intent to apply for a permit to excavate for a new excavation, or for expansion of, or continuation of an excavation in operation at the time of adoption of this regulation.

13. **“Reclamation”:** Shall mean the restoring of an excavation site to a minimum standard as outlined in Article VIII of these regulations.

14. **“Regulator”:** Shall mean the Bethlehem Planning Board for Excavation only.

15. **“Stationary Manufacturing and /or Processing Plants”:** Shall mean facilities which are permanently placed on a site for the purposes of sorting, washing, and screening, crushing, classifying, drying or processing excavated earth material.

C. PERMIT REQUIRED

No owner shall permit any excavation of earth on his/her premises without first obtaining a permit. Excavations in operation at the time of adoption of this regulation shall have until August 4, 1991 to file an application with the Planning Board.

- 1. **Pre-1979 Lawful Excavations:** An excavation which lawfully existed as of or before August 24, 1979 from which earth material of sufficient weight or volume to be Commercially useful has been removed during the 2 year period before August 24, 1979 may continue to excavate on the excavation site without a permit subject to:
 - a. The excavation site shall be exempt from local zoning, provided that at the time the excavation was first begun, it was in compliance with any local ordinances that may have been in effect.
 - b. The excavation area may not be expanded beyond the limits of the Town in which it is situated and the area which, on August 24, 1979 and at all times subsequent thereto, has been contiguous to and in common ownership with the excavation site of that date, and appraised and inventoried for property tax purposes as part of the same tract as the excavation site. In this paragraph the

term contiguous means land whose perimeter can be circumscribed without interruption in common ownership, except for roads or other easements, in a single town. It is further provided that when such excavation is not a permitted use in that location by the Bethlehem Zoning Ordinance or when it is only allowed by special exception, expansion may be restricted or modified with conditions by order of the Planning Board if after notice to the owner and a hearing, the Board finds that such expansion will have a substantially different and adverse impact on the neighborhood.

- c. The excavation shall be performed in compliance with the express operational and reclamation standards in RSA 155 E.
 - d. The owners or operators of an existing excavation area for which no permit has been obtained shall file an excavation report with the Planning Board no later than August 4, 1991. Any existing excavation report with the Planning Board no later than August 4, 1991. Any existing excavation that fails to file a report before this date shall obtain a permit from the Planning Board before continuing excavation of the site.
2. **Pre-1979 Operating Contiguous Excavation:** Excavations from a site contiguous to, or contiguous land in common ownership with, stationary manufacturing a processing plants in operation as of August 24, 1979, which use earth from said excavation site. Such excavations shall be performed in compliance with the express operational and reclamation standards contained in RSA 155 E.
3. **Pre-1979 Permitted Contiguous Excavation:** Excavations from a site contiguous to or contiguous land in common ownership with, stationary manufacturing and processing plants which have been granted state or local permits since August 24, 1979, and which use earth obtained from said site. The operation and reclamation of such sites shall be governed by the conditions of the state or local permit and any extensions or renewals thereof.
4. **Highway Project Excavations:** An excavation performed exclusively for the lawful construction, reconstruction, or maintenance of a Class I, II, III, IV, or V highway or an agent of the unit of government which has a contract for the construction, reconstruction, or maintenance of the highway, provided that:
- a. A copy of the pit agreement executed by the owner, the agent and the governmental unit shall be filed with and accepted by the Planning Board prior to the start of excavation, and such excavation shall not be exempt from the provisions of Articles 6, 7, and 8 of this regulation, nor from any other land use regulations of the municipality. Failure to file a copy of the pit agreement with the municipality or to comply with the terms of the agreement constitutes a violation enforceable under the provision of Article XVII of these regulations.
 - b. Such excavation shall not be exempt from local zoning or other applicable ordinances, unless such exemption is granted pursuant to subparagraph (c), or

From the express operational and reclamation standards, which express standards shall be the sole standards with such excavations must comply in order to retain their non-permit status as provided under this paragraph. Before beginning such excavation, the governmental unit or its agents shall certify to the regulator that:

1. The excavation shall comply with the express operational and reclamation standards or RSA 155-E: 4-a, RSA 155-E:5 and 155-E:5-a.
2. The excavation shall not be within 50 feet of the boundary of a disapproving abutter or within 10 feet of the boundary of an approving abutter, unless requested by said abutter.
3. The excavation shall not be unduly hazardous or injurious to the public welfare.
4. Existing visual barriers in the area specified in RSA 155-E:3, III shall not be removed, except to provide access to the excavation.
5. The excavation shall not substantially damage a known aquifer, so designated by the U.S.G.S.
6. All required permits for the excavation from state or federal agencies have been obtained.

- c. The New Hampshire Department of Transportation or its agent may apply to the appeals board created under RSA 21-L to be exempted from the provisions of local land use regulations. The appeals process includes a formal public hearing in the affected municipality as set forth in RSA 115-E:2, IV-(c).

5. **Incidental Excavation:** An excavation that is exclusively incidental to the lawful Construction or alternation of a building or structure or the lawful construction or alternation of a parking lot or way including a driveway on a portion of the premises where removal occurs. This excavation cannot be started, however, until all required state and local permits necessary for the construction or alteration of the building, structure, parking lot, or way have been issued.
6. **Agriculture/Silviculture Excavations:** An excavation that is incidental to agricultural or silviculture activities, normal landscaping or minor topographical adjustment.
7. **Dimension Stone Excavations:** An excavation from a granite quarry for the purpose of producing dimension stone, is such excavation requires a permit under RSA 12-E.
8. **Governmental Taking of Contiguous Land:** A person owning land abutting a site which was taken by eminent domain or by any other governmental taking upon which construction is taking place may stockpile earth taken from the construction site and may remove earth at a later date after written notification to the regulator.

D. ABANDONED EXCAVATIONS

The permit exemptions under Article III shall not apply to any abandoned excavations as defined in Article 4.01.

1. **Definition:** Any excavation for which the affected area has not been brought into Complete compliance with the reclamation standards of this regulation (Article VI And VIII) shall be deemed abandoned if excavation occurred on the site subsequent To August 24, 1979, and:
 - a. No earth material of sufficient weight and volume to be commercially useful has been removed from the excavation site during any two (2) year period before, on or after August 4, 1979. The owner or operator may, however, extend the period by submitting a reclamation time table to the Planning Board and posting a bond or other surety in a form and amount prescribed by the regulator sufficient to cover the costs or reclamation; or
 - b. The excavation is in use and is not an excavation or excavation site as defined, but the owner or operator has not brought the affected area into compliance with incremental reclamation requirements of this requirements of this regulation within three (3) years of August 4, 1989 or posted a bond or other surety sufficient to cover the costs or reclamation; or
 - c. The owner or operator of the excavation has neither secured a permit pursuant to this regulation nor filed a report of an existing excavation within the prescribed time period.

2. Reclamation of Abandoned Excavation:

- a. The Planning Board may order the owner of any land containing an abandoned Excavation to either file a reclamation time table and bond or other surety, or to Complete the reclamation in accordance with this regulation within a stated reasonable time. Failure to complete said reclamation within the prescribed time period may result in the regulator requesting the governing body to cause reclamation to be completed at the expense of the municipality. The municipality's cost shall constitute an assessment against the owner, and shall create a lien against the real estate on which the excavation is located. Such assessment and lien may be enforced and collected in the same manner as provided for real estate taxes.
- b. The site of a excavation which ceased commercially useful operation prior to August 24, 1977, but for which the affected area has not been brought into Compliance with the reclamation standards of these regulation may be made Subject to the remedy prescribed in 4.02a only if the regulator finds in writing That specified reclamation measures are necessary to eliminate or mitigate an Identified hazard to public health or safety.

E. APPLICATION FOR PERMIT

Any owner or owner's designee subject to this chapter shall, prior to excavation of or continuance or expansion of excavation of any land, apply to the Planning Board for a permit for

excavation and submit a reclamation plan. The permit application shall be signed and dated by the applicant and shall contain at least the following information in addition to other regulations, checklist and site plan review requirements. The Planning Board may waive one or more of the items listed under this section.

1. **Ownership of Land:** The name and address of the owner of the land to be excavated, the person who will actually do the excavating and all abutters to the premises on which the excavation is proposed;
2. **Excavation Plan:** An Excavation Plan at a scale of no less than one (1) inch equals one hundred (100) feet and showing the area to be excavated and the land falling within 200 feet of the perimeter of the area to be excavated. All plans submitted shall be of a quality that they are easily understood and of accuracy that compliance can easily be checked. At least three (3) copies of final plans shall be filed with the Planning Board prior to issuance of the permit.

The Excavation Plan shall include:

- a. A locus map, at a scale of one inch equals one thousand feet (1"=1000), showing the Proposed operation in relation to existing roads;
- b. Existing topography at contour intervals of five or fewer feet, based on mean sea Level. The Planning Board may require 2 foot contour intervals if deemed necessary.
- c. Cross sections of existing topographic conditions;
- d. The breadth, depth and slope of the proposed excavation and existing excavation where applicable, and the estimated duration of the excavation;
- e. Wooded and heavily vegetated areas;
- f. All surface drainage patterns including wetlands, standing water and intermittent streams;
- g. Location of all easements, on or below the ground;
- h. Location and width of all public roads and rights-of-way;
- i. Aquifer locations based on most recent USGA mapping;
- j. A log of borings or test pits that extend to either the seasonal high water travel, ledge or a minimum of six(6) feet below the maximum proposed excavation depth, including location and soils data;
- k. Location and extent of any stone walls, ledge outcroppings, wells, existing buildings, septic systems, utilities and the like on site;
- l. The location of existing buildings, structures, septic systems, and wells within one hundred and fifty (150) feet of the boundary;
- m. Existing zoning districts, tax map numbers of owners and abutters lots;
- n. Any existing and all proposed excavation areas;
- o. Any existing and all accessory facilities and/or activities;
- p. Existing and proposed access roads, including width and surface materials;
- q. Existing and proposed parking areas;
- r. Existing and proposed fencing, buffers or visual barriers, including height and materials;
- s. Storage areas for topsoil and stabilization plan.

- t. All measures to control erosion, sedimentation, using the method and standards in the publication "Erosion and Sediment Control Design Handbook for Developing Areas of New Hampshire as amended.
 - u. Stump, stone and debris storage and/or disposal areas;
 - v. All measures to minimize air pollution, noise and hazards to human safety;
 - w. The location of all driveways and road intersections within two hundred (200) feet of the property boundary;
 - x. Hauling information, including routes, weight of vehicles, trips per day, etc; and
 - y. Copies of any applications, plans and permits required by state or federal regulations.
 - z. A plan for the handling of fuel and chemicals and storage, if required.
3. **Reclamation Plan:** A Reclamation Plan at the same scale as the Excavation Plan, and covering the same area. All plans submitted shall be of a quality that they are easily understood and of accuracy that compliance can easily be checked. At least three (3) copies of final plan shall be filed with the Planning Board prior to issuance of a permit.

