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INTRODUCTION

The Greenville Master Plan was first completed in 1985. This new and updated plan started in the fall of 2015 by the Greenville Planning Board with the assistance from Southwest Region Planning Commission.

What is a Master Plan?

It has been stated that one of the most vital factors for orderly community growth, whether it be a rural county, suburban town, urban city, metropolitan or regional area, is master planning. The Master Plan helps to shape the further development of the community. Faced with inevitability of growth, the town creates a plan so that when growth does occur, it happens in places most able to absorb it. This plan helps the town manage the land use and future development in a manner that is consistent with the vision of the residents.

There are certain things that must be understood about a Master Plan in order for all concerned to utilize it properly.

- The Master Plan is a collection of plans, maps, studies, reports, and goals which, together, attempt to visualize the long-range growth of a community. It will consider past trends and future potentials, concerns which seek solution, and offer directions or objectives that can act as guides/tools for town leadership and residents in resolving municipal issues.
- The Master Plan must be, as its name implies, far-reaching. It must deal with all aspects of the community's growth, not just one small area. The guiding principle for the Plan's decisions should be to respond to issues in the best interests of the community as a whole.

A Master Plan is not:
- A legally binding document, like a regulation, although it may suggest certain regulations be adopted as a means of carrying out the Plan.
- A zoning ordinance. Zoning is merely one of the tools or methods by which certain aspects of the Master Plan can be implemented (such as land use or population density).
- Most of all, it is not a remedy for all municipal problems--it is only a guide or tool to be used by municipal officials.

Putting Together the Master Plan

The development of the Master Plan is the process of gathering data, including input from residents, to understand where the town is today--its assets and its problems, and the anticipated development to meet the future needs. Goals and objectives are established to guide the growth and development of the built environment through thoughtful planning.

The following is a general outline of the process:

- Collection and analysis of data about all aspects of Greenville--from soils to economics to town services.

- Development of the *Greenville Master Plan Questionnaire* to determine Greenville residents opinions on Greenville's present and future.
- Development of a vision and goals, objectives, and strategies for Greenville to attain that Vision.

This plan represents the hard work and cooperation of Greenville's Planning Board, other Town Boards and Commissions, Town employees and volunteers. It is recommended that Town Boards and Commissions consult this Master Plan to aid in the decision making process for all types of land use issues.

Thank you to the professional planning services of the Southwest Region Planning Commission.

Special thanks to the following people for their assistance and contributions with the development of this plan:

Planning Board (past & present members)

Edward White, Chair
Rob Duval
Miles Horsley
Patrick Reardon
Michael Sadowski
Scott Tenney
Ted de Winter
Debra Butcher, Secretary

Marshall A. Buttrick
Charles Buttrick
Thomas Plourde
Kelley Collins
Utility Partners, Inc.

Thank you to all of the Greenville residents that participated in the Master Plan Survey.

Greenville's Vision

A community survey was conducted in 2016 as a means of assisting the Planning Board with preparing a Vision Section of the Greenville Master Plan that represents the Greenville residents. Residents had the option of submitting their responses by filling out the written survey, or by submitting it through an on-line application. This was done to give participants a choice and to appeal to a more diverse pool of participants.

The questions covered a broad range of topics that could provide a better understanding of the wants and needs of residents. Approximately 79 % of those who participated in the survey said that they have lived in the community for 10 years or more, and nearly 53% have lived here for 20 years or greater. This information is useful by showing that these participants have been around long enough to experience changes that have occurred, and some have most likely raised and educated their children here.

What do residents want and need?

According to the survey, the top three reasons that residents choose to live in Greenville are because of family ties, affordability, and the small town atmosphere. There was an overwhelming majority that said that they do not want to see the rural character and small town atmosphere change in Greenville (70%). The historic charm and great trails, conservation land, nature, and forests also were high among the reasons for living in Greenville (38% and 37% respectively) and these are the attributes of the town that they wish to keep for future generations to enjoy.

While respondents wish to maintain the rural characteristics, many also indicated that some change is needed to address many of the issues facing Greenville. Among the highest ranked issues are: a lack of commercial and industrial development; not enough local employment opportunities; and a shortage of middle income housing, recreational opportunities, and youth activities. The majority also indicated that they felt there is not enough protection for our natural resources and open space land, and that there is a loss of local farms.

With the responses to these questions, care must be taken to provide the framework for the changes desired without taking away from the rural character and small town atmosphere that is also desired. Finding a balance and a pace that is appropriate will require planning. A series of questions was then asked to find out the views from participants on the correct approach for these emerging wants and needs. To meet some of the employment and service needs, a majority of participants indicated that they would like to have additional growth in the following categories: sit-down restaurants, small retail stores, professional offices, farms, medical & dental offices, small manufacturing businesses, bed & breakfasts, home-based businesses, recreational facilities, child care centers, conservation areas, and contractor businesses. The types of development that respondents feel that the town should discourage include: large retail stores, fast food restaurants, hotels/motels, auto sales, mini-storage facilities, and large manufacturing.

To understand the public's perception of the housing needs in Greenville, the survey provided a variety of housing types and asked participants to choose as many housing types that they felt were needed as housing options. The housing type with the most support in this question was single-family homes (73%). Mixed residential units with business was the second choice receiving nearly 50% of support. Other choices that garnered support included cluster developments/conservation subdivisions, two-family homes, elderly housing units, and condominiums/townhouses; all receiving greater than 25% of support by participants.

How do we get there?

An important component in the updating of the Master Plan is determining strategies to consider that will help meet the vision of the residents for the future development of the community. To assist the Planning Board, a question was written to help determine the types of ordinances and/or regulations that should be explored to help maintain or improve the quality of life and enjoyment of living in Greenville. The survey participants gave all of the items listed a 50% or greater rating of needing regulatory standards to be created or maintained. Items listed include (in order of highest to lowest support): aquifer protection, noise, setbacks from wetlands & waterbodies, outdoor lighting, sand pits/gravel excavations, construction on steep slopes, logging operations, and construction on ridgelines. Those categories that received at least 25% or greater for <u>no</u> new regulatory standards include: construction on ridgelines/viewshed protection, construction on steep slopes, logging operations, and sand pits/gravel excavations. It is worth noting that the top four categories that participants indicated that they do not want to see more regulatory standards, also received a high percentage of participants that feel that there should be more restrictions for these categories. Any proposed changes in these areas should be carefully considered and will require an outreach campaign to get enough support for an approval.

In addition to the regulatory changes, a great majority (66%) of respondents support the rezoning of additional land for commercial/industrial development to provide business growth and local employment opportunities. This information brings awareness that many people are prepared for a shift in the distribution of land use in Greenville.

In addition to the land use changes, both regulatory and zoning, a strong majority (73%) of survey participants indicated that they are supportive of the creation of a Historic District Commission or a Heritage District Commission to help maintain the historic attributes of Greenville. An even greater percentage (93%) indicated that land conservation is important in town. Of those who indicated that it is important, 55% feel that it is very important.

The survey results provide some very important information for the town to use as development opportunities arise. Maintaining the historic charm and natural resources must be at the forefront, because it is difficult, if not impossible, to reverse negative impacts on these town features after development occurs. There are some wants and needs that should be pursued through insightful planning. It is not likely that these will come to fruition without some changes to the regulations as well as zoning.

The Greenville Master Plan Survey and the survey results can be found in Appendix A.

CHAPTER I
HISTORIC AND RECREATIONAL RESOURCES

Greenville History

Originally, the Town of Greenville was a part of the Town of Mason, whose history goes back to 1621 when all the territory which is now New Hampshire, was granted to John Mason and his heirs by the council of Plymouth, England. In 1749, the title to the township which was to become Mason was granted by Col. Joseph Blancherd, on behalf of the Masonian proprietors, to a group of thirty-three members. By 1753, there were twenty-three permanent settlers, all of whom had cleared several acres of land to create the "New England Farm".

The first mills were built in 1767, one being on the Souhegan River. and one on Black Brook. A great asset to the Town was the waterfall of the Souhegan River. The mill that was built on the river flourished and a settlement began in that general area which then became known as Mason Village. It was said to have been one of This was Mason's largest business areas due to its location along the Souhegan River.

The mill and surrounding settlement led up to the division of the Town of Mason. Finally, in 1872, the Town voted to separate and Mason Village, including a small portion of the northwest and west sections of Mason, petitioned to separate from Mason and were incorporated as the Town of Greenville.

The Souhegan River falls had an 80 foot drop which was a great source of hydropower for the town. It helped Greenville become known as a traditional New England mill town. The mills were highly regarded for their cotton and woolen goods throughout the 1800's. Both Greenville and the neighboring town of New Ipswich were fortunate to have the Columbian Manufacturing Company build a manufacturing facility in 1829 to make textiles. The facility remains in place and has now been converted into housing units.

Source: https://en.wikipedia.org/wiki/Greenville,_New_Hampshire#/media/File:Mills,_Greenville,_NH.jpg

The Boston & Maine Railroad, ==originally known as the Fitchburg Railroad,== had daily trains delivering passengers and goods through Greenville. The railroad served a quarry in Mason, but greatly depended on the textile mills in Greenville, so the mill closures during the 1930's took a toll on the rail line's future. Passenger service ceased on July 8, 1933 and freight service continued on a limited basis until 1972.

The railroad built a trestle that was a landmark for the town for many years. It was often used as a reference point for directions, and could be found on stationary and business logos. Known as *The Great Trestle* statewide, it was 87 feet high and 611 feet long spanning across the Souhegan River. ~~It was visible from every part of Greenville.~~ The original wooden structure was built in ==1850== but burned down in 1907. A new steel structure was almost immediately built due to the importance that the railroad had to the local and regional markets. According to an article written in the Peterborough Transcript, November 1, 1984, "a stage coach would meet at Doonan's Crossing to take any passengers or freight into town until the new trestle was completed." The trestle was later dismantled by the railroad company upon the discontinuance of that line. The stone abutments and the depot remain as evidence of this piece of history.

Source: https://en.wikipedia.org/wiki/Greenville,_New_Hampshire#/media/File:Mills,_Greenville,_NH.jpg

Historic and Recreational Resources

Recreation

Greenville residents are fortunate to have available many open space and recreation opportunities afforded by the rural nature of New Hampshire. The opportunities for fishing, hiking, hunting, cross-country skiing and snowmobiling are particularly noteworthy in this respect. In addition to those activities enjoyed by nature enthusiasts, the public schools also meet some recreational needs, not only through formal physical education programs within the curricula, but also through the provision of recreational facilities (playgrounds, athletic fields, gymnasium) which are often used by the general public.

Even with the combined recreational opportunities offered by the public schools and the area's rural environment, there is often a noticeable lack of recreational activities available to meet the needs of all ages, thereby creating a need for town sponsored facilities and programs. The Greenville Board of Selectmen are responsible for the recreation programs and facilities of the Town. The Board understands and supports the role of recreation in the Community.

The Ida Taft Memorial Field is the primary recreational facility for active recreation in town. It occupies three acres of land on which has a baseball field, playground, swimming pool, tennis courts, and basketball courts. The swimming pool was built around 1969, and has been actively used by residents for many years. In 2012, the town spent $31,000 to scrape, repair cracks and repaint the pool, and in 2016 they spent $38,000 replacing the pump, installing new main drains and other repairs. The town intends on repainting the pool again in 2017. Additional money was spent in 2013 to resurface the tennis and basketball court and install new fencing and a gate. Although the upkeep and maintenance of this facility can be a strain on the budget in some years, the value to the community cannot be overlooked.

In addition to these physical facilities, recreation programs in town include Little League, Minor League, Mascenic Girls' softball and two men's softball teams which regularly use the Ida Taft Field during the summer season. For more passive recreation, the library offers social/recreational activities for the elderly on a monthly basis. In 2015, the library offered 153 programs that were attended by nearly 900 Greenville residents.

Private clubs and organizations play an important role in meeting the recreational needs. The American Legion maintains a private sports field used for competitive baseball games. Greenville also has Boy Scout, Girl Scout and Explorer Troops which represent additional recreational opportunities for the town's youth.

Open Space/ Conservation Land

Greenville has a Conservation Commission that was created in 1990. One of the primary roles of the Commission is to help identify and secure land to be put into conservation. Since its creation, more than ten percent of the total land area in Greenville has been protected from future development by means of purchase, donation, tax deed, or easement. The Conservation Commission monitors tax deed properties to determine whether the town should retain the properties. It is active in presenting programs of interest to residents and coordinating the annual roadside clean-up in the spring. The Conservation Commission also works to preserve water quality through activities such as:

representation on the Souhegan River Local Advisory Committee, monitoring water quality in the Souhegan River, investigating wetlands violations and more.

Below are the properties in Greenville that are presently in conservation status and are protected from development either by deed or easement:

The Taft land- This is a managed woodlot of 199 acres that was given to the NH Fish and Game Department in 1994 by the Taft family. It is in the northern part of town and extends along the Greenville-Wilton Town line. The Souhegan River and Richardson Brook run through this property and it is enjoyed by fisherman, kayakers, hikers, snowshoers, and hunters in all seasons. It has public access from both NH 31 and Richardson Road.

Town Forest- The town created a town forest in 1995 from tax deeded land in the southern area of Greenville. This is a 26.5 acre wooded lot with a brook crossing the northern portion and a discontinued road along the east side of the lot. It is accessible from both Livingston Road and Butternut Hill Road and is enjoyed by hikers, snowshoers, and hunters during all seasons.

Potter Woods- This is a 35 acre lot that was given to the Town by Bronson Potter. This property runs along the eastern border of town and connects to other conservation land in Mason. There are trails throughout the property and access in Greenville is from Greenville Road. This is an area that is regularly used by hikers, snowshoers, and hunters during all seasons. Mr. Potter also is known in Greenville history as being the one who flew his plane under the Great Trestle noted above according to several historical resources.

Former Boston & Maine Railroad property- This property is north of Adams Hill Road and is owned by the NH Department of resources and Economic Development Bureau of Trails. This becomes the Mason Rail Trail at the Greenville-Mason Town line and provides a connection to Russell Abbott State Forest, Pratt Pond, and the New Hampshire Society for Protection of Forest Lands. The Mason Rail Trail runs for nearly 7 miles (6.7 miles) from near the New Hampshire–Massachusetts border (nr. Townsend, MA) to Greenville, NH. The trail follows a heavily wooded corridor through Russell-Abbott State Forest and Coyne Wildlife Sanctuary. There's a short break in the trail north of Greenville where it crosses a stream just west of State Route 31. It is actively enjoyed by residents and visitors in both towns for hiking, snowshoeing, skiing, and snowmobiling.

Riverside Park- This is a one acre parcel that is near the center of town, located between River Road and the Souhegan River, and is partially in New Ipswich. It was given to the Town in 1910 by Stephen H. Bacon. It is an open parcel and is devoted primarily to passive recreation. This property previously was a favorite plane to swim, however, it is now predominantly used by fisherman.

Pleasant Street (Girl Scout parcel)- The town holds approximately 10 acres in trust for the Girl Scouts. It is a wooded lot with difficult access due to the ledge outcrops and steep slopes.

The Society for the Protection of NH Forests parcel- This is a 37 acre parcel owned by the Society for the Protection of NH Forests. It is a woodlot located in the northeast quadrant of town. The parcel is accessible from the Rail Trail, however, there are no designated trails at this time.

<u>Russell State Forest-</u> This is a 2.6 acre parcel along the Greenville-Mason Town line that was donated to the State of New Hampshire in 1915. It is a wooded lot and is managed by the State of New Hampshire. This is a land locked parcel.

<u>Conservation Easements-</u> The Conservation Commission has three lots that the town acquired by tax deed on High Street along the river. The grade is very steep and the lots are less than 1 acre in size.

<u>Doonan Family Columbian Lot-</u> This is a 10 acre wooded lot that was donated by the Doonan family. It is located on the west side of NH 31, south of Old Mason Center Road and north of Pleasant Street Cemetery.

Additional Areas of Interest for Conservation

Below is a list of *areas of interest* for conservation in the future.
a. The NH Eversource property along the Souhegan River which is the property that included the Taft Dam (high falls) on the Souhegan River and the area upstream from the dam. This is a priority area as it would help to connect to other conservation land and thereby create a larger unfragmented wildlife corridor.
b. The former ice house property along Mill Pond; and
c. The transfer of the former town wells along the Souhegan River to the Conservation Commission to maintain in their current natural state.

Historic and Recreational Resources Goal: Provide recreation, open space, and buffer areas for future growth, while preserving natural resources, assets and attractions. *(See Future Land Use-Implementation Plan for goals, objectives, and strategies).*

Disclaimer: While careful research was utilized to collect material for this chapter, the Town of Greenville does not guarantee the validity or accuracy of the historical information.

Additional information on Greenville history can be found at www.nh.searchroots.com

CHAPTER II
POPULATION AND HOUSING

POPULATION

The purpose of a Master Plan Population and Housing Section is to serve as a flexible framework to guide the orderly changes of a community over a period of years. Since population change is dependent upon many factors, this plan and its components should be regularly reviewed to determine their applicability. The population study will alert the town to the possible future demands on schools, housing, public facilities and other forms of land use. Population change is attributed to two factors: natural increase/decrease (the number of births/deaths), and migration (movement of people in or out of the town).

Greenville Population Trend 1970-2010

Year	Population	% Change
1970	1,587	----
1980	1,988	25.3%
1990	2,231	12.2%
2000	2,224	-0.3%
2010	2,105	-5.6%

Source: U.S. Census Bureau

The table above, shows the population in Greenville between the years of 1970 to 2010 based on census data. Greenville experienced a significant growth between 1970 to 1980 which was the later end of the "Baby Boomers". The information on this table indicates that the population increased each decade between 1970 to 1990, but has shown a slight decline in the following two decades.

When planning for future town needs, an overall look at the surrounding towns, as well as county and state information, is useful since the need for adequate housing and employment opportunities can be influenced by the economy beyond the town line. The table and graph on the next page provide the data and a visual representation of the population of the same time period as above, but also includes the surrounding towns. The Towns of Mason and Wilton experienced some rise and decline in population over the past 20 years, while the towns of Temple and New Ipswich saw a steady growth.

Subregional Population 1970 to 2010

	Greenville	**Mason**	**New Ipswich**	**Temple**	**Wilton**
1970	1,587	518	1,803	441	2,276
1980	1,988	792	2,433	692	2,669
1990	2,231	1,396	4,014	1,194	3,129
2000	2,224	1,155	4,289	1,297	3,753
2010	2,105	1,392	5,099	1,366	3,677
% change 2000-2010	-5.7%	20.5%	18.8%	5.3%	-2.1%

Source: U.S. Census Bureau 2010

Subregional Population (1970-2010)
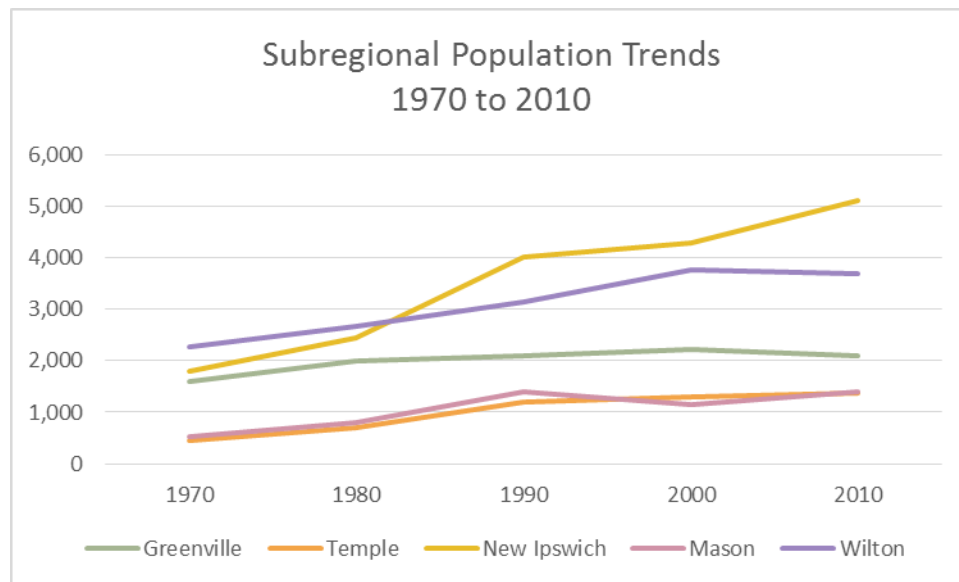
Source: U.S. Census Bureau 2010

An important statistic for community planning is the age categories of the residents. The percentage of the total population for the age groups can provide valuable indicators for planning the needs of a community. This helps provide a "looking glass" of the potential services needed by the residents in the upcoming years. For example, combining the four blocks showing the age categories between 0-4 through 15-19 will help plan for school enrollment needs. Another group with specific needs is the older population. Combining the blocks showing the age categories that are 65 and greater can help the community prepare for housing needs and services of that population. Observing the trends of the blocks showing the age categories of 55-59 and 60-64 is also beneficial for similar potential needs within the next 10 years. Following trends in this way can assist the town with planning and budgeting for projects that may be necessary to meet the growing demands of the public.

The age categories with the most residents in 2010 include the five consecutive age groups between the ages of 40-64 as shown in the following table. This span accounts for 66% of the total population in Greenville. It will be important to consider the changing needs of this population over the next twenty years. Another trend seen here is a steady decline in school age residents with the exception of the block showing the 15-19 age category which shows a 1.1% increase. Since this information is based on the 2010 census, this group is now outside of the school age grouping. The accompanying graph provides a visual representation of the age distribution between 2000 and 2010.

Greenville Age Distribution 2000 - 2010				
	Population		**% of Population**	
	2000	**2010**	**2000**	**2010**
0-4	158	124	7.1%	5.6%
5-9	194	133	8.7%	6.0%
10-14	164	131	7.4%	5.9%
15-19	142	167	6.4%	7.5%
20-24	100	104	4.5%	4.7%
25-29	138	116	6.2%	5.2%
30-34	171	126	7.7%	5.7%
35-39	196	107	8.8%	4.8%
40-44	209	142	9.4%	6.4%
45-49	173	184	7.8%	8.3%
50-54	146	173	6.6%	7.8%
55-59	107	190	4.8%	8.5%
60-64	80	143	3.6%	6.4%
65-69	64	102	2.9%	4.6%
70-74	71	54	3.2%	2.4%
75-79	56	42	2.5%	1.9%
80-84	32	37	1.4%	1.7%
85+	23	30	1.0%	1.3%
Denotes population decrease in age group		Denotes population increase in age group		

Source: US Census Bureau

Greenville Age Distribution: 2000-2010
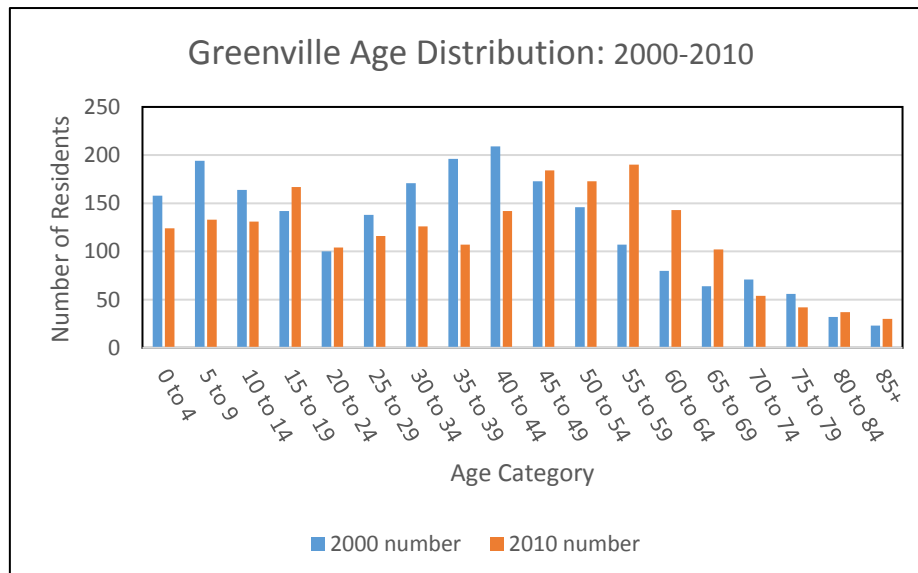
When planning for future needs, population projections should also be considered. While this is useful information to help in planning, caution should be used since it is a *projection* and is subject to change based on several factors including economic, housing needs and other unknown conditions. The table below provides population projections for Greenville from 2010 to 2040.

