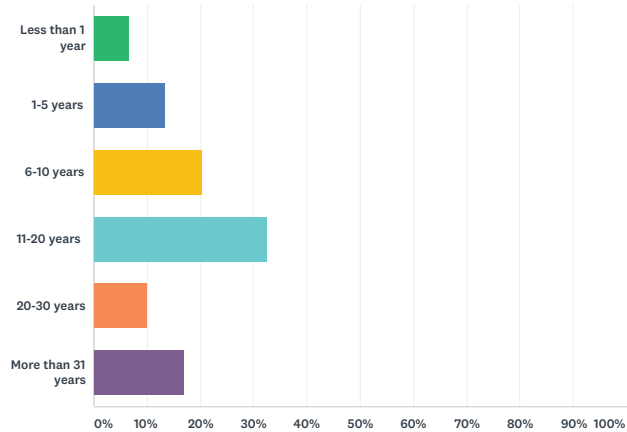


## APPENDIX A: PUBLIC OUTREACH RESULTS

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Q1 How long have you lived in Salisbury?

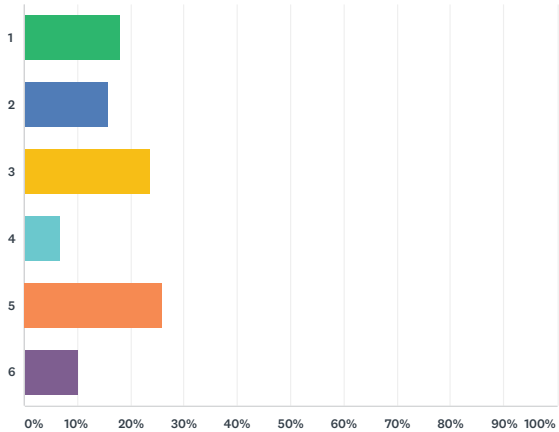
Answered: 89 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 1 year	6.74%	6
1-5 years	13.48%	12
6-10 years	20.22%	18
11-20 years	32.58%	29
20-30 years	10.11%	9
More than 31 years	16.85%	15
TOTAL		89

Q2 Please indicate which Area of Town you live in using the appropriate Area number on the map below.

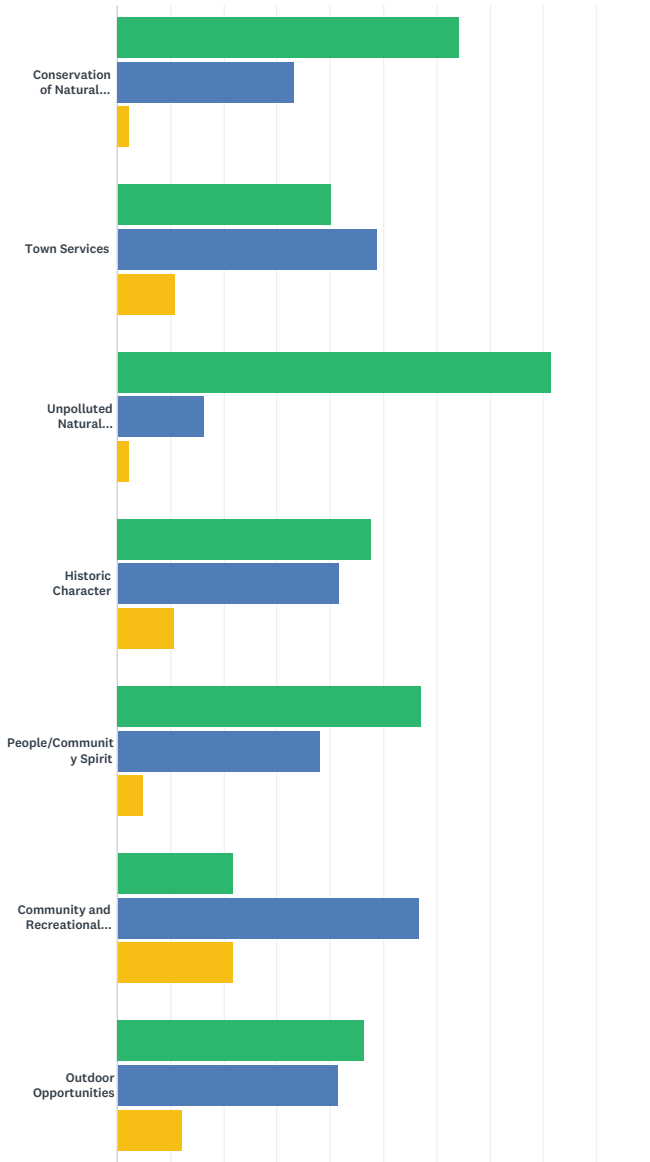
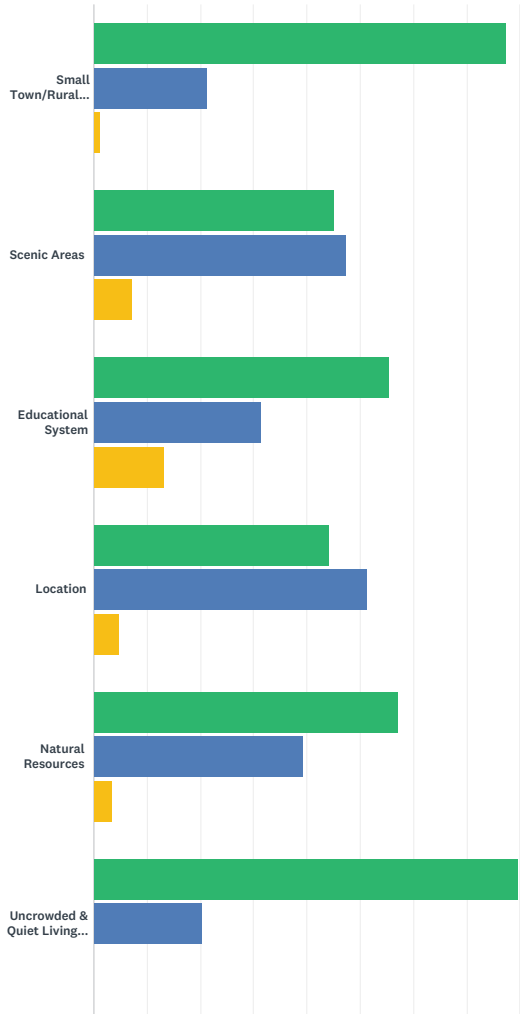
Answered: 89 Skipped: 1

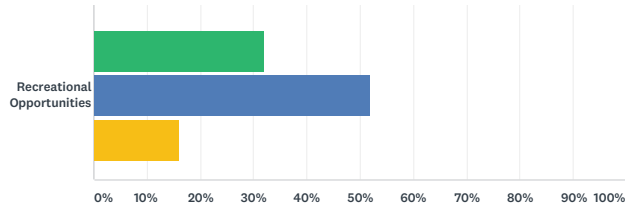


ANSWER CHOICES	RESPONSES	
1	17.98%	16
2	15.73%	14
3	23.60%	21
4	6.74%	6
5	25.84%	23
6	10.11%	9
TOTAL		89

Q3 Please rank the importance of the following items in making Salisbury a desirable place to live.

Answered: 89 Skipped: 1





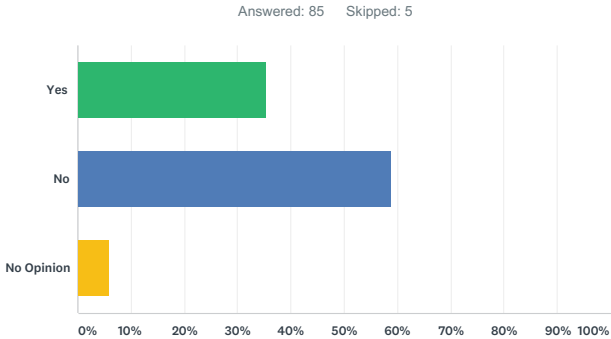
Most Important Somewhat Important Not Important

	MOST IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Small Town/Rural Atmosphere	77.38% 65	21.43% 18	1.19% 1	84
Scenic Areas	45.12% 37	47.56% 39	7.32% 6	82
Educational System	55.42% 46	31.33% 26	13.25% 11	83
Location	44.05% 37	51.19% 43	4.76% 4	84
Natural Resources	57.14% 48	39.29% 33	3.57% 3	84
Uncrowded & Quiet Living Conditions	79.76% 67	20.24% 17	0.00% 0	84
Conservation of Natural Resources	64.29% 54	33.33% 28	2.38% 2	84
Town Services	40.24% 33	48.78% 40	10.98% 9	82
Unpolluted Natural Environment	81.40% 70	16.28% 14	2.33% 2	86
Historic Character	47.62% 40	41.67% 35	10.71% 9	84
People/Community Spirit	57.14% 48	38.10% 32	4.76% 4	84
Community and Recreational Facilities	21.69% 18	56.63% 47	21.69% 18	83
Outdoor Opportunities	46.34% 38	41.46% 34	12.20% 10	82
Recreational Opportunities	32.10% 26	51.85% 42	16.05% 13	81

Q4 Are there any sections of roadways or intersections that you feel are hazardous for vehicles, pedestrians, bicycles, snowmobile crossings, horses, etc...?

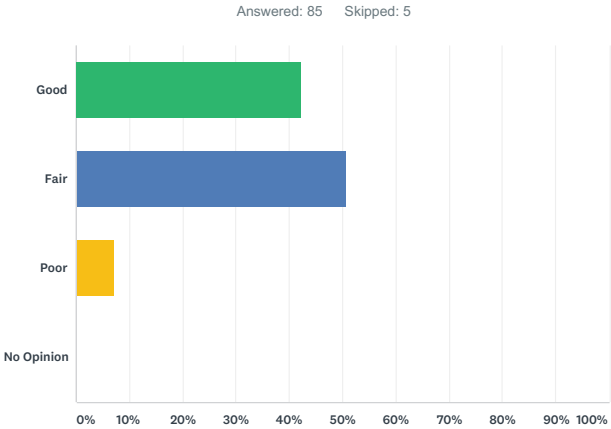
Answered: 60 Skipped: 30

Q5 Should the Town develop a long-term plan to pave the remaining Class V (town maintained) gravel roads?



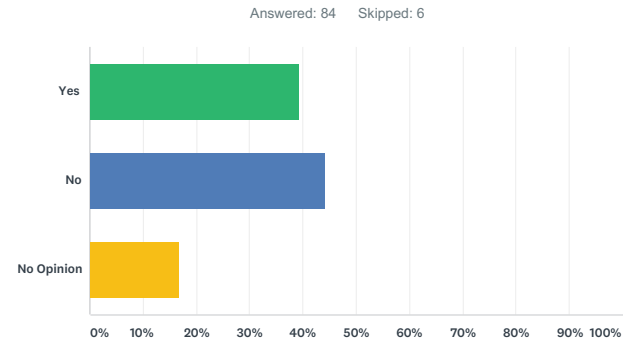
ANSWER CHOICES	RESPONSES	
Yes	35.29%	30
No	58.82%	50
No Opinion	5.88%	5
TOTAL		85

Q6 In your opinion, what is the general year-round condition of the roads you travel on in Salisbury?



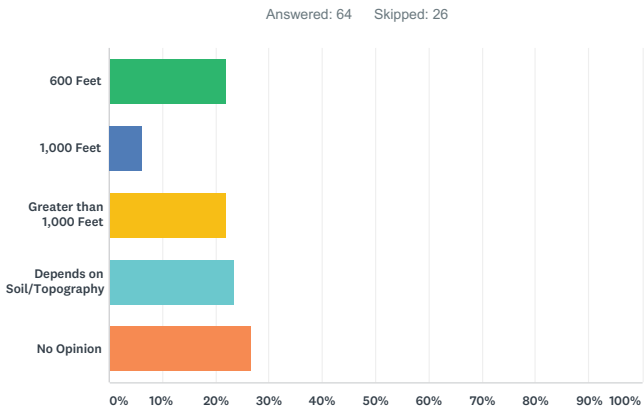
ANSWER CHOICES	RESPONSES	
Good	42.35%	36
Fair	50.59%	43
Poor	7.06%	6
No Opinion	0.00%	0
TOTAL		85

Q7 Do you support development along Class VI roads?



ANSWER CHOICES	RESPONSES	
Yes	39.29%	33
No	44.05%	37
No Opinion	16.67%	14
TOTAL		84

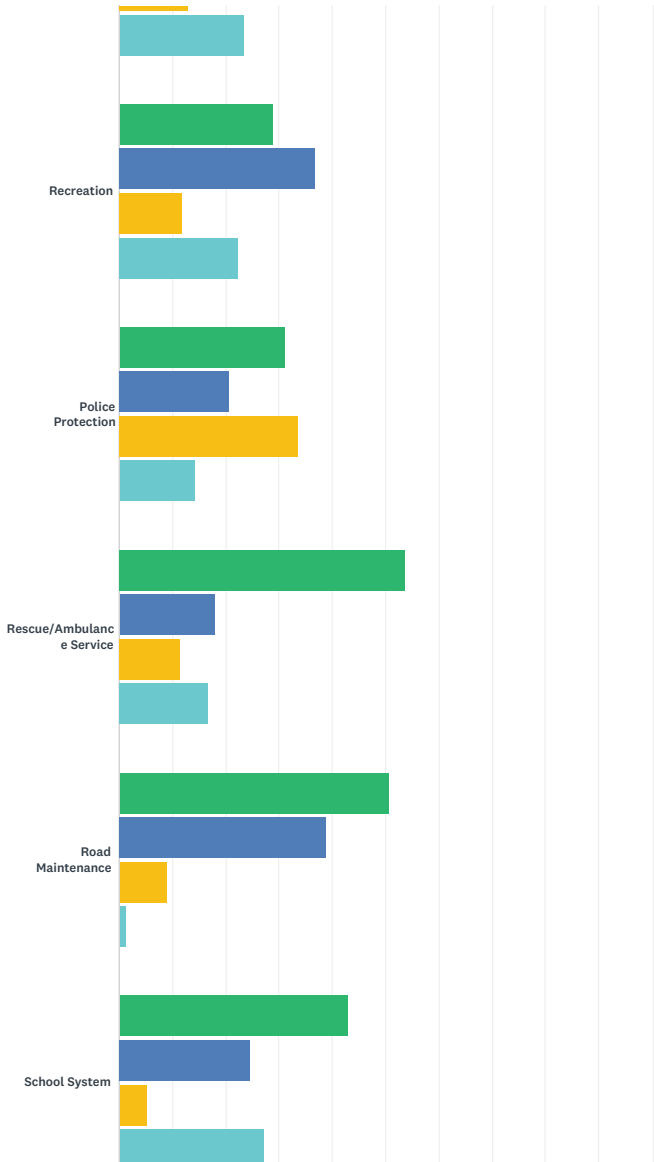
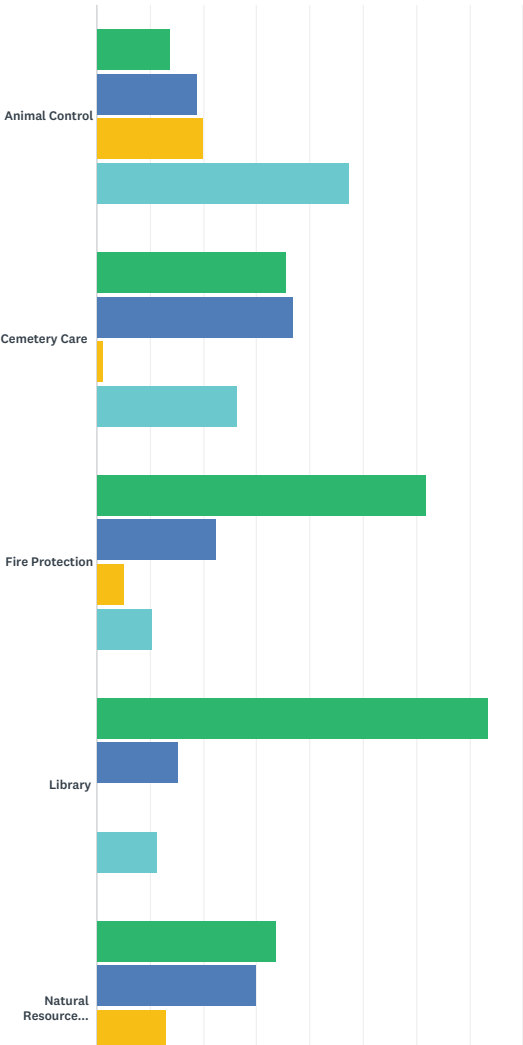
Q8 If so, at what distance should development along the road occur as measured from the nearest Class V (maintained) road? The current maximum distance is 600 feet.

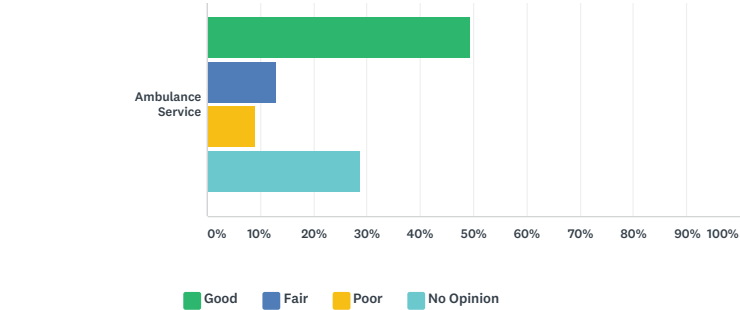
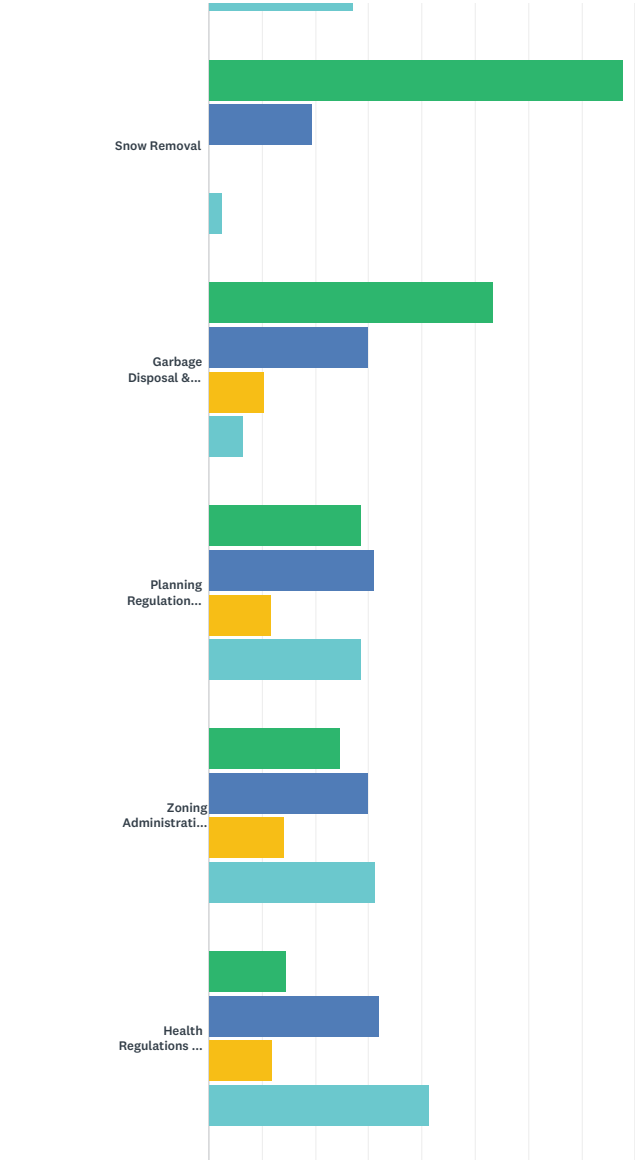


ANSWER CHOICES	RESPONSES	
600 Feet	21.88%	14
1,000 Feet	6.25%	4
Greater than 1,000 Feet	21.88%	14
Depends on Soil/Topography	23.44%	15
No Opinion	26.56%	17
TOTAL		64

Q9 Please rate the following public services.