The Reclamation Plan shall include:

- a. All boundaries of the area proposed for reclamation;
- b. Phasing plan for restoration;
- c. Final topography of the area proposed for reclamation showing final grades;
- d. Cross sections of final topography, visual barrier location and types;
- e. Final surface drainage pattern, including the location and physical characteristics of all artificial and/or modified drainage facilities;
- f. Schedule of final reclamation activities including: top soiling, seeding mixtures, cover vegetation, fertilizer types, and rates;
- g. Photographs of the site before excavation (from at least two different vantage points);
- h. Subsequent use of the site, if known or anticipated and
- i. Copies of related permits approvals and other documents pertinent to the excavation proposal, such as WSPCD, Wetland Board, stump disposal, State Highway Department (access permit), any other permits required by state or federal regulations, and such other information as the Planning Board may reasonable require.

The Planning Board may require on environmental assessment of the proposed excavation and restoration plan. All costs for such assessments shall be borne by the applicant.

F. ADDITIONAL PERMIT REQUIREMENTS

1. **Reclamation Size and Time Limit on New Excavations:** No excavation of a new area shall exceed five acres in size at any one time. In addition, the size of the area for any permitted excavation shall not exceed that area which can be excavated and reclaimed according to the approved application within a one (1) year period.

If reclamation of the site is not completed within the one (1) year permit period the Town may declare part or all of the bond forfeited, and use these monies to reclaim The site, in addition to the requirements of Article XIII (Issuance of Permit). At no

Time shall more than one permit be allowed on a lot of record.

2. **Reclamation Size and Time Limit on Expansions of Existing Excavations:** No expansion and reclamation of an existing excavation shall exceed the area of the existing excavation plus five acres. However, the entire excavation area shall not exceed that area which can be excavated a reclaimed according to the approved application within a one (1) year period. If an existing operating excavation at the time of adoption of this regulation cannot be reclaimed within one (1) year, no additional new excavation into an undisturbed areas shall be permitted until the existing excavation area is reclaimed based on an approved permit as required by this regulation. In the case of an excavation in operation at the time of adoption of this ordinance that is not being expanded, the permit period allowed for reclamation shall also be one (1) year.

If reclamation of the site is not completed within the one (1) year permit period the Town may declare part or the entire bond forfeit, and use these monies to reclaim the site, in addition to the requirements of Article XIII (Issuance of Permit). At no time shall more than one permit be allowed on a lot of record.

3. **Hours of Operation:** The hours of operation shall be determined by the Planning Board during the permit process. The Planning Board shall establish start-up and shut-down times for all machinery associated with the excavation. The Planning Board may also specify days or week for operation. The level of operation and the type of neighborhood affected shall be considered by the Planning Board in establishing these hours.
4. **Hauling Information:** Hauling information, including routes to be utilized, the type and weight of motor vehicles involved, and the frequency and schedule of operations of such vehicles shall be provided to the Planning Board prior to the issuance of an Excavation Permit. The Planning Board may require modifications to such plans and/or may place conditions upon such operations, depending upon surrounding land uses and road conditions. The Planning Board reserves the right to conduct a traffic study at the applicant's expense to ensure that public safety, neighborhood compatibility and road capacity and condition have been properly considered and optimized in the hauling plan.

G. OPERATIONAL STANDARDS

1. **Setback from Property Lines:** No excavation covered under RSA 155-E shall be Permitted closer than 50 feet to the boundary of a disapproving abutter or within 10 Feet of an approving abutter unless approval of a lesser distance is requested by the Abutter.
2. **Setback from Dwelling:** No excavation covered under RSA 155-E shall be permitted closer than 150 feet of an existing dwelling or to a dwelling for which a building permit has been issued at the time the excavation is begun.

3. **Setback from Roadway:** No excavation shall be permitted below road level within 50 feet of the right-of-way of any public highway as defined in RSA 229:1 unless such excavation is for the purpose of said highway.
4. **Visual Buffers:** Vegetation shall be maintained or provided within the peripheral areas required by Articles 7.01, 7.02 and 7.03.
5. **Natural Vegetative Buffers:** Natural vegetation adjacent to neighboring properties on which excavation is not intended shall be maintained for the purposes of erosion control, screening, noise reduction, and property valuation.
6. **Size Limit:** No actual excavation is to exceed five (5) acres at one time unless specifically authorized by the Planning Board.
7. **Environmental Quality:** Appropriate erosion, sedimentation, air and water quality measures shall be integrated into the excavation process.
8. **Depth Limit:** No excavation shall be permitted so close to the seasonal high water table or to bedrock (as indicated by the required borings or test pits) as would preclude the subsequent re-use of the site in accordance with existing public health standards, local zoning, and local master plan.
9. **Fencing:** Where the depth of excavation will exceed 15 feet and temporary slopes will exceed 1:1 in grade, a fence or other suitable barricade shall be erected to warn of danger and/or limit access to the site.
10. **Drainage:** No area shall be excavated which will cause the accumulation of freestanding water for prolonged periods. Appropriate drainage shall be provided.
11. **DES-WSPCC PERMIT:** Excavation projects requiring a permit from the Water Supply and Pollution Control Division of Department of Environmental Services (DES) under RSA 149:8-a shall file a copy of the permit with the Planning Board prior to receiving a permit.
12. **Topsoil Removal:** Topsoil shall be stripped from the excavation area and stockpiled on-site for use in subsequent reclamation of the site. No topsoil shall leave the site.
13. **Temporary Structures:** All temporary structures required during excavation operation shall be removed from the site within 30 days after such operations cease.
14. **Transport Vehicles:** All vehicles transporting excavated material shall utilize adequate covering and/or sideboards to prevent dust and spillage when loaded.
15. **On-site Storage of Fuels and Chemicals:** No fuels, lubricants or other toxic or polluting chemicals shall be stored on-site unless in compliance with the State laws and rules pertaining to such material and as so approved by the Planning Board.
16. **Site Reclamation:** Prior to the removal of topsoil and other material from a new excavation area, the excavator shall file a reclamation bond or other surety, as

prescribed by the Planning Board, sufficient to cover the cost of site reclamation. See Article XV of these regulations.

17. **Setbacks for Water and Wetlands:** No excavation shall be permitted within 75 feet of and great pond, navigable river, or any other standing body of water 10 acres or more in area or within 25 feet of any other stream, river or brook which normally flows throughout the year, or any naturally occurring standing body of water less than 10 acres, prime wetland as designated in accordance with FSA 482-A:15, or any other wetland greater than 5 acres in area, as defined by the Wetlands Board.

2. SITE RECLAMATION STANDARDS

The Planning Board or its designee shall periodically inspect the operations and shall perform a final reclamation inspection in order to ensure that the approved plans have been followed. All costs relative to these inspections shall be borne by the applicant.

- a. **Slope Standards:** No slope in soil material shall be left steeper than 3:1 (three horizontal feet from each one foot of vertical drop) unless it can be demonstrated by the applicant that a steeper grade can be adequately vegetated and stabilized. Under no case shall a soil material slope be left steeper than 2:1.
- b. **Debris Removal:** All debris, stumps, boulders, etc. shall be lawfully disposed of in a manner acceptable to the Planning Board or its designee.
- c. **Grades:** Ground levels and grades shall be established as shown on the approved reclamation plan as soon as practical after site excavation has been completed, but no later than one year.
- d. **Topsoil:** Stockpiled topsoil shall be spread over the disturbed area to a depth to allow and maintain vegetation. Area posing the most critical problem for re-vegetation shall be given first priority should available topsoil be limited. The disturbed area(s) shall be fertilized, and seeded with a grass or grass-legume mixture and mulched. Re-fertilizing one year after the completed reclamation shall also be required.
- e. **Vegetation:** If deemed necessary by the Planning Board, suitable trees or shrubs shall be planted in order to provide screening and natural beauty and to aid in erosion control. Such planted areas shall be protected from erosion during an appropriate establishment period by mulch and structural erosion control devices. Age and size of the trees or shrubs shall be determined by the Planning Board or their designee.
- f. **Drainage:** Upon completion of the reclamation operation, the topography of the land shall be left so that water draining from the site leaves the property at the original, natural drainage points.
- g. **Release of Surety:** The responsible party shall not be released from its performance commitment (reclamation bond) until the Planning Board

certifies compliance with all terms of the Excavation Plan and the Reclamation Plan.

- h. **Time Limit:** Any excavated area of 5 contiguous acres or more, which either is depleted of commercial earth m

H. PROHIBITED PROJECTS

The Planning Board shall not grant a permit:

1. **Violation of Article VII:** Where the excavation would violate the operational Standards of Article VII;
2. **Injury to Public Welfare:** where the issuance of the permit would be unduly Hazardous or injurious to the public welfare;
3. **Visual Buffers:** where existing visual barriers would be removed, except to provide Access to the excavation;
4. **Aquifer:** where the excavation would substantially damage a known aquifer, so Designated by the United States Geological Survey;
5. **Impact on Water bodies:** where the excavation is planned beneath or adjacent to inland surface waters or wetlands in such a manner that a permit is required from the Department of Environmental Services or federal agencies with jurisdiction over the premises; but the Planning Board may approve the application when all the Necessary permits have been obtained;
6. **Violation of Local Ordinances:** where the excavation is not permitted by other Applicable ordinances.

I. WAIVERS

The Planning Board, upon application and following a hearing, may grant a waiver in writing, to the standards contained in Articles VI, VII, VIII and IX for good cause shown. The written decision shall state specifically what standards, if any, are being relaxed and include reasonable alternative conditions.

J. APPLICATION FOR AMENDMENT

When the scope of a project for which an excavation permit has been issued is proposed to be altered so as to affect the size or location of the excavation, the rate of removal or the plan for reclamation, the owner shall submit an application for amendment of his excavation permit. The amended application shall be subject to approval in the same manner as provided for an excavation permit. An application for amendment to increase the size of a permitted excavation may be allowed if a least one-half of the area covered by the prior permit is reclaimed in accordance with the approved site Reclamation Plan.

I. ISSUANCE OF PERMITS

If the Planning Board, after public hearing, approves the application for a permit and determines it is not profited by Article IX it shall grant the excavation permit upon receipt of an excavation application fee of \$50.00 and the posting of a bond or other surety with the municipal treasurer in the amount determined by the Planning Board to be sufficient to guarantee compliance with the permit. A copy of the permit shall be prominently posted at the excavation site and the principal access thereto. A permit shall not be assigned or transferable without the prior written consent of the Planning Board. A permit shall specify the date upon which it expires. The Planning Board may include in a permit such reasonable conditions as are consistent with the purposes of this regulation including the provision of visual barriers to the excavation. In addition, a permit fee in an amount determined by the planning board for application plan review and annual compliance review, by the Planning Board or its designated agent, shall be assessed the applicant prior to issuance of a permit. This permit fee shall also include sufficient funds for the municipality's designee or other agents of the Planning Board to periodically conduct field reviews at the excavation site to ensure compliance with the approved excavation and reclamation.

J. WITHDRAWAL OF PERMIT

A permit to excavate is automatically withdrawn if no substantial work is done on the site for a period of three (3) years. Reclamation of areas already **worked is mandatory**.

K. BONDING

The Planning Board shall establish the amount of a performance bond prior to the issuance of the excavation permit. The bond amount shall be reasonable sufficient to guarantee compliance with the reclamation standards in Article VIII. The bond requirements shall be based on the acreage of the project or approved phases and the estimated per acre reclamation costs. The bond will be returned to the applicant when reclamation work has been completed and a final satisfactory site inspection has been conducted by the Planning Board or its designee. The applicant shall pay for any bond reviews by the Town, or any other professional service necessary to review the proposed excavation/reclamation plan.