Greenville Population Projections 2010 - 2040

Year	Population	% Change**
2010*	2105	
2015	2011	-4.7%
2020	1934	-4.0%
2025	1974	2.1%
2030	2005	1.6%
2035	2022	0.8%
2040	2022	0.0%

*Source: NH Office of State Planning, Municipal Population Projections, Fall 2013 *actual 2010 US Census figure **based on comparison between actual census data and projection- not to be used as reliable % change.*

HOUSING

This portion of the Master Plan discusses the present status and future goals of housing in Greenville. It includes statistics on housing supply and type, people per room, affordability, and various other data related to housing in order to describe the status of the housing supply.

These are only a few of the assets which are presently lending themselves to the development of Greenville's character. In order to continue to provide services demanded by the townspeople, while allowing for continued responsible fiscal management, an effort is needed to maintain and perhaps enhance these assets. Consideration should be given to determining what Greenville has currently and what it will need.

EXISTING HOUSING

A housing unit, as defined by the US Census, is a house, an apartment, a group of rooms or a single room intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have a direct access from the outside of the building or through a common hall.

Beginning with the basic number of total housing units, the table below presents these numbers for the years 1970-2010. In 2010, there were 933 housing units, which is an increase of 15 units since the previous decade. Greenville's largest increase in housing units occurred between 1970 to 1980 yielding an increase of 270 units or a 59% increase.

Housing Trend 1970-2010

	1970	1980	% Change 1970-1980	1990	% Change 1980-1990	2000	% Change 1990-2000	2010	% Change 2000-2010	% Change 1970-2010
# of Units	458	728	59.0%	918	26.1%	918	0%	933	1.6%	104%

Source: U.S. Census Bureau

Housing Profile

The Population Density map shows that the main concentration of housing units in Greenville is near the downtown area which includes a mix of single-family, two-family, and multi-family units.   Another concentration of housing units is in the southwest quadrant of town. These areas are all served by public water and sewer.
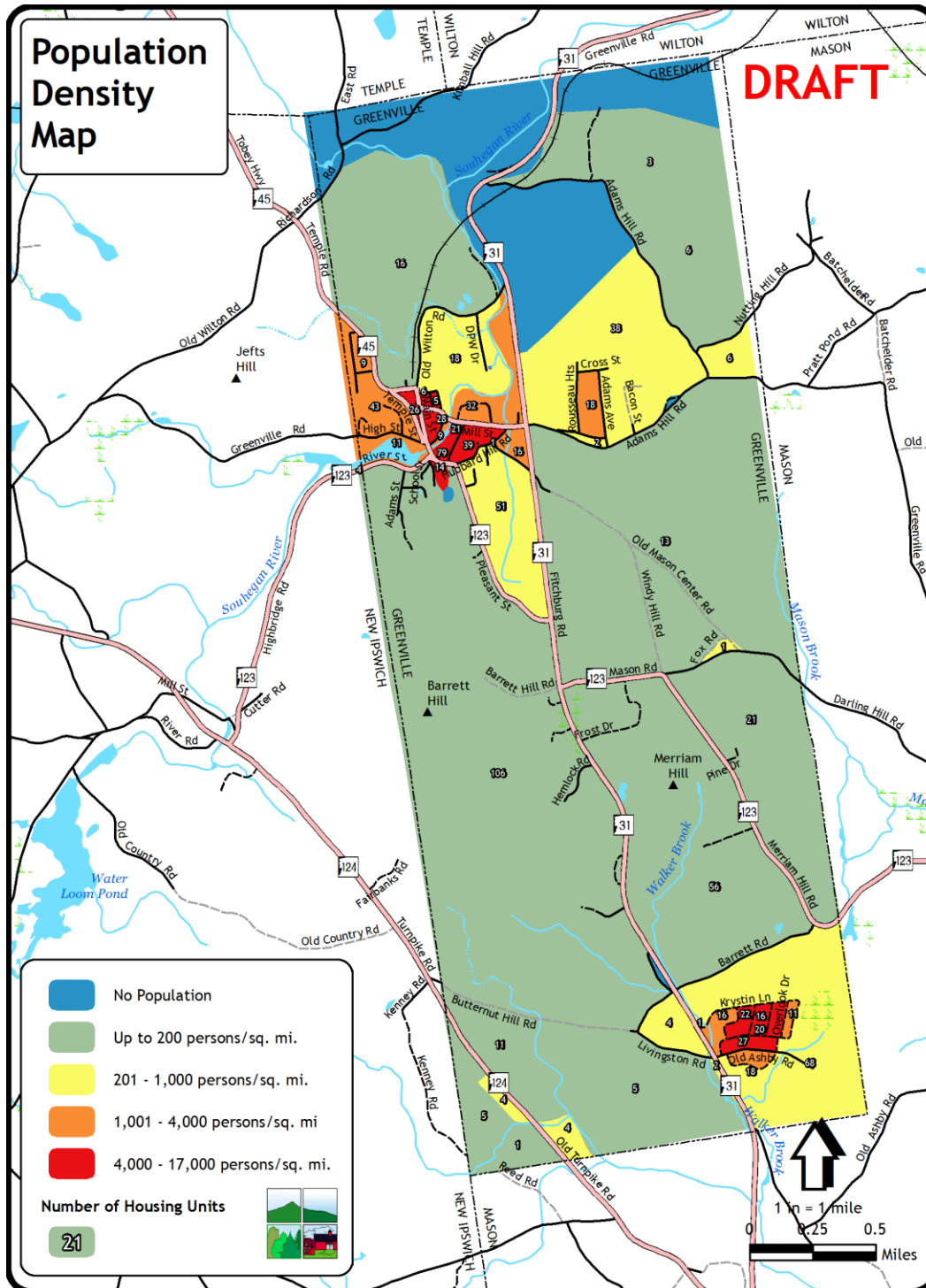
The tables below shows the total housing units and housing tenure. The first one shows the subregional housing units for the years of 2000 and 2010. Looking at the subregion (i.e. Greenville and the surrounding towns), we can get a better understanding of the housing in the surrounding area. This information is useful when looking at the housing needs for local employees and commuting as well as other local needs. All of the towns show an increase in housing units, with New Ipswich seeing the largest increase (32%) and Greenville seeing the smallest increase (1.6%).

The housing tenure table gives information on recent trends of occupancy (owner occupied or renter occupied) as well as the average number of people per unit in each category. While the number of owner occupied units has shown a steady increase during the years studied, the renter occupied units has shown a steady decline indicating the trend towards home ownership may be improving. This may also be supported by the vacancy rate trend.

Subregional Total Housing Units 2000 and 2010

	Greenville	**Mason**	**New Ipswich**	**Temple**	**Wilton**
2000	918	455	1,449	465	1,451
2010	933	571	1,916	542	1,530
% change	1.6%	25.5%	32.2%	16.6%	5.4%

Source: U. S. Census Bureau 2010

Housing Tenure

	Owner Occupied			Renter Occupied		
	2000	2010	2014 *	2000	2010	2014*
Total Occupied Units	594	604	657	285	257	235
Vacancy Rate	1.0%	4.1%	0	5.6	8.9%	8.6%
Average # of People per Unit	2.72	2.58	2.6	2.14	2.13	2.9

Source: U. S. Census Bureau 2010-2014 American Community Survey (ACS) 5-Year Estimates*; Other data from US Census 2000 and 2010

Age of Housing Stock

The age of the housing stock is useful in gauging its probable condition. There is a presumption that homes built prior to 1940 are less energy efficient and are more likely to have outdated heating, plumbing and electric systems. Nearly 1 in 3 homes in the Southwest region of New Hampshire are over 75 years old. Many of these homes add historical significance. Older homes are generally more expensive to own, especially with respect to wintertime heating costs, thereby adding to the monthly living expenses. In Greenville, approximately 45% of the homes fall into this age group.
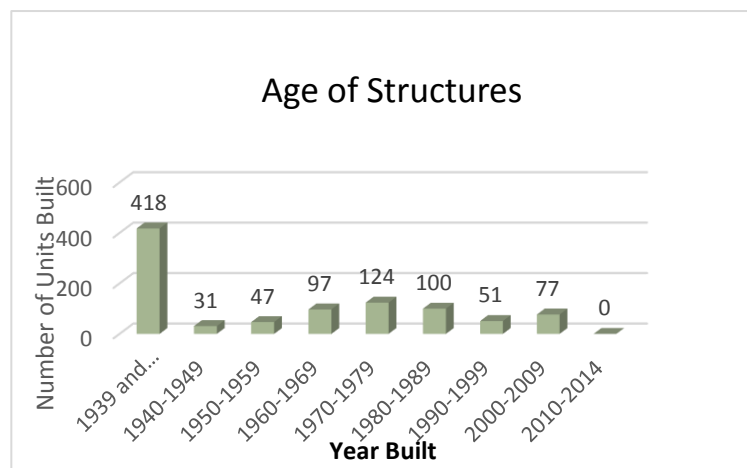
Source: U.S. Census Bureau, ACS 2010-2014 Estimates

Occupants

It is useful to know the average number of occupants per room to help determine overcrowding, which is a factor of knowing if there is an adequate supply of housing in Greenville. Based on the census criteria for overcrowding, households ideally should have no more than one person per room. The next table makes a comparison of occupants per room for home ownership and rentals for Greenville, Hillsborough County, and

the State of New Hampshire. In general, all three were consistent with 99% of owner occupied homes within the 1.0 or less occupants per room. There is a small difference for the renter occupied units for Greenville with 94% having 1 or less occupants per room.

Occupants per Room: 2014 Estimate

	New Hampshire	Hillsborough County, New Hampshire	Greenville town, Hillsborough County, New Hampshire
	Estimate	**Estimate**	**Estimate**
Total:	519,580	154,236	892
Owner occupied:	369,160	103,198	657
0.50 or less occupants per room	292,114	81,060	448
0.51 to 1.00 occupants per room	74,216	21,379	201
1.01 to 1.50 occupants per room	2,216	554	8
1.51 to 2.00 occupants per room	394	143	0
2.01 or more occupants per room	220	62	0
Renter occupied:	150,420	51,038	235
0.50 or less occupants per room	96,991	31,456	109
0.51 to 1.00 occupants per room	49,123	17,806	112
1.01 to 1.50 occupants per room	2,529	1,229	0
1.51 to 2.00 occupants per room	1,501	453	0

Source: U.S. Census Bureau, ACS 2010-2014 Estimates

Affordability

The information in this section is intended to determine how affordable and available housing is for Greenville residents. These tables present the relative cost of housing for home ownership and for rentals in Greenville, based on the 2014 estimates.

Greenville: Cost of Housing 2014*	
Greenville	**2014***
Median Mortgage	$1,471
Median Gross Rent	$711

Source: U.S. Census Bureau, ACS 2010-2014 Estimates.
*These figures are estimates.

The next table shows the number of rental units in each gross rent category. The number of rooms per unit in each category, however, is not given in the data. A rental analysis would need to be done to get a more detailed representation of the rental market.

Gross Monthly Rent- 2014		
Gross Rent (monthly)	**Number of Units**	**% of Total Rental Units**
Less than $200	12	5.5%
$200 - $299	7	3.0%
$300 - $499	30	12.8%
$500 - $749	73	31.1%
$750 - $999	58	24.7%
$1000 - $1499	44	18.7%
$1500 and more	10	4.3%
Median Monthly Rent	$711	

Source: U. S. Census Bureau 2010-2014 American Community Survey (ACS) 5-Year Est. *These figures are estimates.

This table refines the data in the previous table by illustrating not just what people pay for housing, but what percentage those costs are of their income. It has been recognized that people in lower income brackets generally pay more proportionally for housing than do people in higher income brackets.

Selected Monthly Owner Costs as a Percentage of Household Income (SMOCAPI) and Gross Rent as a Percentage of Household Income (GRAPI) 2014

Greenville Housing Costs	With a Mortgage		Without a Mortgage		Gross Rent as a Percentage of Household Income	
	# of Units	% of Units	# of Units	% of Units	# of Units	% of Units
Less than 20.0 %	112	27.1%	150	63.0%	56	24.8%
20.0 to 24.9 %	50	12.1%	16	6.7%	30	13.3%
25.0 to 29.9 %	93	22.5%	23	4.7%	31	13.8%
30.0 to 34.9 %	73	17.7%	0	0%	20	8.8%
35.0 % or more	85	20.6%	49	20.6%	89	39.4%
Total Housing Units	413	---	238	---	229	---
Not Computed	6	1.0%	0	---	9	4.0%

Source: U. S. Census Bureau 2010-2014 American Community Survey (ACS) 5-Year Estimates

According to the figures found in the table above, approximately 38% of owner occupied households (with a mortgage) paid 30% or more of their monthly incomes on housing in 2014. A greater percentage of renters in Greenville (approximately 48%) paid 30% or more of their monthly incomes on housing in 2014. Only 20% of homeowners that did not have a mortgage paid more than 30% of their monthly income toward housing expenses. It should be noted that utilities are factored into the monthly household owner and renter costs. Using the same source of data, it is estimated that 60% of the occupied households use oil as the

primary heat source. The full breakdown of primary heat sources includes: gas (15%), wood (15%), electric (4%), solar (0.76%) and other (5%).

Changes in the economy, housing market and lending policies continue to have a dramatic effect on the statistics of home ownership and housing costs, and will make it difficult to make projections based on past figures and trends. In addition, the difference in the data source and methodology may result in inaccuracies. Therefore, these figures and trends should be used for generalized planning purposes only.

Home Values in Greenville, 2014

Home Values	# of Units	% of Occupied Units
Owner-occupied units	657	100%
Less than $50,000	126	19.2%
$50,000 to $99,999	99	15.1%
$100,000 to $149,999	139	21.2%
$150,000 to $199,999	219	33.3%
$200,000 to $299,999	51	7.8%
$300,000 to $499,999	18	2.7%
$500,000 to $999,999	5	0.8%
$1,000,000 or more	0	0%
Median	$130,700	----

Source: U. S. Census Bureau 2010-2014 (ACS) 5-Year Estimates

According to the 2010-2014 ACS 5-Year Estimates, the median home value in Greenville is $130,700. This table indicates that 54.5 % of the home values are in the $100,000 to $199,999 price range. Based on the principle that no more than 30% of a household's income should be spent on housing to be considered affordable, the possibilities for home ownership in Greenville are examined below.

Under the three scenarios examined in this table, median income households could afford a home valued up to $156,610. Those, however, earning 80% or 50% of the median household income could afford a home valued at $126,708 and $81,672 respectively.

Home Ownership Affordability in Greenville, 2014*

|	2014* Median Household Income	80% of 2011* Median Household Income	50% of 2011* Median Household Income
Annual Income	$53,667	$42,934	$26,834
30% of income	$16,100	$12,880	$8,050
Purchase price affordable at 4.5% for 30 years**	$156,610	$126,708	$81,672

Source: New Hampshire Housing Finance Authority Mortgage Qualifier Calculator
* U. S. Census Bureau 2010-2014 American Community Survey (ACS) 5-Year Estimates Table DP03
**includes 2013 property tax rate of 2.87%, home insurance rate of 0.5%, $10,000 cash on-hand, and 1% loan origination fee

HOUSING TRENDS

The primary use of this data is to show the trend in the housing supply and to assist in determining where the needs are. A mix of housing choices is important to help ensure that there are housing opportunities for all ages and at all income levels. Data for the Town of Greenville can be found in the following chart.

Greenville: Housing Supply by Type 2014
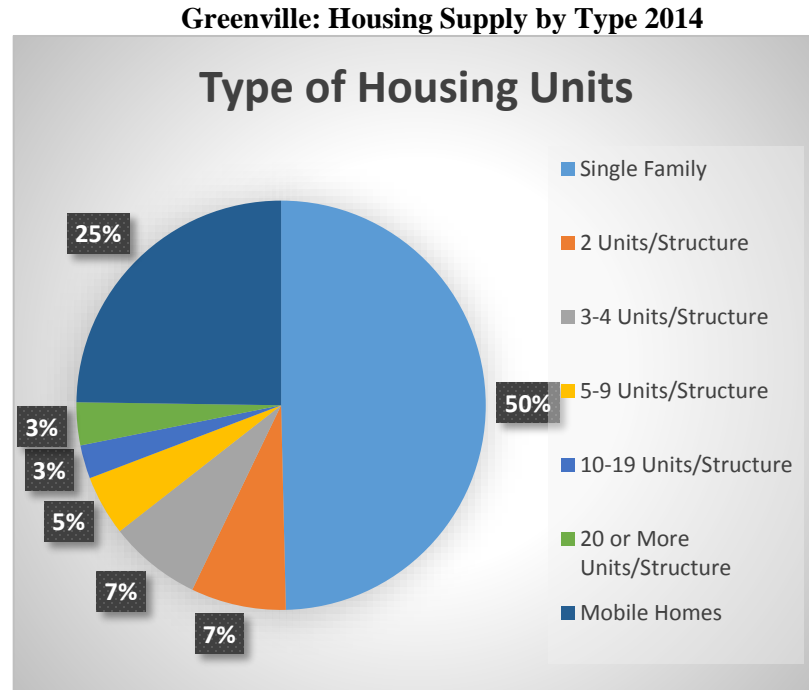
Source: U. S. Census Bureau 2010-2014 (ACS) 5-Year Est

The predominant housing type is single family homes accounting of 50% of all housing in Greenville. This figure is based on the US Census Bureau Community 5-year estimates and may be different than an actual count. The second largest category of housing types is mobile homes (25%) followed by 2 unit structures and 3-4 unit structures (each 7% of total units).

FUTURE HOUSING

Housing Needs Assessment

The enabling statute address the development of Master Plans (RSA 674:2) requires that the housing section address current and future housing needs of all residents, at all income levels, of the town and the region in which it is located. In order to do this, opportunities for housing development in Greenville are examined, as well as population projections that give some indication as to what the town can expect in terms of housing needs for new population.

Housing Opportunity

The town's present zoning ordinance accommodates a range of residential types to meet the housing requirements of the townspeople while preserving the character of the town.

In the next table, zoning provisions for Greenville are reviewed to identify opportunities for various housing types within the town. All six of Greenville's zoning districts accommodate some form of residential development.

Housing Opportunities in Greenville

ZONING DISTRICT	PERMITTED HOUSING TYPES
Rural Agriculture District (RA)	Single family residence Convalescent or Nursing Home
Residential District (R)	Single family residence Two family residence Multi-family residence (Special Exception)
Commercial District (C)	Convalescent or Nursing Home Single family residence (Special Exception) Two family residence (Special Exception) Multi-family residence (Special Exception)
Commercial/Industrial District (C-I)	Convalescent or Nursing Home Single family residence (Special Exception) Two family residence (Special Exception) Multi-family residence (Special Exception)
Industrial District (I)	Convalescent or Nursing Home (Special Exception)
Downtown District (DD)	Single family residence Two family residence Multi-family residence (Special Exception) Convalescent or Nursing Home

Source: Town of Greenville Zoning Regulations and Ordinances

Future Housing Need

In order to estimate what the potential need for housing will be in the future, the available data on housing characteristics and population growth must be reviewed along with estimates for growth in population, and therefore housing need.

The NH Office of Energy and Planning (NH OEP) population projections can be used to estimate future housing need, based on a person per unit estimate. The projections for Greenville and surrounding towns are presented below in five-year intervals up to the year 2040, beginning with the Census count from the year 2010.

Subregional Population Projections								Population Change	% Change
	2010	2015	2020	2025	2030	2035	2040	2010-40	2010-40
Greenville	2105	2011	1934	1974	2005	2022	2022	-83	-0.4%
Mason	1382	1487	1610	1644	1670	1684	1684	302	22%
New Ipswich	5099	5455	5879	6003	6097	6147	6148	1049	21%
Temple	1366	1383	1414	1444	1466	1478	1479	113	8%
Wilton	3677	3588	3532	3607	3663	3693	3694	17	0.4%

Source: NH Office of State Planning, Fall 2014

Housing Needs Assessment

Methodology Used	2010 Housing Units	Average Population Change Between 1990-2010 (Census)	2040 Projected Population	Persons Per Unit (average of 1990-2010)	Total Housing Units Needed
Past Trend Method	933	2.1	2118	2.4	857
Projection Based Method	933	N/A	2005*	2.4	836

Source: U.S. Census Bureau; and NH OEP Population Projections*

Greenville's future housing need is estimated based on the projected population by dividing population by housing units to reach a person per unit figure. A person per unit figure can be calculated for the past decades: 2.4 in 1990, 2.4 in 2000, and 2.3 in 2010. In order to calculate future housing need, a reasonable person per unit figure for the future must be assumed; in this case, since the figure fluctuated up and then down, a simple average will be used, which is 2.4 out to the year 2040. The following calculations will use two possible scenarios: one using the known past population increase between 1990 and 2010 and the other using the OEP projected population increase over the next twenty five years.

Thus, if Greenville were to experience the same level of population growth between now and the year 2040 (using the Past Trend Method) as it did between 1990 and 2010, the current number of housing units needed at the current average household size of 2.4 persons per household is 857 units. If, on the other hand, the Projection-Based Method was used, the number of housing units needed would be 836. Given either scenario, the current number of housing units adequately meets the number of units needed to meet the future demands.

It is critical for a town to have a housing stock that meets the needs of all residents to maintain a healthy diversity. Having the necessary regulations that enable a range of housing options will help to ensure that there are no regulatory barriers for residential development. Nevertheless, there are other housing issues to be considered that are not addressed by the current zoning provisions; in particular, the availability of housing for the elderly. Based on updated national census information, the country can expect to see a continued increase in the number of elderly residents (those aged 65 and over). In Greenville, the age categories with the most residents in 2010 are the five consecutive groups between the ages of 40 – 64 accounting for 40% of the total population (see table on page 3). In 20 years, this group will be between the ages of 60-84 years old.

However, as important as anticipating the housing needs of the senior population, is the potential for the smaller group of middle-age residents of Greenville needing to provide care for aging parents in the form of on-site housing accommodations. Therefore, the Planning Board recognizes the need to examine these issues at this time and prepare for future situations.

Population and Housing Goal: Understand and maintain the housing needs of Greenville residents. This includes appropriate planning for anticipated demographical changes using innovative land use approaches as identified in NH RSA 674:21. *(See Future Land Use- Implementation Plan for goals, objectives, and strategies).*

CHAPTER III
LAND USE PLAN

INTRODUCTION

The Land Use Plan is that section of the Master Plan required by RSA 674:2 that "takes into account natural conditions and which shows the existing conditions and the proposed location, extent and intensity of future land usage." The natural conditions to be taken into account include such features as wetlands, steep slopes, aquifers, surface water bodies, and any other natural features considered to be particularly significant. Existing conditions refer to the actual land uses found in town at the time, e.g., residential development, commercial uses, etc. Both the man-made conditions and the natural features impact the future development in the town. This includes maps showing the location and approximate area of land used for agricultural, residential, commercial, and industrial uses, as well as the development constraints showing areas that should be avoided.

