

Newbury Update is published by the Town of Newbury to offer residents a view of the town government operations and activities. Copies are available at the town office, library, transfer station and old town hall, but you're encouraged to get your copy at the town web site: www.newburynh.org or to receive a copy via e-mail, send your request (and any comments or suggestions) to: newburyupdate@gmail.com.

This is a special supplement to *Newbury Update*, devoted to four projects in town:

- >>> **Town Center Visioning Sessions**
- >>> **Pedestrian Improvements Project**
- >>> **Fishersfield Park**
- >>> **New & Revised Town Ordinances**

Note to e-mail subscribers: Since this edition includes artwork, you are receiving it in two files – one text and one artwork.

Saturday, Nov. 3 – 9-11 a.m.
Newbury Town Office

It's two hours of your time, and it's your chance to add your input to the future of land use in Newbury.

The planning board is holding this public forum to review and discuss the issues, goals and recommendations from the draft Land Use chapter for the master plan update.

Refreshments served to facilitate discussion.

Copies of the draft issues, goals and recommendations from the draft Land Use chapter are available to pick up in the town office, or can be found on the town website: newburynh.org (on the page 1 bulletin board, click 'Newbury Master Plan Update Public Forum, Nov. 3, and page down past the notice).

Now's the time to participate. Early next year the planning board will hold a public hearing and then consider its adoption of the updated master plan.

Town Center Visioning

At the March 2007 town meeting, voters approved purchasing the 1.6-acre Camacho parcel abutting the Bald Sunapee property. That gives the town roughly eight contiguous acres. At the same meeting, matching funds for a NH DOT grant were approved for a sidewalk and other pedestrian improvements in the town center.

To get public input on how the land might best be used over time, Patricia Sherman, an architect and Newbury resident, was hired to facilitate 'town center visioning' sessions.

In preparation, Sherman reviewed certain information – the town's capital improvement programs, updated chapters of the town master plan, and maps, topo and wetlands data on town-owned land. She then made graphic displays of the town center for talking points.

The visioning sessions were very interactive, with many ideas presented and debated on a number of topics.

Parking Matters

At the first two public sessions, three dozen people took part; the number dropped to nearer a dozen at the third. From the first session, parking was a big concern for both existing and future town uses, so Sherman looked at how best to maximize parking and presented her ideas at the final session (see page 6 illustration).

One of Sherman's presentations was an analysis of the commercially zoned section of Rte. 103 in the town center. She pointed out that the area from just south of the harbor easterly to the 103/103A intersection has all of the elements that attract development – natural beauty and heavy and growing tourist traffic. There is also the inevitability of growth, and Newbury's challenge, she said, is to provide a path to guided growth to retain the town's rural character.

Summary: Long-range Flexibility

The illustration included here and presented at the third and final visioning session, was in response to the input received. It still, Sherman said, offers more flexibility in implementation, which is important in any long-range plan.

In the summary of her report, Sherman wrote: "The proposed plan dated 8/25/07 [included here] and this report stand as a methodology for planning a town center rather than a fixed plan for future use. The visioning sessions recorded the interests of the town and showed how disparate views can be accommodated and how parking problems can be solved without sacrificing the historic, rural and unique environmental characteristics that make up the Town of Newbury."

(continued)

Town Center Visioning

(continued from page 1)

The following is commentary regarding each of the plan's elements, identified with their corresponding letters on the illustrated plan, from Sherman's submitted report.

A. The town offices have been recently expanded and should accommodate growth for quite a while.

B. The library may need expansion space in the near future. Given site constraints, the only area that can be used for expansion is the land directly to its east.

C. Changing the present diagonal parking scheme to a head-in style and adding another row of parking to the north increases this parking area from 16 to 38 cars. A path from this area to the new sidewalk would add to its usability and improve handicapped access to the Center Meeting House.

D. The new parking area shown at this location would add approx. 33 spaces and could be accessed both via Fishersfield Road and through the lot at C. This lot could also be used for visitors to the town with a path and signage. It could begin as simply a graded area for overflow parking. It uses a corner of Center Meeting House property.

E. This building represents a possible one-story expansion for the library of about 1,200 sq. ft., which would increase the library's area by about 40%.

F. This is the mapped wetland area, and adds to the rural character of the property.

G. Represents the 75-foot setback from the wetland that is called for in the town zoning ordinance.

H. This is the site for the 10,000 sq. ft. Velie Memorial playground. The plan shows two bridges which connect the playground across the wetland to parking C and allow walking trails to enjoy the wetland habitat.

