

# Corridor Management Plan for the Lake Sunapee Byway

*Formally Adopted  
September 9, 2010*

**Prepared by the  
Lake Sunapee Byway Committee**

With technical assistance from  
Upper Valley Lake Sunapee Regional Planning  
Commission

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Department of Transportation



## **EXECUTIVE SUMMARY**

The Lake Sunapee Scenic and Cultural Byway is a driving route around Lake Sunapee in the towns of Newbury, New London, and Sunapee, New Hampshire. The Lake Sunapee Byway is one of seventeen designated routes in the New Hampshire Scenic and Cultural Byways Program, consisting of roadways that exemplify unique cultural, historical, recreational, scenic and natural features in the State.

The goal of the Lake Sunapee Byway Corridor Management Plan is to recognize, preserve, and enhance the character of the Byway and its resources. The Lake Sunapee Byway Committee is tasked with preparing a vision for the byway and creating and implementing a Corridor Management Plan to achieve that vision.

The vision for the Lake Sunapee Byway is as follows:

*The Lake Sunapee Byway welcomes travelers seeking alternatives to the beaten path, linking several villages, each with a unique connection to the history and culture of the Lake Sunapee region. The 39-mile route encircles Lake Sunapee, connecting visitors to vibrant communities and natural scenery. The lakes, mountains, and forests offer striking vistas and a multitude of recreational opportunities. In the village centers, history and modern-day culture converge, where old buildings are adapted for new uses and the traditions of yesteryear are still observed.*

*The Lake Sunapee Byway reflects the best of New England tradition, recognizing and protecting the qualities that make this region unique. The byway will develop and strengthen connections between the communities around the lake, encouraging tourism, historic preservation, arts and culture, and natural resources protection.*

The plan identifies the varied and unique characteristics, sites and resources of the Byway and specifies a plan to continue and improve management and protection efforts. The plan addresses 1) protection and preservation of the Byway's resources, 2) existing land use and new development, 3) traffic safety, 4) scenic roadway corridors, 5) visitor experience and 6) community involvement in Byway stewardship.

The Corridor Management Plan identifies the work that the Byway Committee will do over the next ten years to work towards the vision for the Byway. The Plan includes immediate, short, intermediate and long-term goals as well as ongoing processes that are vital to building a strong Byway and a well-represented, multi-town, multi-interest Byway Committee to guide the Byway's future.

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## **I. Introduction to the Corridor Management Plan**

The Lake Sunapee Scenic and Cultural Byway is a driving route around Lake Sunapee in Newbury, New London, and Sunapee that is recognized as a unique and important destination and thoroughfare in the State of New Hampshire.

The Lake Sunapee Byway is one of seventeen designated routes in the New Hampshire Scenic and Cultural Byways Program. Established in 1992 by an Act of the Legislature (RSA 238:19), the State Byways Program was designed “to provide the opportunity for residents and visitors to travel a system of byways which feature the scenic and cultural qualities of the state within the existing highway system, promote retention of rural and urban scenic byways, support the cultural, recreational and historic attributes along these byways and expose the unique elements of the state's beauty, culture and history.”

New Hampshire’s Scenic Byways are designated at the state level, but the management of each Byway is done on a local level. There are also national Scenic Byways that are designated through the National Scenic Byways Program of the Federal Highway Administration; these too are managed on a local level by a community-based organization. A Byway Council or Committee is an active local group that works to recognize, preserve, and enhance the character of the Byway and its resources. For the Lake Sunapee Byway, the committee is composed of residents, business owners, and town staff of New London, Newbury, and Sunapee, with support from the Upper Valley Lake Sunapee Regional Planning Commission and the New Hampshire Department of Transportation.

The Lake Sunapee Byway Committee has prepared this Corridor Management Plan to serve as the guiding document for its current and future work. The plan enumerates a shared vision for the Byway, inventories the important sites and resources found along the Byway route, documents past and current efforts to protect and enhance the Byway, and specifies a plan to continue and improve management and protection efforts in the future.

The Corridor Management Plan addresses the required federal criteria for nominating a Byway for national recognition through the National Scenic Byways Program (included as Appendix A). For state-designated byways, the federal criteria provide useful guidance to a local byway committee on how to take a comprehensive approach to planning for the byway’s future.