L. APPEAL

If the Planning Board Disapproves or approves an application for an excavation permit or an application for an amended permit, any interested person affected by such decision may appeal to the Planning Board for a rehearing on such decision or any matter determined thereby. The motion for rehearing shall fully specify every ground upon which it is alleged that the decision or order complained of is unlawful or unreasonable and said appeal shall be filed within 10 days of the date of decision appealed from. The Planning Board shall either grant or deny the request for rehearing within 10 days, and if the request is grated, a rehearing shall be scheduled within 30 days. Any person affected by the Planning Board's decision on a motion for rehearing may appeal in accordance with the procedures specified in RSA 677.

M. ENFORCEMENT

1. **Suspension or Revocation of Permit:** The Planning Board or its duly authorized Agent may suspend or revoke the permit of any person who has violated any provision of his/her permit or this regulation or made a material misstatement in the application upon which his/her permit was granted. Such suspension or evocation shall be subject to a motion for rehearing thereon and appeal in accordance with Article 16. Failure to file for a permit as required by this regulation shall be considered a violation subject to the enforcement provisions of This regulation.
2. **Fines:** Fines, penalties and remedies for violations of this regulation shall be the Same as for violation of RSA 676:15 and RSA 676:17.
3. **Ascertaining Compliance:** To ascertain if there is compliance with this regulation, a permit issued hereunder or an order issued hereunder, the Planning Board or its duly authorized agent(s) may enter upon any land on which there is reason to believe an excavation is being conducted or has been conducted since the effective date of this regulation.
4. **Misdemeanor:** Whoever violates any provision of this regulation, a permit issued hereunder, or a valid order issued hereunder, shall be guilty of a misdemeanor.
5. **Cease and Desist Order:** Operators who fail to file for permit will be issued a cease and desist order.

N. SEPARABILITY

The invalidity of any provisions of this regulation shall not affect the validity of nay other provision.

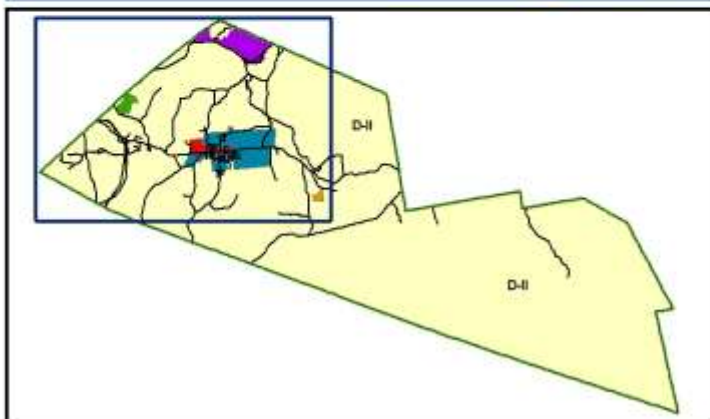
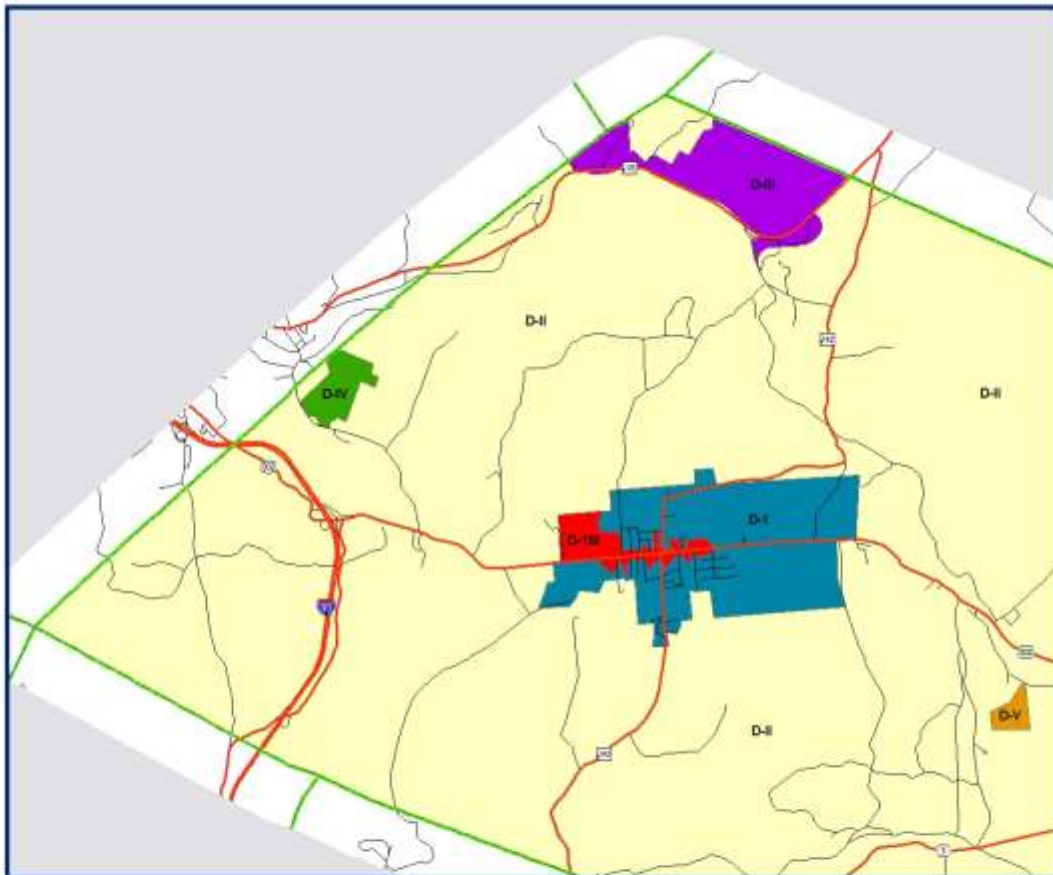
O. EFFECTIVE DATE

This regulation shall become effective immediately upon its adoption.

Bethlehem, New Hampshire

Zoning Districts

Amended March 2005



BETHLEHEM

SITE PLAN REVIEW REGULATIONS



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SECTION I. AUTHORITY

Pursuant to the authority vested in the Bethlehem Planning Board by the Town of Bethlehem and in accordance with Chapter 674:43-44 of the N.H. RSA's, as amended the Bethlehem Planning Board adopts the following regulations governing the review of site plans for non-residential development and for multi-family dwellings in excess of two (2) units, whether or not such development includes a subdivision or resubdivision of the site. These regulations shall be entitled "Site Plan Review Regulations, Town of Bethlehem, New Hampshire."

SECTION II. PURPOSE

The purpose of these Site Plan Review Regulations is to protect the public health, safety and welfare; to ensure the adequacy of traffic access, circulation and parking; to prevent premature and uncoordinated development of land without the adequate provision of public services and facilities; to ensure the provision of adequate buffers, landscaping and screening to protect adjoining properties against detrimental or offensive uses on the site, including but not limited to unsightly or obnoxious appearance, glare, smoke and noise; to protect against adverse environmental impacts from a proposed development including inadequate disposal or storage sewage, refuse and other wastes and/or inadequate surface drainage and to guide general character of development.

SECTION III. GENERAL REQUIREMENTS

3.1 Whenever any development or change or expansion of use of a site is proposed or whenever any changes are proposed that differ from an existing site plan as previously approved by the Planning Board; before any construction, land clearing, building development or change is begun and before any permit for the erection of any building or authorization for development on such site shall be granted, the owner of the property or his authorized agent shall apply for and secure from the Planning Board approval of such proposed site development in accordance with procedures outlined in this regulation.

The Planning Board shall have the responsibility for making the final decision as to the necessity of Site Plan Review. Where there is any doubt as to whether or not a project requires Site Plan Review, the affected party should request a determination from the Board.

To clarify what constitutes a change of use of sufficient magnitude or impact to trigger Planning Board action, the following guidelines will be observed:

1. If the proposal involves new construction of nonresidential or multi-family development.
2. If the proposal involves a change of use category, e.g., from residential to commercial, or from single family to multi-family.
3. If the proposal involves external modifications or construction, including parking lots (except for single family or duplex housing).
4. If the proposal involves expansion of a building or intensification of use that would result in a change in traffic volume or patterns in the area, noise, parking, lighting, etc.
5. If the proposal involves a property that has never received Site Plan Review from the Planning Board for previous non-residential or multi-family use.

3.2 Activities eligible for waiver for Site Plan Review

1. *Proposals that involve no change in use or level of activity.*
2. Internal building modifications to a nonresidential use that do not affect the scale or impact of the existing use.
3. A re-use of a premise for which a Site Plan Review has already been conducted, provided the new use is not different in type or impact.
4. See Section X

SECTION IV. RELATIONSHIP TO OTHER ORDINANCES AND REGULATIONS

These Site Plan Review Regulations in no way relieve the developer, his/her agent or individual from compliance with the Zoning Ordinance, Subdivision Regulations or any other ordinance which pertains to the proposed development.

If the Site Plan meets the Requirements for Site Plan Approval specified herein and is approved by the Planning Board, then the applicant may apply for a building permit. Not building permit will be issued until approval of the Site Plan is granted by the Board.

Where a proposed use requiring site plan review also requires action by the Board of Adjustment, an applicant shall first go to the Board of Adjustment for its review and approval.

SECTION V. DEFINITIONS

- 5.1 Abutter means any person whose property is located in New Hampshire and adjoins or is directly across the street from the land under consideration. For purposes of receiving testimony only, and not for purposes of notification, the term “Abutter” shall include any person who is able to demonstrate that his/her land will be directly affected by the proposal under consideration.
- 5.2 Applicant means any person submitting an Application for Site Plan Review to the Planning Board, whether he or she is the owner of the site or the owner’s duly authorized agent.
- 5.3 Approval means the recognition by the Planning Board, certified by written approval on the Site Plan, that the Site Plan Application meets the requirements of these regulations, granted at a duly called meeting of the Board.
- 5.4 Board means the Planning Board of the T own of Bethlehem New Hampshire.
- 5.5 Development means the construction or improvements on a tract or tracts of land; the word “development” shall not include construction or improvements for farming.
- 5.6 Fence means a solid or divided wall, which is intended to prevent access from one area to another area and is not intended to retain earth.

- 5.7 Multi-Family Dwelling means a residential building designed for or occupied by three or more families.
- 5.8 Non-Residential Development means all development of buildings, structures or land except one-family, two-family or multi-family dwellings.
- 5.9 Parking Space means an accessible and usable space on the building site with minimum dimensions as noted in Section VIII and located off the street with proper access for parking of motor vehicles.
- 5.10 Performance Bond means cash, a suitable surety bond, an escrow deposit or a lien on the property as approved by the Planning Board to secure improvements, required as a condition of approval.
- 5.11 Residential development means any construction or expansion of dwelling units.
- 5.12 Resubdivision: Shall mean a change in a plan of an approved or recorded subdivision or Resubdivision if such change involves any of the following:
- 5.12.1 Changing any street layout shown on such plan.
 - 5.12.2 Affecting any area thereon reserved for public use.
 - 5.12.3 Diminishing the size of any lot shown thereon, if any of the lots have been conveyed after the approval of such map.
- 5.13 Screen or Screening: One of the following, as determined by the Planning Board:
- 5.13.1 A strip of land at least ten (10) feet wide, densely planted (or having equivalent natural growth) with shrubs or trees at least four (4) feet high at the time of planting of a type that will form a year-round dense screen at least six(6) feet high within three (3) years; or
 - 5.13.2 An opaque wall, barrier, or fence of uniform appearance at least six(6) feet high.
- 5.14 Site Plan Visit: A visit by the Board, or a subcommittee of Board members to a location which is the subject of an application before the Boards, and involves going onto the property or visiting areas which are not customarily available for public inspection. The site visit shall be in the company of the owner, applicant, their agents or employees. This does not include a view of the site from adjoining public ways, or other points where observations can be made without entering the property.