Answered: 82 Skipped: 8





	GOOD	FAIR	POOR	NO OPINION	TOTAL
Animal Control	13.75% 11	18.75% 15	20.00% 16	47.50% 38	80
Cemetery Care	35.53% 27	36.84% 28	1.32% 1	26.32% 20	76
Fire Protection	61.84% 47	22.37% 17	5.26% 4	10.53% 8	76
Library	73.42% 58	15.19% 12	0.00% 0	11.39% 9	79
Natural Resource Conservation	33.77% 26	29.87% 23	12.99% 10	23.38% 18	77
Recreation	28.95% 22	36.84% 28	11.84% 9	22.37% 17	76
Police Protection	31.17% 24	20.78% 16	33.77% 26	14.29% 11	77
Rescue/Ambulance Service	53.85% 42	17.95% 14	11.54% 9	16.67% 13	78
Road Maintenance	50.65% 39	38.96% 30	9.09% 7	1.30% 1	77
School System	42.86% 33	24.68% 19	5.19% 4	27.27% 21	77
Snow Removal	77.92% 60	19.48% 15	0.00% 0	2.60% 2	77
Garbage Disposal & Recycling	53.25% 41	29.87% 23	10.39% 8	6.49% 5	77
Planning Regulation Administration & Enforcement	28.57% 22	31.17% 24	11.69% 9	28.57% 22	77
Zoning Administration & Enforcement	24.68% 19	29.87% 23	14.29% 11	31.17% 24	77
Health Regulations & Enforcement	14.67% 11	32.00% 24	12.00% 9	41.33% 31	75
Ambulance Service	49.35% 38	12.99% 10	9.09% 7	28.57% 22	77



Q10 Do you have any suggestions for improvements to the Transfer Station?

Answered: 49      Skipped: 41

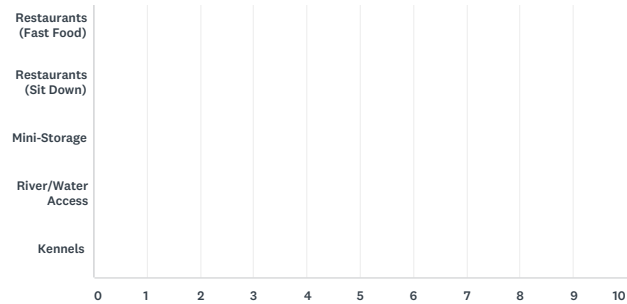
Q11 State whether or not you want the following enterprises/services location in Salisbury

Answered: 59      Skipped: 31

[illegible]

Town of Salisbury Master Plan Update - Community Survey

SurveyMonkey



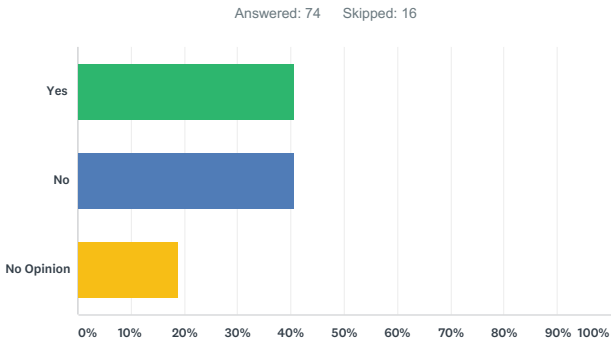
	YES	NO	TOTAL	WEIGHTED AVERAGE
Professional Office Park	38.60% 22	61.40% 35	57	0.00
Gas Stations	41.07% 23	58.93% 33	56	0.00
Hotels/Motels	17.86% 10	82.14% 46	56	0.00
Tourism Related Businesses	46.43% 26	53.57% 30	56	0.00
Agriculture Related Businesses	72.22% 39	27.78% 15	54	0.00
Day Care Center (Children/Adult)	72.22% 39	27.78% 15	54	0.00
Light Industry Park	33.33% 19	66.67% 38	57	0.00
Retail Business Shops	51.79% 29	48.21% 27	56	0.00
Recreational Businesses	48.15% 26	51.85% 28	54	0.00
Major Grocery Chain	28.57% 16	71.43% 40	56	0.00
Clinics/Health/Dental Offices	48.15% 26	51.85% 28	54	0.00
Senior Citizens Center	53.57% 30	46.43% 26	56	0.00
After School Teen Center	43.40% 23	56.60% 30	53	0.00
Building Trades	43.40% 23	56.60% 30	53	0.00
Farms	85.71% 48	14.29% 8	56	0.00
Home Businesses	90.74% 49	9.26% 5	54	0.00
Small Manufacturing Firms	50.94% 27	49.06% 26	53	0.00

Town of Salisbury Master Plan Update - Community Survey

SurveyMonkey

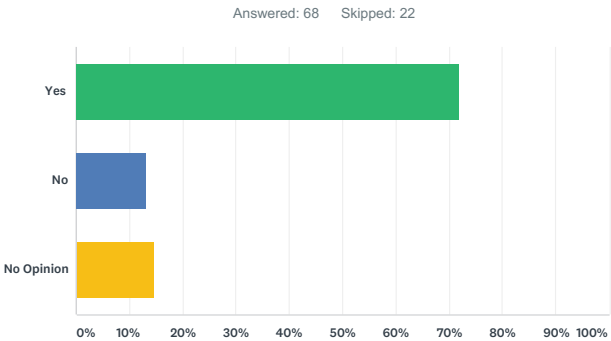
Shopping Centers	16.07% 9	83.93% 47	56	0.00
Restaurants (Fast Food)	21.05% 12	78.95% 45	57	0.00
Restaurants (Sit Down)	58.62% 34	41.38% 24	58	0.00
Mini-Storage	17.54% 10	82.46% 47	57	0.00
River/Water Access	74.55% 41	25.45% 14	55	0.00
Kennels	43.64% 24	56.36% 31	55	0.00

Q12 Would you be in favor of a Commercial Zoning District?



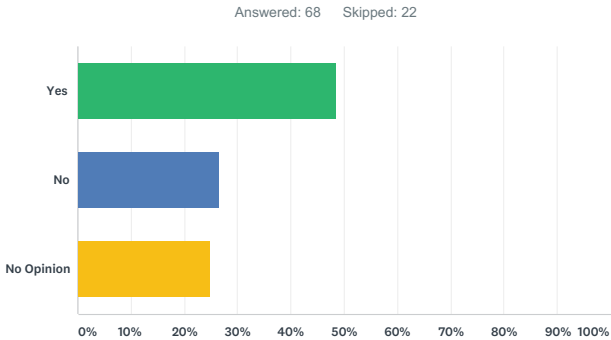
ANSWER CHOICES	RESPONSES
Yes	40.54%30
No	40.54%30
No Opinion	18.92%14
TOTAL	74

Q13 Do you support the acquisition of lands for conservation purposes?



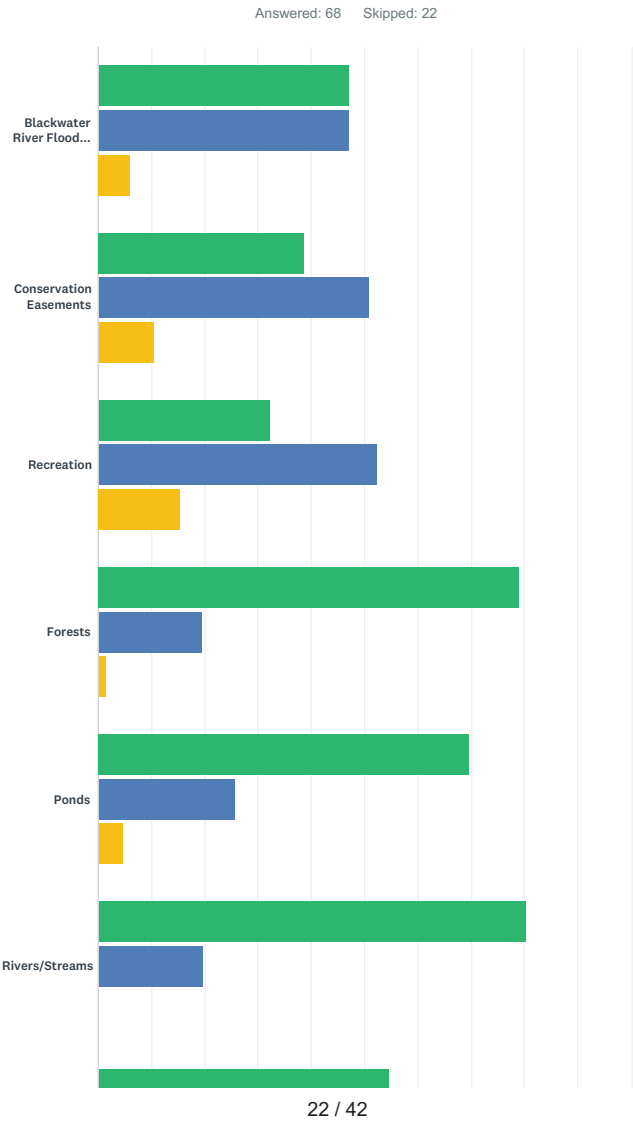
ANSWER CHOICES	RESPONSES
Yes	72.06%49
No	13.24%9
No Opinion	14.71%10
TOTAL	68

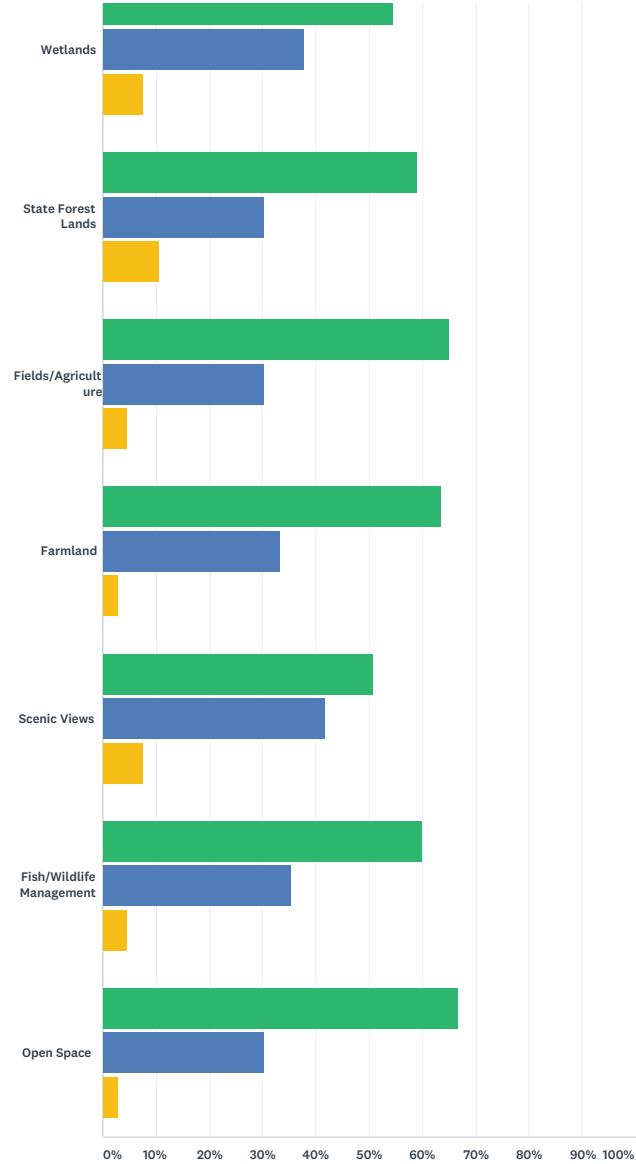
Q14 Do you support the 50% land use change tax that is allocated to the Conservation Commission for land purchases?



ANSWER CHOICES	RESPONSES	
Yes	48.53%	33
No	26.47%	18
No Opinion	25.00%	17
TOTAL		68

Q15 Please rank the following in order of importance to you.





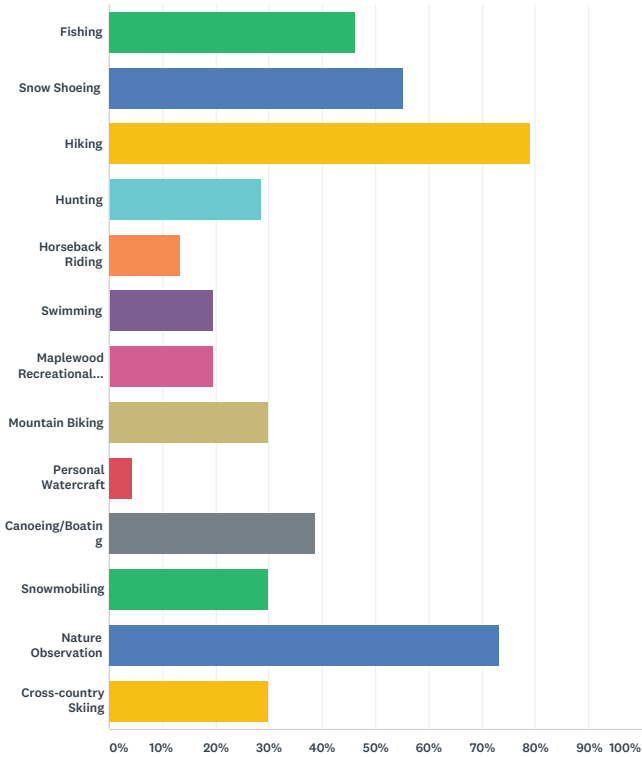
	<div>Most Important</div>	<div>Somewhat Important</div>	<div>Not Important</div>	
	MOST IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	TOTAL
Blackwater River Flood Control	46.97% 31	46.97% 31	6.06% 4	66
Conservation Easements	38.81% 26	50.75% 34	10.45% 7	67
Recreation	32.31% 21	52.31% 34	15.38% 10	65
Forests	79.10% 53	19.40% 13	1.49% 1	67
Ponds	69.70% 46	25.76% 17	4.55% 3	66
Rivers/Streams	80.30% 53	19.70% 13	0.00% 0	66
Wetlands	54.55% 36	37.88% 25	7.58% 5	66
State Forest Lands	59.09% 39	30.30% 20	10.61% 7	66
Fields/Agriculture	65.15% 43	30.30% 20	4.55% 3	66
Farmland	63.64% 42	33.33% 22	3.03% 2	66
Scenic Views	50.75% 34	41.79% 28	7.46% 5	67
Fish/Wildlife Management	60.00% 39	35.38% 23	4.62% 3	65
Open Space	66.67% 44	30.30% 20	3.03% 2	66

Q16 If the Town could purchase one area for permanent protection against development, what or where should it be and why?

Answered: 29 Skipped: 61

Q17 In what ways do you enjoy Salisbury's recreational opportunities?  
Please check all that apply:

Answered: 67 Skipped: 23

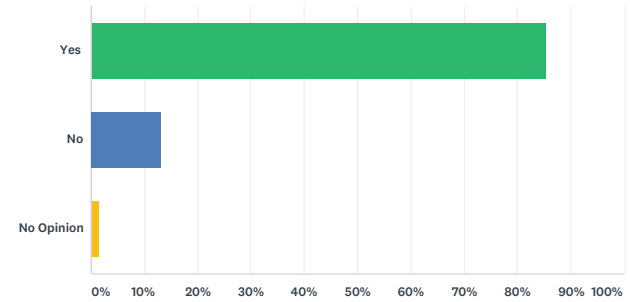


ANSWER CHOICES		RESPONSES
Fishing	46.27%	31
Snow Shoeing	55.22%	37
Hiking	79.10%	53
Hunting	28.36%	19
Horseback Riding	13.43%	9

Swimming	19.40%	13
Maplewood Recreational Area	19.40%	13
Mountain Biking	29.85%	20
Personal Watercraft	4.48%	3
Canoeing/Boating	38.81%	26
Snowmobiling	29.85%	20
Nature Observation	73.13%	49
Cross-country Skiing	29.85%	20
Total Respondents: 67		

### Q18 Would you support the creation of a trail system in Salisbury for recreational uses such as snowmobiling, horseback riding, mountain biking, walking, etc...?

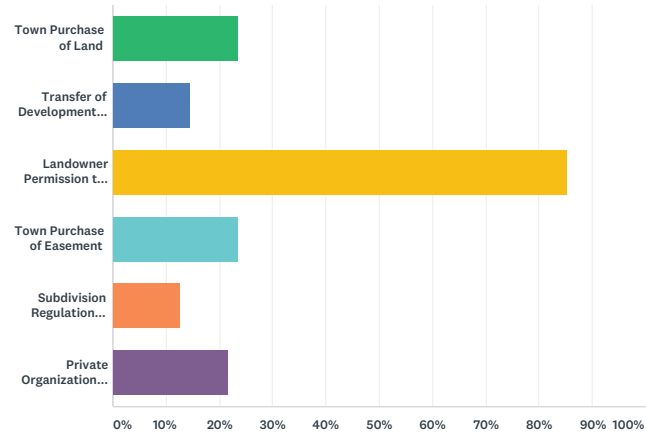
Answered: 68 Skipped: 22



ANSWER CHOICES	RESPONSES	
Yes	85.29%	58
No	13.24%	9
No Opinion	1.47%	1
TOTAL		68

Q19 If yes, how should this trail system be created?