This chapter therefore, describes the pattern of existing land uses in Greenville and analyzes changes that have taken place in the land use pattern since 1979. It is also helpful to consider *how* particular land uses evolved. Maps are used to identify the areas of town that have been developed, the kind of development that has occurred, and the relationship of one land use to another. These maps include the Existing Land Use Map and the Development Constraints Map. Together, this information provides the baseline necessary to evaluate the appropriateness of future development and the availability of suitable land for such development. An analysis of information such as this is essential in evaluating zoning needs, studying potential school or industrial sites, and considering future demands for roads and utilities.

The development of a land use plan forms the basis of land use regulations, which are affected through zoning ordinances, subdivision and site plan review regulations. The future land use plan describes the goals and objectives envisioned by the town; the regulations are the means to put these goals and objectives into place.

HISTORICAL DEVELOPMENT

The development of Greenville's land has gone through several changes as its economic emphasis from one period to another. Its earliest days, after separation from Mason in 1872, saw the Town evolve as a typical New England "mill town" with the strategic location along the Souhegan River providing for the continuation of the mill industries first developed by Thomas and Charles Barrett, and later by Timothy Dakin. Both woolen and cotton mills became important elements of the Town's economy throughout the 1800's. The growth of the area first known as Mason Village was instrumental in the decision to separate the then industrial village from the rural remainder of the Town of Mason. This created the Town of Greenville as we know it today.

Land Use Trends

The National Land Cover Database (NLCD), administered by a consortium of federal agencies, serves as the primary source for consistent and relevant land cover information in the United States. Land cover information is critical for local, state, and federal managers and officials to assist them with issues such as land use planning, developing land management policies, and environmental protection.

Current NLCD data indicates that over 70% of Greenville's land area is classified as deciduous, mixed, or evergreen forest. About 5% of the total area is classified at some intensity of development, on a spectrum from open space adjacent to a residence to a high intensity development like an industrial facility or roadside commercial district. The table below describe the amount and distribution of all land cover types assessed with this program. Developed areas are primarily adjacent to the State highways of NH 31, NH 45, NH 123, and NH 124 with the highest intensity of development in the downtown area. There is also a cluster of development of low and medium intensity in the southeast quadrant near the Town border with the Town of Mason. The largest continuous areas of pasture or hay, land cover types associated with agricultural uses, are primarily located east of NH 31. The table shows the breakdown of land coverage.

Name	Approximate Acres	Percent
Open Water	9	0.2%
Developed, Open Space	202	4.6%
Developed, Low Intensity	208	4.7%
Developed, Medium Intensity	102	2.3%
Developed, High Intensity	19	0.4%
Barren Land (Rock/Sand/Clay)	34	0.8%
Deciduous Forest	1,960	44.5%
Evergreen Forest	900	20.4%
Mixed Forest	290	6.6%
Shrub/Scrub	191	4.4%
Grassland/Herbaceous	18	0.4%
Pasture/Hay	289	6.6%
Cultivated Crops	13	0.3%
Woody Wetlands	145	3.3%
Emergent Herbaceous Wetlands	20	0.4%

Source: National Land Cover Database (NLCD 2011)

LAND USE ANALYSIS

One of the important elements in the analysis of the development of a community is the study of its existing land uses. By knowing the existing land uses and their locations, planning for future needs can be evaluated to help determine the appropriate location for land uses such as community facilities, roads, commercial and industrial locations, and utilities.

According to Town's assessing records current to 2015, there are 4,268.2 acres and 1,027 parcels in Greenville. The next chart shows that residential uses comprise the majority of parcels in town and account for approximately 1,817 acres, or 43% of all land. Commercial and industrial uses include 69 properties totaling approximately 580 acres or 14% of total land. The Town and State exempt land uses include a combined 96 parcels using 420.6 acres (or 10%) of land, agricultural land use includes 10 parcels totaling approximately 350 acres (or 8%), and utilities include 36 parcels using 47 acres (or 1%) of all land. The category of Unmanaged Land/wetlands includes 282 parcels using 1,055 acres (or 25%).

Distribution of Land Use

Land Use	Number of Parcels	Acreage of Parcels	% Total Acreage	Value of Parcels
Residential	1,280	1,816.7	42.6%	$73,834,137
Single-Family	662	1,760.4	41.2%	$65,141,837
Two-Family	52	40.7	1.0%	$5,988,600
Multi-Family	20	15.6	0.4%	$2,703,700
Commercial/Industrial	69	579.7	13.6%	$20,115,850
Agriculture	10	349.6	8.2%	$52,877
Utilities	36	47.0	1.1%	$3,665,100
Exempt Town	59	114.7	2.7%	$4,002,800
Exempt State	37	305.9	7.2%	$6,223,600
Unmanaged Land/wetlands	282	1,054.6	24.7%	$54,589
Total	1,027	4,268.2	100%	$107,948,953

*Source: Greenville Assessing Records November 2015*

The Land Use Map on the following page shows the existing land uses according to the Greenville assessing records. It should be noted though that some of the parcels may have more than one use.

Land Use Plan

TOWN OF
GREENVILLE

**Exsiting
Land Use Map**

Maps prepared by Southwest Region Planning Commission (SWRPC) are for planning purposes only. SWRPC uses data from multiple sources at various scales of accuracies. No warranties, expressed or implied, are provided for the data herein, its use, or its interpretation.
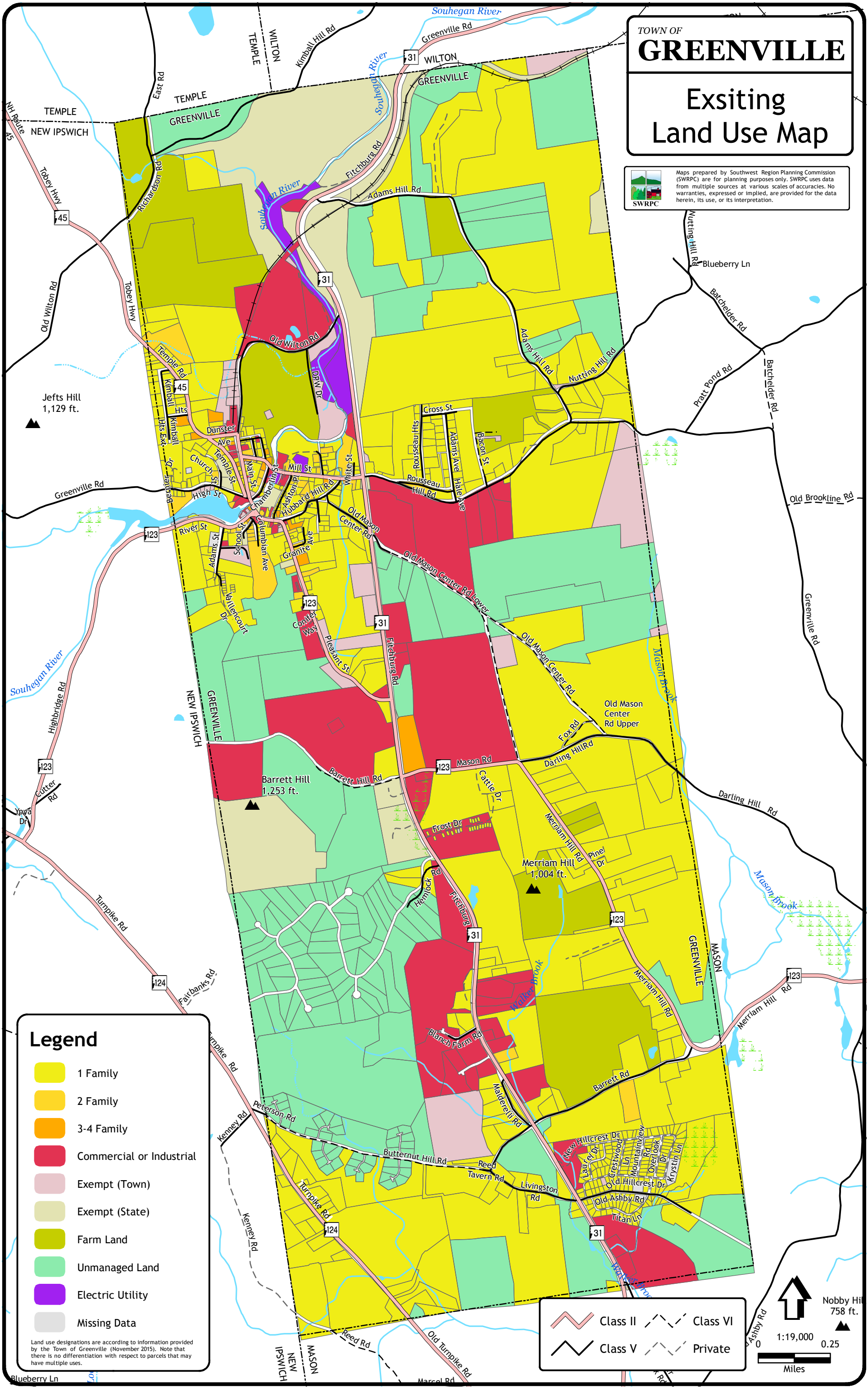
Legend

- 1 Family
- 2 Family
- 3-4 Family
- Commercial or Industrial
- Exempt (Town)
- Exempt (State)
- Farm Land
- Unmanaged Land
- Electric Utility
- Missing Data

Land use designations are according to information provided by the Town of Greenville (November 2015). Note that there is no differentiation with respect to parcels that may have multiple uses.

Class II
Class V
Class VI
Private

1:19,000

0.25
Miles

Date: 1/18/2018   Document Path: Y:\Projects2015\Town of Greenville\Master Plan Update\Final Maps\Land Use 11x17 Final.mxd

Residential Land Uses

Single-family residential uses greatly outnumber two-family and multi-family properties. Housing in Greenville covers every classification ranging from single family detached homes to multi-family homes. The concentration of single family homes is in the Kimball Heights and Rousseau Heights areas and along the approach roads to the Town center. Several mobile home parks, particularly the Frost and Greenville Estates Parks accommodate over 230 mobile homes. The great majority of multi-family units are concentrated in the Town center. This also includes Greenville Falls which is a large housing complex for seniors and/or disabled residents.

Commercial and Industrial Land Uses

Commercial and industrial uses are predominantly concentrate in the Town center and along NH 31. The smaller business are located in the Town center and serve both pedestrian and vehicular traffic. The larger business are generally located along NH 31 and often depend on the higher traffic volume that the State highway brings. Many of these businesses also have a need for larger parking areas which can be very limited in the denser areas of Town such as the Town center.

Exempt Land Uses (Town and State)

Land in this category is that which includes property that is exempt from taxes such as schools, churches, town facilities, and recreation areas. Much of this land is concentrated in the Town center, including the Town Hall, Police Department, Fire Station, and Post Office. Also added to this category is sewage treatment facility off of Wilton Road.

Agricultural Land Uses

Agricultural land in Greenville consists primarily of apple orchards, corn and hay fields, and pastures. The largest farm land parcel is in the northwest quadrant near the Souhegan River. Other farm land is predominantly scattered to the east of NH 31.

Managed Forests

Managed forests are currently not listed as a separate land use in the assessment records, however, it should be noted that there exist some managed forest parcels within Greenville.

ANALYSIS OF DEVELOPMENT CAPACITY

An essential element in the development of a Land Use Plan is consideration of actual physical characteristics of the land and the extent to which these characteristics affect the land's ability to accommodate future development.

One of the most practical methods for undertaking such an analysis entails the use of the National Cooperative Soil Survey of Greenville prepared by the U.S.D.A.'s Soil Conservation Service and the Hillsborough County Conservation District. This Soil Survey provides a wealth of information as to the actual characteristics of Greenville's land as they pertain to its ability to safely support new development.

Through thoughtful planning and land use controls, the town can direct new growth onto areas which are best suited to each type of land use. This advance knowledge of what areas of town can best support development will enable the town to plan in advance for roads, utilities and other municipal services.

LIMITATIONS TO DEVELOPMENT

The reasons for undeveloped land should be taken into consideration before development should occur. Not all of the available land is suitable for development. Limiting factors to development include physical constraints such as steep slopes, soil types, wetlands, aquifers, floodplain areas, and other sensitive lands or features. In addition to these physical constraints, development is limited by the public's desire to protect the quality of life and property values of existing residents. Regulatory constraints are used to reflect the public's views on land use and development. Both types of limitations to development are referenced below.

By considering the locations and types of constraints, the Town can direct new growth into areas best suited to each class of land use. Through such advanced knowledge of development potential, the Town can plan for roads, utilities, and community services and facilities.
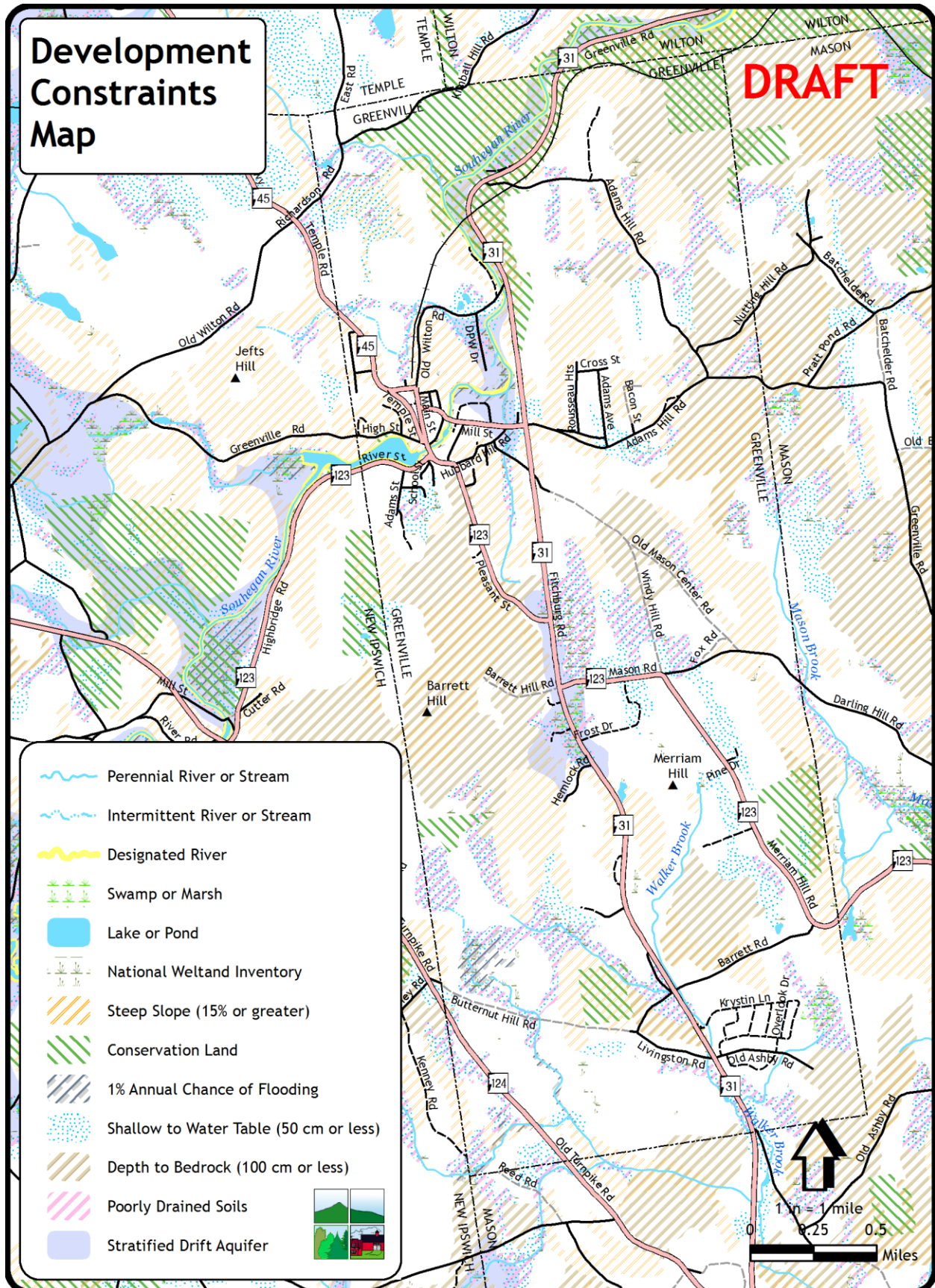
Physical Limitations to Development

The Development Constraints map has been created using Geographic Information System technology showing limitations to development in Greenville. This map shows areas with Steep Slopes, Wetlands, Aquifers, Hydric Soils, and other development constraints. It identifies seven limitations to development that are related to the ability of the soil to accommodate septic systems and building construction (see Table below).

Development Constraints

Constraint	Total Acres	% of Total Acres
Slopes greater than 15%	1,228.0*	27.9%
Poorly/very poorly drained soil (Hydric soils)	515.6*	11.7%
Wetlands	145.8**	3.3%
Floodplain	72.0***	1.6%
Aquifer	167.6****	3.8%
Shallow to bedrock soils (Less than 4 inches)	892.2*	20.3%
Shallow to water table (Less than 20 inches)	710.6*	16.1%
Area with at Least One Development Constraint	2,723.8	61.9%

Source: *Natural Resource Conservation Service 9/18/15; **US Fish & Wildlife National Wetland Inventory 10/1/15;
FEMA FIRM Maps Zone A or AE; * NH DES as of 12/4/15.

Reference to the map illustrates that one or more of these development constraints exists nearly all over town. There are in fact, only a few areas on the map that appear to have no limitations at all. In comparing limitations to development to the *Existing Land Use Map* and *Population/Housing Map* it can be seen that, while the development does follow almost every road in town, the areas shown as having the greatest constraints have not been developed. Most of the areas shown with no development constraints are those areas that have been developed for commercial or industrial uses. It is easier, and sometimes desirable, to build homes on steep slopes than businesses.

Development Constraints Map

DRAFT

Legend

- ∿ Perennial River or Stream
- ∿ Intermittent River or Stream
- ∿ Designated River
- Swamp or Marsh
- Lake or Pond
- National Weltand Inventory
- Steep Slope (15% or greater)
- Conservation Land
- 1% Annual Chance of Flooding
- Shallow to Water Table (50 cm or less)
- Depth to Bedrock (100 cm or less)
- Poorly Drained Soils
- Stratified Drift Aquifer

1 in = 1 mile

0   0.25   0.5

Miles

Regulatory Limitations to Development

The State of New Hampshire enables the towns to establish regulations to protect the character of the town and limit the uses of the land under RSA 674:18 (Zoning Ordinance), RSA 674:36 (Subdivision Regulations), and RSA 674:44 (Site Plan Review Regulations). The Town of Greenville has adopted all of these land use documents.

The Zoning Ordinance was first adopted on June 11, 1987 and has had several amendments since its original adoption. Below is a description of the six districts within Greenville.

Present Zoning Districts

The Town of Greenville has six Zoning Districts including: Residential District (R), Rural Agricultural District (RA), Commercial District (C), Commercial/Industrial District (CI), Industrial District (I), and the Downtown District (D). Each one is described below.

Residential District (R) The Residential District encompasses the more highly developed sections of town. The Residential District areas are characterized by smaller lots, less open space and more concentrated and diversified land uses than in the Rural Agricultural District. Residential uses, located in the center of town, are thickly settled. Homes are mostly single family on smaller parcels of land. Multi-family residences are generally larger, older homes that have been converted to fit the current needs. Most homes in this area are serviced by town water and sewer. Additional residential growth is located in the southeast portion of Greenville.

Rural Agricultural District (RA) This district allows development in what is commonly recognized as being a rural environment. This district accommodates open space and low density uses, including agriculture and farming activities and is located primarily along the outer borders of Town. This district is considered to be a future growth area for the town and its uses should be carefully monitored.

Commercial District (C) The Commercial District is intended to provide compact areas within which the commercial and business uses necessary to service the needs of the community may function. In addition, provision is made for areas to allow the controlled development of business uses oriented to the road and highway network. Properties within this district predominantly have direct access to NH 31. Development consists of both business and residential uses (allowed by Special Exception).

Commercial/Industrial District (CI) This district provides an area where both commercial and industrial uses are permitted. The district was established to encourage the development of environmentally responsible small businesses and their development into larger establishments as the business grows. These uses are managed through proportional restrictions on building area and green space. Residential uses may be permitted by special exception. This district is encompasses land along the southern portion of NH 31.

Industrial District (I) This district provides an area where industrial use can be located to encourage a complete balance of development for the Town. Uses in this district must have adequate and proper facilities for the treatment, removal, or discharge of sewage or effluent. Residential uses are not permitted except for nursing homes and convalescent homes which may be allowed by special exception. The Industrial District is located in the northeast portion of Greenville between NH 45 and NH 31.

Downtown District (D) This district provides for a mix of both business and residential uses that will sustain an active center for the Town. Connection to both water and sewer is required for all uses in this district. The Downtown District is located in the center of town where pedestrian infrastructure is available.

While the Zoning Ordinance establishes the uses that are permitted within each district, the Subdivision and Site Plan Review Regulations provide guidelines on the procedures and standards that are acceptable to the town. Subdivision Regulations were first adopted on March 9, 1971 and Site Plan Regulations were adopted in March of 1986.

Current Use

NH RSA 79A allows landowners to place land in a tax abatement program based on their current land use. Land can be taken out of current use with a penalty payment of 10% of land value. The table below displays the status of current use lands in 2014. According to New Hampshire Department of Revenue records, approximately 15% of current use acres were characterized as farm land, 80% were forest land, 2% were forest land with documented stewardship, 1% were unproductive, and 1% were wetland.

Land in Current Use 2014

	Acres	% of Current Use Land
Farm Land	393	15%
Forest Land	2,110	80%
Forest Land with Documented Stewardship	55	2%
Unproductive Land	35	1%
Wetland	33	1%
Total # of acres under current use	**2,625**	**---**

Source: New Hampshire Department of Revenue 2014 Current Use Reports

Land can be taken out of current use with a penalty payment of 10% of land value. In 2014, 1.5 acres were removed from current use status resulting in $10,320 going to the Greenville General Fund and $2,580 to the Greenville Conservation Commission.

Building Schedule

	Rural Agriculture	Residential	Commercial	Commercial/ Industrial	Industrial	Downtown
Max. Stories	2.5	2.5	2.5	2.5	2.5	2.5
Max. Height	35'	35'	35'	35'	35'	35'
Min. Frontage (on sewer line)	See Appendix A & B of Zoning Ord.	See Appendix A & B of Zoning Ord.	75'	200'	200'	35'
Min. Frontage (not on sewer line)	See Appendix A & B of Zoning Ord.	See Appendix A & B of Zoning Ord.	200'	200'	200'	N/A
Min. Area- (on sewer line)	See Appendix A & B of Zoning Ord.	See Appendix A & B of Zoning Ord.	1/2 acre	2 acre	5 acres	As existing / 1 acre by subdivision
Min. Area (not on sewer line)	See Appendix A & B of Zoning Ord.	See Appendix A & B of Zoning Ord.	1/2 acre	2acre	5 acres	N/A
Min. Street Setback	50'	30'	30'	50'	100'	None*
Min. Lot Line Setback	30'	15'	15'	15'	30'	10'
Max. Bldg. Cover	20%	30%	50%	25%	50%	None
Green Space Belt	-----	-----	-----	10'	-----	None
Min. Green Space	-----	-----	-----	25%	-----	None

Source: Greenville Zoning Ordinance

Residential Building Permit Activity

State and County Trend

In December, 2015, the New Hampshire Office of Energy and Planning (NH OEP) released the *New Hampshire Housing Supply: Current Estimates and Trends.* The data on building permit activity between 2010 and 2014 indicates that there is a trend towards multi-family housing that is emerging. This was shown in the number of permits issued in the state overall as well as in Hillsborough County. In New Hampshire, there was a 2.0% increase for single-family permits, a 2.6% increase for multi-family permits, and a 0.9% increase for manufactured home permits. Similarly, in Hillsborough County, there was a 1.7% increase in single-family permits, a 2.5% increase for multi-family permits, and no change for manufactured homes.