SECTION VI. PROCEDURE FOR SITE PLAN REVIEW

6.1 Pre-Submission Discussion

An applicant may appear before the Planning Board to discuss the preliminary thinking on the proposal with the Board and receive information on the requirements for submitting site plans. A “rough drawn” preliminary sketch may be submitted at this time to aid in the discussion.

6.2 Filing and Submission of a Completed Application

6.2.1 A Completed Application (as defined in Section 7.2) shall be filed with the Planning Board at least 15 days prior to a scheduled public meeting of the Board.

6.2.2 A Completed Application shall be formally submitted to and accepted by the Board only at such scheduled public meeting.

6.3 Board Action on Completed Application

The Board shall consider a Completed Application within thirty (30) days of its submission and acceptance and shall act to approve or disapprove within sixty-five (65) days after its submission and acceptance. (676:4)

Prior to approval or disapproval, an abutters hearing shall be held as required by the provision of RSA 676:4 to provide an opportunity for public testimony relative to the consequences of the proposed site plan.

All abutters and the applicant shall be notified of the date of the meeting at which a completed application shall be considered by the Board and the date of the public hearing by the Secretary by certified mail not less than ten (10) days before the date fixed for the meeting and hearing.

A Public Hearing may be adjourned and reconvened at the Board's next regular meeting without giving notice by certified mail if the Planning Board gives due notice of the time and place of the next meeting prior to the adjournment of the Public Hearing.

Approval of the Site Plan shall be certified by written endorsement on the Site Plan signed by the Secretary and/or the Chairman of the Planning Board.

In case of disapproval of any application submitted to the Board, the grounds for such disapproval shall be stated in the minutes or records of the Board.

6.4 Limitations on Approval

Planning Board approval of a Site Plan shall be valid for one year from the date of the approval. If the site plan improvements are not completed within one year, an application for extension must be filed with the Planning Board. As a condition of granting an extension, the Board will review and make any necessary adjustments to the amount of the performance bond, if one was required.

SECTION VII. APPLICATION REQUIREMENTS

7.1 Submission of a Completed Application

A Completed Application shall be filed with the Planning Board at least 15 days prior to a scheduled public meeting of the Board. Only plans and information submitted not less than 15 days before any regular meeting will be considered at that meeting.

7.2 Contents of a Completed Application

The following requirements shall constitute a Completed Site Plan Review Application sufficient to involve Board jurisdiction and to obtain Board approval or disapproval:

- 7.2.1 Application for Site Plan Review property filled out, which includes the names and addresses of the applicant and all abutters as indicated in town records not more than five(5) days before the day of filling the application with the Board.
- 7.2.2 Application and abutters fees as shown on the fee schedule in the form of a check made payable to the Town of Bethlehem shall accompany the application. Any and all costs in excess of the above-mentioned fees incurred by the Town in the review of the Site Plan shall be paid by a the applicant.
- 7.2.3 A Site Plan and supporting data which shall include the following information and meet the following requirements, when required by the Board:
 - 1. Sheet size: Not to exceed 34" x 22" with a border on all four sides.
 - 2. Scale: Maximum scale – 1" = 40'.
 - 3. Match lines when needed.
 - 4. Six (6) prints of each plan sheet (blue or black line).
 - 5. Title block in lower right corner giving name and location of development, scale, contour interval, name and seal of the surveyor, name and seal of the architect and/or engineer, legend.
 - 6. North arrow.
 - 7. Proximity map showing site in relation to surrounding public street system. Use of abutting properties shall be identified with approximate location of the structure thereon including access roads.
 - 8. Boundary lines of the area included in the site including angles or bearing of lines, dimensions and the lot area. Precinct and Zoning Boundaries shall be shown, if applicable.
 - 9. Topographic plan with contour lines at 5-foot intervals. Two foot contour line intervals may be required by the Planning Board.
 - 10. Location and boundaries of existing, man-made and natural features. Natural features include streams, lakes, ponds, marshes, vegetative cover. Man-made features include existing roads and structures. All man-made and natural features within 50 feet of the lot shall also be shown. Map shall indicate which features are to be removed or altered and which are to be retained.

11. The use of abutting properties within 100 feet of the site boundary, roads, streets and driveways within 200 feet of the site boundary.
12. Location of all easements, existing and proposed.
13. Planned roads showing length of radii or curves, length of interior radii at curves and junctions, planned road width (should to shoulder) including typical cross-section and access points.
14. Proposed parking facilities, showing location with overall dimensions, parking method, capacity, type of surface and parking space size.
15. Proposed structures, showing location proposed finished grade at foundation, for elevation, and an elevation view of all buildings indicating their height, bulk and surface treatment
16. Proposed and existing water lines, wells, sewage lines, sewage systems, surface drainage systems, and utility lines, tanks, drains, pipes (with size), poles, service areas, waste storage facilities and loading areas.
17. Location of existing and proposed fire hydrants and fire access lanes.
18. Proposed erosion and sediment plan utilizing USDA-SCS best management practices. The location of all practices shall be indicated on the plan.
19. Location of all wetlands and flood hazard areas if applicable.
20. Location of proposed sidewalks fences and screening.
21. Exterior lighting plan and proposed signs to be located on the site.
22. Finished contours with change in grade to be indicated by dashed contour line when required by the Board.
23. Landscaping plan showing proposed lawn areas, location, age, size and type of plantings.
24. Permits as required, for on-lot sewage systems (from the New Hampshire Water Supply and Pollution Control Division), driveways (from the State Highway Department and the Town Road Agent), and any other permits, which may be required from State or local regulating bodies.
25. Any other information the Board may require including environmental and economic impact assessments, to be provided at the expense of the applicant.

SECTION VIII. REQUIREMENTS FOR SITE PLAN APPROVAL

The Planning Board shall review the proposed Site Plan and shall approve the Site Plan if the Board determines that the following requirements are met:

8.1 Adequate traffic access, Circulation and parking must be provided to ensure the safety of vehicles and pedestrians. Criteria for such a determination shall include, but need not be limited to, the following:

8.1.1 Access to public streets must meet the requirements of the New Hampshire Department of public works and Highways and/or the Town Road Agent.

8.1.2 New roads proposed for public use shall be constructed to the standards contained in the Bethlehem Subdivision Regulations.

8.1.3 In the event that shoppers, employees, and/or residents are anticipated to require pedestrian access from the street, provision shall be made for sidewalks running from the street side to the establishment. Sidewalks shall be provided for pedestrian traffic to provide connection between the main entrances of businesses, housing or industrial establishments and parking areas.

8.1.4 Sufficient off-street parking must be provided for the anticipated use to accommodate employees, customers and/or residents so that no parking is forced onto public streets.

Where one structure has combined uses, the requirement for parking shall be met separately for each use. Where there is a conflict amongst various categories the strictest requirement shall be followed.

8.1.5 For any use other than those specifically mentioned in subsection 8.2, the parking requirements shall be as for the closest similar use as determined by the Planning Board.

8.1.6 The following dimensional standards shall pertain to parking at some angle to an aisle. The length and width describe a rectangle that would enclose a vehicle parking in that space:

1. a space for a standard size automobile shall be 9 feet wide and 19 feet long;
2. a space for a vehicle for the handicapped shall be 12 feet wide and 19 feet long;

8.1.7 Sufficient off-street loading and/or unloading space must be provided. Including off-street areas for maneuvering of anticipated trucks of other vehicles. Maneuvers for parking and/or loading or unloading must not take place from a public street.

8.1.8 Access, parking and loading areas shall be constructed so as to minimize dust, erosion, and runoff conditions that would have a detrimental effect on abutting or neighboring properties.

8.2 Minimum parking requirements shall be based upon the following:

8.2.1 Rest/Convalescent Homes	1 space (sp) per 3 beds
-------------------------------	-------------------------

8.2.2	Inn and Motel, Boarding House	1 sp. per room plus 1 sp. per 3 employees plus additional requirements for other uses over 100 square feet (s.f.)
8.2.3	Light Manufacturing and Warehouse	1 ¼ sp. per employee on largest shift
8.2.4	Medical Office Building	1 sp. per 100 s.f. of gross floor area (g.f.a)
8.2.5	Office Buildings, Banks and Professional Services (lawyer, doctor, accountant, real estate or insurance Office, etc.)	1 sp. per 200 s.f. or g.f.a.
8.2.6	Multi-Family Housing	1 sp. per bedroom for first two plus ½ sp. per each additional bedroom
8.2.7	Retail, Commercial or Service Business (beauty shop, appliance Repair, etc.)	1 sp. per 150 s.f. or sales floor area plus 1 sp. per 600 s.f. of g.f.a. or storage
8.2.8	Multi-Family Housing for the Elderly	1 sp. per unit
8.2.9	Restaurant	1 sp. per 3 seats
8.2.10	Church or Community Building	1 sp. per every 6 seats (bench capacity is computed at 1 seat per 20 inches) or 50 s.f. or assembly room space.
8.2.11	Public/Private Schools: Preschool age Centers	1 sp. per staff member plus 2 sp. per 10 children
	Elementary and Junior High	2 sps. Per classroom plus additional as per This subsection item 8.2.11
	Senior High or Equivalent	1 sp. per 8 students
	Advanced Education	Based on Planning Board review

8.3 Submission of layout indicating how the site will be served by electric, telephone and any other public utility. A letter of intent to provide service from the utility company(s) must accompany the application.