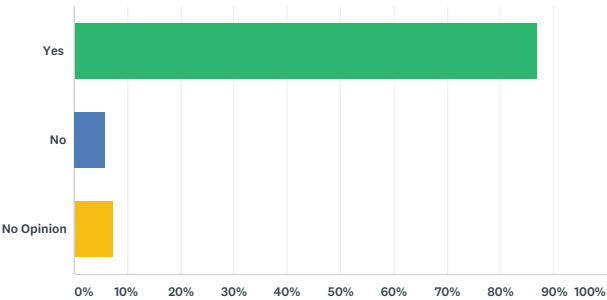
Answered: 55 Skipped: 35



ANSWER CHOICES	RESPONSES	
Town Purchase of Land	23.64%	13
Transfer of Development Rights	14.55%	8
Landowner Permission to Use Land	85.45%	47
Town Purchase of Easement	23.64%	13
Subdivision Regulation Requirements	12.73%	7
Private Organization Purchase of Land/Easement	21.82%	12
Total Respondents: 55		

Q20 Do you believe that historic places (or areas) should be preserved in the Town?

Answered: 68 Skipped: 22

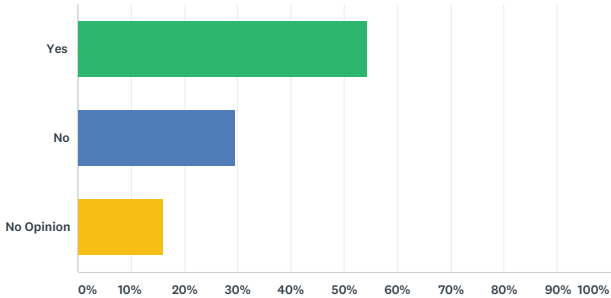


ANSWER CHOICES	RESPONSES	
Yes	86.76%	59
No	5.88%	4
No Opinion	7.35%	5
TOTAL		68



Q21 Are you in favor of enacting a Historic District ordinance to protect designated places?

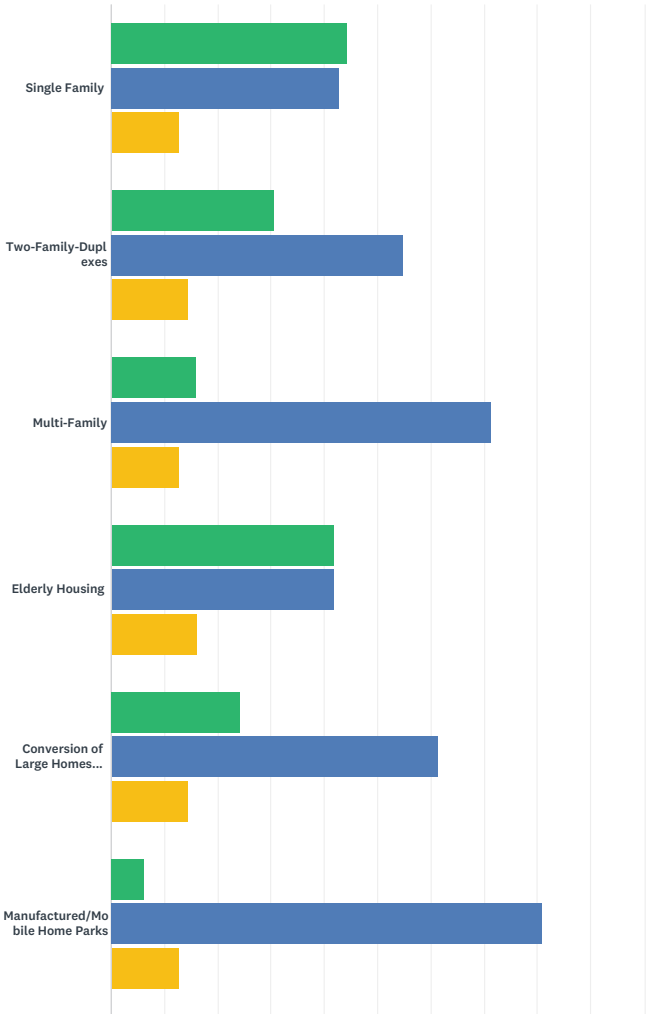
Answered: 68 Skipped: 22

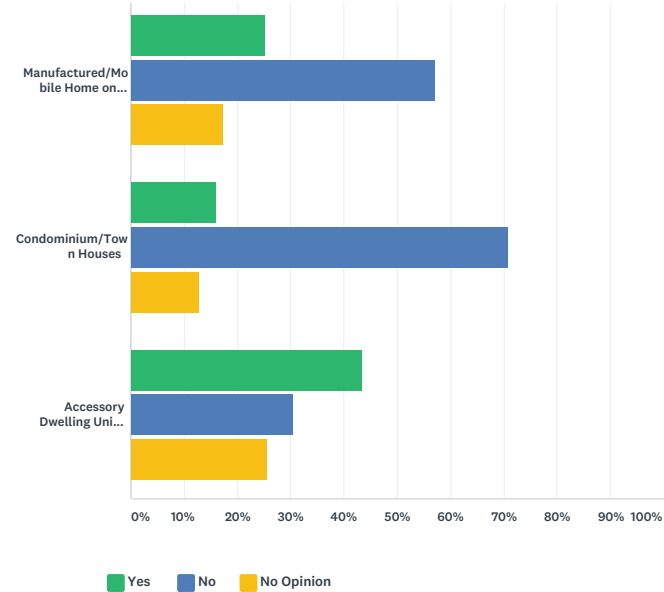


ANSWER CHOICES	RESPONSES	
Yes	54.41%	37
No	29.41%	20
No Opinion	16.18%	11
TOTAL		68

Q22 Do you see the need for additional units of the following types of housing in Salisbury?

Answered: 66 Skipped: 24

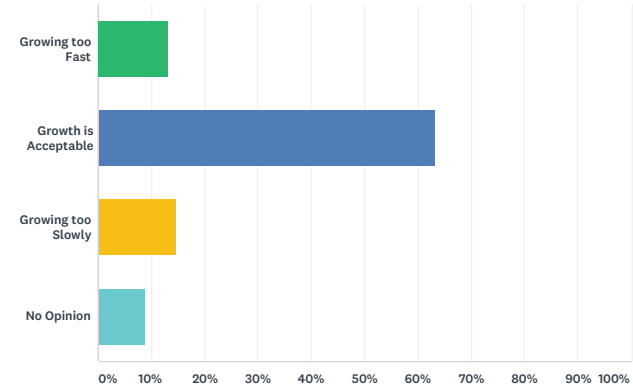




	YES	NO	NO OPINION	TOTAL
Single Family	44.44% 28	42.86% 27	12.70% 8	63
Two-Family-Duplexes	30.65% 19	54.84% 34	14.52% 9	62
Multi-Family	15.87% 10	71.43% 45	12.70% 8	63
Elderly Housing	41.94% 26	41.94% 26	16.13% 10	62
Conversion of Large Homes into Apartments	24.19% 15	61.29% 38	14.52% 9	62
Manufactured/Mobile Home Parks	6.35% 4	80.95% 51	12.70% 8	63
Manufactured/Mobile Home on Individual Lots	25.40% 16	57.14% 36	17.46% 11	63
Condominium/Town Houses	16.13% 10	70.97% 44	12.90% 8	62
Accessory Dwelling Units (Attached or Detached)	43.55% 27	30.65% 19	25.81% 16	62

Q23 In your opinion, which statement best characterizes Salisbury's rate of residential growth?

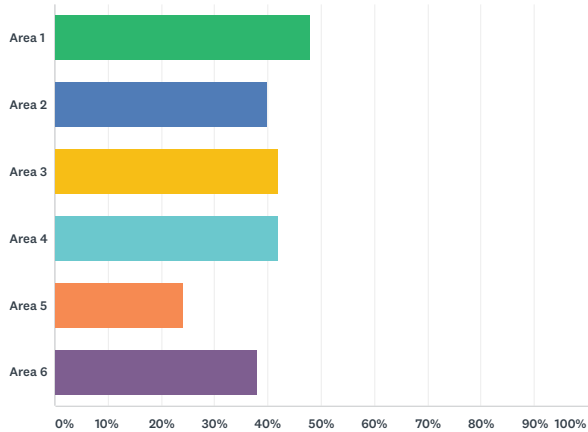
Answered: 68 Skipped: 22



ANSWER CHOICES	RESPONSES
Growing too Fast	13.24% 9
Growth is Acceptable	63.24% 43
Growing too Slowly	14.71% 10
No Opinion	8.82% 6
TOTAL	68

Q24 Which areas in Salisbury are most suitable for additional development?

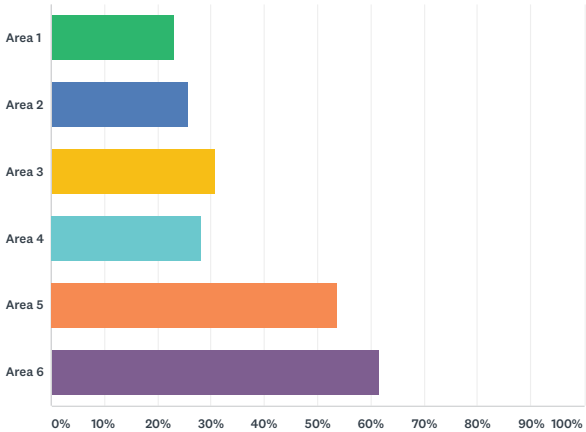
Answered: 50 Skipped: 40



ANSWER CHOICES		RESPONSES
Area 1		48.00%24
Area 2		40.00%20
Area 3		42.00%21
Area 4		42.00%21
Area 5		24.00%12
Area 6		38.00%19
Total Respondents: 50		

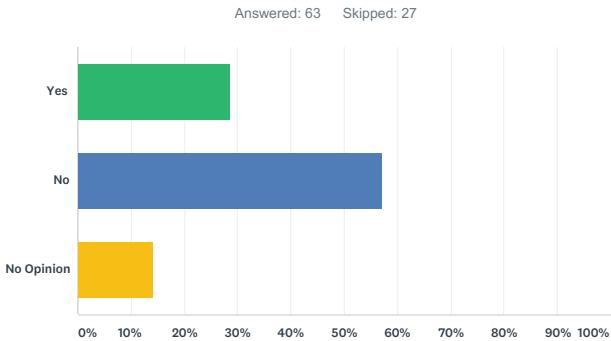
Q25 Are there any areas where you feel growth should be restricted?  
(please refer to map above)

Answered: 39 Skipped: 51



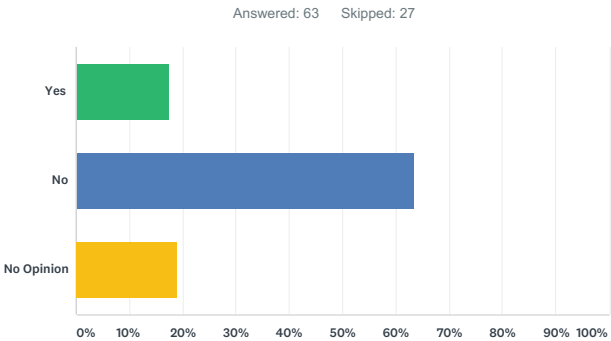
ANSWER CHOICES		RESPONSES
Area 1		23.08%9
Area 2		25.64%10
Area 3		30.77%12
Area 4		28.21%11
Area 5		53.85%21
Area 6		61.54%24
Total Respondents: 39		

Q26 Are you in favor of increasing the lot sizes in Salisbury?



ANSWER CHOICES	RESPONSES	
Yes	28.57%	18
No	57.14%	36
No Opinion	14.29%	9
TOTAL		63

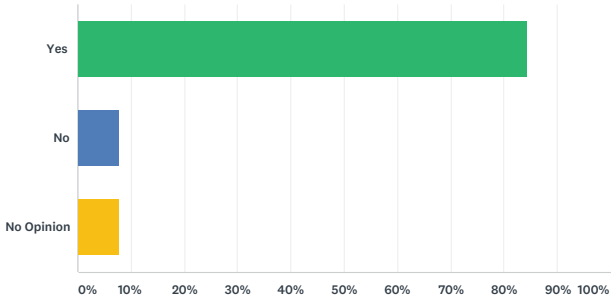
Q27 Are you in favor of increasing the frontage length in Salisbury?



ANSWER CHOICES	RESPONSES	
Yes	17.46%	11
No	63.49%	40
No Opinion	19.05%	12
TOTAL		63

Q28 Should maintaining agriculture and forestry as economically viable land uses in Salisbury be important objectives of the Master Plan?

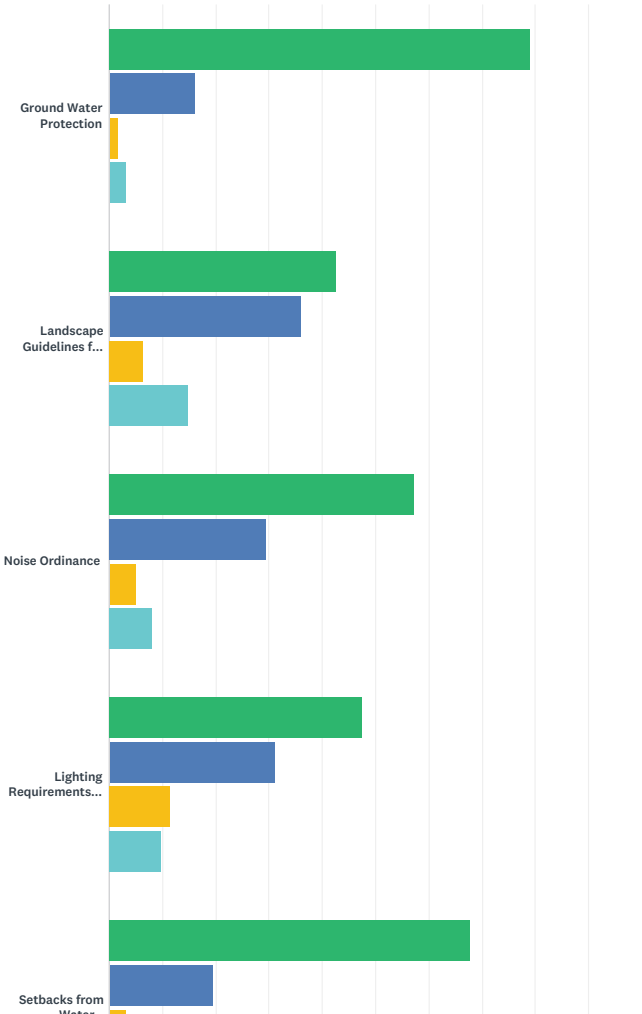
Answered: 64 Skipped: 26

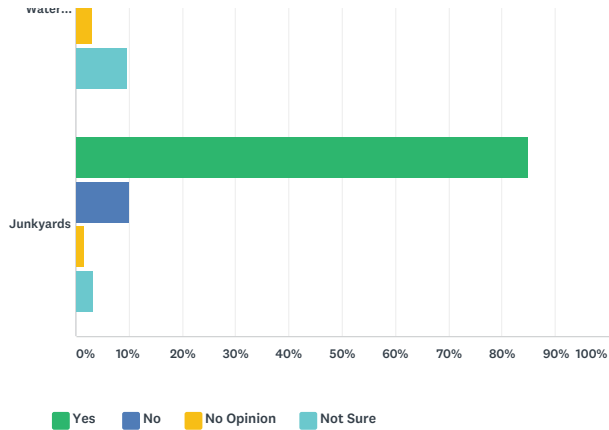


ANSWER CHOICES	RESPONSES	
Yes	84.38%	54
No	7.81%	5
No Opinion	7.81%	5
TOTAL		64

Q29 Should the Town create or maintain regulatory standards for the following?

Answered: 62 Skipped: 28





	YES	NO	NO OPINION	NOT SURE	TOTAL
Ground Water Protection	79.03% 49	16.13% 10	1.61% 1	3.23% 2	62
Landscape Guidelines for Businesses	42.62% 26	36.07% 22	6.56% 4	14.75% 9	61
Noise Ordinance	57.38% 35	29.51% 18	4.92% 3	8.20% 5	61
Lighting Requirements for Businesses	47.54% 29	31.15% 19	11.48% 7	9.84% 6	61
Setbacks from Water Bodies/Wetlands	67.74% 42	19.35% 12	3.23% 2	9.68% 6	62
Junkyards	85.00% 51	10.00% 6	1.67% 1	3.33% 2	60

Q30 In your view, what would you prefer Salisbury to be like in ten years time?

Answered: 50   Skipped: 40

## **TOWN OF SALISBURY MASTER PLAN UPDATE**

### **Community Visioning Session Summary - MARCH 30, 2016**

#### **BREAKOUT GROUP – TRANSPORTATION AND HOUSING**

##### *Transportation*

- Road conditions: People are overall satisfied with road conditions in Salisbury. Route 4 is in good condition and Route 127 was recently repaved.
- It was noted that North Road was in relatively poor condition, but that it was scheduled to be paved soon.
- Some residents prefer their roads not be in perfect condition as it may help reduce vehicle speeds
- Gravel Roads: There was discussion on whether gravel roads should be paved or remain gravel. The consensus was that gravel roads were preferable to maintain rural character and to keep travel speeds down. Residents felt that the slightly rougher roads were acceptable, and paving would not be worth the cost.
- Warner Road, which is the road leading to the dump, was mentioned to be in poor condition. One of the reasons is that it is located in the flood zone.
- Safety: There was a safety concern at the crossroads between Routes 4 and 127. When heading west on Route 127, visibility to the south is limited in part because of the location of a dumpster at the crossroads market.
- Another safety concern was noted at Gerrish Rd at Route 127 due to visibility issues from an angled intersection and rolling topography.
- Bicycle and Pedestrian Issues: It was felt that the state routes were not conducive to non-motorized travel because of high speeds and narrow or no paved shoulders. These roads fragment the road network for biking and can act as barriers. Local roads are viewed as mostly good for biking and walking because of lower traffic volumes and speeds. People were amenable to the idea of narrowing travel lanes on state routes to make room for wider shoulders and to calm traffic.
- Trails: Residents at the visioning session felt that there was opportunity to take advantage of Salisbury's open space and offer more trails to the public. Ideas include opening up and maintaining class VI roads as public trails, seeking agreements with private landowners to develop publicly accessible trails on private land, and starting a "trail committee" to develop and map public trails for Salisbury residents. Coordination with snowmobile clubs was seen as an opening. Consider developing a connecting trail to the Northern Rail Trail in Franklin.
- Residents agreed that enforcement was a helpful method to slow vehicles down.
- Cut through roads such as Hensmith Road were mentioned as a concern.