I. Walking trails would be included in this plan to enhance the use of the property.

J. Represents a gazebo as an aesthetic feature, resting space, and focal point for entry drive and parking between L and M.

K. This is a small area for possible formal rather than naturalized plantings.

L. Potential site for police station. The CIP indicates the station will probably be the next public building that is needed as its present quarters are cramped and not in line with police standards. It could have a front entry (facing west) making the police more accessible to the community and a rear entry for police business more suitable out of the public view.

M. This is a future building site. It could be used as a location for the Veterans' Hall if it was moved from its present location. It could be left open for the farmers' market along with site E for the present time.

N. Future building site. This portion of the property has challenging topography. It would need site work to make its use efficient so is best left alone until the entire site is needed.

O. The Veterans' Memorial Hall was deeded to the town in commemoration of all veterans. It is structurally sound but to date lacks a viable function. It has no utilities except for rudimentary power and the fire dept. uses it as storage. It sits on granite foundations, with the exception of the front porch, and has second-floor space which is not accessible at present but might be in the future. The building can easily be relocated if the town desires.

There are issues with this building. If it is to be used, it needs major interior renovations including plumbing which requires a septic system. That system cannot go on its own site, as it is too close to wetlands and ponds. The septic system installed for the library and town office was designed to accommodate this building but the sewer lines would have to be tunneled under Rte. 103, a costly item. The present parking is limited for additional uses. The third issue is the use of this building as a veterans' memorial. Its function as a veterans' memorial could be maintained with its name, appropriate memorial plaques inside or outside the building, or similar. If the building is moved this could still be accomplished.

There was talk of moving it across the road by the library (site M, for example) for use as a community center, meeting room, and maybe add kitchen/bathrooms (which could also be used for playground).

P. The existing safety services building occupies an ideal site for accessing all parts of Newbury, but the building does not presently meet current NFPA requirements for fire depts. as to size and functions of its interior layouts. The site for the fire dept. is not expandable as it borders wetlands. The relocation of the police dept., which currently shares space there, will alleviate some of the interior functional problems and should allow this site to work for the fire dept. in the near future.

This graphic also shows the existing parking, between the safety services building and Vets Hall off Rte. 103, screened by vegetation, as proposed for the sidewalk project.

Q. The Center Meeting House's architecture, location, setting and anticipated use, once again, as a meeting house, anchors the town in its historical roots. When the meeting house activities begin, after the renovation is complete, areas C and D might serve its parking needs

[The illustration also shows the sidewalk location, but the positioning of the trees shown is no longer accurate.]

The visioning sessions were held to generate ideas and other perspectives on ways to use the town-owned land in Newbury's town center. The report has been presented to the selectmen for their consideration as they address future needs of the town. As ever, any proposed action would be presented to town meeting for deliberation and voting.

The planning board is also using the report from the visioning sessions in updating the Land Use chapter of the master plan.

Newbury Harbor Pedestrian Improvements Project

Town awarded a NH Dept. of Transportation enhancement grant for pedestrian improvements in the harbor area, including a sidewalk that will connect the Camacho property westerly to the town's dock, gazebo, information booth and historic caboose. The town hired engineers KVP partners and landscape architects Gates, Leighton & Associates to do the project design.

To facilitate its work, the sidewalk design team did topographical mapping and surveying for the Rte. 103 corridor in the town center area.

The sidewalk design was tied in to the visioning sessions as the vendors' contract with the town required interactive public sessions in their design process. Representatives of the firms attended visioning sessions and gathered public input which was incorporated in their work, which has also had ongoing review by selectmen.

Because of the state funding, and given the sidewalk is within the state's right of way, the state must also approve the plans. Both the Depts. of Environmental Services and Transportation are involved.

The following bullets provide a summary of the project and it status at press time. As a result of citizen concerns from visioning sessions and input from selectmen, modifications have been made from earlier designs. The design in and around the harbor area in particular reflects local input.

- o From the centerline of Rte. 103, there will be an 11-foot vehicle lane with a 5-foot shoulder that could accommodate bicycles, a granite curb along the edge of the roadway, and a 5-foot sidewalk. Trees will be spaced along the sidewalk on the non-street side.

- o There will be some 2,000 ft. of new sidewalks with a surface of washed aggregate concrete.

- o Intersection at 103/103A modified to improve pedestrian safety. Designers would like to narrow the pavement there and make it a sharper curve onto 103A, which would shorten the crosswalk to the island, but the state has some concerns to be addressed, including accommodating large trucks.