8.4 Adequate buffer, landscaping and screening shall be provided to protect adjoining properties against detrimental or offensive uses on the site, including but not limited to, unsightly or obnoxious appearance, glare, smoke and noise; screening is also to be provided to reduce visual pollution on the site. Criteria for such a determination shall include, but need not be limited to, the following:

- 8.4.1 Sufficient buffer strips shall be provided to reduce noise and provide privacy between proposed development and abutting residential areas. Buffer strips shall contain vegetation to screen the site from abutting residential uses during winter months.
 - 8.4.2 Adequate landscaping shall be provided between the site and public highways or streets.
 - 8.4.3 Adequate interior landscaping shall be provided in large parking areas (defined as more than twenty (20) spaces).
 - 8.4.4 Litter (garbage) collection and storage areas shall be fenced or screened in a manner determined by the Planning Board.
 - 8.4.5 Outdoor lighting shall not glare on abutting properties or on public highways or streets.
- 8.5 Adequate measures shall be provided to protect against adverse environmental impacts. Criteria for such a determination include, but are not limited to, the following:
- 8.5.1 Sewage disposal and water supply systems shall be adequately sized to meet the needs of the proposed use under the regulations of the N.H. Water Supply and Pollution Control Commission or the Bethlehem Village Precinct.
 - 8.5.2 Adequate provisions shall be made for safe storage of hazardous materials and/or waste to protect against environmental pollution, negative effects on neighboring properties and danger to users or residents of the site.
 - 8.5.3 Adequate provisions shall be made for surface drainage and erosion control.
- 8.6 An environmental and economic impact statement may be required by the Board. Such a statement may require documentation on drainage, erosion, forest productivity, ground and surface water quality, traffic safety, public services, and any other factors that could impact the short and long-term well-being of the public in the Town of Bethlehem. Any and all costs incurred in the preparation of the foregoing statements shall be borne by the Applicant.
- 8.7 The Board may require as a condition precedent to the approval of a site plan, the extent to which, and the manner in which existing public streets providing access to the Site shall be upgraded and improved as a result of the additional burdens placed on such streets and sidewalks by the proposed use of the Site, including water, sewer and other utility mains, piping, connections or other facilities. The applicant's share of such costs for off-site improvements shall be allocated in a manner consistent with applicable New Hampshire law.
- 8.8 Energy Conservation Design:
- (A) General Requirements. To protect community welfare and provide for more efficient use of community facilities, the Planning Board shall encourage conservation of energy in the design of developments to include the following:
 - 8.8.1 Pedestrian and bicycle routes safely separated from automobile traffic.

8.8.2 Orientation and design of buildings for southerly solar access and minimum northerly exposure.

8.9 Performance Bond

The applicant may be required to provide a performance bond or irrevocable letter of credit to secure to the Town the actual construction and installation of improvements within a specified period of time as determined by the Board. The surety shall remain posted for a period of at least 60 days beyond the actual completion date to allow for inspection and approval procedures.

The surety shall be partially released as the improvements are completed, all in accordance with schedules and inspection as established by the Board in accordance with RSA 674. The amount of surety may be required to be increased if construction costs increase during the time of construction. Improvements requiring more than 12 months for completion will subject approvals to RSA 674:39.

The amount of the bond or letter of credit shall be based on an engineering cost estimate of the improvements. The Board may require an independent review of the cost estimate. The review shall be made by a professional selected by the Board and at the expense of the applicant.

No bond or letter of credit shall be released by the Board until the required improvements have been approved by the Town. All Town expenses related to determining if required improvements have been made shall be paid by the applicant.

8.10 As-Built Drawings:

As-built drawings will be required of all improvements required as a condition of approval.

8.11 Inspections:

The Board may require that an Inspector be employed by the Town at the applicant's expense to monitor completion of all required improvements.

8.12 Site Visit:

The Board may deem it necessary for adequate consideration of an application to require an onsite visit. The Chairman shall request the applicant to allow a site visit by the Board or Subcommittee of Board members.

The Chairman may request if unaccompanied visits by Board members is permitted. If granted, members may visit individually.

The Chairman may delegate members of the Board to visit the site of the application. If a quorum will be present, the site visit must be noticed as a public meeting with minutes recorded in accordance to RSA 91-A

While the Board shall have the authority to conduct approved site visits where the general public is not granted, such refusal may constitute grounds to decline the site visit. Consideration for the safety of Board members and the general public must be considered in requesting a site visit. Failure of the applicant to provide access to the site, in the absence of countervailing reasons such as health and safety concerns, would only be used as a basis for denying approval where a site visit is deemed to be essential for the board to fully evaluate the proposal.

SECTION IX PENALTY

Any person who violates the provisions of these regulations shall be guilty of a violation and shall be subject to a penalty not to exceed the maximum established by State Statute. Such person, after being formally notified in writing of the violation, shall be deemed guilty of a separate offense for each and every day during any portion of which any violation of this ordinance is committed, continued or permitted by such person, and shall be punishable therefore as provided herein.

SECTION X WAIVER

Where strict conformity to these regulations would cause undue hardship or injustice to the owner of the land, a site plan substantially in conformity with the regulations may be approved by the Board provided that the spirit of the regulations and public convenience and welfare will not be adversely affected. The reasons for granting a waiver shall be duly noted in the minutes of the Board.

SECTION XI. SEPARABILITY

If any section, provision, portion, clause or phrase of these regulations shall be held to be invalid or unconstitutional by any court or competent authority, such holding shall not affect, impair or invalidate any other section, clause, provision, portion or phrase of these regulations.

SECTION XII. ENFORCEMENT

The Planning Board shall have the power to modify or amend its approval of a site plan on application of the owner, lessee or mortgage of the premises.

Further, if within one year after the building or structure is occupied or used the Planning Board finds that any of the conditions of an approved final site plan application are in violation, the Planning Board shall request the Selectmen to give notice to the owner to make such corrections as it deems necessary to bring the use and operation into compliance with the conditions of such approval. Such order shall be complied with within a period of time extending not more than 60 days from the original violation notice. Where the owner fails to conform with the notice and order of the Planning Board, a fine not to exceed \$100 per day may be levied against the owner in addition to any other legal or equitable remedy as may be afforded through appropriate legal action.

SECTION XIII. EFFECTIVE DATE

These regulations shall take effect upon their adoption by the Bethlehem Planning Board.

**BETHLEHEM PLANNING BOARD
APPLICATION INSTRUCTIONS**

APPLICATION FOR SITE PLAN APPROVAL

Completing Application:

1. You may pick up application forms from the Planning Board Office at the Town Hall. The forms provided by the Town must be used.
2. The applicant is responsible to submit all information correctly.
3. Application must be complete and legible, either typed or printed in ink. Incomplete or illegible applications will be returned and must be resubmitted.
4. Zoning district information may be obtained in the Selectmen's Office.
5. If Applicant is not owner, Application must have a letter notarized from the owner authorizing Applicant to apply for necessary approval.
6. A list of all abutting land owners and their mailing addresses must accompany the application form. This information is available in the Selectmen's Office.

Abutting property is land which:

- A. directly abuts the lot in question;
 - B. is directly across a street or road from the lot in question;
 - C. directly abuts, or is directly across the street or road from, any adjacent lot of which you are listed as owner.
7. The following must also accompany your application at the time it is submitted (unless otherwise waived).
 - A. Three copies of the proposed site plan
 1. Showing existing conditions
 2. Showing proposed improvements (including utilities & streets)
 - B. All data sufficient to meet the requirements of Sections VII and VIII of the current Site Plan Review Regulations for the Town of Bethlehem.
 8. Fees:
 - A. Filing Fee as per Appendix.
 - B. Abutters Fee as per Appendix.

Your completed application along with all other necessary paperwork and fees must be submitted to the Planning Board Office prior to the application closing date. Closing dates may be obtained from the Planning Office.

The Planning Office will set a date, time and place for the public hearing and shall notify the Applicant and all abutting land owners by certified mail, and shall cause a public notice of the hearing to be posted 10 days prior to the hearing date.

You or your representative must attend the Planning Board hearing. If no one is present at the meeting to present your application, it will be denied without prejudice and the Applicant must refile.

The public hearing will be held first, with the Applicant or his representative presenting his petition. Following this, those wishing to speak in favor or in opposition may do so.

Decisions may be rendered by the Board at the same meeting at which the public hearing is held. In some instances, decisions may be made at a later date.

**BETHLEHEM PLANNING BOARD
APPLICATION FOR SITE PLAN APPROVAL**

DATE: _____

APPLICATION NO. _____

Application must be typed or printed legibly in pen.

Applicant: _____ Telephone No. _____

Mailing Address: _____

Owner: _____ Telephone No: _____

Mailing Address: _____

Location of Premises: _____

The Applicant shall describe in detail all the existing uses of the subject property:

The Applicant shall describe in detail all the proposed uses, construction or modification:

Complete the following general data outline:

1. Is Site in Precinct? Yes _____ No _____

2. Zoning District in which located: _____

3. Tax Lot Number: _____

4. Use applying for (from the Zoning Ordinance)

5. Project name: _____

6. Project area: _____ (acres), immediate developed area: _____ (acres)

7. Deed covenants or rights-of-way:_____

8. Private easements existing:_____

9. Proposed streets: Name:_____ Length:_____

	<u>Existing</u>	<u>Proposed</u>
10. On-site sewerage:	_____	_____
11. Private septic facilities:	_____	_____
12. Precinct sewerage:	_____	_____
13. Private water facilities:	_____	_____
14. Precinct water	_____	_____

15. Special Considerations:

A. Variance of any regulations required:_____

Date of ZBA Approval:_____

B. Special Exception required: Yes_____ No_____

C. Soil Classification:_____

16. Statement of Assurance

I hereby certify that to the best of my knowledge the information on the form is valid and that there is no violation of the approved ordinances, codes, and/or regulations of the Town of Bethlehem and that I will provide, if required, a surety bond to the Town of Bethlehem before I or my associated make application for a building permit or begin construction, and that I shall provide as built, sanitary sewer and water plans to the Town Building Official before I request return of my surety bond.

Applicant/Agent Signature

A LIST OF NAMES AND COMPLETE MAILING ADDRESSES OF ALL ABUTTING LAND OWNERS TAKEN FROM THE TOWN RECORDS NOT MORE THAN FIVE DAYS PRIOR TO SUBMISSION OF THIS APPLICATION MUST ACCOMPANY THIS FORM.

FOR PLANNING BOARD USE

**Bethlehem Planning Board
Site Plan Review
Checklist**

Date: _____	Filled Out By: _____
Site Plan Name: _____	
Owner: _____	
Development Proposed: _____	

- ___ Completed application form submitted
- ___ Names and addresses of all abutters
- ___ Application and notice fees

Supporting Data

- ___ Site Plan, 1"=40'; 6 copies
- ___ Name and address of surveyor, engineer
- ___ North Arrow
- ___ Location Map
- ___ Precinct and Zoning boundaries
- ___ Lot tax map number, dimensions and size
- ___ Boundary lines of site including angles/bearings
- ___ Finished contour lines
- ___ Existing contour lines: 5 ft___ 2 ft___
- ___ Manmade and natural features
- ___ Abutting property land use and structures within 100'
- ___ Easements, right-of-ways
- ___ Planned roads with details
- ___ Proposed parking with details
- ___ Proposed buildings and other structures
- ___ Fire hydrants; fire access lanes
- ___ Erosion and Sediment Plan and drainage calculations
- ___ Streams, Wetlands, flood hazard areas with source
- ___ Garbage storage area
- ___ Off-site improvements
- ___ Sewer and water plan
- ___ Sidewalks and fences – existing and proposed
- ___ Lighting plan
- ___ Signs
- ___ Landscaping, including buffers, screening and barriers
- ___ State W.S.P.C.D. permits
- ___ Snow storage areas
- ___ Wetland Board permits
- ___ D.O.T. permits
- ___ Town and Precinct permits
- ___ Other Permits:
- ___ Environmental impact Assessment

Date Application Received by
Planning Office: _____
Complete? Yes___ No___
If yes, date application accepted

If no action taken by Board, Explain

Date abutter notices sent: _____
Date of Public Hearing: _____

Action (Date):
No Action Necessary: _____
Approved: _____
Approve with conditions: _____

Not Approved: _____

Date Work Completed: _____

State Agency Approvals (if applicable)

_____ Fish and Game Department
Date _____

_____ Health and Welfare: Division of Public Health
Date _____

_____ Public Works and Highways
Date _____

_____ Water Supply and Pollution a Control approval for subdivision
Date _____

_____ Approval for construction
Date _____

_____ Water Resources Board Approval
Date _____

_____ Dredge and Fill Special Board
Date _____

Municipal Approvals Attached

_____ Water Hook-up Permits
Expiration Date: _____

_____ Sewer Hook-up Permits
Expiration Date _____

**Assessment of Transmission Line Proposal
on
Natural Resources within the northern half of
Bethlehem, New Hampshire**

December 2015



**Summary Report Prepared by:
Elise J. Lawson (#233) and John C. Severance (#240)
Certified Wetland Scientists
507 West Darling Hill Road
West Burke, VT 05871**

INTRODUCTION

The Town of Bethlehem, New Hampshire is located in the heart of the White Mountains. The Town contains nearly 91 square miles (58,206 acres) of land and 0.1 square miles of inland water area. Bethlehem is roughly bisected into two areas: over 52% is within the White Mountain National Forest (WMNF), comprising the eastern section of Town; and private landowners and homes located in the western section. The Ammonoosuc River is the largest river flowing through Bethlehem. The Gale and Zealand Rivers also flow through Town within the WMNF. Bethlehem contains a wide range of ecological habitats ranging from lowland wetland complexes to higher elevation subalpine zones in the White Mountains. North Twin Mountain is the highest point in Bethlehem at 4,761 feet above sea level.