##### *Housing*

- Attendees felt that the existing accessory housing ordinance that was recently approved does a good job at meeting much of Salisbury's work force housing needs by diversifying the housing supply.
- There was support of the existing two acre minimum lot size densities that exist.
- There was some openness to developing the village district similar to what was shown in at the village charette, however there was concern regarding dividing large homes into apartments.
- The idea of "conservation subdivisions" where homes were clustered together and priority open space is set aside seemed reasonable to attendees as long as the resulting densities were not significantly more than what would be achieved in a typical two acre subdivision.
- Residents highly valued the rural character of their community and of the housing supply and felt that many housing types, especially at higher densities, were not appropriate for Salisbury.

## **BREAKOUT GROUP – NATURAL FEATURES AND COMMUNITY FACILITIES**

### *Natural Features*

- The number of natural features present in Salisbury are highly valued by attendees. Discussion occurred on the number of protected lands and resources within Town, including how attendees appreciate that many of these resources are protected from future development. Attendees also appreciated the number of protected resources owned by out of town entities, including the floodplain area of Blackwater River and Kearsarge State Park.
- The many Class VI roads present in Salisbury was highly valued by attendees. It was mentioned that they are used for various recreational activities, including walking, biking, horseback riding, snowmobiling, and ATV use. Discussion occurred on the development pressure put on these roads, which was not favored by those present. The general consensus among the group was that private residences should be allowed, but not large scale development. It was suggested that a map of trail/Class VI roads be created for residents, as many don't know which roads allow public access and where the roads lead. It was agreed that this map could be developed by the Conservation Commission.
- Although the Town's many natural features were appreciated by attendees, some present mentioned an increase in vandalism.
- Attendees were not overly concerned regarding the Town aquifer, as it is on federally owned land underlying the Blackwater River.
- The group was supportive of establishing an agriculture commission as Salisbury contains a few working farms. It was noted that a farmers market will be starting in Town this May.
- Many of the attendees expressed interest in acquiring additional conservation lands. After a group discussion, it was agreed that the Conservation Commission should take a more proactive role towards stewardship by providing additional resources, include financial resources, to residents interested in putting land in conservation. It was mentioned that there is a lack of volunteers willing to take proactive steps in stewardship, which will be needed for additional conservation land to be established in the future.
- After a group discussion, it was agreed that the declining number of volunteers is present in Salisbury, and many of the same volunteers are seen on different boards and committees.
- When asked "what is the most important area of Town to permanently conserve?", Tucker Pond, Bog Road, VI Roads, Winslow State Park, and the Blackwater River floodplains were mentioned. The water bird wildlife was also mentioned as highly valued.
- When asked "what is the biggest threat to the Town's natural resources?", humans, development, and ATVs and Snowmobiles were mentioned.

### *Community Facilities*

- Many of the attendees wished there was public access to a water resource in Town for swimming, kayaking, etc. It was suggested that Tucker Pond would be the best location, and interest was expressed by some for access to the Blackwater River.
- The group was supportive of the Town's Recreation Committee, noting the ballfield, ice skating rink, and potentially a new playground at the ballfield.
- After a group discussion, it was agreed upon that additional fundraising is needed through all the Town's boards and committees.
- Attendees were supportive of the lack of a Police Department, and noted that the State Police service is adequate for their needs.
- One attendee noted that the Town annual report and school district annual report was unclear and it was difficult to find demographic and tax information broken down by pupil.
- The library was mentioned for its strong presence in the community, including cribbage events. It was felt that the library should be highlighted in the Community Facilities Chapter of the Master Plan Update.
- Attendees felt that the Town Hall is an underutilized resource. It was agreed that the stage area could be cleaned and fixed up so to be used during Town events and gatherings.



**BREAKOUT GROUP – LAND USE AND ECONOMICS**

**Strengths**

- Salisbury has rural and historical character.
- There are a large number of historic houses, particularly in the town center.
- Small-scale agriculture makes up a good part of the land use creating a strong local identity.
- Salisbury does not have a local police department.

**Weaknesses**

- Fast Traffic at the “Cross Roads” is dangerous and should be slowed.
- Concern was expressed regarding manufactured housing

**Desires**

- To protect the historic nature of the town, particularly the village/town center area.
  - However, participants are against historic district because of too much regulation.
  - “Protection, but within reason”
  - Potentially create a historical overlay district.
- Limit development of commercial buildings that do not match the historical character of the town.  
General consensus that box stores and strip malls are not the way to go for Salisbury.
  - Very specific design standards should be put in place to limit development.
  - Limit types of business as well. A doctor’s office is better than a Dollar General or a Walmart.
  - Desire for business that can integrate into the available buildings downtown and to avoid new construction.
- To further define land uses in zoning districts.
- Create appropriate economic development that could offset property taxes.
  - General belief that property taxes are too high and that a quality economic development could potentially mitigate this problem.
  - However, there needs to be a balance between maintaining the character of the town and creating economic development.
- Want to avoid more truck traffic and heavier commercial farming.
- Possibly restricting multi-family housing to under five units/ 2 acres:
  - Location restrictions and deal with projects on a case by case basis.
- Create a minor set of site plan review regulations with special exceptions and conditional usages.
- To attract specific businesses:
  - Grill
  - Bar (However, there is worry over if serving liquor would require an increased police presence in the town)
  - Market Basket

## APPENDIX B: SALISBURY BUILDOUT ANALYSIS APRIL 2017

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## **Salisbury Buildout Analysis**

### **April 2017**

#### **Overview**

A buildout analysis is intended to help planners visualize potential growth that could occur in an area. The outputs are based on zoning, development constraints, and various assumptions. Outputs can test multiple scenarios based on different assumptions, hypothetical changes to zoning, or both. In this case, the buildout was based on a simplification of current zoning and regulations, and assumptions were made based on past experiences.

This buildout analysis was kept as simple as possible, and is intended to give a range of possibilities for the amount of residential development that could occur in Salisbury based on current 2 acre zoning. It does not attempt to produce alternatives reflecting the Village Center Overlay District, or attempt to estimate commercial developments, however it would be possible to include them at a later time. All of the figures in this analysis or any buildout are illustrative estimates, and should be viewed as such.

#### **Methods**

For this buildout, the current 2 acre zoning for the town was used. As explained above, the Village Center Overlay District and commercial development were ignored for simplicity. The buildout calculates how many buildable lots could be subdivided out of each parcel. This is done by mapping out developable land, dividing the developable land by the 2 acre zoning, then reducing that “maximum” figure based on an assumption of how efficiently the lots could be subdivided. In practice, it is rare for parcels to be subdivided at maximum buildout (100% efficiency) as space will be

required to account for new roads, drainage, frontages, setbacks, and other factors. In this buildout, scenarios for 100%, 75% and 50% efficiency were calculated. Also, land that is “undevelopable” may contribute to a minimum lot sizes even if it is not built upon, so it is possible but unlikely that some parcels could be built out beyond the “maximum” buildout.

#### Step 1: Identify and map development constraints

**Built-Out Parcels:** Parcels that are developed and are less than 4 acres cannot be subdivided. These are removed from the buildable area.

**Conservation Lands:** Conservation lands and other town or school properties that are not likely to be put into residential development were removed from the buildable area. This data was derived from the NH GRANIT conservation lands layer and the Town of Salisbury digital tax map.

**Water Bodies and Wetlands:** Wetlands and waterbodies were removed from the buildable area. Wetlands are derived from the National Wetlands Inventory (NWI).

**Steep Slopes:** Steep slopes were identified using Merrimack County Soils Survey data. Town regulations allow for development on slopes up to 30%. Based on the geography of Salisbury and experience from other communities, it is likely that development may not occur on large areas between 20-30% slope. In order to better show the range of possibilities, scenarios were used for both 20% steep slopes (buildable land up to 20% slope) and 30% steep slopes (buildable land up to 30% slope).

Step 2: Create a “Buildable Land” GIS layer. Buildable land is the land that remains once all of the development constraints are taken into account. The developable area was calculated for each parcel in the Town of Salisbury digital GIS tax map.

Step 3: Divide the buildable land by the minimum lot size (2 acres). This calculates the number of lots that could be achieved on that buildable land. This represents the “maximum buildout”.

Step 4: Apply an “efficiency” assumption. It is noted that subdivisions rarely occur at 100% efficiency. Land area for roads, drainage, and other factors come into play. In this case, maps and results were developed based on maximum (100%) efficiency, 75% efficiency, and 50% efficiency. These scenarios help show a range of possibilities for each developable parcel as well as the town-wide total.

Step 5: Map all the results.

### Results and Maps

The resulting outputs show the development constraints, buildable land, and the number of new developable lots by parcel and town wide for each of the scenarios. Results are shown in the table below as well as in the map series.

Number of new developable lots by scenario:

	Up to 20% Steep Slopes Scenarios	Up to 30% Steep Slopes Scenarios
Max (100%)	5828	8165
75%	4406	6161
50%	2908	4090

A value for each parcel and each scenario was also calculated by the buildout. This data can be accessed via the maps or by the digital GIS layer used to produce the buildout.

Maps:

Development Constraints

Buildable Land up to 20% Slopes

Buildable Land up to 30% Slopes

Maximum Buildout 20% Slopes

75% Efficiency Buildout 20% Slopes

50% Efficiency Buildout 20% Slopes

Maximum Buildout 30% Slopes

75% Efficiency Buildout 30% Slopes

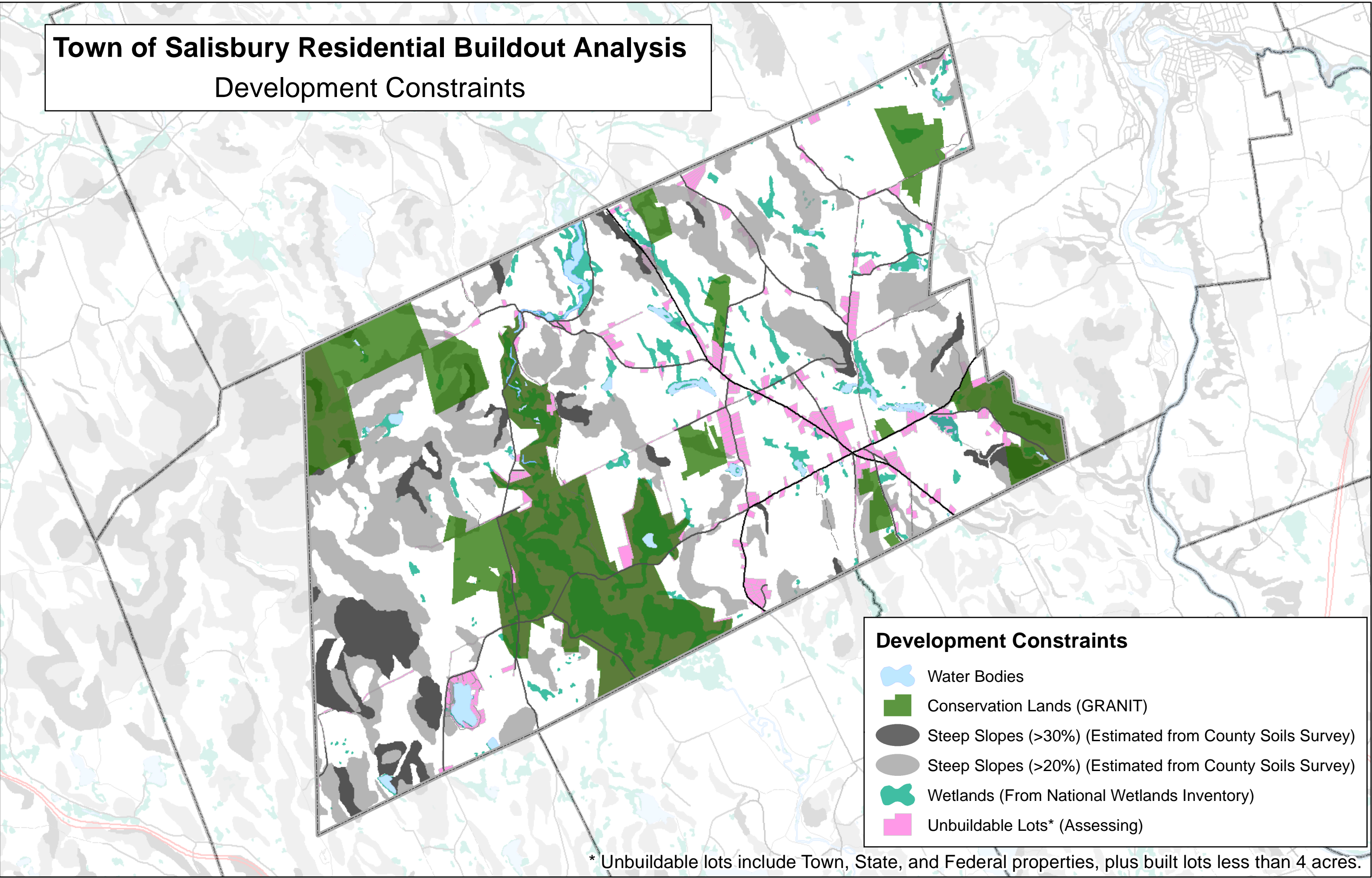
50% Efficiency Buildout 30% Slopes

### Conclusion and Recommendations

The Town of Salisbury should review the results of this analysis to help consider what future potential growth may occur in Salisbury, and to help the town plan accordingly. Findings and insight from this analysis can and should be incorporated into the town’s Master Plan. After further review and consideration, it may be desirable to refine this analysis and its assumptions. It may also be desirable to analyze the range of outcomes for the Village Center Overlay District, or to estimate commercial development.

# Town of Salisbury Residential Buildout Analysis

## Development Constraints



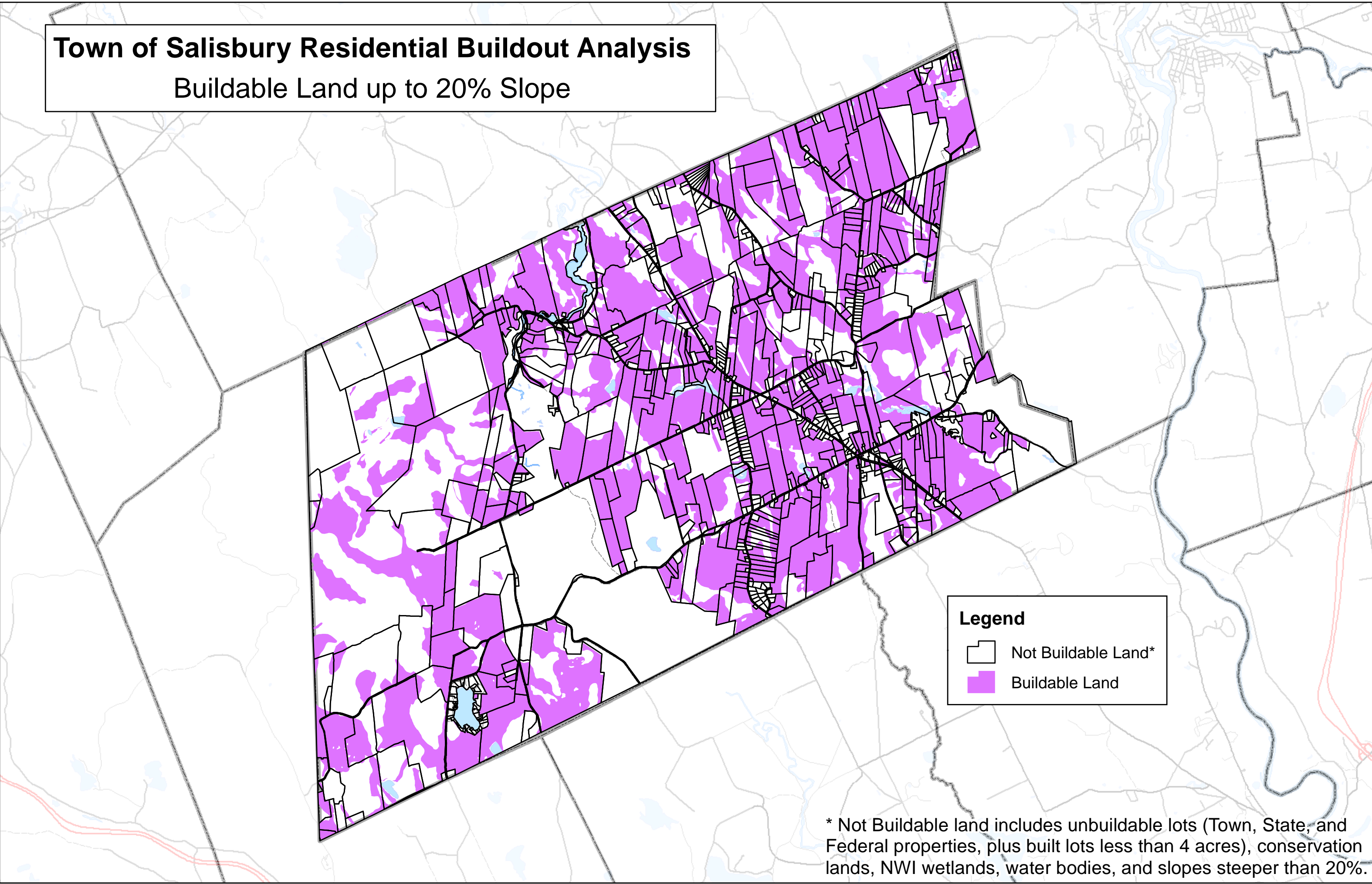
### Development Constraints

- Water Bodies
- Conservation Lands (GRANIT)
- Steep Slopes (>30%) (Estimated from County Soils Survey)
- Steep Slopes (>20%) (Estimated from County Soils Survey)
- Wetlands (From National Wetlands Inventory)
- Unbuildable Lots\* (Assessing)



\* Unbuildable lots include Town, State, and Federal properties, plus built lots less than 4 acres.