## **II. Vision for the Lake Sunapee Byway**

The Lake Sunapee Byway welcomes travelers seeking alternatives to the beaten path, linking several villages, each with a unique connection to the history and culture of the Lake Sunapee region. The 39-mile route encircles Lake Sunapee, connecting visitors to vibrant communities and natural scenery. The lakes, mountains, and forests offer striking vistas and a multitude of recreational opportunities. In the village centers, history and modern-day culture converge, where old buildings are adapted for new uses and the traditions of yesteryear are still observed.

The Lake Sunapee Byway reflects the best of New England tradition, recognizing and protecting the qualities that make this region unique. The byway will develop and strengthen connections between the communities around the lake, encouraging tourism, historic preservation, arts and culture, and natural resources protection.

## **III. History of the Lake Sunapee Byway**

The National Scenic Byway Program was established in 1991, allowing the designation of special roadways that serve as a destination as well as a travelling route. The following year, the New Hampshire Scenic and Cultural Byway Program was set up, and the Lake Sunapee area and the Kancamagus Highway area were targeted in an early study to determine the potential economic impact of byway-related tourism.

In 1996, the Lake Sunapee Byway Advisory Committee was formed to steward the byway and undertake projects to enhance the byway. At that time, the Lake Sunapee Byway was designated as a State Scenic and Cultural Byway, with the route covering Route 103 in Newbury and Sunapee, Route 103B in Newbury and Sunapee, and Route 11 in Sunapee and New London. The Towns of Newbury and Sunapee, as well as the State Office of Energy and Planning and the Upper Valley Lake Sunapee Regional Planning Commission, were active in Byway projects. In the late 1990's, the Lake Sunapee Byway Advisory Committee received grant funding for several projects, and developed and printed a tourist brochure, constructed a railroad history museum in an old caboose at Bell Cove in Newbury Harbor, and installed interpretive signage relating the history of Newbury Harbor and Sunapee Harbor.

The Byway Committee became inactive for a period of time, but by 2007, there was renewed interest in the Lake Sunapee Byway and the potential expansion of the Byway. In 2009, the Lake Sunapee Byway Committee was re-established with the participation of all three towns around the lake. With a demonstration of community support and the development of this plan, the State Scenic Byway Council designated an extension to the Byway in 2009 to include Route 103A in Newbury and New London, and Newport Road, Main Street/Route 114, and King Hill Road in New London.

## **IV. The Lake Sunapee Byway and its Corridor**

The Lake Sunapee Scenic Byway follows Route 11 west from Exit 12 off Interstate 89 from New London to the western edge of Sunapee in Wendell Village. The Byway then turns to follow Route 103 east past Mount Sunapee State Park, Newbury Harbor, and South Newbury, all the way to Lake Todd. From Route 103, travelers can either loop back to Sunapee Harbor on Route 103B or return to New London on Route 103A, passing the Fells. Heading east from Exit 12 brings travelers on a loop through New London (Map IV-1) over Newport Road, Main Street/Route 114, King Hill Road, and Route 103A.