Northern Pass, LLC submitted a proposal, along with several required permit applications, to construct a transmission line throughout New Hampshire. The proposed route running through Bethlehem is in two parts: the northern part of the line will be above ground along the existing Right-of-Way (ROW) transmission lines; the remaining sections are proposed to run underground along Routes 302 and 18 road ROWs. The potential effects of the transmission line throughout the State including Bethlehem are extensive and include environmental, cultural, scenic and economic impacts.

In November 2015, the Bethlehem Conservation Commission contacted Elise Lawson and John Severance to assist them in reviewing the permits to assess impacts on wetlands and wildlife. Both Elise (CWS #233) and John (CWS #240) have extensive experience with resource-based projects in northern New Hampshire, and have completed several natural resource projects in Bethlehem including a detailed natural resource inventory, a stewardship plan for the Town Forest, vernal pool inventories, wildlife habitat work for private landowners, and several private wetland impact applications filed with the NH DES Wetlands Bureau. Elise and John conducted field work (November 24, 2015) walking the transmission line ROW where the applicants propose to construct above-ground transmission lines. They assessed potential impacts and compared that with work completed to date by consultants hired by Northern Pass.

The time in the field combined with previous studies and GIS mapping resulted in this summary, which addresses a few natural resource concerns.

METHODS

On November 24, Elise and John walked 4.8 miles along the existing ROW in Bethlehem. Although Elise and John did not delineate wetlands at this time, each wetland was documented using a GPS receiver, and then downloaded into the Town's existing GIS database. Existing data used for this report include the following:

1. Maps and studies completed by Northern Pass in submitted applications
2. Existing natural resource data generated during the 2005/2006 natural resource inventory work

3. Existing maps including:
 - a. USGS topographic
 - b. Aerial photos
 - c. US Fish and Wildlife National Wetland Inventory data
 - d. US Natural Resource Conservation Service soils map: poorly and very poorly drained soils
 - e. Aquifer data downloaded from the UNH GRANIT mapping database

Given the time of year for field work, each wetland documented by John and Elise was not given a functional assessment. In addition vernal pools were not documented. Ideally, work would be completed during the growing season when vernal pools are active (May-June), to allow for a more comprehensive evaluation of the area. Nevertheless, results of field work generated concerns of the proposed project. Although the concerns are focused within the Town of Bethlehem, they should be recognized for the entire proposed area from Pittsburg to Deerfield, New Hampshire.

RESULTS

Impacts on Natural Resources

Wetlands and Perennial Streams

Wetlands are an essential habitat type for the majority of plant and animal species in New Hampshire. As a whole, wetlands are extremely diverse depending on the hydrology, soils, topography, and climate of an area. In addition to rivers, lakes, and ponds, there are four general types of Palustrine¹ wetlands: marsh, swamp, bog, and fen, with additional sub-types within each of these categories. This diversity extends into each individual wetland where a complex matrix of plant and wildlife species and water regimes co-exist. The resulting edge habitats within and around wetlands are frequently used by a great deal of wildlife species. It is estimated that riparian areas (habitat along streams and rivers) and wetlands are used by over 90% of the region's wildlife species and provide preferred habitat for over 40% of local species.

In 2015, the U.S. Environmental Protection Agency's (USEPA) Office of Research and Development has finalized a report called: *Connectivity of Streams and Wetlands to Downstream Waters: A Review and Synthesis of the Scientific Evidence*.² The report reviews more than 1,200 peer-reviewed publications and summarizes current scientific understanding about the connectivity and mechanisms by which streams and wetlands, singly or together,

¹ Palustrine wetlands are a group of vegetated wetlands traditionally called marshes, swamps, bogs, fens. They also include the small, shallow, permanent or intermittent water bodies often called ponds.

² U.S. EPA. Connectivity of Streams and Wetlands to Downstream Waters: A Review and Synthesis of the Scientific Evidence (Final Report). U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-14/475F, 2015.

affect the physical, chemical, and biological integrity of downstream waters. The report focusses on how surface and shallow subsurface connections including small or temporary streams, wetlands, and open waters affect larger waters such as rivers, lakes, reservoirs, and estuaries. It makes five major conclusions, summarized below.

1. Streams, regardless of their size or frequency of flow, are connected to downstream waters and strongly influence their function.
2. Wetlands and open waters in riparian areas (transitional areas between terrestrial and aquatic ecosystems) and floodplains are physically, chemically, and biologically integrated with rivers via functions that improve downstream water quality. These systems act as buffers to protect downstream waters from pollution and are essential components of river food webs.
3. Many wetlands and open waters located outside of riparian areas and floodplains, even when lacking surface water connections, provide physical, chemical, and biological functions that could affect the integrity of downstream waters.
4. Variations in the degree of connectivity are determined by the physical, chemical and biological environment, and by human activities. These variations support a range of stream and wetland functions that affect the integrity and sustainability of downstream waters.
5. Incremental contributions of individual streams and wetlands are cumulative across entire watersheds, and their effects on downstream waters should be evaluated within the context of other streams and wetlands in that watershed.

Consultants hired by Northern Pass delineated 55 wetlands throughout all of Bethlehem. In their Wetland Permit Application (Appendix 31), they noted approximately 90 acres of wetlands were delineated in three towns - Bethlehem, Whitefield and Dalton. This acreage represents 29.9% of the total land area surveyed (331.6 acres). In Bethlehem along the proposed above ground transmission line section wetlands ranged from less than 10 square feet to several acres. Some of the larger wetlands extend far beyond the ROW into a diverse matrix of forested, scrub-shrub, emergent, open water, and riparian habitat. All wetlands were not delineated beyond the ROW due to private landowner considerations and rights. Consultants assessed each wetland functionality based on 14 parameters outlined in the *Method for Inventorying and Evaluating Freshwater Wetlands in New Hampshire* manual.³

³ The *Method for Inventorying and Evaluating Freshwater Wetlands in New Hampshire* (NH Method) provides communities, conservation groups and professionals a practical method for evaluating wetland functions. Originally published in 1991, the NH Method was first revised in 2011 and updated in 2012 and 2013. It is currently being updated in 2015.

Table 7. Summary of Proposed Direct Permanent and Temporary Impacts by Town

Town/City	Permanent Impact Area		Temporary Impact Area	
	SF	Acres	SF	Acres
Allenstown	148	<0.01	93,207	2.14
Bethlehem	16,908	0.39	246,678	5.66
Bridgewater	50	<0.01	28,945	0.66
Bristol	64	<0.01	51,489	1.18
Canterbury	42	<0.01	82,788	1.90
Chester	0	0.00	9,935	0.23
Clarksville	101	0.00	80,594	1.85
Concord	501	0.01	319,701	7.34
Dalton	369	0.01	147,447	3.38

This table was copied directly from the Wetland Permit Application. It shows the total permanent and temporary impacts to wetlands throughout all of Bethlehem. SF = Square feet. The consultants classified four of these wetlands as high quality wetlands.

Based on our field assessment and review of submitted maps, wetlands were accurately delineated and documented. However, there are concerns with permanent and temporary impacts on all of these wetlands, particularly those which are part of perennial or intermittent streams and those that extend beyond the ROW boundaries. Many of the larger wetlands have active beaver populations and contain series of beaver pond systems. Disruption of these wetlands will not only affect the impact area, but also areas downstream, and in some cases upstream habitats.

Although temporary and permanent impacts on all wetlands should be assessed, we noted five significant Palustrine and Riverine wetland complexes which are a special concern based on the following:

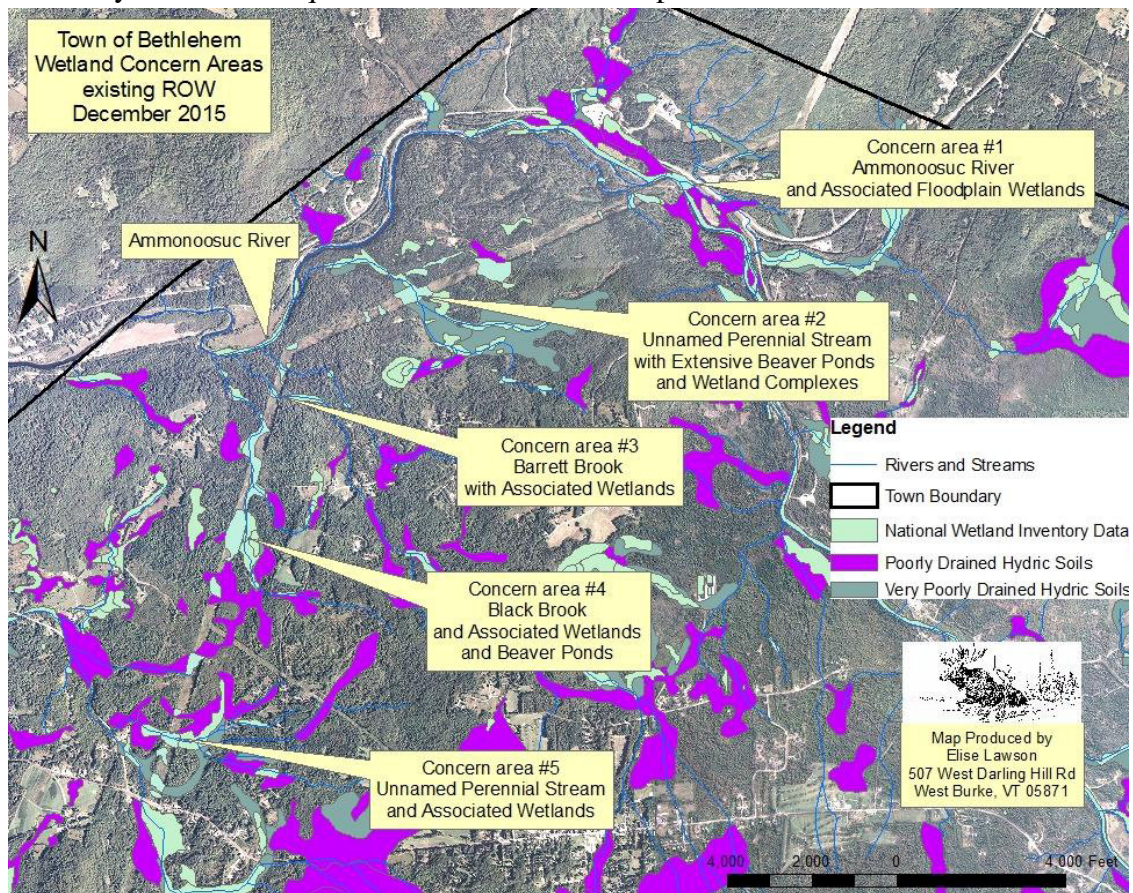
- Wetlands extend through and beyond the ROW. Impacts in immediate area will affect wetland diversity, quality and function downstream.
- Existence of perennial streams (three named and two unnamed)
- The flow of water all leads to the Ammonoosuc River with one of these wetlands being Ammonoosuc River and floodplain area