**Town of Salisbury Residential Buildout Analysis**  
Buildable Land up to 20% Slope



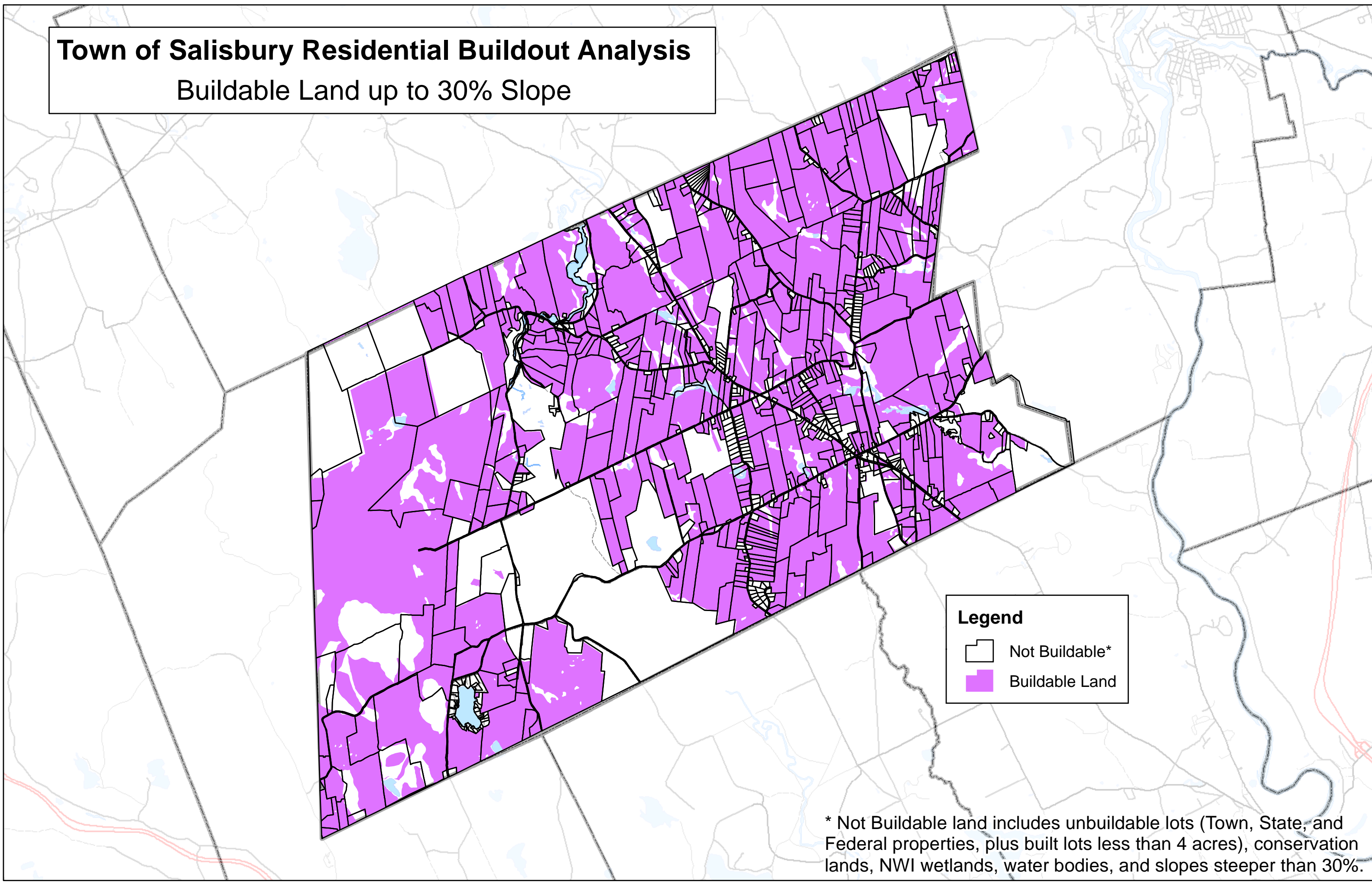
**Legend**

	Not Buildable Land*
	Buildable Land



\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 20%.

# Town of Salisbury Residential Buildout Analysis

## Buildable Land up to 30% Slope



**Legend**

	Not Buildable*
	Buildable Land

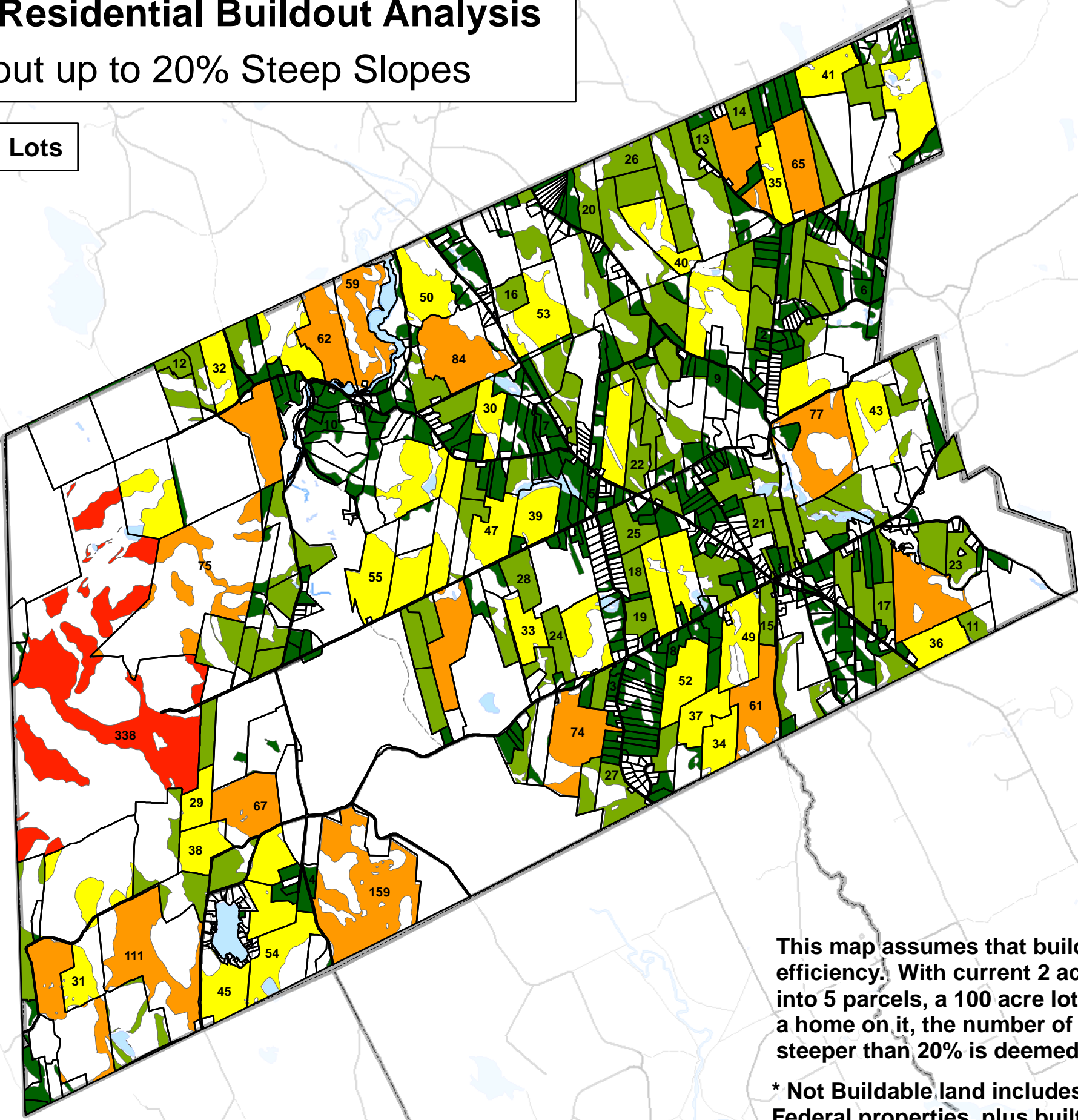
\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 30%.



# Town of Salisbury Residential Buildout Analysis

## Maximum Buildout up to 20% Steep Slopes

5828 New Residential Lots



**Legend**

**Number of Lots per Parcel**

0 - 10
11 - 28
29 - 55
56 - 160
161 - 339
Not Buildable Land*

This map assumes that buildable land is subdivided at 100% efficiency. With current 2 acre zoning, a 10 acre lot subdivides into 5 parcels, a 100 acre lot into 50 parcels. If a lot already has a home on it, the number of lots is subtracted by 1. Land steeper than 20% is deemed unbuildable in this scenario.

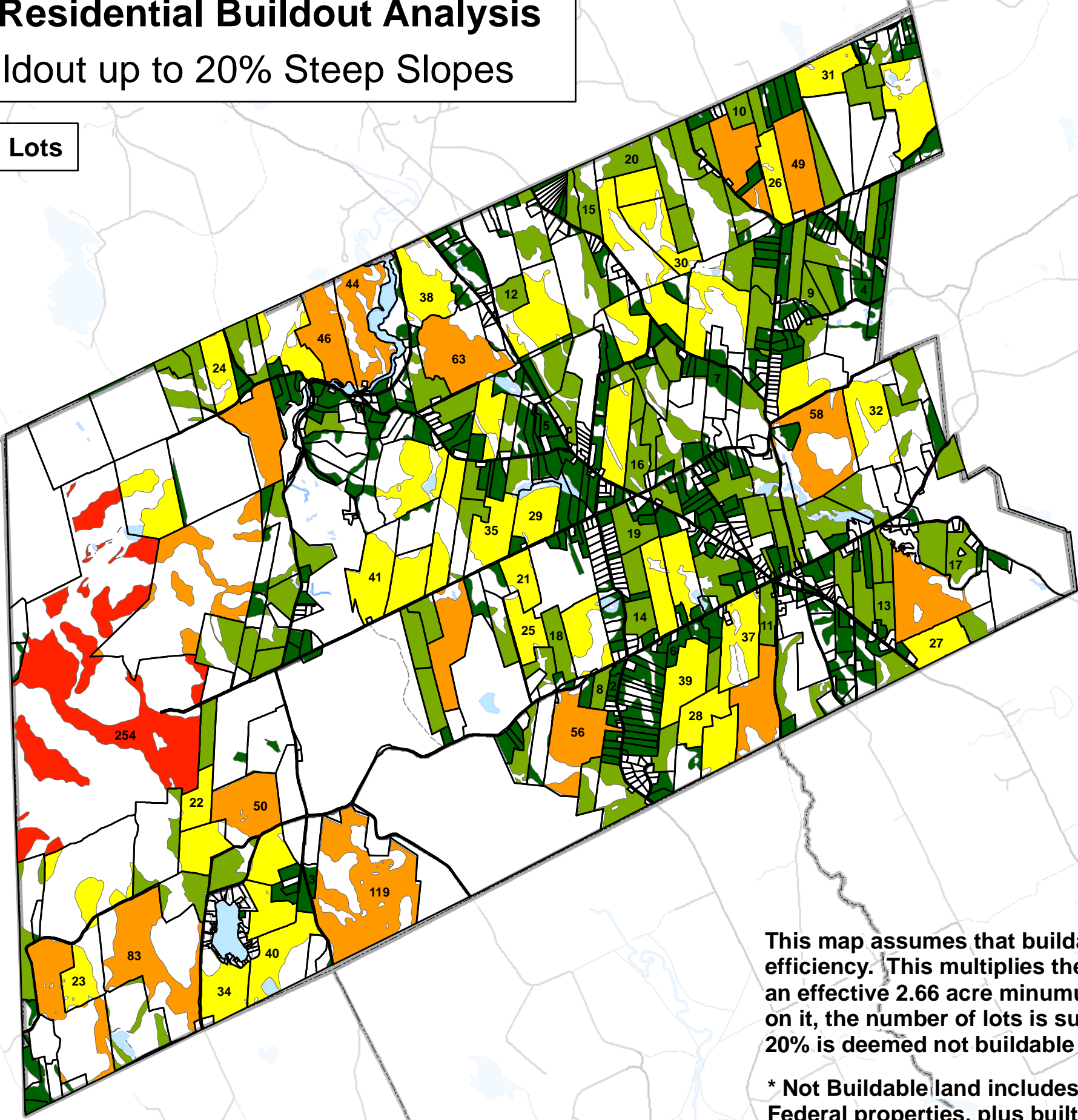
\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 20%.



# Town of Salisbury Residential Buildout Analysis

## 75% Efficiency Buildout up to 20% Steep Slopes

4406 New Residential Lots



**Legend**

**Number of Lots per Parcel**

	0 - 7
	8 - 20
	21 - 41
	42 - 119
	120 - 254
	Not Buildable Land*

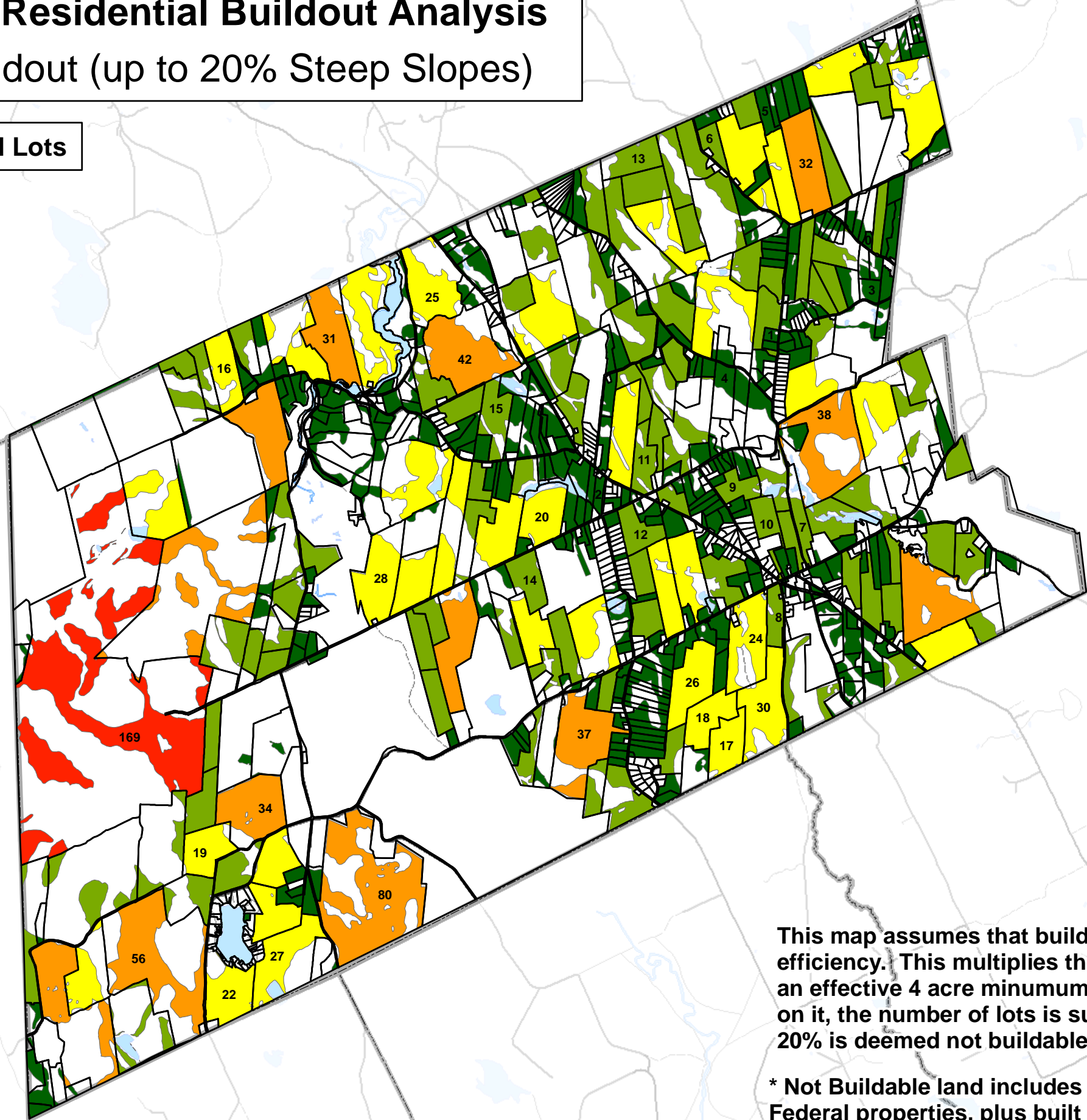
This map assumes that buildable land is only subdivided at 75% efficiency. This multiplies the maximum buildout by .75, creating an effective 2.66 acre minimum lot size. If a lot already has a home on it, the number of lots is subtracted by 1. Land steeper than 20% is deemed not buildable in this scenario.

\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 20%.

# Town of Salisbury Residential Buildout Analysis

## 50% Efficiency Buildout (up to 20% Steep Slopes)

2908 New Residential Lots



Legend	
Number of Lots per Parcel	
	0 - 5
	6 - 15
	16 - 30
	31 - 80
	81 - 170
	Not Buildable Land*

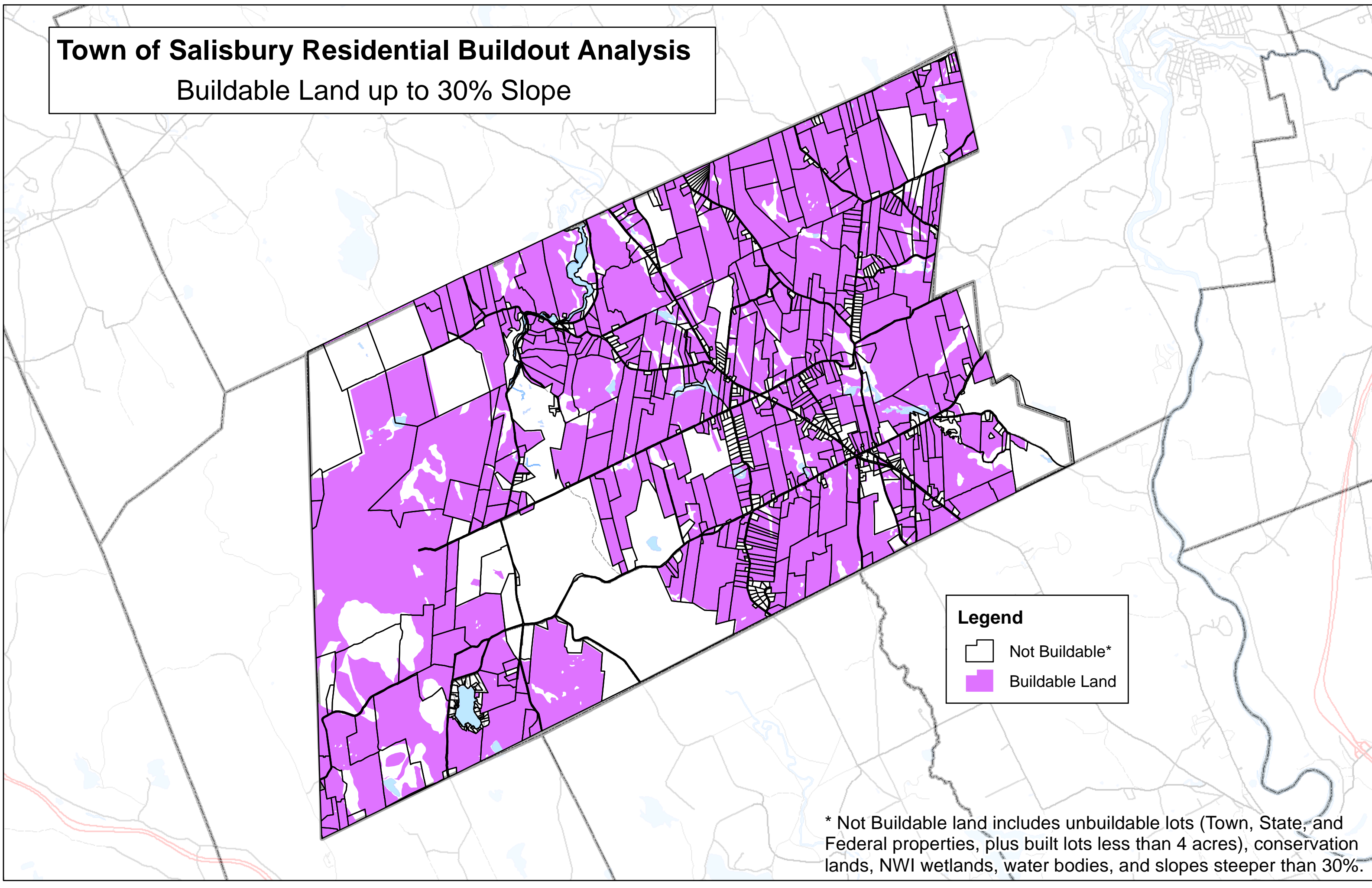
This map assumes that buildable land is only subdivided at 50% efficiency. This multiplies the maximum buildout by .5, creating an effective 4 acre minimum lot size. If a lot already has a home on it, the number of lots is subtracted by 1. Land steeper than 20% is deemed not buildable in this scenario.