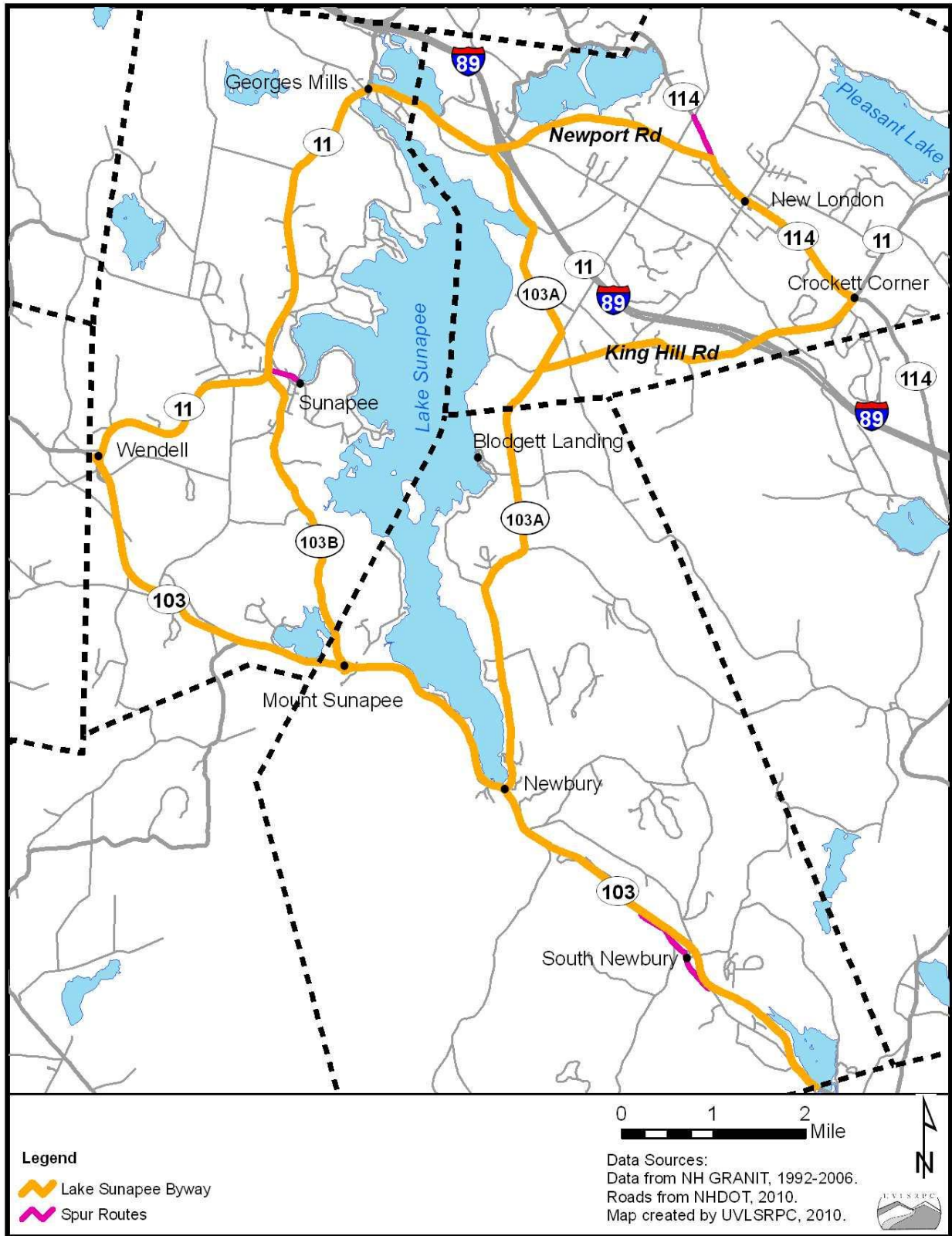
The general definition of a byway's corridor is the area visible from the roadway. In addition to the immediate road corridor for the Byway route and the three spur routes, the Byway corridor includes scenic views of the landscape. The Lake Sunapee Byway offers outstanding views of both lakes and mountains, specifically Mount Sunapee, Mount Kearsarge, Lake Sunapee, Otter Pond, Little Lake Sunapee, Mountainview Lake, and Lake Todd. The views to these natural features define the unique beauty and attraction of this region and form the basis for the outstanding scenic character of the Lake Sunapee Byway.

There are several important destinations that tell the Byway story but that are not directly on the Lake Sunapee Byway route. Three very important spur routes onto local roads connect the Byway route to three key sites:

- Main Street in Sunapee connects to Sunapee Harbor,
- Village Road in Newbury connects to South Newbury village, and
- Little Lake Sunapee Road/Route 114 in New London connects to the New London Historical Society, an open-air museum.

In addition to these three important spurs, there are other side roads leading to historic, cultural, recreational, natural, and scenic sites. These short detours or deviations from the main route are described in the Resource Inventory. These sites are considered part of the Byway corridor as well, even though they are not visible from the Lake Sunapee Byway.