Based on field work and concern for wetland connectivity, water quality, and biodiversity, wetlands are shown on the map below and at the end of the report. They include:

1. **Concern Area #1:** Includes the Ammonoosuc River and associated floodplain wetlands. There are 1,765 acres of aquifer associated with this section of the Ammonoosuc River, wetland, and floodplain system. In 2006 the Ammonoosuc River was designated into the New Hampshire Rivers Management and Protection Program (RMPP). The Rivers Management and Protection Act of 1988 (RSA 483) established the RMPP based on a two-tier approach to river management and protection: state

designation of significant rivers and protection of instream values and local development and adoption of river corridor management plans to protect shorelines and adjacent lands.

2. **Concern Area #2:** Includes an unnamed perennial stream with extensive beaver ponds and wetland complexes – forested, scrub shrub, emergent and open water. The stream flows directly into the Ammonoosuc River. If water quality is degraded during construction it will directly affect the water quality of the Ammonoosuc River downstream.
3. **Concern Area #3:** Barrett Brook and associated wetlands. Barrett Brook begins along the north side of Mt. Agassiz and flows through the Town Forest. After crossing the ROW, it enters the Ammonoosuc River 1,000 feet downstream.
4. **Concern Area #4:** Black Brook and associated beaver ponds and wetlands that extend well beyond the ROW – diversity of forested, scrub-shrub, emergent and open water wetlands. Black Brook originates between Cherry Valley Road and Prospect Street. It flows directly into the Ammonoosuc River 2,000 feet after leaving the ROW.
5. **Concern area #5:** Unnamed perennial stream and associated wetlands. The stream flows into Baker Brook, which then flows into the Ammonoosuc River. There are nearly 79 acres of aquifers associated with this perennial stream.



Map of the larger wetland complexes all containing perennial streams. The map shows the location of the 5 areas identified with greater concern for wetland and adjacent upland impacts.

Concerns with both temporary and permanent impacts on all wetlands, but especially the five areas shown above are the following:

1. Road construction which will increase public access to some of these areas and could cut off aquatic connectivity
2. Loss of biodiversity not only to wetlands, but also adjacent upland plant and animal communities
3. Increased opportunities for invasive species to establish
4. Erosion and stream bank destabilization at the site, as well as sedimentation downstream in all intermittent and perennial streams
5. Aquifer degradation. Regardless of the size, all aquifers need special consideration to ensure good water quality now and into the future. Given the worldwide water crises we are experiencing, all aquifers should be considered potential drinking water sources.
6. Impairment of surface water quality in the stream itself and in the Ammonoosuc River downstream from the potential impact area



Open water, emergent, scrub shrub and forested wetland complex is found across the ROW, but also extends well beyond the ROW. It is part of a perennial stream named Black Brook. Black Brook has a series of beaver ponds associated with it. The perennial stream originates between Cherry Valley Road and Prospect Street, and has its confluence with the Ammonoosuc River in Bethlehem. It is a 37 acre wetland, most of which is adjacent to and throughout the ROW. Impacts to this wetland would be significant.

Wetland and Wildlife Assessment, Bethlehem, NH



Barrett Brook crossing the ROW. Barrett Brook originates on the sides of Mt. Agassiz, flows through the Town Forest, and has its confluence with the Ammonoosuc River all within Town boundaries. It is a healthy, cold-water trout stream.



The Ammonoosuc River in Bethlehem. This photo was taken from the Prospect St. Bridge upstream from the NP proposed crossing. The largest stratified drift aquifer in Bethlehem is under the Ammonoosuc River and surrounding area which could be impacted by the construction. The Ammonoosuc River has also been designated by the State of NH as a River of special protection.

If the project is approved to move forward, careful monitoring of the entire area is crucial to help minimize these effects on wetlands, upland buffers, surface water, and ground water quality.

Vernal pools

Vernal pools are distinct, often isolated, and important wetland types. Vernal pools provide essential breeding habitat for certain amphibians and invertebrates such as wood frogs (*Rana sylvatica*), yellow spotted salamanders (*Ambystoma maculatum*), marbled salamanders (*A. opacum*), and fairy shrimp (*Branchinecta lynchi*). These creatures depend on vernal pools as breeding sites because they are only temporary water bodies preventing fish and other aquatic predators from taking up residency. Reptiles such as Wood turtles (*Glyptemys insculpta*) also rely on vernal pools as an important feeding area in early spring. Vernal pools fill annually from precipitation, runoff, and rising groundwater, typically in the spring and fall. By mid-summer, however, these wetlands are typically dry, making them a dynamic system inhabitable to specifically adapted plant and wildlife species. For this reason many unique, rare, threatened, and endangered species are linked to this wetland type. They are common in New Hampshire, and the State recognizes their value as important habitat.

Unfortunately, we were unable to document vernal pools during the November 24 site visit. They were documented by NP consultants in May-June 2011. A summary of impacts on vernal pools is shown below taken directly from the Wetland Permit application.

Table 12. Summary of Direct Impacts to Vernal Pools by Town

Town	Permanent Impact (SF)	Temporary Impact (SF)
Bethlehem	0	606
Chester	0	0
Deerfield	0	4,595
Dixville	0	510
Dummer	0	787
Lancaster	0	167
Londonderry	1,188	0
Millsfield	0	425
Northumberland	13	492
Pittsburg	0	2,213
Stark	7	2,208
Stewartstown	0	1
Whitefield	0	53
Total (SF):	1,208	12,056
Total (Acres):	0.03	0.28

The four main concerns regarding impacts on vernal pools are:

1. It is very difficult to assess the effects of temporary impacts on vernal pools. Based on the field inventory, there are likely many vernal pools in the ROW and work could impact them for longer than projected.
2. Vernal pools were only documented during one season. Based on a four year study done by Watershed to Wildlife, Inc., John and Elise noted a wide variance in hydrology in many of the vernal pools inventoried over the four years. Some may have been missed, or more likely the reported size could be incorrect.
3. It is also important to assess the upland buffer around vernal pools to determine the effect on the species that not only breed in the pool, but also live most of their lives in the surrounding upland and wetland areas.
4. There could be permanent impacts if work on the transmission lines occurs during the breeding season or during time when the egg masses, insect larvae, crustaceans, tadpoles, salamanders, etc are developing and require the water level to be undisturbed for a period of time.



Vernal pools are a subset of wetlands with unique characteristics that support specialized sensitive species, whose existence relies on adjacent uplands as well as the vernal pool. Although not confirmed because of the time of year, there is a probable vernal pool adjacent to the Alder shrubs in the middle of the ROW.

Stratified-Drift Aquifers

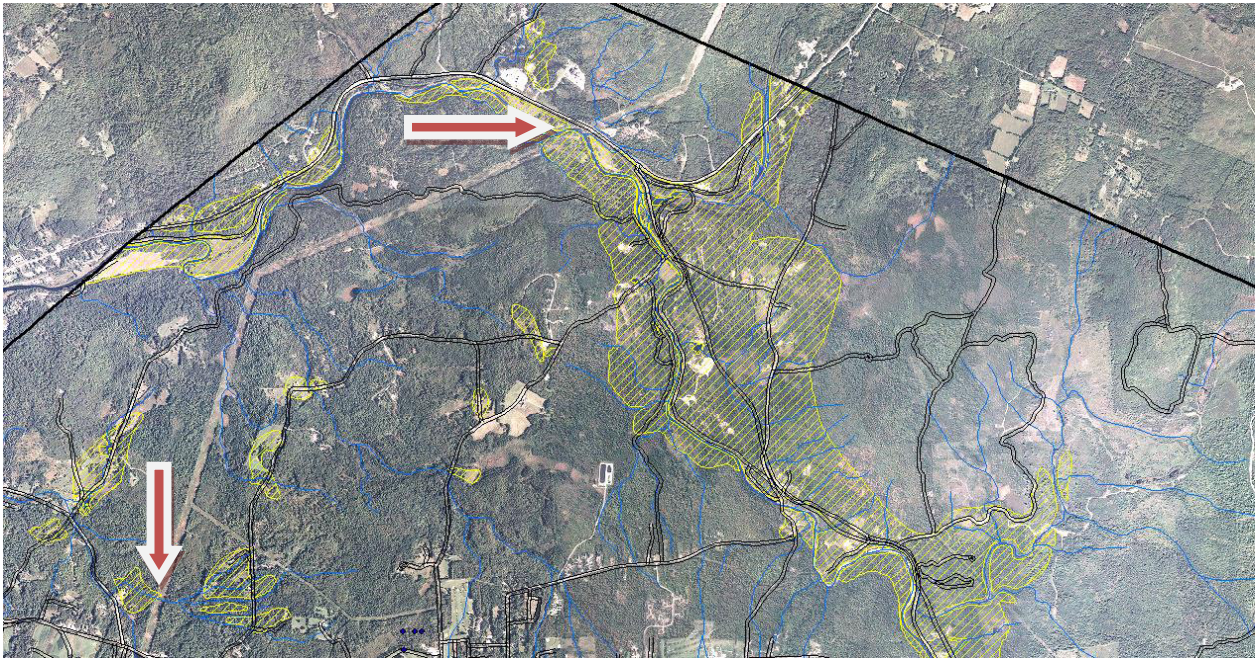
There are three types of groundwater aquifers: Stratified-drift; till; and bedrock. The basic difference is that stratified drift and till aquifers are composed of unconsolidated glacial deposits (loose earth materials), while bedrock aquifers are solid rock. In stratified drift aquifers, the materials are sorted sand and gravel. In till aquifers, the material is a gravel, sand, silt and clay mixture. Bedrock aquifers contain fractured rock. Stratified-drift aquifers are an important source of ground water for commercial, industrial, domestic, and public-water

supplies in the State of New Hampshire. Approximately 14% of land surface in the State is underlain with stratified-drift aquifers.

Wells used by communities and private landowners draw groundwater from aquifers. The stratified-drift aquifers represent the greatest potential groundwater source for the Town of Bethlehem. These aquifers contain potential usable water sources for municipal purposes and should be protected to insure their future quality and availability.