\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 20%.





# Town of Salisbury Residential Buildout Analysis

## Buildable Land up to 30% Slope



**Legend**

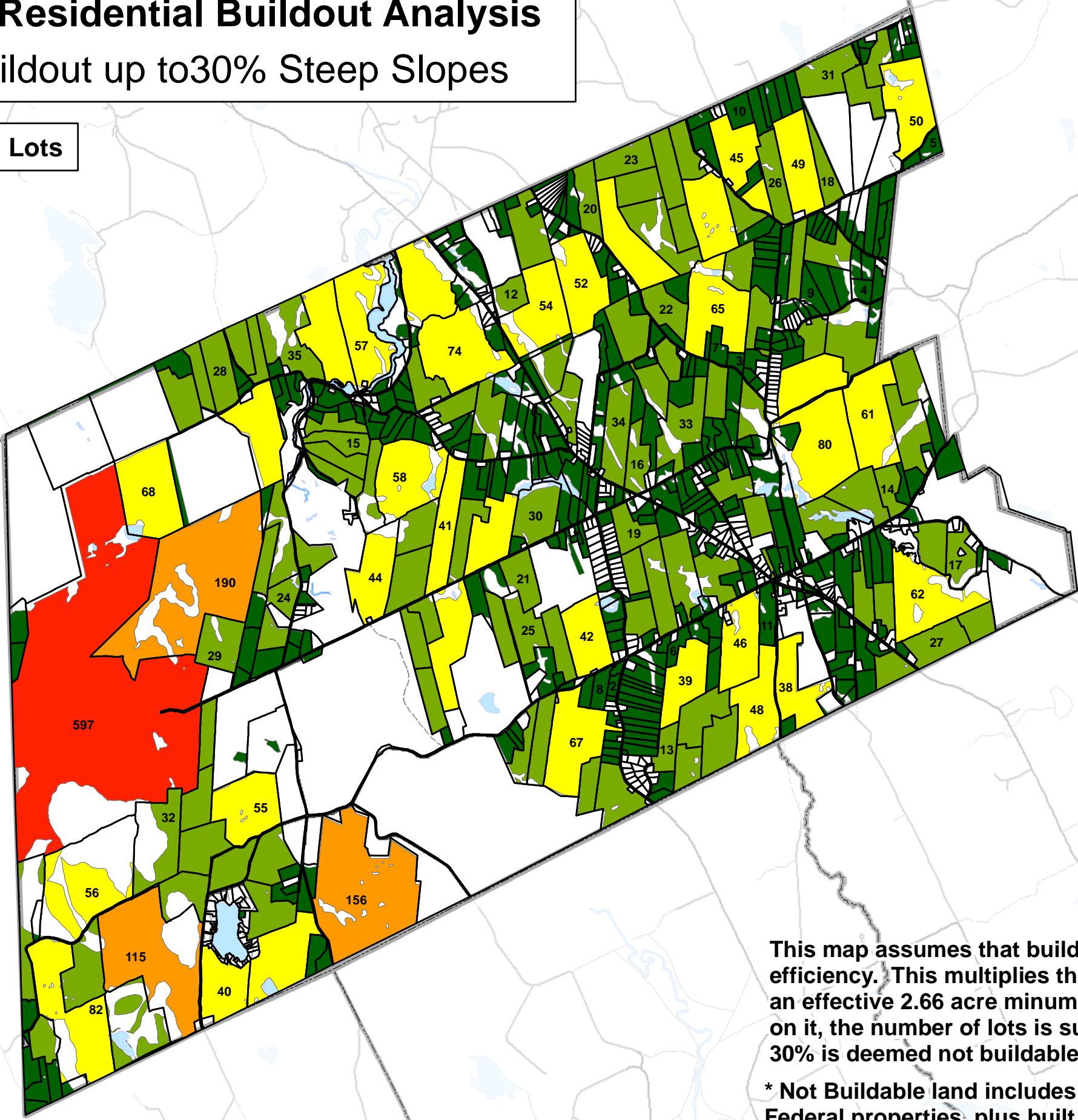
-  Not Buildable\*
-  Buildable Land

\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 30%.

# Town of Salisbury Residential Buildout Analysis

## 75% Efficiency Buildout up to 30% Steep Slopes

6161 New Residential Lots



**Legend**

**Number of Lots per Parcel**

- 0 - 11
- 12 - 35
- 36 - 82
- 83 - 190
- 191 - 597
- Not Buildable Land\*

This map assumes that buildable land is only subdivided at 75% efficiency. This multiplies the maximum buildout by .75, creating an effective 2.66 acre minimum lot size. If a lot already has a home on it, the number of lots is subtracted by 1. Land steeper than 30% is deemed not buildable in this scenario.

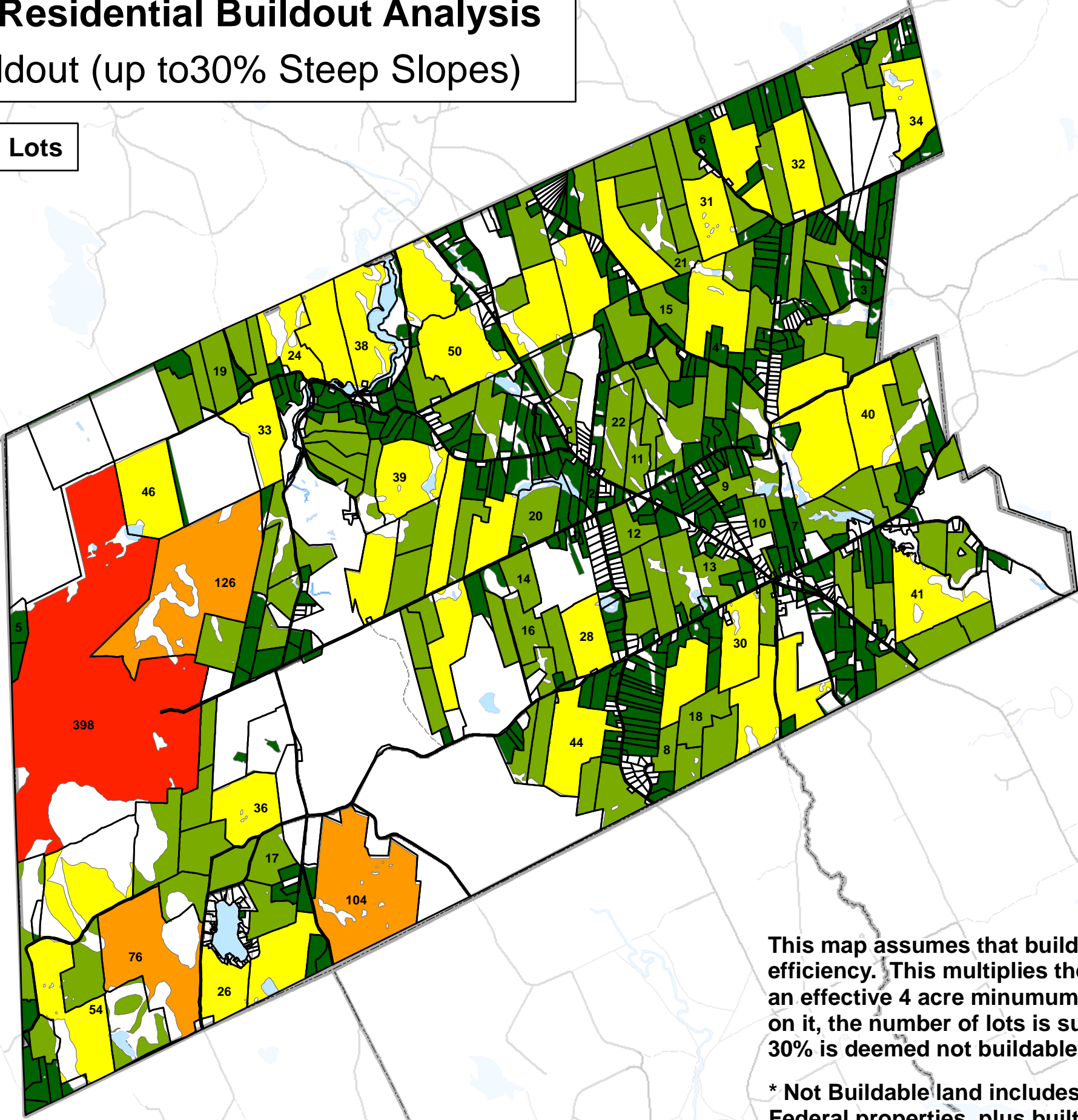
\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 30%.



# Town of Salisbury Residential Buildout Analysis

## 50% Efficiency Buildout (up to 30% Steep Slopes)

4090 New Residential Lots



Legend	
Number of Lots per Parcel	
	0 - 7
	8 - 22
	23 - 54
	55 - 126
	127 - 398
	Not Buildable Land*

This map assumes that buildable land is only subdivided at 50% efficiency. This multiplies the maximum buildout by .5, creating an effective 4 acre minumum lot size. If a lot already has a home on it, the number of lots is subtracted by 1. Land steeper than 30% is deemed not buildable in this scenario.

\* Not Buildable land includes unbuildable lots (Town, State, and Federal properties, plus built lots less than 4 acres), conservation lands, NWI wetlands, water bodies, and slopes steeper than 30%.

## APPENDIX C: SALISBURY VILLAGE CHARRETTE

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# Salisbury Village Charrette

**A Vision for Physical and Land Use Regulatory Change**

**June 1, 2013**



**Sponsored By:  
The Salisbury Planning Board  
Salisbury, New Hampshire**

**Conducted By:  
Mettee Planning Consultants  
Dover, New Hampshire**

# Contents:

## 1. Acknowledgements

## 2. Creating a Pedestrian Friendly Village Area

- Existing Village Area Conditions
- Public Engagement

## 3. The Charrette Process

- Pre Charrette
- Charrette Workshop

## 3. Charrette Recommendations

## 4. Next Steps



# 1. Acknowledgments

---

## **The Mettee Planning Team**

Jack Mettee, AICP  
Mettee Planning Consultants

Shannon Alther, AIA  
TMS Architects

Roberta Woodburn, ASLA  
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## **Salisbury Planning Board**

Douglas Greiner, Chair  
Ray Deary  
Stacia Eastman  
Ann Ross-Raymond  
Karen Sheldon  
Joe Schmidl

## **Salisbury Board of Selectmen**

Peter Ballou  
Joe Schmidl

## **Salisbury Town Staff**

Margaret Warren, Town Administrator  
Katy Downs, Administrative Assistant

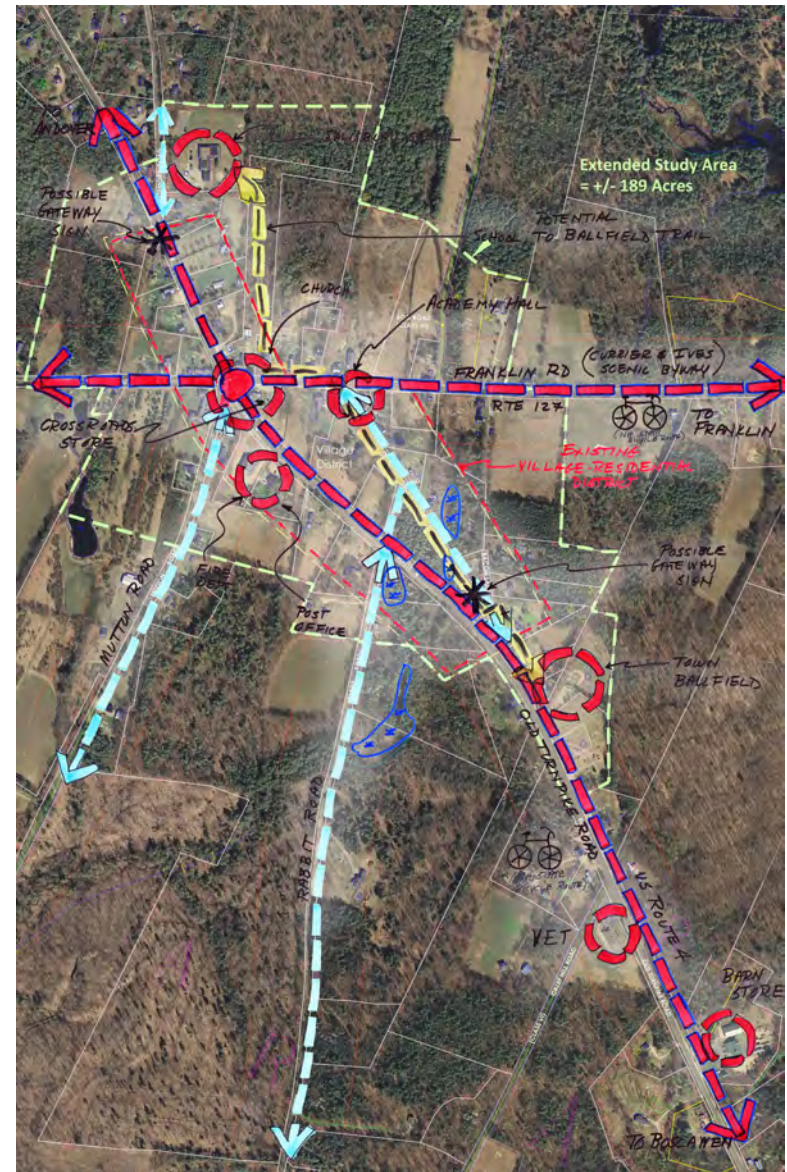
## 2. Creating A Pedestrian Friendly Village Area

### Existing Village Area Conditions — Opportunities for the Future

The **Crossroad village area** in Salisbury has always been one of the town's primary economic and social centers. In the middle of the 19<sup>th</sup> century, there were numerous residences and businesses located in this compact area.

Even today this area represents a significant community center comprised of the Crossroads store, Methodist Church, Academy Hall, the fire station and the US Post Office. Not too far from the center are the Salisbury Elementary School to the north and the town ballfield to the south. This thriving village area results in part from the intersections of US Route 4 and NH Route 127 (Franklin Road). Adding to this feature is the fact that Route 4 is a designated NH DOT bikeway and the Salisbury section of Route 127 (and in four other communities) has been designated as the Currier & Ives Scenic & Cultural Byway.

Each of these features can provide opportunities for the future such as a trail connection from the school to the ball field, more economic stimulation from tourists and bicyclists and a vibrant community center.



## **Citizen Engagement—keep the village character, but make more pedestrian friendly.**

At one of the initial community listening sessions as part of Salisbury's Community Planning Grant, a number of the landowners within the village area turned out to the meeting. In particular, many participants were interested in having a village that would:

- be more pedestrian friendly with a mix of appropriate uses;
- possibly be expanded further along Routes 4 and 127;
- incorporate ways to slow traffic on Route 4;
- provide the possibility of a town green;
- offer opportunities for varied development within the Village District; and
- maintain the historic character of The Crossroads and village area.

A number of participants didn't realize that current zoning would not allow the village area to further develop with this historic character. For example, the current zoning requires a minimum lot size of two (2) acres and front setbacks of 75 to 100 feet from the centerline of the roadway. Currently, a number of lots are less than an acre, and the typical setbacks are 25 to 40 feet. Subsequent to the meeting, Planning Board members came to the conclusion that a successful zoning change in the village area would be aided by some discussion of what makes up "village character"—e.g., retaining the style and character of the buildings, encouraging a more pedestrian friendly environment, etc.



As a result, the Planning Board applied for and received an additional grant to undertake a design workshop or charrette to develop a graphic vision for the village area. This vision could form the basis for amending the town's land use regulations to encourage greater opportunity for a mix of uses—residential, retail trade, professional offices, and small businesses that would mirror a traditional New England village.

### 3. The Charrette Process

---

A major step in preparing this study and coming up with the right set of land use regulations was putting together a daylong “Charrette” or design workshop. This charrette would bring together a variety of design professionals—architect, landscape architect and planner—to craft a graphic vision for what downtown Salisbury could look like in 20-30 years. This graphic vision would complement the written vision for a more pedestrian friendly environment with buildings and public amenities that are consistent with traditional New Hampshire village character.

#### **Pre-Charrette Activities included meetings and interviews**

Even before the day of the charrette, the Planning Board and consultant team engaged Salisbury citizens and stakeholders in order to come up with the initial vision and to determine what these citizens “would like to see” in the village area in the future and what they would “not like to see”.