Map IV-1. The Lake Sunapee Byway



## **V. Resource Inventory of the Lake Sunapee Byway**

The Lake Sunapee Byway was designated as a New Hampshire Scenic and Cultural Byway because the route contains “unique elements of the state's beauty, culture and history.” The federal criteria for a National Scenic Byway define the unique elements of a byway route into six “intrinsic qualities” or types of resources: historic, cultural, archaeological, recreational, natural, and scenic. Simply put, intrinsic qualities are the resources that make a byway alluring to travelers and set the byway apart from other travelways.

A summary of each “intrinsic quality” found on the Lake Sunapee Byway is provided below. Although archeological resources do exist in this region, they were not included in the inventory due to the sensitive and private nature of these sites. A thorough description of all sites and resources along the Byway is included as Appendix B.

### ***Scenic Resources***

The Lake Sunapee Byway meanders through a rural New England landscape, with forested hills and fields. The intermittent glimpses and occasional panoramic views of Lake Sunapee and the undeveloped mountainsides around the lake are the true scenic gems of the Byway. These are the views that distinguish the Lake Sunapee Byway from other scenic drives in New England.

As the landscape is mostly forested, views of the lakes and mountains are relatively few in number, but truly impressive in their natural beauty. Good views of Lake Sunapee from the car are found in Georges Mills, Sunapee Harbor, Mount Sunapee State Park Beach, Newbury Harbor, and Herrick Cove. Views of Mount Sunapee are best seen from the car on Route 11 in Sunapee heading south near Dewey Field, Route 103 in Sunapee heading east, and Main Street in New London west of Colby-Sawyer College. Out of the car, views are best appreciated from a boat on Lake Sunapee, or via hiking trails to Clark's Lookout, Sunset Hill, and Mount Sunapee. Mount Sunapee's summit is also accessible via ski lift during the winter and select days during summer events.

### ***Cultural Resources***

The Lake Sunapee Byway passes through several centers of cultural activity: the villages of Sunapee Harbor, Newbury Harbor, and New London, as well as The Fells and Mount Sunapee Resort. These locations offer a wide variety of community events, drawing in the local population as well as visitors from farther afield. Each community has its own unique local flavor and character.

Music, theater, and the arts are the focus of many cultural events along the Byway:

- New Hampshire League of Craftsmen Fair at Mount Sunapee Resort,
- Summer concerts at the town bandstands and gazebos,



- Art shows at The Fells,
- Theater and arts events at Colby-Sawyer College, and
- Summer theater at the New London Barn Playhouse.

Visitors also flock to the Lions Club Car Show at Mount Sunapee every summer, where 300 classic and antique automobiles and trucks are put out on display, and to art shows and other events at the New London Historical Society.

The popularity of local foods and products has been growing over the past several years, and there are several cultural activities along the Byway related to local food:

- Maple Sugar Weekend, a statewide event with several local participants;
- Farmers' Markets – weekly events in the summer in Newbury and New London;
- Spring Ledge Farm – a farmstand in New London with pick-your-own strawberries and flowers.

The region offers a variety of family-oriented activities and events, including Hospital Days and ChocolateFest in New London, Chowderfest and Christmas in the Harbor in Sunapee Harbor, Old Home Days in Newbury and New London, Teddy Bear Picnics and other children's events in Sunapee, Fourth of July fireworks and parades, and educational programs at The Fells.

### ***Historic Resources***

The villages that are centers for cultural activity today were also cultural and commercial hubs in the history of the region. The history of the region is tied to Lake Sunapee, a common thread among the three communities.

- Georges Mills and Sunapee Harbor both had industrial mills and factories, and also hosted the 19<sup>th</sup>-century summer population who traveled via steamboat from Newbury Harbor's rail stations. The Sunapee Historical Society Museum is located in the historic Osborne-Flanders Stable, and the Old Town Hall is a unique livery building from the days of steamboats and horse-drawn vehicles. In Sunapee Harbor, Hames Park along the Sugar River is located on the site of an old factory and interprets the manufacturing history of the town.
- Newbury Harbor was the transportation hub for the Lake Sunapee area with its Lake Station connecting the rail line to steamboats that circled the lake, stopping at the various villages and grand hotels. Today, the railroad museum and the Center Meeting House provide insight into the history of that era and its impact on the region.
- South Newbury is now a quiet residential village, as the state highway passes it just to the north. The old layout of the village, especially Village Road and Sleepy Street, and many historic buildings provide a feel of old New England.
- The Fells, the estate of John Hay, the Secretary of State under Presidents McKinley and Theodore Roosevelt, contains a beautiful house and gardens, and

provides an eloquent backdrop to the story of grand hotels and summer vacationers who came in the 19<sup>th</sup> century and early 20<sup>th</sup> century.