Approximately 6,175.7 acres (9.7 mi²) or nearly 11% of the area of Bethlehem is underlain with Stratified-drift aquifers. The majority lie along the Ammonoosuc River, with smaller ones along Barrett, Baker, and Black Brooks. In Bethlehem the majority of aquifers are made up of sand material with a small amount containing glacial till material. Stratified drift aquifers consisting of sand material tend to be more porous and have a higher potential for quicker transmissivity and recharge. Bethlehem is fortunate to have these potential drinking water sources. Runoff, erosion, and soil compaction from this proposed project could all contribute to degradation of water quality in these aquifers.

The map below shows two specific areas where aquifers could be degraded during construction of the transmission lines. The northern proposed project area is along the Ammonoosuc River, which is part of the largest aquifer in Town.



Aquifers (shown in yellow) are found mostly under the Ammonoosuc River, but also under some of the smaller perennial streams on the southern part of the proposed above-ground transmission lines in Bethlehem. The aquifer in the northern portion of Bethlehem, shown with the upper arrow, is part of the largest aquifer in Town.

Wildlife

All living things need food, water, cover, a space to survive, and a place to raise their young. The area where an organism lives and meets its basic needs for survival is called its habitat. Different species often have different requirements for their habitat. With increasing development by humans, habitats are rapidly disappearing and becoming less able to support life. Habitat loss is considered to be the number one cause in species decline.

The diversity and abundance of wildlife is directly correlated to the diversity and richness of habitat, plant community types, and vegetation. The Town of Bethlehem contains diverse and unfragmented wildlife habitat, in part due to the White Mountain National Forest, and in part thanks to the Town's Master Plan.

The concern for wildlife with the proposed project by Northern Pass is primarily the displacement of many wildlife species during construction. During the November 24, 2015 site visit, most of the existing poles had been marked by black bear. Fur, bite marks and/or claw marks were noted on all random poles examined. Deer and coyote sign was also abundant. Due to the time of year and weather condition, bird surveys were not completed.

Many wildlife species tend to follow the edges of wetlands and streams. The five largest complexes noted above, all cross the existing ROW. It follows that further development of the ROW will cut off travel along these wetlands and streams, at least temporarily, and possibly for long periods of time. Moreover, improvement of roads into the area will increase the likelihood of people driving along the ROW which will further impact wildlife negatively.



Black Bear often mark wooden poles along powerlines. This photo was taken along the ROW in Whitefield NH during field work of an NRI.

Christmas Tree and Garland Businesses

Separate from natural resources, but another important consideration was discovered during the November 24, 2015 field work. Elise and John met two separate Christmas tree managers. They were working within the existing ROW cutting balsam fir trees and bows for sale. These products were selling as far south as Florida. One man discussed that he had been managing Christmas trees under the powerlines for nearly 15 years. He spends the summer and fall trimming, and then has a busy November and December cutting trees and bows for sale. He was concerned about his business with the construction of Northern Pass, which would run directly through the trees.

CONCLUSION

Based on our recent and past fieldwork in Bethlehem, and GIS analyses, we believe there could be substantial negative impacts from proposed construction along the transmission line ROW through Bethlehem, New Hampshire. The extent of the negative impact on all types of wetlands and vernal pools cannot be determined without comprehensive studies to provide science based data on several environmental components that make up the rich diverse matrix of the area. Because the project is so extensive throughout the North Country, the cumulative effects of this work could be quite detrimental to wetlands, wildlife habitat and wildlife movements. If the project moves forward, at minimum, there should be careful monitoring by a biologist to ensure best management practices. The monitoring should continue for at least 3 to 5 growing seasons until the area has stabilized with a goal of revegetation with native, non-invasive species, good water quality, and no erosion.

Town of Bethlehem
Wetland Concern Areas
existing ROW
December 2015

Concern area #1
Ammonoosuc River
and Associated Floodplain Wetlands

Ammonoosuc River

Concern area #2
Unnamed Perennial Stream
with Extensive Beaver Ponds
and Wetland Complexes

Concern area #3
Barrett Brook
with Associated Wetlands

Concern area #4
Black Brook
and Associated Wetlands
and Beaver Ponds

Concern area #5
Unnamed Perennial Stream
and Associated Wetlands

Legend

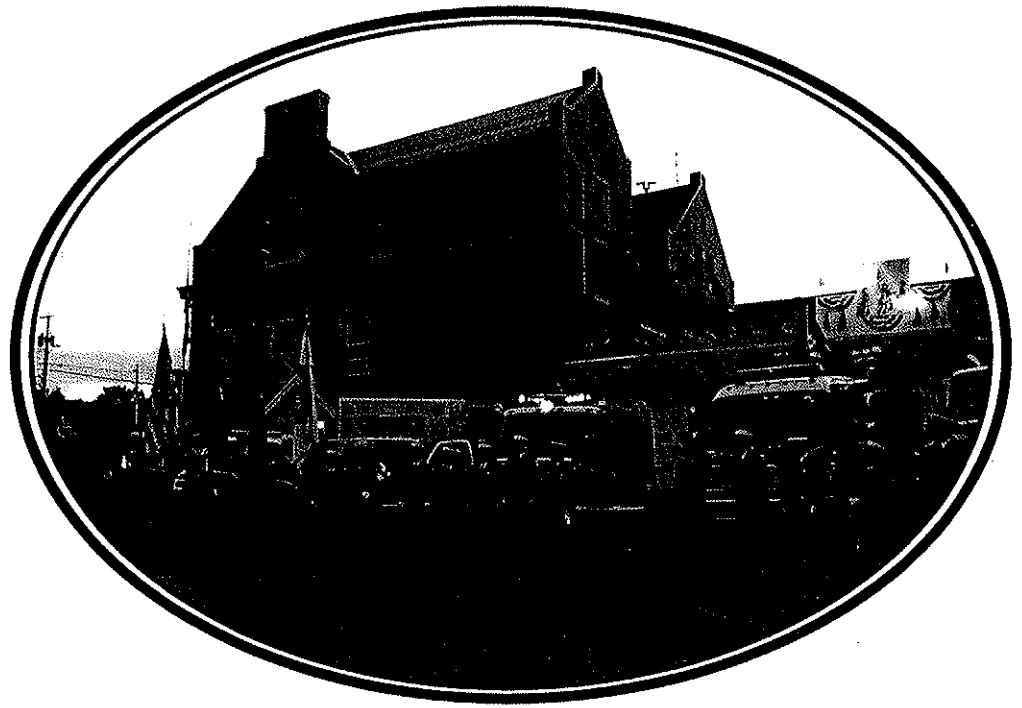
- Rivers and Streams
- Town Boundary
- National Wetland Inventory Data
- Poorly Drained Hydric Soils
- Very Poorly Drained Hydric Soils



Map Produced by
Elise Lawson
507 West Darling Hill Rd
West Burke, VT 05871

4,000 2,000 0 4,000 Feet

2011 Annual Report



**Town of
Bethlehem, New Hampshire**

Selectman Fiorentino and carried.

Chairman of the Library Trustees, Joyce Tucker moved to correct a typo in the Warrant Article by deleting the word "non" referring the Capital Reserve Fund. The motion was seconded by Pat Doughty and carried.
Article 22 will appear on the ballot as amended.

382 YES

241 NO

Article 23: To see if the Town will vote to raise and appropriate the sum of Eight Thousand dollars (\$8000.00) (this is a \$1000 reduction from 2009) for the purpose of providing live musical entertainment, free to the public, be held at the Bethlehem Gazebo in 2011. (This is a Warrant Article submitted by petition.)

Chairman Lovejoy moved to place Article 23 on the ballot. The motion was seconded by Carol Hammarberg.

Jeanne Robillard moved to amend Article 23 by deleting the words "free to the public....." The motion was seconded by Selectman Fiorentino.

Moderator Miller requested a vote on the amended Article. The amendment passed with a vote of 21-18 and will appear on the ballot as amended.

Phyllis Oliveira moved to restrict reconsideration on this Article. The motion was seconded by Selectman Ubaldo and carried.

377 YES

248 NO

Article 24: To see if the Town will vote to register and disseminate to all concerned its objection, opposition and commitment to stop the construction of any portion of the 1200 Megawatt High Voltage Direct Current Transmission Line in the Town of Bethlehem as presently proposed by Northeast Utilities, NStar and Hydro-Quebec since such a huge scar constructed and erected through and above the Town's treasured residential and scenic private properties will cause inestimable damage to the orderly economic development of the Town, its economy, and the health and well being of its residents; or to take any action relative thereto. (This is a Warrant article submitted by petition.)

Chairman Lovejoy moved to place Article 24 on the ballot. The motion was seconded by Selectman Fiorentino.

Selectman Culver stated that he is concerned with the wording "or to take any action relative thereto". He stated that this leaves the impression that there are legal ramifications.

Sandy Laleme proposed and moved the following amendment to Article 24. "To see if the town will vote to inform the New Hampshire Public Utilities Commission and our elected representatives our objection to the construction of any portion of the 1200 Megawatt High Voltage Direct Current Transmission Line in the Town of Bethlehem as presently proposed by Northeast Utilities, NStar and Hydro Quebec since such a huge scar constructed and erected through and above the Town's treasured residential and scenic private properties will cause inestimable damage to the orderly economic development of the Town, its economy, and health and well being of its residents."

The motion was seconded by Carole Hammarberg and carried.

Moderator Miller noted that Article 24 will appear on the ballot as amended by Sandy Laleme.

Pat Doughty moved to restrict further reconsideration of Article 24. The motion was seconded by Carole Hammarberg and carried.

399 YES 218 NO

Article 25: To see if the Town will vote to adopt the provisions of NH RSA 72.61 through RSA 72:72 inclusively, which provide for an optional property tax exemption from the assessed value, for property tax purposes for persons owning real property, which is equipped with solar energy systems, wind-powered energy systems or central wood heating energy systems intended for use at the immediate site. Such property tax exemption shall be in the amount equal to 100% of the assessed value of qualifying equipment under these statutes up to a maximum of \$25,000 for each solar system, wind-powered energy system or central wood heating energy system.

Passage of this article will not result in higher taxes for anyone. (This Warrant article was submitted by petition.)

Chairman Lovejoy moved Article 25 to be placed on the ballot. The motion was seconded by Selectman Fiorentino.

There was lengthy discussion on this Article.

Pat Doughty stated that he did not agree with this article as it will reduce one persons taxes and raise everyone elses.

David Van Houten stated that this Article is an incentive for people to save energy.

Dan Ingham stated that in this area there are a lot of people who heat with wood. People should not get a tax break just because they heat with wood. He moved to delete the wording "central wood heating" and to include the wording in the third line of the Article "for residential property" from the assessed value..... There was no second to the motion.

Julian Czarny stated that the taxes lost from this Article result in taxes being collected from somewhere else.

Don Lavoie stated that residents are not given a tax incentive because they heat with pellet stoves or wood stoves

Pat Doughty moved to amend the Article to read "will vote not to adopt". Sandy Laleme seconded the motion.

Pat Doughty stated that he feels that this is a Planning Board issue and everyone should go before the Board for due process.

Don Lavoie stated that this Article had originally come before the Planning Board and the petitioner was advised that tax issues are not within the jurisdiction of the Planning Board.