This effort involved meetings and interviews with various groups and individuals including:

- The Board of Selectmen
- The Planning Board
- Town department heads
- Salisbury students
- Senior citizens
- Business owners

Based on these meetings and interviews a picture of what downtown Salisbury could be began to emerge. From all of the comments there were several common themes that included:

### **More pedestrian friendly**

- ❖ Create an atmosphere for walking, talking, eating
- ❖ Sidewalks/paths
- ❖ Park & ride area
- ❖ Connection to Elementary School & town ballfields



### **Consistent building design/aesthetics**

- ❖ Emphasize/conservate historic character
- ❖ Unified building pattern
- ❖ Discourage parking between street and historic buildings, e.g. in front yard

### **Mix of uses**

- ❖ Retail; small shops
- ❖ Restaurants
- ❖ Bed & Breakfast

- ❖ Antique shops
- ❖ Residential
- ❖ Café
- ❖ Tavern

### **Improve safety on Routes 4 and 127 (Franklin Road)**

- ❖ Better speed controls on Route 4
- ❖ Add traffic calming techniques, rotary
- ❖ Safe crosswalks on Routes 4 and 127

### **Parks; green spaces**

- ❖ Town green with gazebo & looped pathways
- ❖ Farmer's market

### **More, better signage**

- ❖ Welcome signs at village gateways for warm welcome to village
- ❖ Consistent with historic village character
- ❖ Better directional signage, e.g. location of important sites, facilities

### **Cultural activities**

- ❖ Arts, music, craft events



## The Charrette—converting citizen ideas into a graphic vision for downtown Salisbury

“Charrette” is a term from the French Beaux Arts tradition that involves an intensive, compressed design effort to solve a particular problem. In this charrette, there were design professionals from the fields of architecture, landscape architecture, civil engineering and community planning. As used in this and similar projects in New Hampshire, the design effort is complemented by a rigorous effort to include community ideas and opinions about the problem to be solved. Numerous ideas and opinions that were generated by the citizens of Salisbury came from meetings, workshops and stakeholder interviews prior to the Charrette.



On Saturday June 1, 2013 numerous citizens and the design team met at Academy Hall

for a listening session to kickoff the Charrette.

This session last for about an hour and a half. The design team then gathered to discuss how to best capture the themes and ideas from the listening

session in a graphic format. Each team member took on a specific design element representing one of the key themes: connecting the village with other town activity centers such as the elementary school; creating a gateway into the village from Route 4 for vehicles, bikers and pedestrians; making the village center more pedestrian friendly; or visualizing a concept plan for the village with new building/development sites.

Conceptual plans, renderings and project recommendations were then prepared by each of the designers. These were presented to the citizens of Salisbury late in the afternoon.

Section 4 that follows summarizes the vision and recommendations and graphic images resulting from the design Charrette.

## 4. Charrette Recommendations

***Circulation Strategies***—aim at creating more pedestrian friendly, safer environment and connecting community activity centers

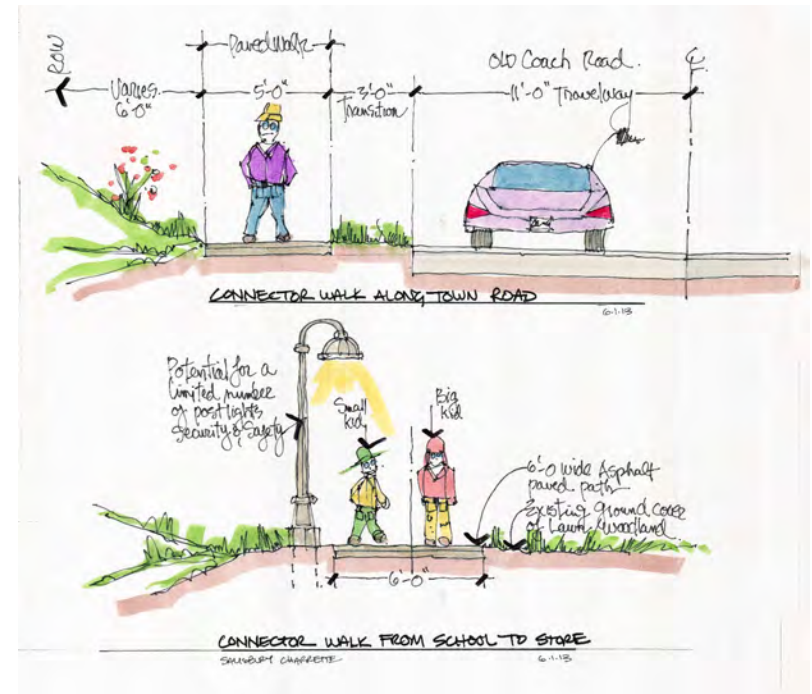
### Issues

- Fast moving traffic on US Route 4 especially during summer months
- Safety for pedestrians at/near the Route 4 Route 127 (Franklin Road) intersection.
- Unsafe conditions for pedestrians
- Pedestrian crossings limited
- No safe pedestrian path/trail connecting town activity centers, e.g., school, Town Hall, Crossroads/village area, town ball field

### Strategies

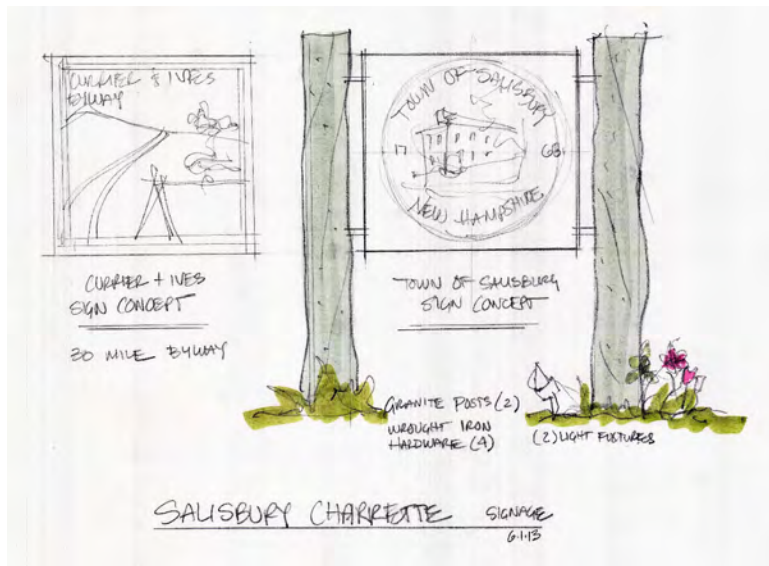
- Create a contiguous trail/path from the elementary school to Crossroads to town ballfield.
- Provide a safe crossing from Crossroads area on Route 4 to Post Office/Fire Station.

- Create pedestrian loop within the village area that could incorporate a new town green and protected paths along Old Coach Road and Route 4.



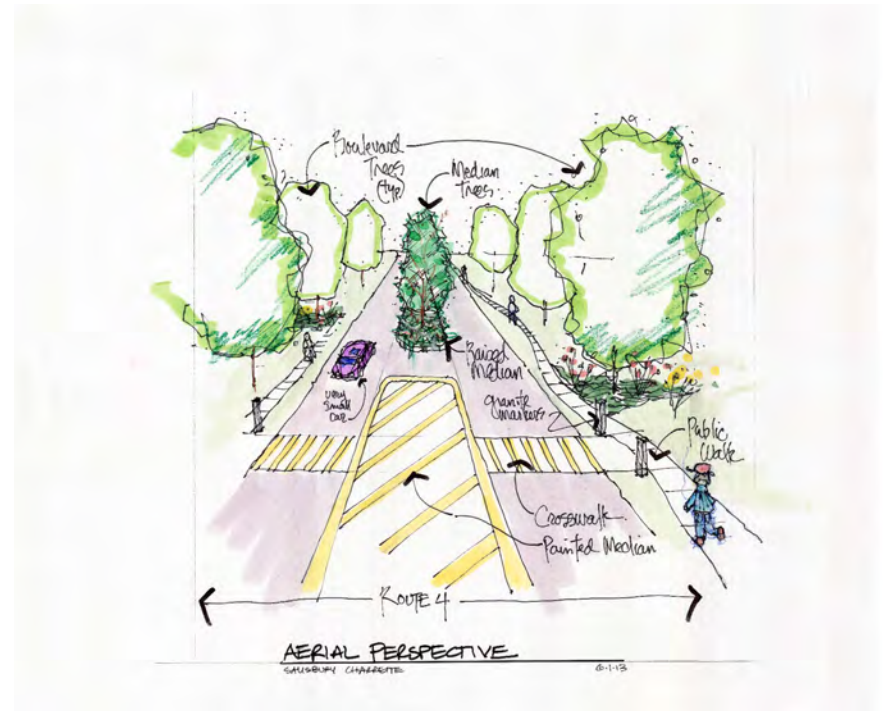
- Provide informal bus stop near the Crossroads for school children pick up.

- Develop a village-type zoning district with design guidelines that encourage a pedestrian atmosphere and opportunities for a village-centered development.
- Create welcoming gateway signs.



- Encourage traffic calming measures on Route 4:
  - ❖ Install striped/painted or raised vegetated islands.
  - ❖ Plant trees along the shoulders.

- ❖ Provide a number of safe & practical crosswalks.



*Traffic calming with aesthetic gateway into the village areas from Route 4 going west.*



## ***Land Use/Building Strategies—aim to encourage New England village environment***

### **Issues**

- Current zoning for village area might lead to high-density multi-family.
- No design standards for buildings.
- No separate design standards for village area.
- Current 2 acre zoning and large setbacks would not allow for a more compact, historic village type environment.

### **Strategies**

- Incorporate town green into village area.



- Enlarge zoning boundary for village district to include some the residential uses on the north side of Franklin Road.
- Modify land development regulations within village district. These might include:
  - ❖ Dimensional standards—building setbacks, heights
  - ❖ Parking standards—require on-site parking to be at side or rear of building.
  - ❖ Sign standards—more compatible with historic village character of Salisbury



*Potential Infill Adjacent to Crossroads Store on Franklin Street. Could look over future town green to rear.*



*Future Village Concept with “Salisbury Green” and potential new “infill” buildings in dark green.*

- Adopt design guidelines that affect both the public and private realms and:
  - ❖ promote connections to activity nodes or centers, i.e., trails/paths, etc.
  - ❖ provide visual interest
  - ❖ include a mix of uses—variety of housing, retail, institutional, restaurants, etc.
  - ❖ incorporate architectural elements that reflect the traditional character of Salisbury.
  
- Adopt landscape guidelines that address:
  - ❖ Pedestrian access and ways
  - ❖ Site furniture
  - ❖ Buffers
  - ❖ Parking areas



- Adopt building design guidelines to encourage consistency of building character through:

- ❖ Roof style; pitch



- ❖ Window proportions



- ❖ Building massing
- ❖ Materials
- ❖ Storefronts

## 5. Next Steps

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- ❖ Put results of June 1, 2013 onto the Website as a Power Point presentation
- ❖ Present Charrette findings to local boards and organizations
- ❖ Work with local businesses and community organizations to:
  - implement simple physical changes in village area, e.g. gateway signs, light pole banners, flower beds
  - work with-village center landowners to create pedestrian friendly village walkways and informal school bus stop location
- ❖ Work with Planning Board to amend current Zoning Ordinance regarding Village Retail District and Site Plan Review Regulations. These should encourage:
  - Pedestrian friendly environment,
  - Multiple uses with building massing that is consistent with current building size and form,
  - Dimensional standards consistent with current traditional village layout,
  - Limit height of buildings to 3 stories,
  - Allow for flexible parking arrangements,
  - Encourage architectural consistency – windows, roof pitch, facades, etc., and
  - Context sensitive signage.

## APPENDIX D: CHAPTER III HISTORIC AND CULTURAL RESOURCES (2007 MASTER PLAN)

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# HISTORIC AND CULTURAL RESOURCES

## For the Town of Salisbury

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

Gradual and pervasive erosion of the historical character can happen with the accumulation of incremental changes to buildings and places. It is our challenge to ensure that this does not continue to happen in Salisbury. Historic preservation is an important issue to Salisbury residents, as evidenced through the Community Survey. Over 83% of the survey respondents felt that historic sites and areas in Salisbury should be preserved and 61% would be in favor of designating a Historic District Ordinance.

Many historical sites around the region have been lost through the years due to growth and development. Some of these sites include Native American burial grounds, family cemetery plots, homestead sites of earlier settlers, and sites of early mills. There have also been sites that have come under private ownership, with a lack of

public access and proper maintenance following. Preservation should not be a reaction to a crisis, but part of the planning process. Preservation does not and should not be thought of as prevention.

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

### COMMUNITY SURVEY RESULTS

In 2005, the Planning Board distributed community surveys to 411 Salisbury households. Of the 411 surveys distributed, 102 were returned, indicating a total response rate of 25%. The results of the survey can be found in the **APPENDIX CHAPTER**. Answers to the questions pertaining to historical and cultural issues are summarized below.

The survey asked residents if they believe there are historic places that should be preserved in Town, and if they favor a Historic District Ordinance to protect designated places. Respondents overwhelmingly believe that historic places and areas should be preserved in the Town (Table III-1). A majority of respondents also support enacting a Historic District Ordinance to protect designated



places (Table III-2). It is evident that protection of the cultural and historical resources of the Town of Salisbury is important to its residents.

**2005 Community Survey Question 19:**

Do you believe that historic places (or areas) should be preserved in the Town?

Q. 19	Total	Percent
Yes	84	83.17%
No	3	2.97%
No Opinion	14	13.86%
Total	101	100.00%

**2005 Community Survey Question 20:**

Are you in favor of enacting a Historic District Ordinance to protect designated places?

Q. 20	Total	Percent
Yes	63	61.76%
No	24	23.53%
No Opinion	15	14.71%
Total	102	100.00%

A warrant article (#18) was brought before the Town and voted in the affirmative at the 1970 Salisbury Town Meeting requesting the authorization of the Board of Selectmen to appoint a Historic District Commission as stated in the NH RSA 1963, 178:1. Although a commission was never appointed the authorization remains in effect today.

**HISTORIC DISTRICT COMMISSIONS**

The work of a historic district commission can be regulatory and/or advisory. A designated local historic district is a specified area of a municipality. Its designated purpose is to preserve the significant character of an area while accommodating and managing change in accordance with regulations developed by local consensus. More than one such district may be designated in the town. Any historic district ordinance would overlay local zoning ordinances for that area.

**HERITAGE COMMISSIONS**

A heritage commission has a town-wide scope regarding cultural resources. In addition to conducting inventories and educating the public on matters relating to historic preservation, it advises and assists other local boards and commissions.

**BRIEF HISTORY OF SALISBURY**

The Town of Salisbury, like many other towns in Central New Hampshire, had its beginnings during the years of the French and Indian Wars, when frontier life was a risky business. Although explored as early as 1733 and laid out on paper in 1738, the first ground for settlement was not broken until 1752. Salisbury was once called Bakerstown in honor of a slain Indian fighter, Captain Thomas Baker. Soldiers who served in the expedition to Quebec in 1690 were the recipients of a grant from the Government of Massachusetts Province as part of its efforts to strengthen its claim in the Merrimack River Valley.

When political control of New Hampshire reverted to the Masonian Proprietors, they issued a new grant for the same area and changed

the name to Stevenstown. Records show that by 1753, four houses had been built and protection from the Indians was being asked. In 1766, the inhabitants petitioned Governor Wentworth for incorporation. It was granted on March 1, 1768, when the Governor changed the name to Salisbury. Seven years later, at the start of the Revolutionary War, there were some 500 inhabitants in the Town.

While agriculture played a substantial role in the life of the Town up to the 20th Century, certain elements of industrial activity started early and contributed substantially to the Town's vigor and prosperity through the 1870s. Saw and grain mills, potash works, shoe and clothing makers, all played a part, many times starting as at home or on-the-farm industries.

By the close of the 18th century the Merrimack River, which had initially attracted settlers to the Merrimack Valley, had fostered commercial growth and the valley had become the State's most populous region. In the early 19th century the towns of the Merrimack Valley were producing increasing amounts of fine cabinetwork. Historically more documented furniture has been found here than in any other portion of the state. Referring to the cabinetry, three markers are identified with Salisbury.

Levi Bartlett (1784 -1864) was born in Salisbury and opened a shop here in 1806, selling same in 1809 and becoming a resident of Boston by 1814. By 1852 he was listed as one of the wealthiest men in Massachusetts. His case pieces exhibit a unique under base construction.

Samuel Dunlap, a member of The Dunlap Family, worked in the late 1700s, including for a time in Salisbury. The Dunlap family case pieces exhibit strength and boldness and are easily recognized, often having elaborate cornice work and finely scrolled skirts. The only two documented examples by Samuel are less elaborate and of a more "country" character.

Stephen Ross (1785 - ?) had settled and married in Salisbury by 1809. He is referred to in deeds from 1810 to 1818 as a cabinetmaker of Salisbury. By 1819 he had relocated to Ogden, New York. His Salisbury pieces vary but a card table presently extant in Salisbury exhibits the art of a master and imaginative turner.

See Plain and Elegant, Rich and Common; Documented New Hampshire Furniture, 1750 – 1850 (New Hampshire Historical Society, 1979).

Salisbury was located on the College Highway running from the Merrimack River to Hanover, and on the Fourth New Hampshire Highway. A toll road that opened in 1804 gave impetus to farming and industry by providing easy access to new markets. Turnpike traffic also brought a boom in commercial activity with many inns, taverns and shops opening along the route.

As the population of the region increased in the early 1800s, more and more land was cleared to provide food for man and animals or to raise sheep (800 counted in one year) for wool. The stonewalls running through today's wooded areas throughout the Town are evidence of the extent to which the land was stripped of its original tree cover. Abandoned cellar holes, remote family cemeteries and



traces of mills along the Town's streams are further evidence of a community whose population peaked at 2,016 in 1820.

By the mid-19th Century, two developments had affected Salisbury's ability to continue its growth. First, the concentration of textile mills on larger streams with more adequate water power led to the birth of industrial towns, including Franklin. Salisbury lost its eastern section along the Merrimack River to Franklin when it was formed. This section had major industrial potential. Second, because of its terrain, Salisbury was bypassed when the railroads were laid, putting its industries at a disadvantage with those served by rail. Within a short time the traffic on the Turnpike (made a free road in 1840) dropped to practically nothing and the Town lost a valuable commercial asset. The decline intensified with the shift of its population to the West following the Civil War, and finally leveling off as a rural Town with about a third of its peak population.

In ceding land to form Franklin, the Town lost one of its most valuable historical assets; the birthplace of Daniel Webster (1782-1852). Daniel Webster was one of the nation's famous statesmen and orators, and son of an early settler and distinguished Revolutionary War officer. During his later life he frequently returned to visit with his neighbors and friends, enjoying the robust social life of the taverns in Salisbury and Concord.

## HISTORIC RESOURCES

The historical and cultural sites noted in this section are depicted on the ***Historic and Cultural Resources Map***. On the map the sites are given an index number. The index number is listed next to the site name in the text below for cross referencing purposes.

### NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program that coordinates and supports public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the US Department of the Interior.