- New London's town common and surrounding historic buildings and Colby-Sawyer College campus draws visitors to walk along Main Street. Kidder's Ice House on Pleasant Street near Main Street and the New London Historical Society Museum, with its collection of historic buildings and horse-drawn vehicles, provides an experience of what life was like in rural New England.

Residents are proud of their towns' history, working to protect old buildings and create museums of historical collections. Many cultural events also have some historical context or event associated with it, such as Old Home Day in Newbury.

### ***Recreational Resources***

The Lake Sunapee Byway offers a diversity of four-season recreational opportunities because of the lake and the mountain in such close proximity to each other. Lake Sunapee, the smaller lakes nearby, and the Sugar River provide access points for boating, swimming, and fishing. The variety of watercraft on Lake Sunapee on a summer's day —sailboats, pontoon boats, motorboats, personal watercraft, antique wooden cruisers, rowing sculls, kayaks, canoes — point to the widespread enjoyment of boating by residents and visitors alike. Boat rentals are available at Sargent's Marina in Georges Mills and Sunapee Harbor; kayak rentals are available at Sunapee Outfitters on Route 103 in Newbury and Village Sports on Main Street in New London.

Mount Sunapee State Park is a major recreation destination along the Byway, offering a beach, boat launch, and campground in the summer, skiing and snowboarding at Mount Sunapee Resort in the winter, and year-round hiking trails. Other winter activities along the Byway include snowshoeing, cross-country skiing, ice skating, ice fishing, ice boating and snowmobiling. In the State of New Hampshire, there are over 6,000 miles of snowmobile trails, twice the mileage of the state highway system.

The Sunapee-Ragged-Kearsarge Greenway is an 88-mile hiking loop around Lake Sunapee and crosses the byway at several points. There are also hiking trails on many parcels of conserved land, including Knights Hill Nature Park and the adjoining trail network in New London, Dewey Woods in Sunapee, and the large area of protected land around The Fells and Sunset Hill in Newbury. Organized races, such as the Lake Sunapee Bike Race, the Horror at Harding Hill mountain bike race, and Hospital Days Triathlon draw crowds of competitors and spectators. Another way to travel the Byway is on a road bike; the New Hampshire Department of Transportation's bike route maps, show all state-numbered highways along the Byway as suggested bike routes.

### ***Natural Resources***

Driving the Lake Sunapee Byway provides an experience of driving through a rural landscape dotted with small villages. Lake Sunapee is the second-most visited lake in New Hampshire, yet it is located in a natural, rural setting, which is an important draw

for visitors and is highly prized by residents. The excellent water quality of Lake Sunapee is a source of pride and also much concern for all towns on the lake. For example, each of the three towns contributes to the Lake Sunapee Protective Association to prevent the infestation by milfoil and other invasive species.

Large sections of the byway corridor are fields or forests, providing privacy for residents and a peaceful environment for travelers.

There is a strong desire to maintain the rural character of the region and protect open space, wildlife habitat, and agricultural land. Lands have been protected from development through a variety of mechanisms, involving both public and private land acquisition and conservation easements. Visitors can enjoy many of these natural areas in person via hiking, cross-country skiing, or snowmobile trails. Protected lands along the Byway include:

- Phillips Preserve on Otter Pond in New London;
- Dewey Woods and the Sawyer Trail along Route 11 in Sunapee;
- Simpson Preserve, protecting the Redwater Creek wetlands on Route 103B in Sunapee;
- Webb Woods and adjacent farm fields along Route 103 in Sunapee;
- Mount Sunapee State Park and adjacent private conserved land in Newbury;
- The connected conservation lands of The Fells, Hay National Wildlife Refuge, Hay Reservation, and Sunset Hill Reservation in Newbury;
- Clark Lookout in New London;
- Philbrick-Cricenti Bog, and nearby protected properties with frontage on Little Lake Sunapee on Newport Road in New London;
- Knight's Hill Nature Preserve just south of Newport Road in New London;
- Kidder-Cleveland-Clough property just off Main Street in downtown New London;  
and
- The Cleveland field and the Drake field on Main Street in New London.