Local Trend

In Greenville, the number of permits during the same time period were few. There were two permits issued for single-family homes, no permits for multi-family homes, and five demolition permits for manufactured homes.

Building Permits Issued 2005-2014

2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
8	9	5	-1	-4	-2	-2	0	1	0

Source: NH Office of Energy and Planning

Subdivision Activity

There are large parcels of residential property in Greenville with development potential. Several approvals for new subdivisions have been granted by the Planning Board since 2010 but few houses have actually been built: Butternut Hill (39 lots) and Hemlock Hills (67 lots). This is consistent with construction activity in the State and County as well. This is likely due to an increase in the amount of available homes for sale.

Land Use Goal: Maintain the existing atmosphere of the Town while allowing for appropriate growth. *(See Future Land Use- Implementation Plan for goals, objectives, and strategies).*

CHAPTER IV
ECONOMIC DEVELOPMENT

Introduction

An Economic Development chapter provides the community with short and long term goals to help provide the framework for the desired commercial and industrial development. It analyzes recent trends to form the business profile, and concludes with goals and strategies to meet those goals.

Business Profile - Demographics

Population

According to the last hundred years of United States Census Bureau figures, Greenville experienced its strongest population growth between 1890 and 1900 (28% increase) and a similar growth spurt between 1970 and 1980 (25% increase). The period between 1900 and 1940, however, saw a declining population, likely due to the closing of businesses and the need for employment during the Great Depression. Recently, population has declined from a high of 2,231 in 1990 to 2,105 in 2010. In terms of population density, however, Greenville grew from a density of 240 persons per square mile of land area in 1900 to 314 persons per square mile in 2010, indicating a growing demand for employment opportunities.

Largest Employers in Greenville

One of the keys to a well-rounded community is having diverse opportunities for employment, housing, education, and civic participation. Greenville is fortunate to have several employers that have prospered for years and added employment opportunities for residents and commuters. The table on the next page shows the ten largest employers in Greenville. These provide a range of employment opportunities in different types of businesses. Most of these are located along Adams Hill Road and NH 31.

Ten Largest Employers in Greenville

Business	Location	# of Employees
Pilgrim Foods	Old Wilton Road	20 to 49
Mascenic School District	School Street	20 to 49*
Country Mile	Fitchburg Road	10 to 19
William N Lamarre Concrete	Adams Hill Road	10 to 19
US Post Office	Main Street	10 to 19
Monadnock Land Clearing	Fitchburg Road	10 to 19
Dunkin' Donuts	Fitchburg Road	10 to 19
Greenville Police Department	Main Street	10 to 19
Approved Color Corp., LLC.	Adams Hill Road	10 to 19
XOR Media	Mill St.	10-19

Source: New Hampshire Employment Security Economic & Labor Market Information Bureau
*This is a Regional School District figure and includes employment in other towns.

Employment- Occupational Trends

Occupational sectors describe the type of work a person does on the job. The US Census Bureau American Community Survey uses a standard list of job types to find out how the employment industry is changing. These sectors are broad groupings that are widely accepted by economists in analyzing past trends and in preparing an economic forecast. The next table uses the civilian employed population of workers that are 16 years of age and older.

The Greenville occupational sector that holds the most residents is the *production, transportation, and material moving* occupations sector, followed closely behind with the *management, business, science, and arts occupations. Sales and office occupations* also accounted for a large number of employed residents.

Greenville Employed Civilian Population by Occupational Sector (2014)

Occupational Sectors	2014
Civilian employed population 16 years and over	1,154
Management, business, science, and arts occupations	290
Service occupations	108
Sales and office occupations	266
Natural resources, construction, and maintenance occupations	198
Production, transportation, and material moving occupations	292

Source: US Census Bureau American Community Survey (ACS) 5-Year Estimates 2010-2014

The next table breaks down the occupational sectors to provide more specific categories for employment. As can be seen here, *manufacturing* is the leading industry of employment among Greenville residents. An estimated two-thirds of residents are employed in this sector (32.2%), more than double the rate of the State of New Hampshire (12.7%) or Hillsborough County (14.5%). The industries of *educational services, health care, and social assistance* were the second most dominant source of employment, followed by *retail trade*.

Greenville Employed Civilian Population by Industry Type (2014)

Industry Type	2014
Civilian employed population 16 years and over	1,154
Agriculture, forestry, fishing and hunting, and mining	5
Construction	88
Manufacturing	372
Wholesale trade	9
Retail trade	175
Transportation and warehousing, and utilities	39
Information Technologies	7
Finance and insurance, and real estate and rental and leasing	44
Professional, scientific, management, administrative, and waste management services	67
Educational services, health care, and social assistance	199
Arts, entertainment, recreation, and accommodation & food services	76
Other services, except public administration	45
Public administration	28

Source: US Census Bureau American Community Survey (ACS) 5-Year Estimates 2010-2014
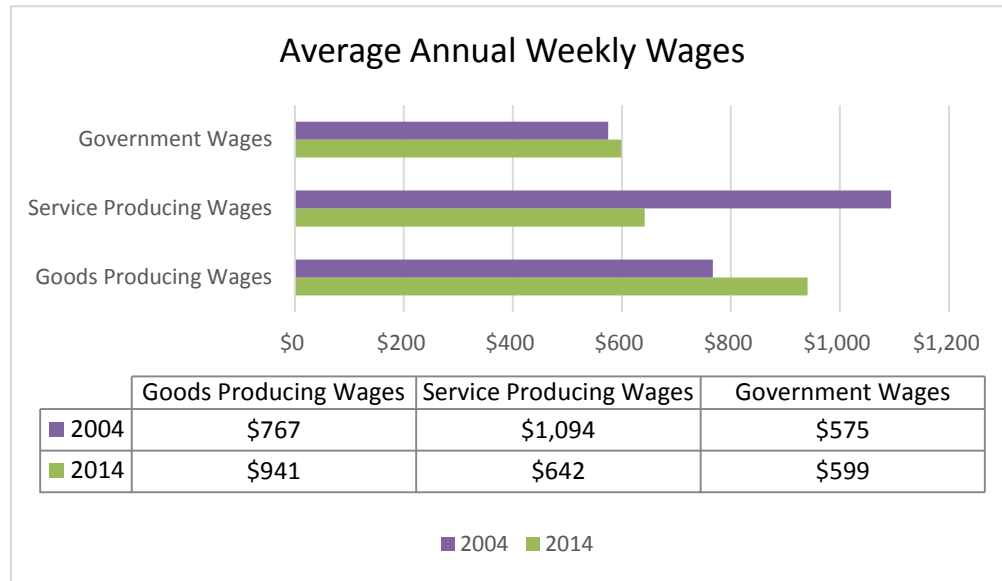
Income

The next table shows the *per capita*, *median household*, and *median family income* for Greenville, Hillsborough County, and New Hampshire. The US Census defines these three income levels as: *per capita income-* income per person; *median household income-* the total income of all workers who occupy a house regardless of relationship; and *median family income-* the total income of family members (related by birth, marriage, or adoption) living in the same house.

Income Levels- Local, County & State

	Per Capita Income	Median Household Income	Median Family Income
Greenville	$23,253	$54,667	$65,817
Hillsborough County	$34,767	$70,906	$85,401
New Hampshire	$33,821	$65,986	$80,812

Source: US Census Bureau American Community Survey (ACS) 5-Year Estimates 2010-2014

The average annual weekly wages in Greenville have shifted considerably over the past decade between the goods producing industry and the service producing industry. In 2004, service producing jobs paid a higher weekly wage at Greenville places of employment than in 2014. Conversely, in 2014, the goods producing jobs became higher paying jobs among Greenville workplaces. Government jobs are relatively the same. These numbers represent real numbers and have not been adjusted for inflation.

Average Annual Weekly Wages

	Goods Producing Wages	Service Producing Wages	Government Wages
■ 2004	$767	$1,094	$575
■ 2014	$941	$642	$599

■ 2004 ■ 2014

Source: New Hampshire Employment Security Economic & Labor Market Information Bureau

Educational Attainment

A well-educated workforce is an important resource for both existing and new businesses. As the comparison in the next table shows, the educational attainment of many Greenville residents changed between 2000 and 2010. The percentage of Greenville residents over twenty-five with a high school diploma rose slightly to 45% between 2000 and 2010. On the other hand, residents seeking higher education has decreased slightly over the last decade for college degrees (combined Associates, Bachelors, and Graduate degrees-21% to 18%).

Educational Attainment 25 years and Older			
	Level of Education	**2000**	**2010**
New Hampshire	High School	30%	30%
	Some College	19%	19%
	Associate Degree	9%	10%
	Bachelor Degree	19%	21%
	Graduate Degree	10%	12%
Hillsborough	High School	28%	28%
	Some College	20%	19%
	Associate Degree	9%	9%
	Bachelor Degree	20%	23%
	Graduate Degree	10%	12%
Greenville	High School	41%	45%
	Some College	22%	20%
	Associate Degree	10%	6%
	Bachelor Degree	9%	10%
	Graduate Degree	2%	2%

Source: US Census Bureau American Community Survey (ACS) 5-Year Estimates 2010-2014

Unemployment Rates
The unemployment rate refers to the percentage of the labor force (persons 16 and over) that is jobless, but looking for work. Simply put, if a person is not employed or looking, they are not part of the work-force, and not part of an unemployment rate calculation.

The next table compares the average annual unemployment rates of Greenville, New Hampshire, and the United States between 2006 and 2016. The unemployment rate in Greenville has followed the State trend with a peak in the early 2009 following a national recession. A slight increase happened again in 2012 in both New Hampshire and Greenville while the national unemployment rate continued to decline. Greenville has remained below the national unemployment, but above the New Hampshire unemployment in each year represented below except for 2007.

Average Annual Unemployment Rates 2006-2016

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Greenville	4.5	4.8	5.1	7.8	7.6	6.9	7.5	7.2	6.1	5.1	3.5
New Hampshire	3.4	3.5	3.9	6.2	5.8	5.4	5.5	5.1	4.3	3.1	2.8
United States	4.6	4.6	5.8	9.3	9.6	8.9	8.1	7.4	6.2	5.3	4.9

Source: US Bureau of Labor Statistics

Land Valuation and Taxation

Land Valuation
Providing a balance of land uses will offset the tax burden to any one group. The chart below shows that Greenville has a greater percentage of Commercial/Industrial gross valuation than any of the surrounding towns**.**

Regional Property Valuation Statistics – 2016

	Percent of Gross Valuation				
	Greenville	**Mason**	**New Ipswich**	**Temple**	**Wilton**
Gross Valuation	$97,595,138	$153,704,480	$384,950,936	$140,120,067	$368,429,816
Residential	75%	96%	90%	92%	88%
Commercial & Industrial	21%	3%	6%	5%	10%
Utilities	4%	2%	4%	2%	1%
Current Use	0.3%	0.3%	0.3%	0.5%	0.4%

Source: NH Department of Revenue Administration

This table provides additional information specific to Greenville's valuation by land use. In 2016, approximately 75% of the valuation was attributed to residential land and buildings.

Greenville Valuation by Land Use – 2016

|	**Amount**	**% of Gross**
Land		
Current Use	$282,338	0.3%
Residential Land	$20,967,400	21.5%
Commercial/Industrial Land	$4,040,100	4.1%
Buildings		
Residential Buildings	$42,955,000	44.0%
Manufactured Housing	$9,309,100	9.5%
Commercial/Industrial Buildings	16,543,000	17.0%
Utilities		
Electric Utilities	$3,498,200	3.6%
Gross Valuation	$97,595,138	100%

Source: NH Department of Revenue Administration

Taxes

This table and corresponding chart show a trend of the tax rates for Greenville between 2011 and 2016. While the rate has seen an increase in the total tax rate, the local (town) tax rate has declined.

	2011	**2012**	**2013**	**2014**	**2015**	**2016**
Town	11.30	11.61	14.47	12.20	9.53	8.40
County	0.88	0.85	1.12	1.23	1.34	1.33
Local School	6.18	5.49	10.50	10.39	12.54	12.04
NH School	2.23	1.90	2.64	2.29	2.47	2.51
Total Tax	20.29	19.85	28.73	26.11	25.88	24.28

Source: NH Department of Revenue Administration

Greenville Tax Trends 2011-2016
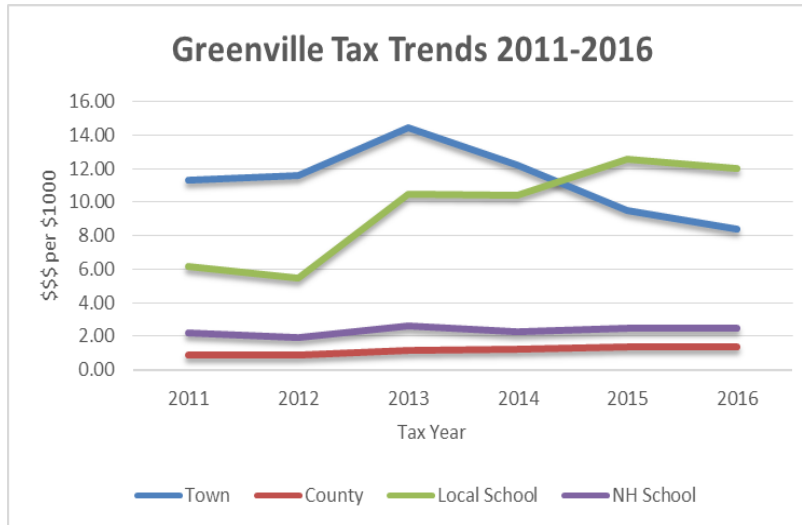
Source: NH Department of Revenue Administration

In order to levy a fair and proportional statewide property tax and county tax, the imbalance created by varying municipal assessments must be resolved. This process, called "equalization", involves the adjustment of a town's local assessed value, either upward or downward, in order to approximate the full value of the town's property. The equalized tax rates can then be better compared from town to town.

The table below shows a comparison of 2016 equalized tax rates for Greenville and the surrounding towns. The full value tax rate for Greenville is among the lowest of the subregion. Looking at municipal tax rates statewide, Greenville is ranked 125 out of 228 (with 1 representing the lowest equalized tax rate in the State).

2016 Tax Rate Comparison (per $1,000 of assessed value)

	Greenville	Mason	New Ipswich	Temple	Wilton
Municipal Tax Rate	$8.40	$7.63	$5.80	$5.81	$6.39
Local Education Tax Rate	$12.04	$14.13	$16.92	$15.46	$16.42
State Education Tax Rate	$2.51	$2.17	$2.27	$2.47	$2.26
County Tax Rate	$1.33	$1.28	$1.24	$1.28	$1.27
Total Tax Rate	$24.28	$25.21	$26.23	$25.02	$26.34
Equalization Ratio	95.0	95.4	93.6	97.4	97.0
Full Value Rate	$22.85	$23.96	$24.84	$24.44	$25.52
State Ranking (1 = Low, 228 = High)	125	144	162	153	170

Source: NH Department of Revenue Administration

Commuting Patterns

Knowing the origins and destinations of workers will help to gain an understanding of the commuting patterns and help us to make the necessary accommodations to meet the daily needs of commuters. These include knowing where the employed Greenville residents go for work, and the places of residence for those commuters that are driving into Greenville to their jobs. By analyzing these daily travel needs, we can be better prepared for allocating funds to make the necessary improvements to roads, bridges, sidewalks and crosswalks. It can also give us some guidance on future land uses within these travelled areas.

The data for commuting information is based on a sample and is subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. These values are based on a 90 probability. The table below indicates that there was an increase (between 2000 and 2010) in the number of residents employed. It also shows that there were additional jobs created in Greenville during that time period, and likewise, additional Greenville residents that live and work in Greenville. The commuting rate out of Greenville saw a slight decline, however, the number of Greenville residents commuting to Milford nearly doubled and those commuting to Peterborough more than doubled.

2010 Regional Commuter Activity to Primary Jobs (New Hampshire)

	1990	2000	2010
Residents Employed	1122	1072	1265
Jobs in Town	486	346	392
Working & living in Town	175	124	170
Commuting out from Greenville:			
Residents commuting out	947	948	1095
Commuting rate - out	84%	88%	87%
Most common commute to	Milford (119)	Milford (137)	Milford (235)
2nd most common commute to	New Ipswich (90)	Nashua (116)	Peterborough (124)
3rd most common commute to	Nashua (79)	Manchester (54)	Nashua (88)
4th most common commute to	Peterborough (74)	Peterborough (53)	Amherst (71)
5th most common commute to	Wilton (50)	Wilton (52)	Rindge (51)
Commuting into Greenville:			
Non-residents commuting in	311	222	222
Commuting rate - in	64%	64%	57%
Most common commute from	New Ipswich (91)	New Ipswich (36)	Rindge (23)
2nd most common commute from	Rindge (45)	Nashua (34)	Temple (19)
3rd most common commute from	Greenfield (27)	Mason (19)	Mont Vernon (18)
4th most common commute from	Temple (17)	Keene (12)	Amherst (17)
5th most common commute from	Chesterfield (14)	Temple (17)	Hillsborough (17)

Source: US Census Bureau, New Hampshire Employment Security Economic & Labor Market Information Bureau

In addition to commuters within New Hampshire, an estimated 237 Greenville residents commute into Massachusetts for work. The table below shows the five most common towns for those workers. It also shows that 27 people who work in Greenville (commute in) are coming from Massachusetts.

2010 Regional Commuter Activity to Primary Jobs (Massachusetts)

Greenville Residents Commuting Into Massachusetts Jobs	
Greenville Residents commuting into Massachusetts	237
Most common commute into:	Leominster (38)
2nd most common commute into:	Ayer (27)
3rd most common commute into:	Pepperell (25)
4th most common commute into:	Fitchburg (23)
5th most common commute into:	Townsend (22)
Employees Commuting Out of Massachusetts Town into and Greenville:	
Massachusetts Residents commuting into Greenville	27
Most common commute from:	Townsend (23)
2nd most common commute to:	Royalston (4)

Source: US Census Bureau; NH Employment Security Economic & Labor Market Information Bureau

Utilities and Municipal Service

Understanding of the needs of the current businesses and anticipating those of potential businesses helps the Town to be prepared for manageable economic growth. The availability of certain utilities can support the community's goals for economic development. It is also vital to the welfare of the community, in particular for meeting the health, safety, and security needs of the citizens, and in general for meeting their desires for comfort, entertainment, and quality of life.

To meet these needs, utilities presently being provided in Greenville include water, sewer, electricity and 3-phase power, and telecommunications infrastructure (broadband, cable and satellite television, telephone/wireless communications, internet service). Because of their diverse nature, each of these is considered separately in the following sections. It will be seen that, due to the rural nature of the Town, not all utilities are available throughout the community, such as 3-phase power. However, electricity and certain telecommunications services, being somewhat easier to distribute, are available virtually everywhere in the Town. Electrical and telecommunications infrastructure are provided by private business entities.

Water

The Town of Greenville has a public water supply under the administration of the Greenville Water Department. Construction was completed on the system around 1968. Water is presently supplied to approximately 570 customers through a service area which is almost identical to the sewer service area. See the map on the following page.

The design capacity of the water supply system is 432,000 gallons per day after the expansion of the Plant in 2000. The average daily rate of use during 2015 was 174,962 gallons. In 2011/2012 the Town did an

extensive rehab to the Adams Hill Water Tank and a re-coating of the Barrett Hill Water Tank (which is a 600,000 gallon tank installed in 2001).   Older supply lines are slowly being replaced as needed.

Sewer

The Greenville sewer system was constructed in 1976 and has a design capacity to treat 233,000 gallons of sewage per day. At present there are 570 residential customers and 26 commercial/industrial users with a treatment requirement of 60,000 gallons per day. The majority of Greenville's "built-up" area is served by the sewer systems which consists of 12 inch interceptor lines down most of the major streets, with 8 inch and 10 inch collector lines feeding from the side streets.

The service area generally duplicates the water service area, with the single exception of an area of housing concentration just beyond the Mill Street intersection with NH Route 31. The sewer line was expanded down NH Route 31 to Greenville Estates in 1997. All sewer users are currently billed $17.50/1000 gallons based on water meter readings. Readings and billing are done twice a year.

Utilities – Electric

Three phase power runs a similar route as the water and sewer lines and nearly covers the entire stretch of NH Route 31.

Transportation Infrastructure

There is an important relationship between the level of transportation access available and the type and scale of economic development that can be accommodated. Greenville is in a formidable location to reach several large cities and active employment centers. Additional transit and commuting information is in the Transportation chapter.

Greenville's Proximity to Nearby Towns and Cities
(Approximate Road Mileage)

Distance from Greenville to:	Miles
Concord	50
Manchester	30
Nashua	24
Peterborough	12
Boston	50
Fitchburg	14
Leominster	19

Source: MapQuest

Municipal Policy Analysis

An important element of economic development planning is ensuring that current municipal policies and regulations can support the goals and actions recommended in this plan. Greenville's policies, ordinances and regulations are examined below.

Greenville Zoning Ordinance

The next table shows the dimensional requirements, for new construction or additions onto existing structures in the business districts of Greenville and the surrounding towns. By making this comparison, the Town can determine if changes should be considered to allow for more business opportunities .

Building Schedule for Business Districts in the Subregion

District	Minimum Lot Size	Minimum Lot Frontage	Minimum Street/ Front Setback	Minimum Side Setback	Minimum Rear Setback	Maximum Height
Greenville						
Downtown	As existing or 1 acre by subdivision	----	----	10'	10'	35'
Commercial	½ acre	75;200'	30'	15'	15'	35'
Commercial/Industrial	2 acres	200'	50'	15'	15'	35'
Industrial	5 acres	200'	100'	30'	30'	35'
Mason						
Village Residential	88,000 sq. ft.	200'	35'	35'	35'	----
New Ipswich						
Village I	1 acres	200'	30'	20'	----	45'
Village II	1 acres	200'	30'	20'	----	45'
Limited Commercial	1 acres	100'	10'	10'	10'	45'
General Commercial	2 acres	200'	10'	10'	10'	45'
Light Industrial	2 acres	200'	10'	10'	10'	45'
Temple						
No Business District						
Wilton						
Commercial	----	200'	35'	25'	20'	----
Industrial	2 acres	200'	75'	35'	35'	45'
Office Park	5 acres	200'	100'	50'	50'	35'
Research & Office Park	25 acres	400'	20'	20'	20'	45'

Source: Town Zoning Ordinances

The next table shows a list of uses that are permitted in the business districts. It provides a quick reference to determine the types of businesses that have the potential in each of the four business districts.