- o minor roadway realignment to provide adequate room for sidewalk at the retaining wall as you approach the harbor area (below Frost Top)

- o pre-engineered pedestrian bridge, at culvert just before harbor parking lot. On Oct. 1 borings were completed for the footbridge foundations. Final touches on the bridge design are under way with the landscape architects and structural engineers.

- o reconstruction of existing parking lot at harbor, to create an entrance and exit for one-way traffic flow. Parking spaces will be slanted, with their number reduced from 22 to 13.

KVP will also ensure that fire trucks can still get in there to draw water from the lake.

Plans lakeside call for shrubs instead of trees, and a sitting area with benches down by the lake, to keep the view of the lake unobstructed. Lakeside area will have river stone paving to break up the concrete, and planters with seasonal plantings.

A slight berm with low shrubs on the roadside of the harbor parking area will soften the view of parked cars as you look toward the lake, carrying the eye past the cars to the lake itself.

- o crosswalk across Rte. 103 from the harbor will be moved slightly and might be textured for higher visibility.

At the visioning sessions there was much talk about where people walk as regards the crosswalk and footbridge positioning and other harbor features. In the end safety largely won out, the vendors stating they are trying to create a safe, defined system for the majority, and at least provide a safe alternative even if all don't use it.

- o Ornamental lighting, it was decided, will be with antique-look fixtures, possibly using solar lighting. It was noted that carriage lights will keep down the light pollution and will probably also keep down the speed on the road at night.

Instead of a row of ornamental lights, there now will be pockets of lighting in key areas, especially at the harbor, the 103/103A intersection and by the town office. Lights might be shut off at a reasonable hour. The designers pointed out there will be a different distribution of light than currently, and probably less because the lights on the utility poles would be removed.

- o Trees will be planted on the backside of the sidewalk, spaced based on the lighting pattern. The trees will grow and enclose the roadway to visually narrow the corridor and slow traffic.

- o There will be streetscape elements, e.g. benches and trash receptacles.

There is also a plan for a 'landscaping island' to screen the existing parking area just off Rte. 103 between the safety services building and the Vets Hall.

With many of these elements the designers are trying to provide a corridor with definition – such as lighting and plantings – that will reduce the visual width of the street to slow traffic down. They are referred to as 'traffic-calming' devices.

As discussed at town meeting, there will be no maintenance of the sidewalk in winter.

Drainage project

Since the project's start KVP has continued to work with Alan Hanscom, DOT district engineer, on drainage and overall design for NH DOT review. DOT is already working on building new runoff treatment by the harbor in a cooperative effort with the town and LSPA. Any other plan elements that might impact lake quality are being addressed by the vendors with DES. Elements of the plan for the harbor area should improve the protection of the lake water quality, particularly as to drainage and runoff, over the existing situation.

KVP is also checking with the state DOT on the possibility of having parking available on the opposite shoulder of Rte. 103. It would add more official parking spots to the area and also serve as another traffic-calming element.

Awaiting state approval

The designs are now with the state for approval, which is expected around the end of October. The plans would then be finalized, perhaps by the end of November.

Town administrator Dennis Pavlicek said we would then be ready to go through bid process this winter and hope to award the contract by the end of March. Other projects in the DOT grant queue aren't as far along, so Newbury might well be able to get its funding earlier than originally planned, and work might be able to begin next summer.

Town Ordinances

Police Chief Robert Lee started out reviewing and updating the town's ordinances, then realized the town would benefit from a standardized format for them. We now have organized ordinances that are both more understandable and enforceable.

The ordinances are divided into five categories: traffic, animals, alarms, fireworks and public conduct (noise). Chief Lee describes them as "quality-of-life issues," about which the police dept. receives the most reports, so they needed the most attention soonest.

The chief is continuing his review for other outdated and vague sections of the town ordinance, though he points out most of the others deal with administrative functions of the town and are less critical in the day-to-day operations of the town.

The new uniform format outlines each individual regulation, each chapter including a statement of purpose, definitions and specifics on what is being regulated. Also listed are any exemptions, penalty descriptions, and the manner in which fines shall be paid.

Public hearings on the revisions and additions to the town ordinances were held July 16 and Aug. 27 and input resulted in some changes. On Sept. 10 the selectmen voted to enact the final version.