In order to promote places of historic importance through National Historic Register designation, a research and writing effort is required of townspeople or consultants. Once a property is listed, the benefits are: recognition that a property is of significance to the Nation, the State, or the community; consideration in the planning for Federal or federally assisted projects; eligibility for Federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

In Salisbury, there is one property on the National Register of Historic Places – the Salisbury Academy Building (Academy Hall / South Road School) – which was added to the register in 1975. The building currently serves as the Town Hall and meeting place.

### STATE REGISTER OF HISTORIC PLACES

The New Hampshire State Register of Historic Places is one part of the state's efforts to recognize and encourage the identification and protection of historical, architectural, archaeological and cultural resources. These resources may be buildings, districts, sites,

landscapes, structures or objects that are meaningful in the history, architecture, archaeology, engineering or traditions of New Hampshire residents and communities. The State Register is administered by the New Hampshire Division of Historical Resources (NHDHR), which is the State's Historic Preservation Office. Salisbury currently has no sites listed on the State Register of Historic Places, but this designation may be something for the Town to pursue in the future for its significant historical sites.

Owners of private property listed on the State Register are free to maintain, manage, or dispose of their property as they choose, without oversight or comment from the NHDHR, provided that no state monies or permits are involved.

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

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

town; they often can be a common, although irreplaceable, feature on the New Hampshire landscape.

- Identified, but unexcavated and unevaluated archaeological sites may also be listed.

Generally, properties eligible for listing on the State Register should be at least fifty years old. Properties approaching the fifty-year mark can be listed, if their historical values are already clear.

#### STATE OF NEW HAMPSHIRE HISTORIC MARKERS

New Hampshire's state highway historical marker program is administered by the NH Division of Historical Resources (NHDHR). Marker requests are reviewed by the State Historic Preservation Officer; costs of the markers are borne either by the Transportation Fund or the sponsoring municipality/organization. Requests for markers must include draft text for the marker, research and justification, and a petition signed by at least 20 persons.

There are currently no state historical markers in Salisbury.

#### LOCAL HISTORIC MARKERS

Local markers are erected by townspeople to celebrate the uniqueness of the community and its heritage. One such local marker is known to exist in Salisbury. This is listed in Table D.1 below and also shown on the Historic and Cultural Resources Map.

**Table D.1: Local Historic Markers**

Local Historical Marker	Date Erected	Location	Type of Marker
Town Pound	1997	Center St./Whittemore Rd	Wood

### SIGNIFICANT HISTORIC SITES AND STRUCTURES

Many sites and structures document the early community of Salisbury. They are listed here in Table D.2, and many are depicted on the *Historic and Cultural Resources Map*.

There are numerous historic sites and structures in the Town of Salisbury. Dr. Paul S. Shaw's book "Historic Salisbury Houses" (1995) contains information on over 90 structures. A number of these were used to provide services to town citizens and travelers as listed in the following table.

**Table D.2: Significant Historic Sites and Structures**

Historic Structure or Site	Location
Academy Hall – South Road School (1806-1959)	9 Old Coach Rd.
Salisbury Historical Society Museum (site of 1885 Hears House)	U.S. Rte 4 between Hensmith Rd. and W. Salisbury Rd.
Salisbury Free Library (1887 Center School House)	U.S. Rte 4 between Hensmith Rd. and W. Salisbury Rd.
Salisbury Town Hall (first used for spring election in 1840)	U.S. Rte 4 between Hensmith Rd. and W. Salisbury Rd.
TAVERNS (now private homes):	TAX MAP (TM)
"Bell Tavern", "Travellers' Home" (1820s & 1830s)	TM 6-31 Corner of U.S. Rte 4 & W. Salisbury Rd.
"Able Elkins House" (1770s to early 1800s)	TM 6-68 U.S. Rte 4, opposite Salisbury Historical Society
Site of First Tavern at South Rd. owned By Andrew Pettengill (1767)	TM 4-64 Corner of Franklin Rd. and Old Coach Rd.
"Moses Garland Home"	TM6-83 Whittemore Rd.
"Greeley School"(1820) now private home	TM7-77 Warner Rd.

**Table D.2: Significant Historic Sites and Structures Cont.**

Site of Hotel owned by Levi Bean (1804)	TM4-16 U.S. Rte 4, South Road Village
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### CHURCHES

Throughout history, religion has played an important role within a community. This section tries to highlight those houses of worship still remaining in Salisbury.

The Salisbury Congregational Community Church was built in 1791 and lists Daniel Webster among those who have attended. It is currently the only active church in Town.

The Baptist Church Meeting House was completed in 1791. In the 1920s the building became the property of the United Baptist Conference of the state. In 1956 the United Conference deeded the church to the town, which in turn deeded the building over to the newly formed Salisbury Historical Society in 1966. Today the building serves as a meeting place and houses part of the collection of the Salisbury Historical Society.

Smith's Union Meeting House was built in 1834 to serve several denominations. In 1929 it was bought by Mrs. Storrow of Boston. It was taken down and moved to Springfield, Massachusetts where after being reassembled became part of Storrowtown on the grounds of the Eastern States Exposition.

### CEMETERIES

As do many other small central NH region towns, Salisbury has a rich heritage and a strong connection to its past. Cemeteries are an important and personal link. A law was passed several years ago

that allows municipalities to maintain any or all private cemeteries. In Salisbury, there are 13 cemeteries that are owned by the Town and 3 private cemeteries.

**Table D.3: Public and Private Cemeteries**

Cemetery	Owner	Location
Baker	Town	Route 4, north of Rte 127 on S/W side of rd
Bog Road	Town	Bog Rd, via Center Rd.
Fellows	Town	Rte 127, South Rd
Maplewood	Town	US 4 south of Rte 127
Sawyer	Town	Between Maplewood and Smith's Corner
Smith's Corner	Town	Closest to ball field, next to Sawyer
Mills	Town	Mill Rd., south of Pingree Bridge
Oak Hill	Town	Oak Hill Rd.
Salisbury Heights	Town	Behind Salisbury Historical Society
Shaw Hill	Town	NE of College Rd., south of Andover line
South Road	Town	In back of 2 <sup>nd</sup> house east of Church
Watson	Town	Off road up Mt. Kearsage from Warner and east of Warner-Salisbury line
Whitaker	Town	S side junction West Salisbury and Dunlap
Manyon	Private	Flaghole Rd. east of North Rd.
Petersen	Private	North Rd. and Robie Rd.
Taylor Loop	Private	East side of Quimby Rd.

#### STONEWALLS

The early settlers to Salisbury, as to most New Hampshire towns, quickly found that one of their best yearly harvests was the crop of rocks that emerged each spring to dot the fields they hoped to plow. As they carried these stones away from their fields they soon discovered they could use the rocks to build boundary walls to separate their fields from one another and from their neighbors.

In the 18th century farmers marked off small fields surrounded by stonewalls. These small plots were well suited to the intensive farming of that era. However, in the 19th and 20th century, as farmers began to use larger equipment, the larger horse drawn machines needed bigger fields, so many stonewalls were torn down and rebuilt.

In planning for the future, we must also honor our past and certainly the thousands of hours of back testing work that our forefathers invested in these old walls. Citizen volunteers might work in teams to restore a few sections of long neglected walls along some of our scenic dirt roads. Looking ahead, the coming generations will gain insight towards the skill of our ancestors and of a long ago tradition.

A Stone culvert made long ago can be seen on Bog Rd.

#### HISTORIC MILL SITES

Numerous historic mill sites are located in Salisbury:

- Beaver Dam Fellows Mill\*
- Charles Shaw Mill\*

- Currier Grist Mill\*
- Herschel Green Tannery\*
- John Calef Tannery\*
- John Shaw Grist Mill/Gookin Mill\*
- Nathaniel Greeley Saw Mill\*
- Prince's Mill\*
- Proprietor's Grist Mill
- Reuben Greeley Sawmill\*
- Samuel Loverin Shaw Mill\*
- Sawyer Mill – chairs\*
- Silas Elkins Shingle Mill
- Stevens Mill\*
- True George Tannery
- Wilder & Bowers Flaxseed Oil Mill\*
- William Holmes Saw Mill\*
- William Flanders Tannery
- William Pingree Saw Mill\*

\*Refer to the Historic and Cultural Resources Map for location.

Dams historically were a source of power for mills and industry. The availability of water-based power permitted dense settlement patterns and encouraged the development of industries. Today, many dams and dam remnants provide insights into past influences on town development. Many have also become part of the river environment providing a microenvironment for warm water fish.

#### **SALISBURY HISTORICAL SOCIETY**

The Salisbury Historical Society (SHS), a non-profit 501(c)3 charitable organization, was incorporated in 1966. The objectives of the organization are 1) To promote the interest in and the understanding of the history of the town of Salisbury and the State of New Hampshire and 2) To collect and preserve objects, facts and information of historical significance to the area, and to make them available to all who wish to examine or study.

SHS sponsors programs throughout the year presenting speakers from organizations within the State that bring a little flavor of the State's past. Workshops during the year provide an opportunity for anyone interested to help review and categorize materials for the archives. SHS also sponsors the 4th grade class from the Salisbury Elementary School by providing each student with a one year membership and a trip to the New Hampshire Museum of History.

Each year the Salisbury Historical Society provides a college scholarship to an entering college freshman student from Salisbury. The raffle held at the Town's Old Home Day event raises a majority of the funds for this scholarship.

The Salisbury Historical Society Museum buildings consist of the Hearse House and Baptist Church Meeting House (see Historical and

Cultural Resources Map for location). The museum is open on Saturday afternoons from Memorial Day weekend until the beginning of October. It is manned by volunteer docents from within the community.

A number of publications describing Salisbury's past are available at the

Salisbury Historical Society Museum:

- History of Salisbury – John Dearborn 1890
- Historic Salisbury Houses – Dr. Paul S. Shaw 1995
- Salisbury Lost – Dr. Paul S. Shaw 1995
- They Said It in Salisbury – Dr. Paul S. Shaw 1994
- We Said It In Salisbury Too... Addendum (Interviews by Gail M. Henry) 2004

#### **HISTORICAL DOCUMENTS OR STUDIES**

Documents on file in the Salisbury Historical Museum:

- Road Agent Instruction. May 24, 1824
- Tax Collector Salisbury 1850. Muster pay for 1850.
- State and Town Roads. Town Treasurer . D.S. Prince. 1880
- Audit. Tax Bills. 1821-1858
- Collector of Taxes Book. Circa 1815

- Early Voting Lists. 1824-1826, 1828, 1835, 1838-1839, 1843-1845

Maps and Publications on file in the Salisbury Historical Museum:

- 1858 Township and Railroad Map of New Hampshire
- 1858 Merrimack County Map (3)
- Pre-1825 Lot Plan of Salisbury – Original
- Circa 1825 Lot Plan of Salisbury with Rangeways and Ponds
- Circa late 18<sup>th</sup> century Lot Plan of Salisbury without names of property owners
- 1888 Originals List of Voters in Salisbury (including women who were permitted to vote in school elections)
- Mary Mason Campbell (local author), "Butt'ry Shelf Almanac", 1970
- Mary Mason Campbell, "Butt'ry Shelf Cookbook", 1968
- Mary Mason Campbell, Original Manuscript of "The New England Butt'ry Shelf Almanac"
- Dr. John J. Dearborn, "History of Salisbury", 1890
- Warrant of The Town of Salisbury, 10<sup>th</sup> day of March 1845
- Depictions of Salisbury School Districts and Cemeteries

## CULTURAL RESOURCES

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

### LOCAL CULTURAL EVENTS

- Old Home Day
- Town Meeting
- Community Gathering Sites:
  - Four Corners – Crossroads Store
  - Town Transfer Station

### LOCAL ORGANIZATIONS

- Blackwater Trail Riders
- Boy Scouts – Troop 489 (working together with Andover)
- Cub Scouts – Pack 489 (working together with Andover)
- Fire Rescue Explorer Post 74
- 4-H Club (working together with Webster)
- Friends of the Salisbury Free Library
- Ladies Aid Society

- Salisbury Elementary PTG
- Salisbury Historical Society
- Salisbury Library Book Club
- Women's Fire Auxiliary

## MECHANISMS FOR HISTORIC AND CULTURAL PRESERVATION

Salisbury has a rich historical legacy that is evident in its buildings, landscapes, and patterns of development. These resources contribute to the quality of life in the community and provide a sense of identity that many residents enjoy and find important. The strategies listed below can help ensure that these resources are protected and preserved so that future generations may not only learn from them, but also enjoy them.

### BARN OWNER TAX RELIEF

RSA 79-D authorizes municipalities to grant property tax relief to barn owners who can demonstrate the public benefit of preserving their building and who also agree to maintain their structure throughout a minimum 10-year preservation easement. On or before April 15<sup>th</sup> of the new tax year, owners of historic barns or other farm buildings may seek relief by applying to their local governing body to grant a discretionary preservation easement to the municipality and by agreeing to maintain the structure in keeping with its historic integrity and character during the term of the easement. For more information contact the New Hampshire Division of Historical Resources.

#### **CITIZENS FOR NEW HAMPSHIRE'S LAND AND COMMUNITY HERITAGE**

A coalition of organizations that are working to protect the special places that define our state. This coalition provides technical assistance, outreach, and education, which are available to communities and organizations.

#### **COOPERATIVE VENTURES WITH PRIVATE ORGANIZATIONS**

Partnerships can be formed when the interests of the Town to preserve historic or cultural resources match with the interests of a private organization. This tactic will require some creative thinking and introductory discussions by Town officials with area organizations that have, or could develop, an interest in conserving such resources.

#### **GRANTS FROM FOUNDATIONS**

The Town should research available grants and develop proposals to seek funding for the conservation of particular pieces of property or other historical resources within Town. Funding could be sought from foundations at the local, state, regional, and national level.

#### **LAND AND COMMUNITY HERITAGE INVESTMENT PROGRAM (LCHIP)**

The New Hampshire Land and Community Heritage Investment Program (LCHIP) is an independent state authority that makes matching grants to NH communities and non-profits to conserve and preserve New Hampshire's most important natural, cultural and historic resources. It is required that towns match the State money from this fund with a 50% match from other sources, some of which can be an "in kind" match, as well as funds from other sources.

#### **NEW HAMPSHIRE PRESERVATION ALLIANCE**

The Alliance was founded in 1985 and works to preserve New

Hampshire's historic buildings, landscapes, and communities through leadership, advocacy, and education.

#### **PRESERVATION EASEMENTS**

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

#### **REVOLVING FUNDS**

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

#### **TAX REHABILITATION CREDITS AND INCENTIVES**

Income tax deductions may be granted for two types of historic properties, a historically important area, or a certified historic structure. A twenty percent tax credit is given by the government for rehabilitation of certified historic structures. The Bank of America Historic Tax Credit Fund grants equity investments for the



rehabilitation of historic commercial and residential properties eligible for the federal and state historic tax credit, as well as the 10% non-historic federal tax credit.

#### **TRANSPORTATION ENHANCEMENT FUNDS (TE)**

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

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

For more information contact the Central New Hampshire Regional Planning Commission.

#### **SUMMARY**

Salisbury has a rich cultural history. This is indicated by publications showing many of the historic structures that have been captured by

photographs and written anecdotes from some of the Town's long-time citizens. Continuation of this process of identification will allow the townspeople and others to gain a better understanding of these resources and allow for the stewardship of them going forward.

#### **OBJECTIVES OF THE CHAPTER AND RECOMMENDATIONS**

##### **OBJECTIVE 1:**

To raise awareness of the scenic and historic resources in the community.

- Map existing historic sites and structures of the Town. Part of the preparation of this Master Plan entailed mapping the historic sites and structures (buildings, cemeteries, mill sites, dams, etc) of the Town. Continue to update the Historic and Cultural Resources Map that accompanies this chapter as sites not documented in this Master Plan are found.
- Create a guidebook/map of historic sites and structures. The historic sites and structures of Salisbury are spread throughout the town. Since the last Master Plan update in 1991, the historic structures (buildings, homes) have been documented in the two publications (Historic Salisbury Houses and Salisbury Lost by Shaw). As a companion to the Historic and Cultural Resources Map consider creating a guidebook describing the Town's historic sites, such as the historic mill sites and cemeteries, and walking tours to each site.

- Purchase plaques for historic homes. Work with the Salisbury Historical Society on its project to create plaques for historic homes (homes currently listed in “Historic Salisbury Houses” by Shaw).

#### OBJECTIVE 2:

To preserve the scenic and historic aspects of the Town.

- Activate the authorized Historic District Commission. This commission can revisit options regarding a specified historic district and a possible district ordinance as well as the desirability of a heritage commission in conjunction with or in place of a historic district commission. This commission can work with the Town citizens in determining the consensus for any of the options.
- Work in conjunction with the State Historical Society in order to preserve historical aspects of the Town.
- Map existing Scenic Roads and identify roads within the Town that would qualify as Scenic Roads under RSA 231.

#### MAPS




One map, the ***Historic and Cultural Resources Map***, accompanies this chapter.











# Historic and Cultural Resources Map

## Salisbury Master Plan 2017

### Legend

-  Historic Features
- Water Bodies**
-  Water Bodies
-  Rivers & Streams

### Base Legend

- Roads by Legislative Class**
-  Class I
  -  Class II
  -  Class III
  -  Class V
  -  Class VI
  -  Private/Trails
  -  Town Boundary
  -  Surrounding Town Boundaries



ID	Name
1	Nathaniel Greeley Saw Mill
2	Rueben Greeley Saw Mill
3	Stevens Mill
4	Sawyer Mill CHMRS
5	WM Pingree Saw Mill
6	Pingree/Prince Mill
7	Currier Grist Mill
8	John Shaw Grist Mill
9	Gookin Mill
10	Samuel Loverin Saw Mill
11	Beaver Dam Fellows Mill
12	Charles Shaw Mill
13	Wildere/Bowers Flaxseed Oil Mill
14	EM Holmes Saw Mill
15	John Emerson Tannery & Currying Mill
16	Samuel Calef Grist Mill
17	Samuel Elkins, Samuel Dunlap, & Stephen Pingree
18	Scribner's Corner
19	Smith's Corner (1789)
20	Watson/Mountain (1858)
21	Watson/Mountain (1892)
22	North Rd
23	Raccoon Hill
24	South Rd Prior (1787-1805)
25	South Rd (Academy Hall)
26	Thompson Corner
27	Center Village (1778)
28	Center Village (1889)
29	Greeley
30	Mills School (1816)
31	Mills School (1884)
32	Loverin Hill School
33	Herschel Green Tannery
34	John Calef Tannery
35	Town Pound
36	Congregational Church
37	Historical Society and History Museum

Data Sources:  
NH DOT: 2015 Roads data  
NH GRANIT: Surface waters via the NH Hydrography Dataset,  
Town Boundaries  
2007 Salisbury Master Plan: Historic Features