Uses Permitted in Greenville's Business Districts

Downtown District (D)	Commercial District (C)	Commercial/Industrial District (CI)	Industrial District (I)
Single family dwelling	Retail businesses	Retail businesses	Any industry whose use or process complies with Sec. 2.6
Two-family & multi-family dwellings per Sec. 2.7.2	Professional offices	Professional offices	Process/distribution plants of milk & dairy products, and for bottling or packaging beverages, pharmaceuticals, and toilet preparations, perfumes, and similar product
Retail business establishment	Banks, financial institutions	Banks, financial institutions	
Business & professional office	Real estate offices	Real estate offices	
Banks, financial institutions	Restaurants, cafeteria, bakery & confectionery shops	Restaurants, cafeteria, bakery & confectionery shops	Printing, publishing, and bookbinding
Restaurants, bakery & confectionery shops	Grocery or general store	Place of worship	Building supply facilities and general contractors
Grocery or general store	Place of worship	Inn or tourist home	Restaurant and cafeteria
Place of worship	Inn or tourist home	Indoor theatre	Accessory uses which are incidental to permitted industrial use
Inn or tourist home	Indoor theatre	Private club	Permitted uses in C & C-I Districts*
Indoor theatre	Private club	Car wash	
Private club	Self-service storage centers	Self-service storage centers	
Health care facilities	Health care facilities	Health care facilities	
Recreational facilities	Recreational facilities	Recreational facilities	
Funeral Home	Building supply facilities	Building supply and contractor businesses	
Convalescent or nursing home	Educational use or place of worship	Educational use or place of worship	
Educational facilities	Accessory uses which are incidental to uses in 2.4	Convalescent or nursing home	
Child Care Center	Gasoline service station or auto repair shop*	Industrial uses as permitted in Section 2.6	
Government offices	Single family residence*	Gasoline service station or auto repair shop*	
Parking Garages and parking lots	Two-family residence*	Single family residence behind the 400' setback*	
Accessory uses which are incidental to uses in 2.7.2	Multi-family residence, including condominiums*	Two-family residence behind the 400'setback*	
Light Industry per requirements of Sec. 5.7*	Light Industry, as defined in Section 1, Definitions*	Multi-family residence, behind the 400'setback*	

*Source: Greenville Zoning Ordinance   *May be permitted by Special Permit*

The Town of Greenville has great potential for future economic development with the available water, sewer, three-phase power, and road infrastructure. The Town's geographical location provides options to commuters further enhancing business growth and opportunities.

Economic Development Goal: To have a balance of business opportunities to meet the retail, service, and employment needs at a scale that is appropriate for Greenville. *(See Future Land Use- Implementation Plan for goals, objectives, and strategies).*

CHAPTER V

COMMUNITY FACILITIES AND SERVICES

The primary responsibility of municipal government is the timely identification and provision of those public facilities and services which are required by its residents, taxpayers, and businesses. These services are commonly referred to as "community facilities" and include education, public safety, public buildings and local roads. The degree to which these services are provided and the manner of their development determines, to a great extent, the quality, convenience, and general character of the town.

Town Hall

The Greenville Town Offices are housed in the 2 story (plus basement) Town Hall located on Main Street in the center of town. The structure is of brick masonry and was built in 1939 with the conversion of the basement completed in 1975. The building contains approximately 2,190 square feet on each of its two main floors including the basement area. The Selectmen's Office, Town Clerk, Tax Collector, and Library are all located on the main floor. The second floor was originally an open assembly hall or auditorium, but since it is not handicap accessible, it can no longer be used as public space and is now predominantly used as storage.

The Selectmen's Office is open to the public as follows: Tuesday and Thursday 10 a.m. – noon and 1 p.m. to 4:00 p.m., and Wednesdays from 10 a.m. – noon and 1 p.m. to 3 p.m. Selectmen's meetings are currently held on the second and fourth Wednesdays of the month at 3:30 p.m. in the Meeting Room on the lower level of Town Hall.

The Town Clerk/Tax Collector's Office is open to the public as follows: Tuesday and Thursday 10 a.m. to noon and 1 p.m. to 4 p.m.; Wednesday 1 p.m. to 8 p.m.; and the last Saturday of each month from 10 a.m. to noon.

The library is also located in the Town Hall. Additional information is on page V-3.

The Town Hall is considered to be in good condition, requiring only normal maintenance and repair. The building has a handicap accessible ramp that accesses the Town Clerk/Tax Collector's Office and therefore provides access to the Selectmen's Office, as well.

Town Hall Future Plans

In the future, it may be necessary to find an alternate location for some of the offices within the Town Hall due to space constraints and to improve efficiency. An alternative may be to add an elevator to improve access and egress. A study should be done to determine options, feasibility, and costs.

Highway Department

The Greenville Highway Department is located at 109 Old Wilton Rd. The garage is a 4000 sq.ft. structure that was built in 1987. The department is managed by the Road Agent and has two additional full time employees. The Highway Department maintains the approximately 6 miles of local roads.

Highway Department Future Plans

The garage is currently at full capacity but meets the present needs. It is, however, in need of an upgrade to its electric system and improved lighting to adequately perform maintenance and repair on municipal equipment. The need for additional capacity or upgrades may occur in the mid to long term timeframe.

Water

The Town of Greenville has a public water supply under the administration of the Greenville Water Department. Construction was completed on the system around 1968. Water is presently supplied to approximately 570 customers (including 192 Mobile Homes in Greenville Estates, which was added to the system in 2011) through a series of pipes accommodating a service area that is almost identical to the sewer service area. An expansion of the Plant was done in 2000 to increase the design capacity of the water supply system to 432,000 gallons per day. The average daily rate of use during 2015 was 174,962 gallons.

In 2011/2012 the town did an extensive rehabilitation to the Adams Hill Water Tank and a re-coating of the Barrett Hill Water Tank (a 600,000 gallon tank installed in 2001). Eighty percent of the distribution system was replaced in 2003. To date, the town has received State Revolving Fund money to replace both the (2) raw water and (2) finished water pumps at the Plant, with the project slated for completion in 2017.

In 2010 the town received ARRA stimulus money to replace existing manual read meters with radio-frequency read meters for all residential customers. In the ensuing years, the Town has slowly replaced commercial, industrial and multi-dwelling meters with radio-frequency meters from the existing Expendable Trust Fund. Greenville's current water rate is $6.50/1000 gallons of usage and meters are read and bills sent two times per year.

Sewer

The Greenville sewer system was constructed in 1976 in response to a State mandate concerning the continued pollution of the Souhegan River. The service area generally duplicates the water service area, with the exception of an area of housing concentration just beyond the Mill Street intersection with NH Route 31.

In 1997, the sewer line was expanded down NH Route 31 to provide sewer service to 192 mobile homes in Greenville Estates through a single hook-up. This expansion also included two new pumps stations which are now owned and operated by the town. Operational improvements were done in 2002. Improvements were also made in 2009 when the town received ARRA stimulus money to install a new, more efficient secondary clarifier.

The majority of Greenville's "built-up" area is served by the sewer systems which consists of 12 inch interceptor lines along most of the major streets, with 8 inch and 10 inch collector lines feeding from the side streets. The current system has a design capacity to treat 233,000 gallons of sewage per day. At present there are 570 residential customers and 26 commercial/industrial users with a treatment requirement of 60,000 gallons per day. All sewer users are currently billed $17.50/1000 gallons based on water meter readings. Readings and billing are done two times per year.

Chamberlin Free Public Library

Chamberlin Free Public Library is located at 46 Main Street in the Town Hall and occupies approximately 1,000 square feet of the building. The library is open Monday through Saturday, except during July and August the library is also closed on Saturday. The library contains over 16,000 volumes, ranging from adult non-fiction through juvenile materials. There are also downloadable books, audio books, Wi Fi service, art prints and more. Programs and events are offered for all ages and interests including: book discussions, teen programs, story time, crafts, homework center, and guest speakers.

PUBLIC SAFETY

Fire Department

The Greenville Fire Department operates out of the fire station at 7 River Road in the center of town. The station consists of a two story building with two bays on the main floor and an open meeting hall and kitchen on the second floor. A one story extension of the main building contains an additional four bays. The Greenville Fire Department is a volunteer activity composed of approximately 30 firefighters who provide around-the-clock protection to the residents and property of the Town. The department is a member of the Souhegan Mutual Aid System operating out of the Hillsborough County Dispatch. The County Dispatch provides a 24 hour communication service for local fire, police, and ambulance services. The system is also tied into the New Hampshire State Police, the Hillsborough County Sheriff's Department, and the New Hampshire Fish and Game enforcement agencies.

The fire department equipment includes the following: 2007 HME pumper with 1,000 gallons water, 1500 gpm. pump; 2003 INT. tanker with 1,800 gallons water, 500 gpm. pump; 100ft 1986 Seagrave ladder with 300 gallons, 1250gpm. pump; 1981 GMC pumper/tanker, with 1500 gallons water, 1000gpm. pump; and a 1968 Jeep 4x4 5/4 pick-up truck used for brush fires.

Fire Department Future Plans

The current fire station has reached its useful capacity and the fire trucks cannot fit into the station. It is recommended that a new location be determined and an adequate structure be constructed to meet the current and anticipated demands of the Greenville Fire Department. A new structure could be a multi-function safety complex to house other emergency services.

Police Department

The Temple-Greenville Police Department is located at 38 Main Street in Greenville. Police protection is provided to the Towns of Temple & Greenville approximately 20 hours each day. In 2005 the towns of Temple & Greenville entered into a joint Police Department. Two Select Board members from each town sit on the joint Police Board.

The police force consists of a full-time Police Chief and three full-time officers. In addition, there are four part-time officers and two matrons.

The Police Station consists of three offices and one booking room. According to an inventory prepared by the Chief, The Temple-Greenville Police Department appears well equipped to meet its responsibilities. The Police Department currently has three police cruisers and one detail vehicle, communications

equipment and office furniture. The department also maintains the customary inventory of firearms, bullet proof vests and other gear needed by officers.

These facilities appear adequate to meet the department's need for the foreseeable future.

Emergency Services

Greenville's Emergency Management Services participate in mutual aid for fire, police, highway, and ambulance services. Southwest NH Fire Mutual Aid (SWNHFMA), the Hillsborough County Sheriff's Department, the State Police, and neighboring communities all contribute to this mutual aid. SWNHFMA serves 83 cities and towns, and the Hillsborough County Sheriff's Department serves all communities within Hillsborough County. Greenville also is a paying member of the Souhegan Mutual Aid Response Team SMART). The Souhegan Valley Ambulance Service (934 Turnpike Road, New Ipswich) services the Towns of Greenville and New Ipswich. They provide emergency service and also conduct special programs such as blood pressure clinics, equipment demonstrations, and the distribution of emergency telephone number stickers. The Keene or Nashua HazMat Team provides assistance for accidents involving hazardous materials.

Other Buildings

Among the other buildings in the center of Greenville are the Post Office, located 15 Main Street; the Sacred Heart Roman Catholic Church on High Street (a wood frame built in 1888), and the Greenville Community Christian Church on Pleasant Street (a brick structure built in 1827). Although these buildings are not publicly owned, they do serve the public and are generally open to the public.

Cemeteries

There is one cemetery in Greenville, located between Pleasant Street and Route 31. It was established in the 1830s.

Solid Waste Disposal

There is no municipal trash collection system, however, under a contracted arrangement with the Town of Wilton, Greenville's solid waste is disposed of at the Wilton Recycling Center located at 291 Gibbons Highway, Wilton. All individuals either transport their own waste to the center or hire private haulers. The center also serves the Towns of Lyndeborough, Mason, Temple, and Wilton. Separation of solid waste for recycling purposes is mandatory at the center and recent reports have indicated that the system is working well.   The Wilton system appears to be adequate to meet the solid waste disposal responsibilities of the Town for the foreseeable future, however Greenville may want to seek alternatives for in-town recycling options.

Education

On July 1, 2009 the Mascenic Regional School District/SAU 87 began a new journey as a single district school administrative unit consisting of the Towns of Greenville and New Ipswich. The district includes three schools and one district administrative office.

Highbridge Hill Elementary School: 171 Turnpike Road, New Ipswich

Highbridge Hill Elementary School provides education to students from pre-kindergarten through grade four. The class size ranges from 17 to 23 students.

Boynton Middle School: 175 Turnpike Road, New Ipswich

Boynton Middle School provides education to students in fifth through eighth grades.

Mascenic Regional High School: 171 Turnpike Road, New Ipswich

Mascenic High School provides education to students in ninth through twelfth grade. Students can enroll in the Career and Technical Education Center (CATE) to learn skills that can be applied to careers after graduation.

SAU 87 Office: 16 School Street, Greenville

The Administrative Offices for the SAU 87 are located on the former Greenville Elementary School. The school district is governed by a five member board with two representatives from Greenville, and three from New Ipswich.

Enrollment Trends

The graphs below show the enrollment trends at each school. The enrollment has been relatively steady between 2012 to 2016 with a slight decline at the middle and high school levels.
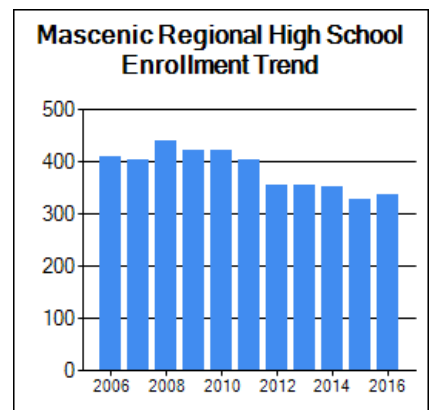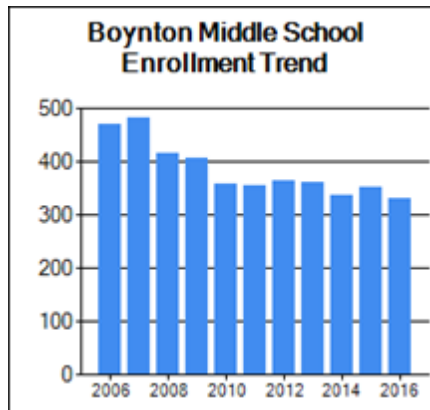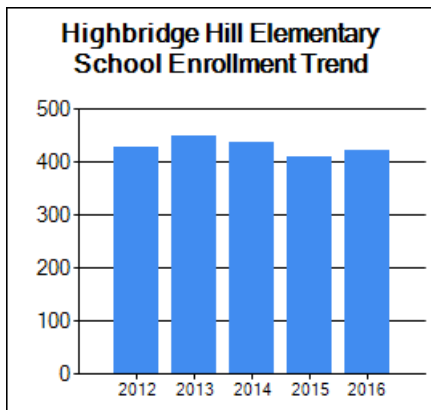
Source: NH Department of Education

Recreation

Information regarding the Greenville recreational facilities is located in the Historic and Recreational Resources Chapter of this Master Plan.

Community Facilities and Services Goal: To provide adequate facilities and services to meet the current and emerging needs of the residents of Greenville. *(See Implementation Plan for specific strategies).*

CHAPTER VI
TRANSPORTATION CHAPTER

Transportation is an essential component of community planning that has far reaching impacts on the development of the town. The careful planning of road and other transportation-related infrastructure will help determine where development will occur and the type of land uses it will attract. Transportation planning is not just for vehicular traffic, but should include and encourage all modes of transportation such as pedestrian and bicycle users.

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

> Land Use: Transportation connects origins to destinations and helps people access goods, services and each other. Roads will, in large part, be the basis for the development patterns of the future. Road design, functionality and placement will determine the types of land uses that will be able to occur on a parcel of land. For example, a collector road will attract a mix of uses including retail, professional offices, and residential, whereas a local road will typically provide safe access to residential development.

> Economic Development**:** The ability to provide safe and easy access to businesses will enhance the success of the towns' ability to attract businesses. Direct access to major roads and parking availability are key elements to attract and retain uses that depend on drive-by traffic. Planning for nodal development, or interspersing centers of development between roads with little development, allows the community to plan for multiple economic areas that are separated by roadways designed for moving traffic.

> Housing/Population/Demographics: The *pattern* of residential development will be determined, in part, by the roads that service them. Roadway classifications also have an effect on the *density* of development that can occur. Local roads can serve residential neighborhoods and multi-family developments safely without concerns of heavy through traffic. The use of access management also provides safe transportation to denser developments. Road design standards such as width, grade, and speed design are factors to consider when choosing to live in certain types of residential development. Higher density housing or low income housing may benefit by an offering of bicycle and pedestrian improvements, as well as public transportation options in order to maximize space and increase the affordability of the neighborhood. Certain sectors of the community will have different transportation preferences or needs. Consider sectors of the population that are less likely to drive such as youth, seniors and persons with disabilities.

> Natural Resources-Environmental: The careful consideration of locating roads away from sensitive areas such as streams and wildlife habitat areas is critical to the protection of our natural resources. Avoiding these areas will not only protect the wildlife that depend on large unfragmented areas, but will also add to the safety of roadway users. The use of Low Impact Development methods (LIDs) will help to reduce the length of roads, thereby reducing the amount of impervious surface. This will protect the water quality of our waterbodies and will also allow for groundwater recharge. Transportation has an impact on air quality and should be planned to reduce vehicle miles traveled whenever practical.

Emergency Operations: Maintaining access to primary and secondary evacuation routes in town is an important life safety issue. Proper culvert size and installation for all road/stream crossings must be a priority for hazard mitigation in the event of heavy storm events. Bridge maintenance, erosion control, and stormwater management are also necessary to maintain safe roadway infrastructure. Considerations such as these should be added into the Hazard Mitigation Plan and included as priority actions items. An inventory of road/stream crossings should be updated annually. Erosion control methods should be used along roads with steep slopes to prevent washouts and erosion.

Road Classifications and Conditions

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

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

Broadly, roadways in New Hampshire are classified for planning purposes into two types: State Highway Classification and Federal Functional Classification. *State highway classification* refers to the state's system of defining state and town responsibilities for road construction and maintenance. *Federal functional classification* is the system by which streets and highways are grouped into classes according to the type of service they are intended to provide. Basic to this process is the understanding that individual roads or streets do not serve travel independently, but are part of a larger highway network.

State (Administrative) Classification All public roads in New Hampshire are classified in one of seven categories per NH RSA 229:5. Highways under state maintenance and control include Classes I, II, III and III(a). Classes IV, V, and VI highways are under the jurisdiction of municipalities. The following provides a description of various administrative classes.

Class I: Trunk Line Highways
Class II: State Aid Highways
Class III: State Recreational Roads
Class III(a): State Boating Access Roads
Class IV: Town Roads with Urban Compact
Class V: Town Roads
Class VI: Unmaintained Highways

Of these seven road classifications, Greenville roads fall into three. The definition of these classifications, and the roads that fall within each category are described below. These can also be found on the map at the end of this chapter.

Class I: Trunk Line Highways - These belong to the primary state highway system. NHDOT assumes full control and responsibility for construction, reconstruction and maintenance of these roads. There are no Class I roads in Greenville.

Class II: State Aid Highways - These consist of highways that belong to the secondary state highway system. All sections improved to state standards are maintained and reconstructed by NHDOT. Other Class II highways not improved to DOT's standards are maintained by the Town and are eligible to

be improved to DOT standards with the use of state aid funds as those funds become available. The same applies to bridges on Class II highways. There are 9.7 miles of Class II roads in Greenville.

Class III: Recreational Roads – Recreational Roads are those roads leading to and within state reservations designated by the State Legislature. NHDOT assumes full control for construction, reconstruction and maintenance of these roads. There are no Class III roads in Greenville. Class III(a): Boating Access Roads- boating access highways from any existing highway to any public water in New Hampshire. There are no Class III(a) roads in Greenville.

Class IV: Urban Compact Section Highways – These are all highways within the compact sections of larger towns and cities as designated by RSA 229:5. The municipality assumes full responsibility for construction and maintenance of these roads. There are no Class IV roads in Greenville.

Class V: Town Roads - These consist of all regularly maintained roads that are not in the state system, which the town has the duty to construct and maintain. These roads may be paved or graveled. There are 11.2 miles of Class V roads in Greenville.

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

As frontage along Class V roads becomes less available and the centers of town villages reach capacity, there is mounting pressure to develop on Class VI roads. Class VI roads are an important component of a town's transportation infrastructure as they personify the community's rural character and can provide a variety of recreational opportunities. The town should evaluate and make recommendations for future status of Class VI roadways and develop a Class VI road policy.

Mileage of Greenville Roadways by Administrative Classification

Road Class	Miles	
Class I: Primary State Aid Highways	0	
Class II: Secondary State Aid Highways	9.7	
Class III: Recreational Roads	0	
State Miles Total		9.7
Class IV: Urban Compact Section Highways	0	
Class V: Town Roads	11.2	
Class VI: Unmaintained Roadways	3.1	
Town Miles Total		14.3
Other Miles (includes private)	4.4	
Other Miles Total		4.4
Total Miles of Roadway		**28.4**

Source: NH Department of Transportation

Mileage of Greenville Roadways by Administrative Classification
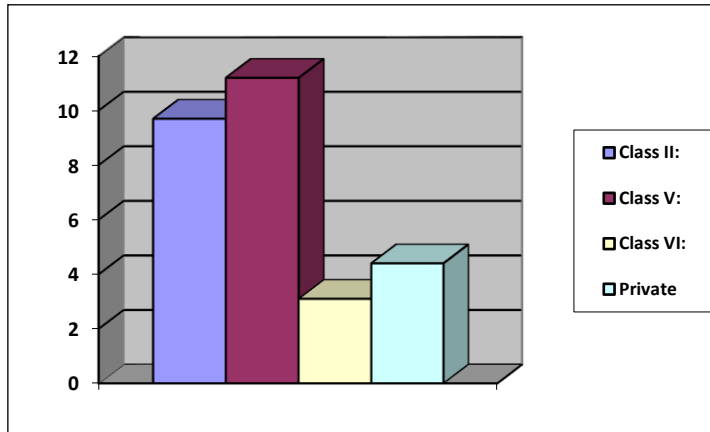
Source: NH Department of Transportation

Federal Functional Classification
Functional classifications can be used by local, state and federal governments, but the *federal* functional classification is most commonly cited in transportation planning. It is a method of grouping roads by the service they provide and is very useful for planning purposes. Functionality, at its most basic level, is divided into three road types: arterials, collectors and local roads. By identifying the function of the road, decisions can be made as to the road design and speed. Roads that function as a means to move traffic from one town to another town has different design considerations than a road that provides access within a residential neighborhood. They will require different road widths, speeds, signs and construction standards. A road that has truck traffic is constructed differently to handle heavier, larger, and wider vehicles and greater traffic volumes than those serving neighborhoods. Access and turning maneuvers are also different depending on the functional classification. Therefore, identifying the function of the road is an essential part of planning. Balancing all three types of roadways helps to provide an efficient (and in the long-term less costly) transportation system. Methods such as reducing road widths will not only be less costly to construct, but they will also be less costly to maintain, and will reduce the amount of impervious surface, which is beneficial to the environment.

> Arterial Roads (principal & minor)- Arterials are designed to carry the largest percentage of traffic entering and leaving a region as well as the greatest amount of traffic traveling through the region at a higher rate of speed than the *Collector Roads*. Principal arterials include limited access highways and interstate highways as well as other major highways that are part of the National Highway System such as Route 101. There are no major or minor arterial roads in Greenville.

> Collector Roads (major & minor)- The collector system provides more direct land access than do the arterials. Collector streets may enter residential areas, business districts, and industrial areas. A major collector is designed to move medium traffic volumes at medium speeds between or within communities and to funnel traffic to and from residential and commercial areas to an arterial system. A minor collector has lower traffic volumes and provides alternative routes to major collectors. NH Rt. 31 and NH Rt. 124 are major collectors in Greenville; and NH Rt. 45 an NH Rt. 123 are minor collectors.