Following is a very brief overview of the sections, but you need to read the full text of those that might apply to you – if you own or care for a dog, have or plan to get an alarm system, plan to use fireworks or firecrackers, etc.

Ordinance copies (read only) are available at the town office, police dept. and on the town and police websites: newburypd.org and newburynh.org.

Animals

This section establishes standards for the control of animals in the town and regulates specific activities. As before and per state RSAs, dogs must be licensed. The changes to the animal ordinances include paying fines if a dog runs at large, or if it is a nuisance, menace or is vicious, each of which is defined in the ordinance. Read it for details on barking dogs, and keeping the dog in control and out of trouble. Restricted areas in town where dogs are not allowed are identified, as are areas where a leash is required. There are also guidelines about removing dog feces – and being prepared to do so when walking a dog.

Penalties are in place for infractions, and any dog found at large or unrestrained within the town may be restrained and impounded.

Alarms (Fire, Security, Medical)

This section establishes standards for the control of alarm systems in town and provides guidelines for their operation and use.

The only real change is a requirement to register your alarm, in the form of a free permit, before installing and turning it on. It's meant to eliminate alarm calls the police and fire departments receive without any information on file, including contact names, system locations, shutoff instructions, even the alarm's purpose.

Security and fire alarms must conform to standards set forth in state law, and by the National Fire Protection Assoc., National Electrical Code and International Building Code.

The police chief issues permits for burglary, holdup or intrusion alarm systems, the fire chief issues them for fire, smoke or medical alarms.

There is an annual service charge for each master box connected to the municipal circuit.

Not having a permit will result in a penalty. There are also penalties assessed for multiple false alarms, to try to control the increasing number of false alarms from 'central station' fire alarm systems.

This section of the ordinance has been updated for current code with up-to-date criteria and includes much information about general requirements for installations, liability, pull stations, audible signal devices, wiring, control panels and the like.

Note that the fines charged for multiple false alarms are effective immediately, because fines in this category existed before; the permitting requirements are being phased in.

Fireworks

All fireworks and firecrackers used anywhere in town will need a permit from the fire chief or designee. For the purpose of this ordinance, fireworks are described, in brief, as any flammable object that shoots up at least 5 feet and/or explodes with a report (the ordinance contains a more thorough definition). Read the fireworks section if you even think it might apply to such activity you might be planning, because violations carry a fine of \$250 each.

Public Conduct – Noise

This is essentially a new set of regulations, created to establish standards for the control of noise and noise disturbances in the town and prohibiting specific activities during designated times. Previously there was only a vague reference to noise, with no clear guidelines to make it enforceable, and no penalties.

Some of the ground covered in this section:

A noise disturbance – defined as any sound created or allowed to continue...which annoys or disturbs a reasonable person of normal sensitivities – is generally prohibited between 10 p.m. and 6:30 a.m. Sunday to Saturday, and 10 p.m. Saturday to 10 a.m. Sunday. Some exceptions are noted in the ordinance. Violations carry a fine of \$25 each.

Unnecessary noise from motor vehicles is also dealt with, and includes restrictions on the use of compression braking, commonly known as the use of 'jake brakes.' Each violation of this provision brings a \$100 fine.

Exempt from noise-level regulations are such things as emergency vehicles; emergency maintenance work by the town, state or public utility, such as snow removal operations, and others.

Traffic

All traffic laws have been consolidated with the name, purpose, definitions, restrictions and penalties. Residents are reminded that the speed limit on every town road is 30 mph unless otherwise posted. Certain town roads are posted for 25 mph, which is enforceable by town ordinance. In the case of these 14 roads, the residents came forward to request the lower speed limit to selectmen, a public hearing was held and the request was reviewed by the highway safety committee.

Other topics covered are obstruction of streets and sidewalks, traffic control devices, prohibited parking areas, winter parking, and other general traffic regulations, and associated fines for violations.

Fishersfield Park

The town's 94-acre Fishersfield Park on Old Post Rd. has really taken shape since spring. KA Stevens & Son of Newport has moved expeditiously through Phase 1 of the plan under the guidance of Selectman Dick Wright. They worked from a basic plan laid out a few years ago by Harry Seidel and Eckman Engineering, but had to restructure parts of the original plan and postpone some elements due to financial constraints. When they discovered they couldn't zig, they zagged, and stayed on course and in budget.

WHERE THINGS STAND NOW (letters track to adjoining plan)

A. Multi-use athletic field, 210' x 360'. The latest step was two feet of screened fill, grading and placement of screen loam with seeding and mulch.