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

Roadway Usage and Conditions: Roadway usage and conditions have an effect on our everyday enjoyment, or frustrations, of traveling through town. As the population increases within the state and region, so will the amount of traffic. Careful planning of our roadways, including alternative routes will give users options to get to their destinations. A heavily travelled road during peak hours or a road with poor maintenance can be avoided making our travel experience more desirable. The table below shows the Average Annual Daily Traffic Counts that NHDOT has been tracking in Greenville since 2008. This information is helpful in planning the location of future land uses as well as access points. The changes in traffic counts can be attributed to a variety of factors including but not limited to new subdivisions, new businesses opening, closing of businesses and road construction. The counts below show a relatively steady trend, with some moderate decrease in traffic on NH 124 and an increase on NH 31 between 2012 and 2015. This is likely due to the detour created by the High Bridge project in New Ipswich.

The traffic count locations are shown on the accompanying map entitled Town of Greenville Transportation Infrastructure Map. Counter numbers in the table below correspond with the numbers found on the map.

Average Annual Daily Traffic Counts

Counter Location	Counter Number	2008	2009	2010	2011	2012	2013	2014	2015
NH 31/NH123 (Fitchburg Rd.) North of Mason Rd.	191011		3000			3400			3500
NH 124 Turnpike Rd.) at New Ipswich TL	191050		2600			2700			2200
NH 123 (Merriam Hill Rd.) at Mason TL	191051		600			520			810
NH 31 at Wilton TL	191052		4000			3900			4200
NH 123 (Mason Rd.) East of NH 31	191054		800			560			860
NH 45 (Main St.) over Souhegan River	191056		3200			3100			3100
Mill St. over Souhegan River	191057		1500			980			1300
Old Wilton Rd. over Souhegan River	191058		1700			1500			2000
New Ipswich location: NH 123 (High bridge Rd) at Greenville/TL	333054	1900			2500			2200	
Mason location: NH 31 (Fitchburg Rd.)at Greenville TL,	293051			3000			3100		

Source: NH Department of Transportation

Commuting: Understanding commuting patterns is a useful planning tool when proposals are presented to the Town. Identifying the largest employers within Greenville gives us a basic look at commuting. The largest employers include: Pilgrim Foods, Mascenic School District, Country Mile, William N. Lamarre Concrete, U.S. Post Office, Monadnock Land Clearing, Duncan Donuts, the Police Department, Approved Color Corp, and XOR Media. By looking at the locations of these businesses and comparing them with the

New Hampshire commuters coming into Greenville, the most popular routes that are likely being travelled to and from work are NH Route 31, and NH Route 45. For those workers coming in from Massachusetts, NH Route 123 is used. For additional information on commuting, please see the Common Commuting Locations table in the Economic Development Chapter.

Maintenance and Condition of Roads: Knowing the history of road repairs and the condition of roads that may be in need of repair can assist the Town in budgeting and prioritizing. It may also be useful as supportive information when seeking funding opportunities to help offset maintenance costs. Annual discussions with the Road Agent should occur to update the table below.

The most recent road improvements in Greenville, include the following:

Road Improvements Recently Completed

Road Name or Area	Year	Description of Improvements Done
Old Wilton Road	2011	1.5 inch overlay
Adams Hill Road (south end)	2012	1.5 inch overlay
Adams Hill Road (north end)	2013	1.5 inch overlay
Adams Avenue	2014	Shim & 1.5 inch overlay
Rousseau Hill	2014	Shim & 1.5 inch overlay

Source: Greenville Road Agent

In addition to those that have recently been completed, below is a table showing proposed improvements on local roads.

Future Improvements

Road Name or Area	When	Description of Work Needed
Ashton Place	2017	Shim & overlay
High Street	2017	Shim & overlay
Adams Street	2018	Rebuild end shim & overlay
Chamberlin Street	2018	Shim & overlay
Kimball Heights	2019	Shim & overlay

Source: Greenville Road Agent

Problem Locations: Vehicle accidents are an occurrence that we all want to avoid. However, without careful planning of roadways and intersections, there may be an increase of accidents at a given location. Accident reports obtained from the Police Department are an effective way to identify areas that are in need of correction. Factors such as sightline visibility at intersections and driveways, poor drainage, excessive speed, sun glare and icing are some of the key reasons for traffic accidents. Many of these can be avoided with good design. It is more efficient and cost effective to identify potential conflicting points prior to construction than to retrofit a problem. It is also easier for drivers so they don't need to adjust to the change. Consulting with the local traffic authority and road agent to review sight lines for proposed new accessways can help reduce hazardous situations.

Projects involving heavy traffic should be required to include a traffic study by a licensed engineer to the Planning Board. A traffic study will identify the projected level of service (LOS) at intersections and the entrance to the property during peak hours of traffic. The Planning Board may require a peer review, or third party review, to check the accuracy of the traffic study. The peer review may also result in potential alternatives such as a more suitable driveway location, intersection improvements, pedestrian enhancements, or other safety measures.

The *Greenville Crash Map* shows accidents that have been reported in town between 2005 and 2014. This can be useful in determining the need for a traffic study of a particular development proposal and the need for road improvements.

The table below shows *areas of concern* where there may be a clustering of reported accidents and can also include a local knowledge of areas that have many "*near misses*". These are particular intersections, hidden driveways, curves or hills in the roadway or other obstruction that raises concern for vehicular and/or pedestrian safety.

A Road Safety Audit for these areas may be considered as a means to reduce these potential hazardous areas. A Road Safety Audit is a formal proactive safety performance examination of a road or intersection by a multidisciplinary audit team. It is a qualitative assessment that reports on potential safety issues and identifies opportunities for improved safety options. The Road Safety Audit team is made up of town employees, such as Police Chief, Road Agent, Emergency Management Director, Fire Chief, members of the community, and NHDOT staff. Consideration should also be given to identifying other potential team members that may offer unique and valuable input such as a school bus driver whose bus route is in the study area or a nearby crossing guard.

Areas of Concern

Location	Safety Concern/ Obstruction
Intersection of Old Wilton Road and NH 31	Road configuration, speed. Cluster area for crashes; one fatality and several injuries.
Intersection of NH 31 and Mill St./Adams Hill Road	Speed
Intersection of NH 31 and NH 123	Speed
Dunster Avenue/Temple Street area	Greater amount of injuries than other areas; pedestrians.
NH 31/Blanch Farm Road	Concentrated businesses and multiple access points.
Intersection of NH 31 and Adams Hill Road	Sharp turn and speed.

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

NH RSA 234:23 imposes a requirement on towns to inspect all bridges along town roads, every two years. This inspection and corresponding classification is a useful planning tool for budgeting of those bridges in need of repairs or replacement. Priority should be given to bridges that are located in the primary and secondary evacuations routes in the event of emergencies. A list of funding opportunities can be found at the end of this chapter.

These bridge classifications are defined as:

Not Deficient - Bridges that do not need repairs, just scheduled maintenance.

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

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

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

There are 4 structures that are classified by NHDOT as bridges in Greenville. Below is a list of bridges with information that may be useful in planning for the Capital Improvements Program.

Bridge Information				
Bridge Number	**Location**	**Maintenance**	**Year Built/ Rebuilt**	**Condition**
062/121	Richardson Road over brook	Town	2011	Not Deficient
071/101	NH 45 over Souhegan River	State	1937	Functionally Obsolete
073/104	Mill Street over Souhegan River	State	1855*, 1925	Not Deficient
075/114	Wilton Road over Souhegan River	Town	1938, 1986	Structurally Deficient

Source: NHDOT   *supplied by Greenville resident, original date not found in NHDOT Bridge Report

Of the 4 bridges in Greenville, two were listed as *not deficient*, one was listed as *structurally deficient*, one was listed as *functionally obsolete*, and none were *red listed*.

Below is a list of culverts that were identified in the Greenville Hazard Mitigation Plan that should be improved to reduce the chance of road washouts and other hazards.

Problem Culverts	
NH 31 (near Adams Hill Road & Mason Road)	Mason Center Road
White Street	Adams Hill Road (2)
Hubbard Hill & Mill Street	North end of Livingston Road
Mill Street & Baker Street	Mason Road
Richardson Road	Main St (under NH 123 heading NW near bank)

Source: Greenville Hazard Mitigation Plan Update (2015) and public input

Emergency Evacuation Routes

The Greenville Hazard Mitigation Plan identifies programs, policies, and strategies to reduce the loss of life and property in the event of a natural disaster. Within the recently updated plan, three roads were identified as the primary evacuation routes. These are roads that would handle the majority of residents leaving town in the event of an evacuation. The primary evacuation routes are NH 31, NH 45, and NH 123.

Secondary routes were also identified in the plan. These are roads that are likely to handle the traffic from neighborhoods to get to the primary evacuation routes. The secondary evacuation routes include: High Street (to New Ipswich), Adams Hill Road (to Mason), Merriam Hill Road to Darling Hill Road (into Mason), and Barrett Hill Road to Merriam Hill Road (to Mason).

It is important to maintain both primary and secondary evacuation routes to maximize safety of Greenville residents. Tree maintenance along these routes should be an ongoing practice.

Multimodal

Multimodal transportation includes a variety of ways of moving people and goods. It encompasses a broader range of transportation modes other than motor vehicles. Multimodal transportation includes:

Pedestrian: Planning for pedestrian traffic involves providing areas and amenities that allow pedestrians to get to their destination by walking. Providing sidewalks, crosswalks, and pathways is the way to accomplish this form of transportation. Adding amenities, such as benches and shade trees will help to encourage walking. Another point of consideration for this mode is *connectivity* from one location to another. The proximity and safety between locations will be a deciding factor for some users. Sidewalks that don't connect pose a safety risk for pedestrians, especially those with physical challenges and strollers. It forces them to walk into the roadway or walk across unpaved and uneven terrain. Curb cuts should be provided at driveway entrances. Curb ramps should be provided at the end of each sidewalk.

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

The implementation of the following will help to create a safer atmosphere for pedestrians and cyclists:

1. Traffic calming methods to reduce speed.
2. Improve existing sidewalks, crosswalks, and bike lanes. Determine where new ones could be added.
3. Increase connections between areas with greater pedestrian and bicycle users to avoid conflict points with motor vehicles.
4. Provide amenities such as benches and low-level lighting.
5. Encourage business to provide bike racks.

Carpooling: Ride sharing to work and events is a form of transportation that should be encouraged. While most of us enjoy the freedom of getting to our destinations in our own vehicle, and at our own convenience, there are other options that can be utilized in an effort to be environmentally sensitive and budget wise. A role that the town can play to help facilitate this is to establish a

commuter lot. Providing a ride-share board will also establish a way for interested commuters to make connections with other commuters that are travelling to a similar destination.

Volunteer Driver Program: The Community Volunteer Transportation Company (CVTC) provides a "no fee" transportation service including rides for non-emergency medical, social service appointments, trips to the grocery store and pharmacy, etc. Advanced notice is required.

Public Transportation: A regional transit system allows people to have affordable access to education, employment, healthcare and services. It also makes it possible for some residents to remain in their homes as they age. This can function as a lifeline for residents who cannot afford a car or who are unable to drive.

Bus: The Southern NH Services-Greenville Falls van provides rides for trips including local errands, community and social events, recreational activities, and local/long distance medical appointments. The Montachusett Regional Transit Authority is a bus service that is available in Fitchburg, MA. It runs fixed routes Monday through Saturday.

Rail: The Massachusetts Bay Transportation Authority (MBTA) is a commuter rail service that is available a short distance from Greenville in Fitchburg, MA. The MBTA provides service from Fitchburg to Boston daily.

Planning Strategies

The integration of land use planning and transportation planning can be successful using "smart growth" concepts. Coordinating land use factors such as use, density, walkability, and connectivity can reduce the need for vehicle trips.   Below are some planning concepts that can assist in reducing our community's dependency on motor vehicles.

Mixed Land Uses: Mixed land uses involves a range of complimentary land uses that are located together in a balanced mix, such as homes, shops, offices, community centers, recreational facilities and parks.

Infill Development: The development (or redevelopment) of an area where infrastructure has already been established. This reduces infrastructure costs and reduces sprawl.

Conservation Subdivision: Development of a large tract of land by concentrating the development in an area while preserving adjacent open space. Conservation subdivisions generally reduce the infrastructure costs, and set aside prime conservation areas.

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

Components of Complete Street Policies include:
- Addition of sidewalks and bicycle lanes;
- Intersection improvements to include crosswalks and signalization for pedestrians and bicyclists;
- Installation of raised or textured crosswalks in locations that have higher pedestrian traffic;
- Streetscape amenities such as benches, street lights and shade trees;
- Sidewalk bump outs for creating locations for trees and benches, and to add traffic calming principles;

Access Management

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

Traffic Calming

In an effort to slow traffic down, it may be necessary to use traffic calming techniques. Traffic calming measures are designed to alter the behavior of drivers and improve safe conditions for pedestrians and cyclists. Below is a list of traffic calming methods that may be utilized in appropriate areas of town as necessary.

Raised, textured or colored crosswalks- a raised crosswalk is a physical approach to slowing speeds; textured or colored crosswalks are visual approaches to slowing speeds.
Raised median strip/island- this method narrows the road and limits turning across traffic.
Signalization and signage- traffic signals with pedestrian features provide safety for pedestrians; signage can also be an effective method for reducing speed and providing safe pedestrian passage.
Reduce road width- narrowing the road width generally slows the speed of vehicles, however, it also reduces the safe zone for cyclists.

Future of Transportation Modes/Changing Technologies

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

State and Regional Transportation Plans
State and regional plans provide information that should be considered as an aid to the town for planning. They can assist in the preparation of Capital Improvement Programs, site plan and subdivision reviews, multimodal planning, and other uses as well. Below is a list of Regional and State Transportation Plans and links to information. It is beneficial to provide local input to these studies as they are updated.

Regional Plans	Description	Source	Web Link
Town Traffic Data	Provides data on traffic counts for every town in the Region.	SWRPC/DOT	http://www.swrpc.org/trans/traffic_counts
Southwest Connects	Inventory of transportation system and policy recommendations for Region.	SWRPC	http://www.swrpc.org/trans
Coordinated Community Transportation Plan	Documentation of regional community transportation needs and plans for improvement.	SWRPC	http://www.swrpc.org/trans
Regional Transportation Directory	A directory of community transportation services for those needing rides within the region.	Monadnock Regional Council for Community Transportation	http://monadnockrcc.weebly.com/uploads/1/3/0/3/13039095/greenville.pdf
SWRPC Transportation Improvement Program	List of projects offered to NHDOT by SWRPC for inclusion in the Ten Year Plan. Part of the Southwest Connects listed above.	SWRPC	http://www.swrpc.org/trans
Monadnock Region Future	The Regional Plan for Southwest NH.	SWRPC	http://swrpc.org/files/MonadnockRegionFuture_RegionalPlan_FINAL.pdf
Transportation Planning for an Uncertain Future	Policies and Planning methods for transportation demand management/ alternative fuel and vehicle technology.	SWRPC	http://www.swrpc.org/trans
State Plans			
NH Ten Year Transportation Improvement Plan	List of projects planned for construction in a ten year period.	NHDOT	http://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm
NH Long Range Transportation Plan	Inventory of transportation system and policy recommendations for state.	NHDOT	http://www.nh.gov/dot/org/projectdevelopment/planning/lrtbp.htm

Useful Resources, Programs, Funding Opportunities
The list below provides a variety of programs with potential funding or service opportunities. These resources cover a range of transportation projects including, but not limited to: road and intersection improvements, bridge & culvert projects, sidewalks and other pedestrian safety enhancements, transit, etc.

Monadnock Region Coordinating Council for Community Transportation
State Aid Bridge (SAB)
State Aid Highway (SAH)
Block Grant Aid (BGA)
Federal Bridge Aid (MOBRR)
Highway Safety Improvement Program (HSIP)
Transportation Alternative Program (TAP)
Congestion Mitigation and Air Quality Program (CMAQ)
FEMA

Recommendations
The following recommendations should be considered and included within the appropriate chapters of this Master Plan. Modifications to existing ordinances, and regulations should be considered as a means of implementing these recommendations where appropriate or new ones should be developed.

- The town should consider adopting a Complete Street Policy. Along with adopting this policy, other ordinances should be reviewed for barriers that make a walkable/bikable community difficult to implement. A review should also be done to provide economic opportunities for businesses along these areas such as outdoor patio areas.
- Require bike racks for new developments when appropriate.
- Provide streetscape amenities to promote pedestrian use.
- Coordinate with NHDOT to establish a commuter lot on NH 123.
- Adopt an access management policy.

Traffic and Transportation Goal: To provide for the safe transportation of people and goods for all modes of transportation available in Greenville. Seek to expand transportation options. *(See Implementation Plan for specific strategies).*

CHAPTER VII
NATURAL RESOURCES

Introduction

The natural resources chapter enables the Planning Board to address areas of the town that are most suitable for development and evaluate the existing limitations of the land that would need to be accommodated. Natural resource limitations may include steep slopes, seasonally wet soils, wetlands, floodplains, shallow bedrock, and aquifers.

Although natural features can often enhance a particular development site, they just as often pose significant barriers to development; this can be seen by examining locations where existing development has occurred. Transportation routes are another factor in the location of development and likewise, the natural features of the land also determine the location of roads and the former railroads.

This section identifies the areas of town that deserve special protection due to the environmental function of the land, for example, a specific wetland area that provides flood water storage during times of heavy rain. In addition, this section notes areas the town may wish to conserve for future community use due to their aesthetic, wildlife, or historic qualities. Not all open spaces need to be steep slopes or wetlands. Some areas may be prime lands set aside for future school sites, parks, intensive farming operations, or other limited low intensity land uses that add value to the overall community. Areas that are currently listed as conserved land are discussed in the Historical and recreational Resources Chapter.

Topography

Topography is an important consideration when assessing the development potential of land. Soil conditions are directly related to topography, with slope and drainage features having a determining influence. While slope is only one of many factors influencing the soil type of a particular site, it is the primary component of topography.

The highest peaks in Greenville are Barrett Hill with an elevation of 1,253 feet and Merriam Hill with an elevation of 1,004 feet. Both of these peaks are in the southern half of the town. The following discussion defines slope and addresses the influence slope has on the development potential of land.

Steep Slopes

Slope is measured and expressed as a percentage that represents the relationship between elevation and horizontal distance. Typical categories that might be seen on a slope map are 0-8%, 9-15%, 16-24%, and over 25%. Land in the 0-8% slope category is generally preferred for all types of development. Gradual slopes are most favorable for building roads, and public water and sewer facilities can be installed at the least cost to the community. Also, excavations for most structures can be done at a minimal cost and the erosion associated with such work can be reduced easily on-site. The exceptions to this would be wetland areas and floodplains because they occur primarily in the 0-5% slope range. An examination should be made as to the environmental function of such wetland and floodplain areas, as well as the risks that might be inherent in development before such lands are utilized for building sites.

As slopes increase to 8-15%, the land is more suited to less intensive forms of development. Carefully placed residential dwellings and some agricultural uses (orchards and field crops) may be suitable for this terrain. As development approaches a 15% gradient, it requires more careful consideration for all types of development. Once a slope exceeds a 15% gradient, restrictions on development are advisable, although it is really at the 25% slope and above that development becomes unsuitable. An analysis of the slopes in Greenville indicate that 1, 228 acres are slopes of 15% or greater. This is approximately 28% of all land area in town.

Areas having 25 % or greater slope have benefits as conservation areas for low intensity recreational uses and wildlife habitats. Also, their disturbance can create serious erosion problems, washing out topsoil and even roadways downhill. Forestry practices on such slopes must be confined to low-impact operations, with proper erosion controls in place. Other important controls for forestry uses include minimal basal area cutting, and skid roads designed for steep slope harvesting.

When developing steep terrain, the potential for environmental damage increases as the slope gradient increases. Overly steep slopes consisting of sands and gravels left after the excavation of an area will quickly gully and erode. Erosion control barriers should be in place at the time of excavation and prompt regrading and reseeding should take place afterwards. Surface water run-off rates and erosion factors increase as the slope steepens. This will cause sedimentation of the surface waters down slope and will clog stream channels and rivers if no erosion controls are in place.

Soils

Soils information is an important consideration in land use planning since the various characteristics of soils – such as steepness, wetness, flood susceptibility, etc - have such an impact on land use opportunities. Soils on steep slopes are usually thin with exposed bedrock or a shallow depth to bedrock. Floodplain soils tend to be fine and sandy with wetland conditions. Floodplain areas often have a well-developed topsoil making them desirable for certain agricultural uses.

Shallow to Bedrock Soils

The *shallow to bedrock soils* predominately and have formed on a thin layer of glacial till which is underlain by solid bedrock at about 2 feet, (the depth of bedrock fluctuates greatly between less than one foot to four or five feet). Steep slopes with exposed bedrock are common in some of these soils. There are approximately 892 acres (or 20 % of land area) of *shallow to bedrock soils* in Greenville.

Wetland Soils

Wetland soils in Greenville are those that the soil survey categorizes as being *poorly drained* or *very poorly drained*. Greenville has a very scattered pattern of *poorly drained soils* that account for 12% of total land area or 516 acres. Of the *very poorly drained soils*, Greenville has only approximately 3% of the total land area, or 146 acres in this category.

Floodplains

Floodplains are land areas that are susceptible to flooding. These areas consist of two parts: the floodway and floodway fringe. The floodway includes the channel and an additional area that often carries excess flow. The floodway fringe (more commonly known as the 100-year floodplain or the Special Flood Hazard Area) is a broader area over which floodwater may spread, but where the flow velocity is slower. This is

an important distinction for land use planning, since some uses can safely occur in the Special Flood Hazard Area, but not in the floodway. Due to the topography, there are only 72 acres (less than 2% of total land area) of designated floodplain in Greenville.

The Federal Emergency Management Agency (FEMA) has mapped the floodplains for all municipalities. Flood Insurance Rate Maps define the 100-year floodplain (meaning there is 1 out of 100 chance of flooding in any given year), and an area of 500-year floodplain (1 out of 500 chance of flooding in any given year). The 100 year flood zone in Greenville runs along most of the Souhegan River and a few areas in the southwestern quadrant of town.

Greenville is a participating member of the National Flood Insurance Program (NFIP). Flood Insurance Rate Maps and the Flood Boundary and Floodway Map, all bearing the effective date of September 25, 2009 are used for flood insurance purposes and are on file with the Greenville Planning Board. As an NFIP community, the Greenville residents who live in the floodplain can purchase flood insurance for their property under this program.

One of the requirements for a community to become a member of the NFIP, is that the town needed to adopt a Floodplain Management Ordinance, which it has done. This ordinance requires the town to keep track of all development in the Special Flood Hazard Areas (SFHA) and ensure that if any new construction or substantial improvements to a home are proposed for the SFHA, the lowest enclosed floor must be at or above the base flood elevation. The purposes of this requirement are to minimize the potential for flood damage, to avoid damage-prone uses in the floodplains, and to reduce development pressure of flood hazard areas. Communities that do not maintain and/or enforce their floodplain regulations may be suspended from the insurance program, which could have serious consequences for any affected landowners if their mortgage holders wished to cancel the mortgage. For these reasons, it is very important for the town to keep the floodplain management ordinance up to date by amending it as necessary, and to monitor all development within these areas.

Rivers and Streams

Greenville's most significant watercourse is the Souhegan River, running north-south from the Wilton border and takes a sharp bend to the western border of town. There are many significant streams in the town as well; these are delineated on the Development Constraints Map.
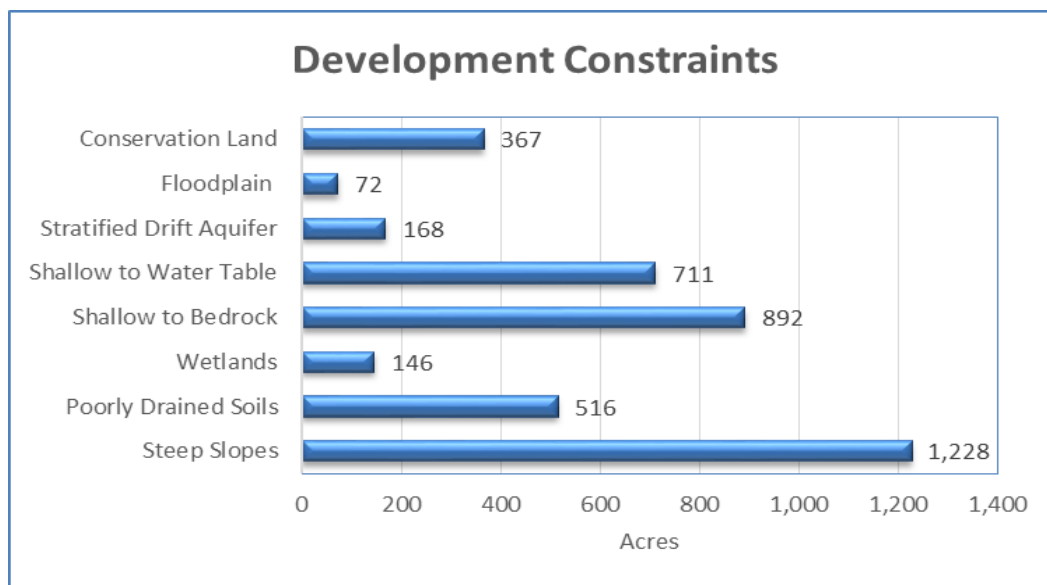
Aquifers

Aquifers are geologic formations (either fractured bedrock or sand and gravel) that, by virtue of their physical structure and location on the landscape, can provide water through drilled wells in sufficient quantities to support human uses. The **Development Constraints Map** shows the locations of soils that are commonly associated with concentrations of groundwater (aquifers). These are primarily concentrated near the center of town along the NH 31 corridor. There are approximately 168 acres of aquifers, or 4% of total land area in Greenville.

Aquifers are re-supplied primarily by water falling as precipitation. Rain and snow melt move downward through soil, sand and gravel and/or cracks in bedrock to a saturated zone where the spaces between particles and cracks in rock are filled with water. It is very important that the surface of the earth be able to transmit water so that a certain percentage can be stored underground. Excessive compaction or extensive covering of the land surface reduces the volume of groundwater which affects the supply of water to wells.

Groundwater in saturated soils is generally vulnerable to pollution because surface contamination can infiltrate directly into it. Once a pollutant enters an aquifer, it may remain in place for an indeterminate period of time. Pollutants can enter an aquifer easily because sand and gravel are porous and transmit water rapidly. Once in the aquifer, their movement is then governed by groundwater flow which moves very slowly through the tiny pore spaces of the glacial till.

Sources of aquifer pollution are frequently located on the ground surface directly above or contiguous to the aquifer: septic tank effluent, landfill refuse, leakage from sewer lines or ruptured fuel tanks, agricultural fertilizers and pesticides are among the many possible sources of pollution for an aquifer. In addition to these potential contaminants are the materials such as fuels, lubricants or other toxic materials associated with earth excavation.

The graph below shows some of these development constraints within Greenville.

Development Constraints

Category	Acres
Conservation Land	367
Floodplain	72
Stratified Drift Aquifer	168
Shallow to Water Table	711
Shallow to Bedrock	892
Wetlands	146
Poorly Drained Soils	516
Steep Slopes	1,228

Source: Natural Resource Conservation Service; US Fish & Wildlife National Wetland Inventory;
FEMA FIRM Maps Zone A or AE; NH DES.

Forest Resources

Forests play an important role in providing clean air, clean water, and essential habitat for plants and animals. Other roles of forestlands include protecting watersheds; reducing the impacts of floods; and, storing carbon from the atmosphere. They are a defining feature of the landscape and an asset for economic development and tourism.

Forest types are distinctive associations of trees, shrubs and herbaceous plants, named after the predominant tree species. Climate, elevation, soil conditions and land use history all have an impact on which forest type is growing in a particular area. The variety of tree species and ages present in a forest help determine the kinds of wildlife that can be supported and the threats it can withstand. The predominant forest type in Greenville is the hemlock-hardwood-pine forest covering over 65% of land area. The next largest category is grassland, followed by marsh & swamp wetland, and temperate swamp.

The Wildlife Action Plan Habitat map for Greenville shows the locations of forest types that are in Greenville and across town lines.

Wildlife

Wildlife plays an important role in Greenville and in our state in general. Native wildlife species and fish are valued by residents and visitors for a variety of reasons. Some enjoy their presence passively, while others rely on them for sport, food or income. For many, it is a combination of these that lends to their appreciation of this resource. In addition to their recreational and economic benefits, wildlife also serve important ecological functions. The interactions between animals, plants, and microorganisms are vital to maintaining ecosystem balance and resiliency, and to the adaptability and long-term health of food supplies. Protection of their habitat is essential to ensuring that these species remain vibrant. These habitats include floodplains, wetlands, forests, grasslands, rivers, etc. The amount and distribution of food, water, cover, and space in a specific habitat influences the types of wildlife that can survive in an area.

The most common habitat type in Greenville and the Region is the hemlock-hardwood-pine forest, which provides habitat for numerous wildlife species such as the cerulaean warbler, bobcat, and black bear. Other types include the Appalachian oak-pine forest, grassland, temperate swamp, marsh and shrub wetland, cliff and talus slope, peatland, rocky ridge, and floodplain forest. The NH Wildlife Action Plan's assessment of highest ranked wildlife habitat can be a useful resource in identifying which areas are most important to protect from future development. The **Wildlife Action Plan Tiers** Map shows the locations of wildlife habitats within Greenville. Two areas are mapped as *Highest Ranked Habitat in NH.* One is located along the banks of the Mason Brook, and the other is in the southwest corner of town. In addition to these areas, there are areas mapped as *Highest Ranked Habitat in the Biological Region*. The largest area of this designation is the central section in the Merriam Hill Road/Mason Road area, and a second one is in the north eastern section of town. Approximately ¼ of all remaining land is ranked as *Supporting Landscape*.

The NH Natural Heritage Bureau tracks the States' rarest and most endangered plant species. They also track rare animal species in cooperation with the Nongame & Endangered Wildlife Program of the NH Fish & Game Department. Having an awareness of these species can help in their continued survival.

Endangered species are defined as those species that are in danger of being eradicated from the state, while threatened species are defined as those that have the possibility of becoming endangered. In Greenville, the Giant Rhododendron is listed as threatened, and Long's bitter-cress is listed as endangered.

Below is a list of threatened and endangered animal species in New Hampshire. A specific list for Greenville is currently not available.

Threatened and Endangered Animal Species in New Hampshire

INVERTEBRATES
Dwarf wedge mussel, *Alasmidonta heterodon***
Brook floater mussel, *Alasmidonta varicosa*
Ringed boghaunter, *Williamsonia lintneri*
Cobblestone tiger beetle, *Cicindela marginipennis*
Puritan tiger beetle, *Cicindela puritana**
Frosted elfin butterfly, *Callophrys irus*
Karner blue butterfly, *Lycaeides melissa samuelis***
White Mountain fritillary, *Boloria titania montinus*
Persius duskywing skipper, *Erynnis persius*

FISH
American brook lamprey, *Lethenteron appendix*
Shortnose sturgeon, *Acipenser brevirostrum***

REPTILES
Blanding's turtle, *Emydoidea blandingii*
Eastern hognose snake, *Heterodon platirhinos*
Timber rattlesnake, *Crotalus horridus*

AMPHIBIANS
Marbled salamander, *Ambystoma opacum*

BIRDS
Northern harrier, *Circus cyaneus*
Golden eagle, *Aquila chrysaetos*
Common nighthawk, *Chordeiles minor*
Piping plover, *Charadrius melodus**
Upland sandpiper, *Bartramia longicauda*
Roseate tern, *Sterna dougallii***
Least tern, *Sterna antillarum*
Sedge wren, *Cistothorus platensis*

MAMMALS
Small-footed bat, *Myotis leibii*
New England cottontail, *Sylvilagus transitionalis*
Canada lynx, *Lynx canadensis**
Gray wolf, *Canis lupus***

* Federally Threatened   ** Federally Endangered

Climate Change

Climate change, which has an effect on regional air and water temperatures, precipitation patterns, and storm intensity, will broadly impact species and habitats in New Hampshire. Within the Southwest Region, climate change is expected to put new pressures on our natural resources in a number of ways. Increased precipitation will change the quantity and quality of storm water flowing into water bodies, change water depths, and the time period in which water is introduced, stored and filtered in wetland environments. Flood storage areas are likely to reach their storage capacity during heavy storm events. With an increased flow during these events, some rivers and streams may change course and impact existing developed lands and cause erosion problems.

Air and water temperatures will likely impact species and habitats. It is anticipated that impacts will be most severe for habitats with narrow temperature and water level regimes such as vernal pools and aquatic habitats. Increased storm intensity, warmer periods, and droughts will stress many forest habitats and the wildlife dependent on them. Invasive species will likely flourish and push out the species that our wildlife depend on for their habitats. By the end of the century, the forested landscape may look very different from what it looks like today. The types of tree species that thrive or die off can have a significant impact on the biodiversity and sustainability of forest ecosystems.

Planning Recommendations

Innovative land use techniques, as found in the Innovative Land Use Planning Techniques: A handbook for Sustainable Development, should be considered for new development within Greenville to help maintain

the communities' vision and preserve the natural features for many generations to enjoy. The handbook includes information intended to assist communities with Innovative Land Use Controls as authorized under NH RSA 674:21.

Natural Resources Goal: Protect and preserve our natural resources, significant and sensitive lands, and water bodies in Greenville. *(See Implementation Plan for specific strategies).*

FUTURE LAND USE

A land use analysis is an important element of community planning. This section is intended to guide the Town's thinking about future uses in long-term concepts. Once raw land is converted to a particular use, it is usually committed to that use for a very long time, if not indefinitely. It is difficult to change a pattern of development once it takes hold. Therefore, decisions about future land use should be made carefully, with a studied eye to the potential ramifications of those uses. A well-conceived land use plan allows for new growth and development while it protects and preserves the integrity of neighborhoods, businesses, transportation routes, and the environment.

The Future Land Use Plan for the Town of Greenville has been developed to provide a planning guide for future land use. The following general goals, therefore, were put forth to guide actual recommendations of the plan and the land use decisions which will be made in the coming years. The matrix provides specific actions and timeframes in which these actions should be initiated or considered.

Historic and Recreational Resources

The historical structures, stone walls, and recreational areas add to the value of rural New England towns such as Greenville. They provide a sense of "place" for residents that were raised in Greenville as well as those who have made the decision to move into town. Recreational opportunities enhance the quality of life, improve overall health and well-being, and offer opportunities for community interaction.

Goal: Provide recreation, open space, and buffer areas for future growth, while preserving natural resources, assets and attractions.

> **Objective 1:** Determine the recreational needs of all age groups, including programs and facilities.
> **Objective 2:** Maintain Greenville's heritage and historical significance. Preserve and protect agricultural lands, environmentally sensitive lands, and historic structures to enhance the open space and retain the characteristics of the town.

Population and Housing

The Population and Housing chapter was developed to serve as a flexible framework to guide the orderly changes of a community over a period of years. The population and housing analysis in this plan provides vital information to anticipate the housing and service needs of the community. Since population change is dependent upon many factors, this plan and its components should be regularly reviewed to determine their applicability. The population study provides information that can be used to anticipate potential future demands on schools, housing, public facilities and other forms of land use. The housing study provides information on the housing supply and type, people per room, affordability, and various other data related to housing in order to describe the status of the housing supply.

Goal: Understand and maintain the housing needs of Greenville residents. This includes appropriate planning for anticipated demographical changes.

> **Objective:** Implement innovative land use techniques to meet our housing needs while preserving our resources.

Land Use

According to Town's assessing records, there are 4,268.2 acres and 1,027 parcels in Greenville. *Residential uses* comprise the majority of parcels in town and account for approximately 1,817 acres (or 43%) of all land. *Commercial and industrial uses* include 69 properties totaling approximately 580 acres (or 14%) of total land. The *town and state exempt land uses* include a combined 96 parcels totaling approximately 421 acres (or 10%) of land, *agricultural land use* includes 10 parcels totaling approximately 350 acres (or 8%), and *utilities* include 36 parcels totaling approximately 47 acres (or 1%) of all land. In addition, there are 282 parcels using 1,055 acres (or 25%) that are listed in the category of *unmanaged land/wetlands*. During the past decade, there has been fewer building permits issued than in previous decades, however changes could occur at any time. Therefore, updating regulations and policies to meet the residents' wants and needs should be done. The results from the Master Plan survey provide a starting point and should be utilized for initiating changes.

Goal: Maintain the existing atmosphere of the Town while allowing for appropriate growth.

Objective: Develop policies to meet emerging needs of the community while maintaining the rural character.

Economic Development

A diversity of land uses is very important in maintaining a healthy economic climate. The balance of residential, commercial, industrial, and agricultural land uses help to insure the economic stability by providing employment, consumer goods and services, and tax revenue for the provisions of essential government services.

Goal: To have a balance of business opportunities to meet the retail, service, and employment needs at a scale appropriate for Greenville.

Objective: Create a "Business Friendly" atmosphere to show support of existing businesses and encouragement of new businesses.

Community Facilities and Services

The primary responsibility of municipal government is the timely identification and provision of those public facilities and services which are required by its residents, taxpayers, and businesses. These services are commonly referred to as "community facilities" and include education, public safety, public buildings and local roads. The degree to which these services are provided and the manner of their development determines, to a great extent, the quality, convenience, and general character of the town.

Goal: To provide adequate facilities and services to meet the current and emerging needs of the residents of Greenville.

Objective 1: Maintain and improve the public facilities needed for the daily town functions.

Objective 2: Develop ways in which the town facilities can reduce energy consumption through conservation and efficiency.

Transportation

Transportation is an essential component of community planning that has far reaching impacts on the development of the town. The careful planning of road and other transportation-related infrastructure will

help determine where development will occur and the type of land uses it will attract. Transportation planning is not just for vehicular traffic, but should include and encourage all modes of transportation such as pedestrian and bicycle users.

Goal: To provide for the safe transportation of people and goods for all modes of transportation available in Greenville. Seek to expand transportation options.

> **Objective 1:** Improve roads, ditches, culverts, and bridges to handle storm water during heavy weather events.
> **Objective 2:** Ensure that safe passage is available for pedestrians and bicyclists.
> **Objective 3:** Support rural driver networks to provide rides for residents to regional facilities for medical appointments, employment, shopping and entertainment.

Natural Resources

Natural resources are a vital asset to a community, and Greenville is no exception. Greenville's topography is a mix of rolling hills, forested areas, and a vibrant river. Protection of these resources must be a priority when considering future development. Current planning strategies have shifted in recent years to seek better preservation and protection of the natural environment before, during, and after development occurs.

Goal: Protect and preserve our natural resources, significant and sensitive lands, and water bodies for the enjoyment and value they provide to current residents and future generations.

> **Objective 1**: Maintain and improve water quality where needed in the streams and other waterbodies in Greenville.
>
> **Objective 2:** Continue to protect forested areas, shorelines, scenic vistas, and farmland through conservation easements and purchases.
>
> **Objective 3:** Update land use regulations, town policies, and general town practices with innovative ways to protect and conserve our natural resources.

Implementation Plan

The Implementation Plan was developed as a means to help the town meet the goals and objectives of this Master Plan. Each objective has been assigned one or more strategies as a method for successfully achieving the overall goal. The strategies include the leadership of various members of the Town staff and Town Boards, Commissions, Committees, and organizations. To maximize the success of this plan, there should be an annual meeting between all of the parties identified in the leadership column of this matrix. This will keep the plan fresh and can be a catalyst for conversation and action. Without this coordinated effort, it may be difficult to fully realize the benefits of this Master Plan.

Implementation Plan

The timeframe used for the "When" column is Short-term (1-3 years), Mid-term (4-6years), and Long-term (7-10 years).

Historic and Recreational Resources
Goal: Provide recreation, open space, and buffer area for future growth, while preserving natural resources, assets and attractions.

Objective 1: Determine the recreational needs of all age groups, including programs and facilities.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Provide a range of year-round recreational opportunities for users of all ages and mobility levels to enjoy.	Board of Selectmen	Mid-term	Grants
2. Preserve open space, and plan to acquire land for future recreational purposes. See *Areas of interest for acquisition* on page 5 of the Historic and Recreational Resources chapter.	Board of Selectmen and Conservation Commission	Mid to long term	Grants and private donations.

Objective 2: Maintain Greenville's heritage and historical significance. Preserve and protect agricultural lands, environmentally sensitive lands, and historic structures to enhance the open space and retain the characteristics of the town.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Identify appropriate uses for structures with historical significance. Seek ways to initiate and support the identified use.	Board of Selectmen	Short-term	Public outreach.
2. Consider the creation of an Historic Commission or a Heritage Commission to help maintain the historic attributes of Greenville.	Board of Selectmen	Mid-term	Outreach and surveys. NH Preservation Alliance.

Population and Housing
Goal: Understand and maintain the housing needs of Greenville residents. This includes appropriate planning for anticipated demographic changes.

Objective: Implement innovative land use techniques to meet our housing needs while preserving our resources.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Encourage the development or rehabilitation of diverse housing types that meet the needs and preferences of multiple generations, diverse abilities, and a range of income levels.	Planning Board	Mid to Long term	Review regulations and ordinances. Amend as needed.

Strategy/Action	Leadership	When	How/ Funding & other resources
Population & Housing (cont.) 2. Explore options to allow flexible use for conversion of older, large homes- ~~i.e. mixed-use, multi-family, co-housing.~~	Board of Selectmen, Planning Board	Mid to Long term	Review regulations and ordinances. Amend as needed.
3. Explore housing options for our senior residents and amend the ordinances and regulations to accommodate their needs.	Planning Board	Mid to Long term	Review regulations and ordinances. Amend as needed.
4. Encourage innovative construction of new structures that promote energy efficiency and location efficient housing.	Planning Board	Short-term	Outreach & education, website; seek grants.

Land Use
Goal: Maintain the existing atmosphere of the Town while allowing for appropriate growth.

Objective: Develop policies, regulations, and ordinances to meet emerging needs of the community while maintaining the rural character.

Strategy/Action	Leadership	When	How/ Funding & other resources

1. Review and consider revising land use regulations and building codes to address potential barriers to:
  a. Rehabilitation of existing, older and historic homes and buildings for residential and commercial uses;
  b. Home based businesses;
  c. Agricultural enterprises such as farm stands, community gardens, local farms, etc.
	Planning Board	Short-term	Annual review.

2. Adopt innovative land use approaches (as found in RSA 674:21) such as conservation subdivisions, and in-fill development. Provide options to the development of land that considers the conservation of land as an integral part of the overall project.	Planning Board	Short-term	Annual review.

Economic Development
Goal: To have a balance of business opportunities to meet the retail, service, and employment needs at a scale appropriate for Greenville.

Objective: Create a "Business Friendly" atmosphere to show support of existing businesses and encouragement of new businesses.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Update the Towns' website to show that Greenville is a business friendly community. Make information available on-line to encourage business development.	Board of Selectmen	Short-term	Update & maintain the website.
2. Establish an Economic Development Advisory Committee to determine specific needs and potential changes necessary to encourage new economic development.	Board of Selectmen	Short-term	Coordinate with the Steering Committee.
3. Determine if there are infrastructure needs to attract new businesses.	Board of Selectmen, Planning Board	Mid-term	Consider sending out a survey to businesses.

Community Facilities and Services
Goal: To provide adequate facilities and services to meet the current and emerging needs of the residents of Greenville.

Objective 1: Maintain and improve the public facilities needed for the daily Town functions.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Conduct a study to determine options, feasibility, and costs to renovate some of the offices within the Town Hall to improve efficiency and space/storage needs. Consider installing an elevator to improve access and egress to Town Hall.	Board of Selectmen	Mid-term	Seek funding options/ grants.
2. Determine the need for additional capacity or upgrades at the Highway Garage including an electrical upgrade and improved lighting.	Board of Selectmen	Mid-term	Seek funding options/ grants.
3. Determine potential locations for a new fire station or a multi-function safety complex.	Board of Selectmen	Long-term	Seek funding options/ grants.
4. Review mitigation strategies identified in the Greenville Hazard Mitigation Plan and incorporate relevant strategies into the Subdivision Regulations, Site Plan Review regulations and Zoning Ordinances where appropriate.	Planning Board	Mid-term	Review Hazard Mitigation Plan.

Community Facilities and Services
    Objective 2: Develop ways in which the town facilities can reduce energy consumption through conservation and efficiency.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Review the town's current weekly operations of facilities. Consider ways in which the hours of energy usage may be reduced (i.e. motion detectors).	Board of Selectmen	Mid-term	Review and study the utility usage.
2. Review hours of operation, accessibility and services available to the public.	Board of Selectmen	Short-term	Consider survey to determine needs.
3. Seek opportunities to provide funding for an energy audit of all town facilities. Set a schedule to conduct the audits.	Board of Selectmen	Mid-term	Seek funding options/ grants.
4. Replace outdated appliances and equipment with energy star rated appliances and equipment.	Director of Public Works	Mid-Long term	Grants, rebates and Town budget.
5. Replace fluorescent bulbs with LED bulbs.	Director of Public Works	Short-term	Grants, rebates and Town budget.
6. Utilize standard weatherization practices (i.e. replace/caulk windows and doors, install window blinds and curtains, improve insulation, etc).	Director of Public Works	Mid-term	Town budget.

Transportation
Goal: To provide for the safe transportation of people and goods for all modes of transportation available in Greenville. Seek to expand transportation options.

    Objective 1: Improve roads, ditches, culverts, and bridges to handle stormwater during heavy weather events.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Maintain an inventory of road, culvert and bridge conditions with sufficient detail to include in the Capital Reserve Funds to cover anticipated costs (including prioritization and schedule).	Director of Public Works & Board of Selectmen	Short-term	Technical assistance from SWRPC and NHDOT.
2. Identify funding sources to improve and expand stormwater management efforts. Explore grant opportunities through State and Federal sources such as NHDOT, FEMA, and NHSEM for culvert upgrades, erosion control, bridge repair/replacement, etc.	Director of Public Works	Short-term	Grants through NHDOT, FEMA, and NHSEM.
3. Maintain a dialog with NHDOT on concerns for improvements needed to State highways. Identify and advocate for transportation projects to be included in the New Hampshire Ten Year Transportation Plan. Work with SWRPC through the Transportation Advisory Committee on potential projects.	Director of Public Works, Fire Chief, Police Chief	Short-term	Coordinate efforts between the departments.

Transportation
    Objective 2: Ensure that safe passage is available for pedestrians and bicyclists.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Consider downtown improvements such as streetscape amenities to promote pedestrian use.	Beautification Comm. & Steering Committee	Mid-term	Technical assistance from SWRPC & NHDOT.
2. Adopt an access management policy or design standards. Consider signing a Memorandum of Understanding with the NHDOT for access management on State roads.	Board of Selectmen, Planning Board, Road Agent	Short-term	Technical assistance from SWRPC and NHDOT.