B. Tennis courts have been graded out and spread with small stone. All that's left to do is final grading and application of finish materials and paving with asphalt, to be done next year if town meeting approves the funding. Clay was considered but maintenance is costly and difficult.

The basketball and volleyball courts were originally located at site B, but when the playground was relocated to the Bald Sunapee property, those courts took its old location, freeing up this space for the tennis courts.

C. Basketball court, which will be graded by the highway department.

D. Volleyball court is ready to go as a sand court.

E. Service/storage building, for maintenance and storage. Turned from original plans due to ledge, but still has crawl space underneath for additional storage. Drainage work and concrete foundation are done. An artesian well has been dug and pipes, plus sleeving for electrical lines, laid in to the building's basement by Digger Day's.

From three bids received, selectmen chose Hayes and Hayes of Wilnot to construct the 24'x36' wood building with a porch. The target completion date is mid-December. An area for a potential snack bar is included. The building will ultimately have wheelchair-accessible bathrooms if funding is approved.

F. Access road is completed, including three culverts, and the gravel laid. There is no current plan for paving.

G. Parking lot is done, graded, with a final installation of hardpack

H. Parking lot is done, as above.

I. Handicapped parking is done, as above.

J. Extension of access road, leads up to area of proposed second field. Highway dept. will ditch and crown the extension up to the area of the field and additional parking lot for 40-50 vehicles. Stumping, stripping and filling of wetland area has been done as well in preparation for the town garden area.

Fill is still needed up there, and the highway dept. will continue bringing it in from its work around town. The permit from the state DES that allows the filling of the wetlands for this use has a deadline of June 2008.

K. Covered bridge. A section of the Farmstead Trail crosses the access road and leads toward the pond; en route it crosses a seasonal stream, over which a covered bridge is proposed. It would be built of wood from the site, 20' long, 8' wide and 8' high. The only anticipated cost will be roofing for the bridge, the rest is planned to be done with volunteer work.

Wright reports they are looking for hemlock logs to cut for the bridge, as there are not enough on site.

The pond – which needs naming – has yellow perch and blue gill sunfish. It's a tranquil spot and currently has two picnic tables on its shore.

L. Stone walls are being rough-built by the highway dept. with stones from site work, one placed along the left of the entrance road and a second diagonally across the space from the right of gate.

M. Gate will be placed here, just beyond the parking lot, and will be closed across the road and locked at night, allowing parking in the lot and pedestrian access into the park, but preventing vehicle access at night. Gate to be installed by highway dept. The police chief has agreed to have his department lock the gate at the end of every day.

Footpaths are planned from parking areas to and between the various recreation areas. In August KA Stevens & Son finished some preliminary landscaping, including seeding the big field and other areas. Some wildflowers have been planted around the site. Landscaping will be an ongoing process.

PLANS FOR THE NEXT PHASE

Items on the list for possible inclusion in Phase 2 work at the town's park:

- finishing the second field for baseball
- finishing the community garden area (with possible relocation of greenhouse from Bald Sunapee site)
- parking lot by the upper field for 40-50 cars
- equipment for the sports fields
- field irrigation system and water storage tank (possibility of running a water line from the transfer station)
- water pump, septic system and electricity for the storage building
- pave basketball and tennis courts
- netting around basketball, volleyball and tennis courts
- covered bridge roofing

TRAILS

For some three years now, Chuck Crickman has been blazing and grooming trails throughout the park, with seven completed so far and marked with signs. The to-date total of 3.5 miles of trails loop and overlap. Trail maps are available at the town office, the library and in a box on the Fishersfield Park signpost at the entrance.

The map highlights special features such as remnants of an old farm – animal pens, cellar holes, stonewall sheep path– as well as natural highlights including overlooks, whale rocks, a deer stand, birch forest, boulder field, boundary stone walls, high cliffs, and an ancient tree.

TOWN FOREST

Still to be worked out with the conservation commission is the boundary between the park and the town forest, which the commission will oversee for wildlife management, conservation and future timber harvesting to maintain a healthy forest.

WITH NEWBURY'S THANKS

Wright reports there have been offers of pro-bono work as well as donations. Among those received to date:

- o KA Stevens and Son of Newport, \$8,000 donation of work
- o Barry Caravan, labor for plumbing work to be done
- o Wrightway Landscaping, timber cutting for bridge
- o Digger Day's, price break on digging well
- o Harry Seidel, Alae Design
- o Eckman Engineering, \$30,000 worth of engineering plans