    Objective 3: Support rural driver networks to provide rides for residents to regional facilities for medical appointments, employment, shopping and entertainment.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Provide outreach assistance to driver networks by helping to recruit local volunteer drivers (using town website, newsletter, etc.).	Board of Selectmen, Town Administrator	Short-term	Technical assistance from SWRPC.
2. Work with other communities to encourage employer sponsored vanpool, and carpool options.	Board of Selectmen	Long-term	Technical assistance from SWRPC and NHDOT.

Natural Resources
Goal: Protect and preserve our natural resources, significant and sensitive lands, and water bodies for the enjoyment and value they provide to current residents and future generations.

Objective 1: Maintain and improve water quality where needed in the streams and other waterbodies in Greenville.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Begin and/or continue participation in programs such as VLAP, VRAP, and Weed Watchers.	Souhegan River Local Advisory Committee(SoRLAC)	Short-term	NH DES and volunteers.
2. Develop an outreach and education campaign for topics such as invasive species, stormwater management, septic maintenance, etc. Utilize programs such as the NH DES *Soak up the Rain* program to implement demonstration projects.	Conservation Commission	Mid-term	NH DES and SWRPC for technical assistance and promotional material; grants.
3. Provide outreach materials and guidance to residents for methods of conserving water during periods of drought.	Board of Selectmen	Short-term	Notification added to water/sewer bill mailing.

Natural Resources

    Objective 2: Continue to protect forested areas, shorelines, scenic vistas, and farmland through conservation easements and purchases.

Strategy/Action	Leadership	When	How/ Funding & other resources
1. Develop a conservation plan to create unfragmented corridors for wildlife and recreation. Determine priority areas for future purchases and conservation easements.	Conservation Commission	Mid-term	Public & grants.
2. Continue to manage conservation land by monitoring the uses and implementing good stewardship practices.	Conservation Commission	Short-term	Volunteers and conservation groups.
3. Coordinate with neighboring communities to identify and prioritize tracts of land to consider for conservation that will provide contiguous unfragmented areas for wildlife corridors across borders.	Conservation Commission	Mid-term	Multi-town meeting; Conservation organizations; grants.

Objective 3: Update land use regulations, town policies, and general town practices with innovative ways to protect and conserve our natural resources.

| Strategy/Action	Leadership	When	How/ Funding & other resources
1. Consider adoption of innovative land use techniques as identified in RSA 674:21, such as Conservation Subdivisions, to encourage preservation of high quality open space in the development of subdivisions.	Planning Board	Short-term	Hold Public Hearings for ordinance; SWRPC technical assistance.

Appendices

Appendix A

Greenville Master Plan Survey Report

Question 1: How long have you lived in Greenville?

A simple straight-forward question was used to establish a sense of the longevity of the residents responding to the survey. Nearly all participants responded, however three people skipped the question. Approximately 79 % of participants have lived in the community for 10 years or more, and nearly 53% have lived here for 20 years or greater. This information is useful by showing that these participants have been around long enough to experience the changes that have occurred, and some have most likely raised and educated their children here.
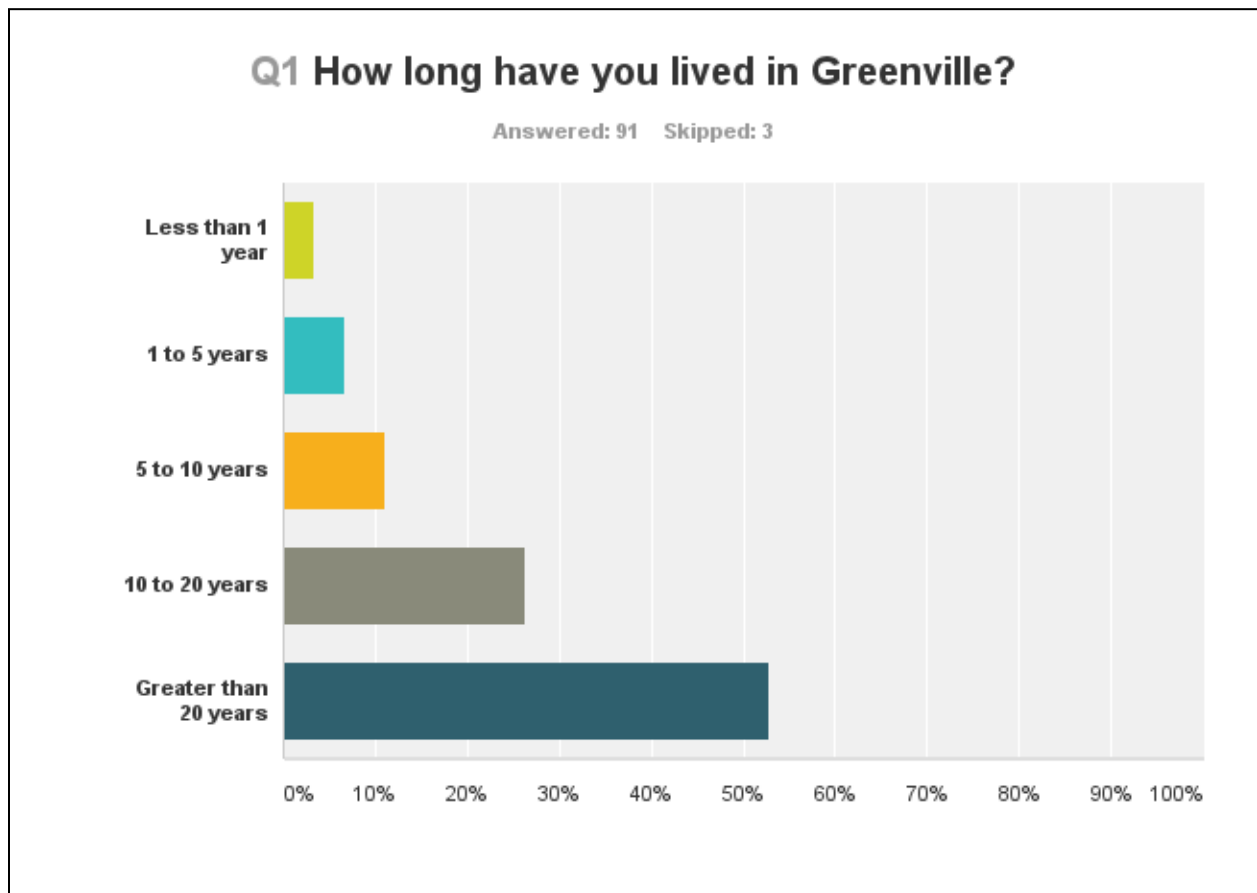
Question 2: Rank (in order) the following reasons why you live in our town:

This question was designed to try to understand what attracted residents to live in Greenville. The top three reasons in the first choice column were family ties, affordability, and small town atmosphere. When weighted with the second and third choices the responses were relatively the same with family ties remaining as the highest ranking reason followed by small town atmosphere and affordability.

Rank (in order) the following reasons why you live in our town (Choose a maximum of 3 and rank them)				
Answer Options	1st Choice	2nd Choice	3rd Choice	Response Count
Family ties	30	6	6	42
Rural character	14	13	8	35
Closeness to job	11	7	12	30
Educational system	1	5	4	10
Environment	3	3	7	13
Low crime rate	1	1	8	10
Affordability	20	14	5	39
Small town atmosphere	15	11	15	41
Employment opportunities	2	1	3	6
People/community spirit	8	8	10	26
Historic charm	3	7	6	16
Recreational opportunities	2	2	6	10
Scenic areas	9	2	6	17
Location within the State	7	6	9	22
			answered question	89
			skipped question	5

Question 3: What do you like most about our town and do not want to see changed? (check all that apply)

What do you like most about our Town and do not want to see changed? (Please check all that apply)		
Answer Options	Response Percent	Response Count
Rural character and small town atmosphere	69.5%	57
Limited commercial development	19.5%	16
Quality education	19.5%	16
Great trails, conservation land, nature, forests	36.6%	30
Low residential density, low growth	25.6%	21
Historic charm	37.8%	31
Economic opportunities	4.9%	4
	answered question	82
	skipped question	12

In order to understand what characteristics of the town are important to residents, we asked them what they like most about the town and do not want to see changed. Since the question allowed participants to check more than one answer, the results total more than 100%. The participants overwhelmingly said that they do not want to see the rural character and small town atmosphere change in Greenville (70%).

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Other popular responses include historic charm (38%); and great trails, conservation land, nature, and forests (37%).

Question 4: Please rate the following land use related issues facing our town today:

This question is meant to find out how the participants view the current issues as they pertain to land use. The results will help guide the community in planning for future growth and development. Since this survey was conducted as a component of the Greenville Master Plan update, responses can be used accordingly. Nine out of the eighteen choices garnered 50% or greater support. Residents indicated that the following land uses are currently an issue in town: not enough retail, employment opportunities, industrial development, middle-income housing, protection of natural resources, open space preservation, recreational opportunities, youth activities, and loss of farms.

Please rate the following land use related issues facing our town today: (Please respond to each one)		
Answer Options	**Yes**	**No**
Employment opportunities (not enough)	72	9
Too much retail	1	74
Not enough retail	73	8
Too much industrial development	1	71
Not enough industrial development	56	24
Excessive residential development	5	70
Low-income housing (not enough)	16	59
Middle-income housing (not enough)	39	36
High-income housing (not enough)	22	48
Senior housing (not enough)	29	47
Traffic	10	64
Pedestrian/ bicycle safety	32	40
Protection of natural resources (not enough)	43	33
Open space preservation/land conservation (not enough)	44	29
Loss of farms	55	22
Recreational opportunities (not enough)	53	26
Lack of youth activities	67	16
Lack of adequate internet service	30	45
answered question		*86*
skipped question		*8*

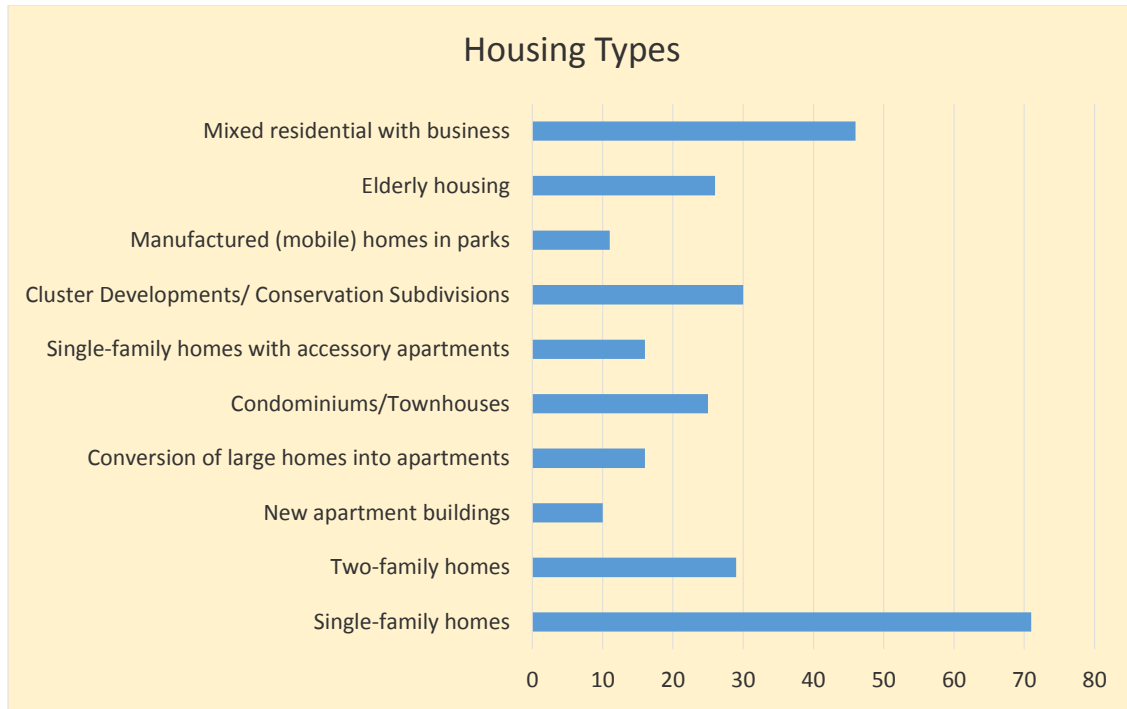**Question 5: How should our town respond to growth in the following areas?**

This question also provides valuable information for the Planning Board, and the town in general, to consider as opportunities arise. Participants gave twelve out of the twenty-two choices of land uses a 50% or greater rating as types of development that they would like to see the town encourage. These include: sit-down restaurants, small retail stores, professional offices, farms, medical & dental offices,

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small manufacturing businesses, bed & breakfasts, , home-based businesses, recreational facilities, child care centers, conservation areas, and contractor businesses. The types of development that respondents feel that the town should discourage include: large retail stores, fast food restaurants, hotels/motels, auto sales, mini-storage facilities, and large manufacturing.

How should our town respond to growth in the following areas? (Please respond to each one)			
Answer Options	Encourage	Stay as is	Discourage
Elderly living facilities	30	35	14
Child care centers	56	19	5
Farms	66	16	0
Conservation areas	55	24	3
Medical & dental offices	65	14	2
Recreational facilities	62	15	3
Hotel/Motels	34	15	27
Bed & Breakfasts	64	11	3
Home-based businesses	64	12	4
Restaurants (sit-down)	73	7	1
Restaurants (fast food)	31	17	30
Large retail stores	31	13	32
Small retail stores	70	8	3
Professional offices	68	6	5
Mini-storage	29	25	23
Large manufacturing	33	21	20
Small manufacturing	64	10	4
Warehouses	29	29	17
Gas stations/mini-marts	37	30	10
Auto sales	22	27	26
Auto repairs	27	45	6
Contractor businesses (electrical, landscaping, construction, etc.)	43	31	3
			answered question 86
			skipped question 8

Question 6: Which type of housing would you like to see our town encourage?

To understand the public's perception of the housing needs in Greenville, the survey provided a wide range of housing types and asked participants to choose as many housing types that they felt were needed as housing options. The housing type with the most support in this question was single-family homes (73%). Mixed residential units with business was the second choice receiving nearly 50% of support. Other choices that garnered support included cluster developments/conservation subdivisions, two-family homes, elderly housing units, and condominiums/townhouses; all receiving greater than 25% of support by participants as shown in the graph on the next page.

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Housing Types

Housing Type	Value (approx.)
Mixed residential with business	46
Elderly housing	26
Manufactured (mobile) homes in parks	11
Cluster Developments/ Conservation Subdivisions	30
Single-family homes with accessory apartments	16
Condominiums/Townhouses	25
Conversion of large homes into apartments	16
New apartment buildings	10
Two-family homes	29
Single-family homes	71

Question 7: How should our town create/maintain regulatory standards for the following?

An important component in the updating of the Master Plan is determining strategies to consider that will help meet the vision of the residents for the future development of the community. This question was written to help determine the types of ordinances and/or regulations that should be explored to help maintain or improve the quality of life and enjoyment of residing in Greenville. The survey participants gave all of the items listed a 50% or greater rating of needing regulatory standards to be created or maintained. Items listed include (in order of highest to lowest support): aquifer protection, noise, setbacks from wetlands & waterbodies, outdoor lighting, sand pits/gravel excavations, construction on steep slopes, logging operations, and construction on ridgelines. Those categories that received at least 25% or greater for no new regulatory standards include: construction on ridgelines/viewshed protection, construction on steep slopes, logging operations, and sand pits/gravel excavations.

| Should our town create/maintain regulatory standards for the following? (Please respond to each one)		
Answer Options	Yes	No
Aquifer protection (drinking water)	76	7
Construction on steep slopes	49	30
Construction on ridgelines/viewshed protection	42	36
Setbacks from wetlands and waterbodies	66	12
Outdoor lighting (preserving dark skies)	64	14
Noise	69	11
Sand pits/Gravel excavations	55	25
Logging operations	49	30
	answered question	*84*
	skipped question	*10*

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Question 8: Please indicate your view of the importance of land conservation in our town.

To help determine the publics views of land conservation, participants were asked to rate the importance of land conservation in Greenville. An overwhelmingly 93% indicated that land conservation is important in town. Of those, 55% said that it is very important. Only 7% indicated that it is not important.
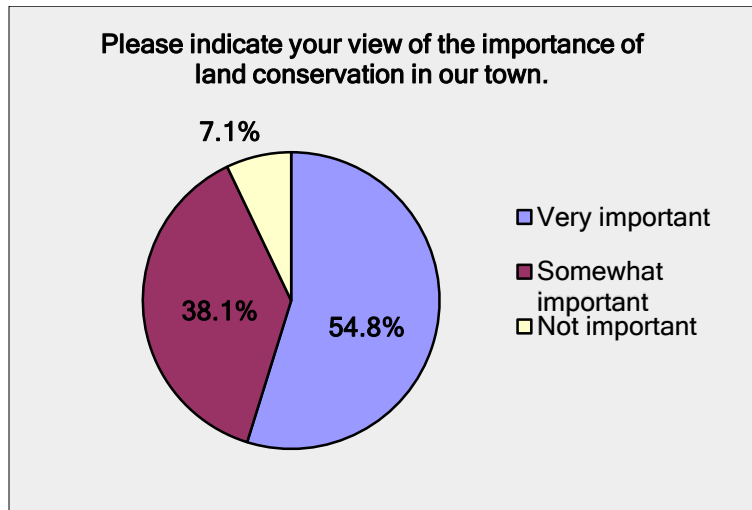

Question 9: Would you support rezoning additional land for commercial/industrial development?

This question can provide guidance to the town in planning for future development. It will provide a basis for presenting potential changes to the public and can assist in making future land use decisions. The responses indicate that a great majority of respondents support the rezoning of additional land for commercial/industrial development. This information brings awareness that many people are prepared for a shift in the distribution of land use in Greenville.
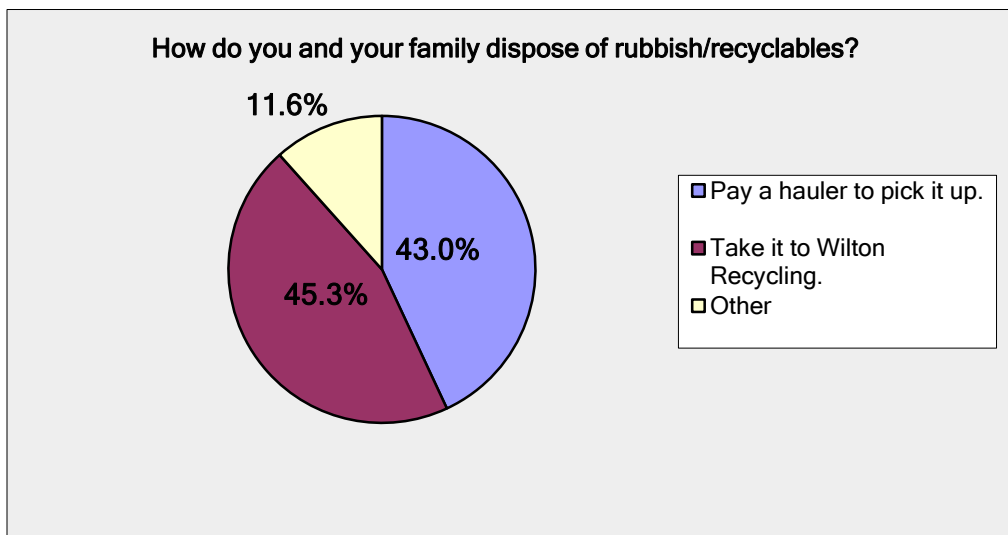

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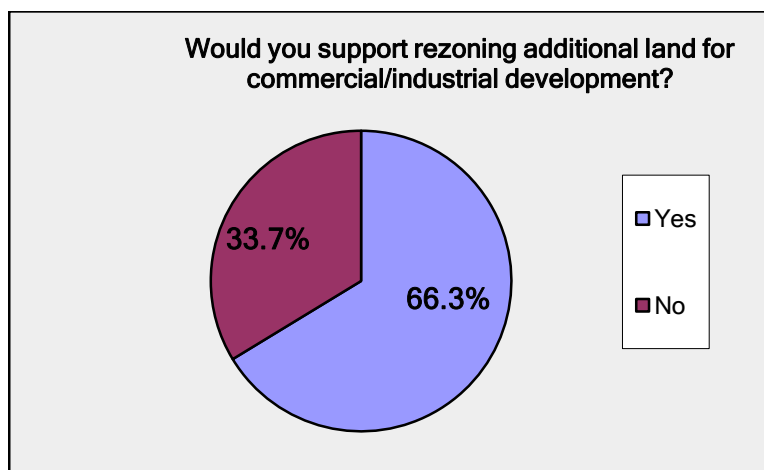
Question 10: Would you support the creation of a Historic District Commission or a Heritage District Commission?

Maintaining the historic attributes of a town can be a very debatable topic among residents. This question gives us a better look at the willingness of residents to keep the history "alive". There were 73% of survey participants that said they are supportive of the creation of a Historic District Commission or a Heritage District Commission.
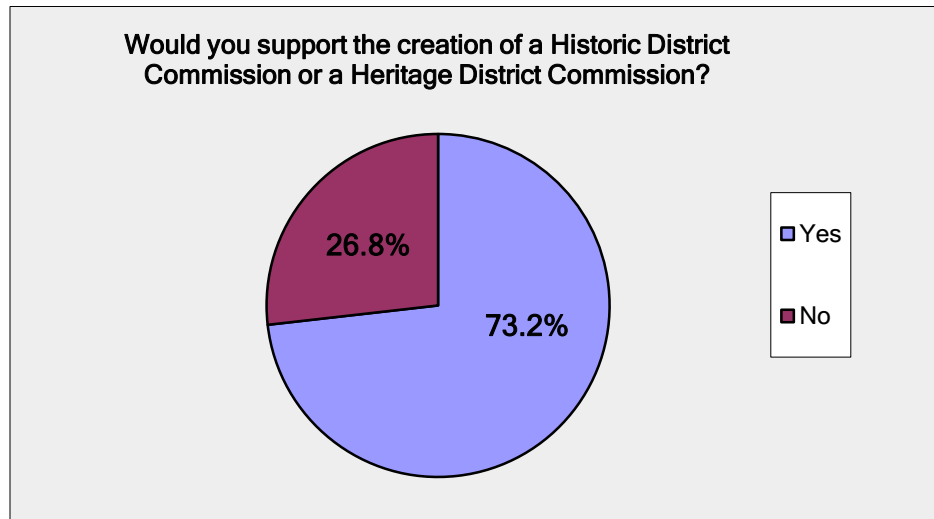
Question 11: How do you and your family dispose of rubbish/recyclables?

This question was added to assist the town with understanding the amount of residents that take their trash to the Wilton landfill. The responses were fairly similar with 45% indicating that they take it to the Wilton Recycling Center and 43% said they pay a private hauler to pick it up. Another 11% use another source.

Appendix A

Appendix B- Reference to Greenville Hazard Mitigation Plan Update 2015

The Greenville Hazard Mitigation Plan Update 2015 contains information that may be beneficial when considering development changes and future land use, therefore, the plan is incorporated into this Master Plan by reference. A copy of the plan is available in the Greenville Town Office, the Southwest Region Planning Commission (SWRPC), and the New Hampshire Homeland Security and Emergency Management (NH HSEM).