## VI. Existing Conditions in the Byway Corridor

### *Transportation*

The Lake Sunapee Byway follows state highways and state-maintained roads. These roadways are rural two-lane roads, with passing lanes for hilly sections on Route 11 between Georges Mills and Sunapee, and Route 103 between South Newbury and Newbury Harbor. There is a regional bus transit connection at Exit 12; the Park and Ride located off Route 103A is serviced by Dartmouth Coach with connections to the Boston airport and bus terminal.

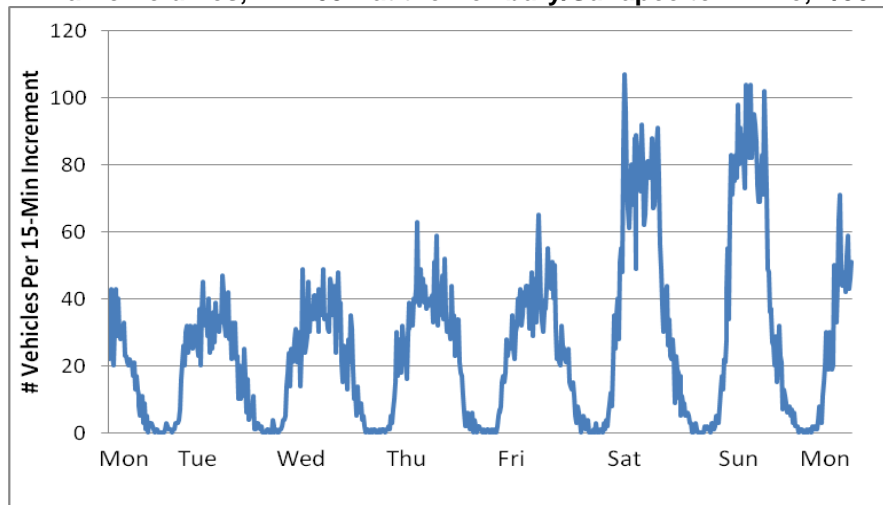
Main Street in New London, Newport Road, and Route 11 act as the busiest corridor of the Byway. These three roads connect New London’s downtown, Georges Mills, Sunapee, and Wendell, and Route 11 is a well-used route to Newport and Claremont from points east. The Average Annual Daily Traffic computed from recent traffic counts is reported in Table VI-1 for the main roads in the Lake Sunapee Byway.

**Table VI-1. Traffic Volumes on the Lake Sunapee Byway**

Roadway	AADT	Year(s)
NH 114 (Main St, New London)	7500	2008
NH 11 (four locations)	6100 – 7300	2006/2008
Newport Rd (east of I-89)	6100	2008
NH 103 (four locations)	2600-4300	2008
NH 103B (two locations)	1600 -1800	2007/2008
NH 103A (two locations)	950-2100	2008

The Byway route experiences a marked increase in traffic on weekends, with weekend homeowners and visitors heading to the ski area or to the lake from points south and east via Interstate 89. A 2007 traffic count on Route 103B shows a doubling of traffic volumes on the weekends (Table IV-2).

**Table VI-2. Traffic Volumes, NH 103B at the Newbury/Sunapee town line, 7/30 – 8/6/2007**



Most intersections along the Lake Sunapee Byway are simple, with stop signs on the secondary road. Major intersections have defined turning lanes or other structures to direct traffic. A large traffic circle in Newbury connects Route 103, Route 103B, and the entrances to Mount Sunapee State Beach and Mount Sunapee Ski Area. A smaller roundabout, built in 2009, is located at the intersection of Newport Road and County Road in New London. There are no signalized traffic lights on the Byway, but there are flashing lights at several intersections for safety.

Speed limits on the Lake Sunapee Byway range from 50 mph on rural and relatively straight stretches to 30 mph in village areas.

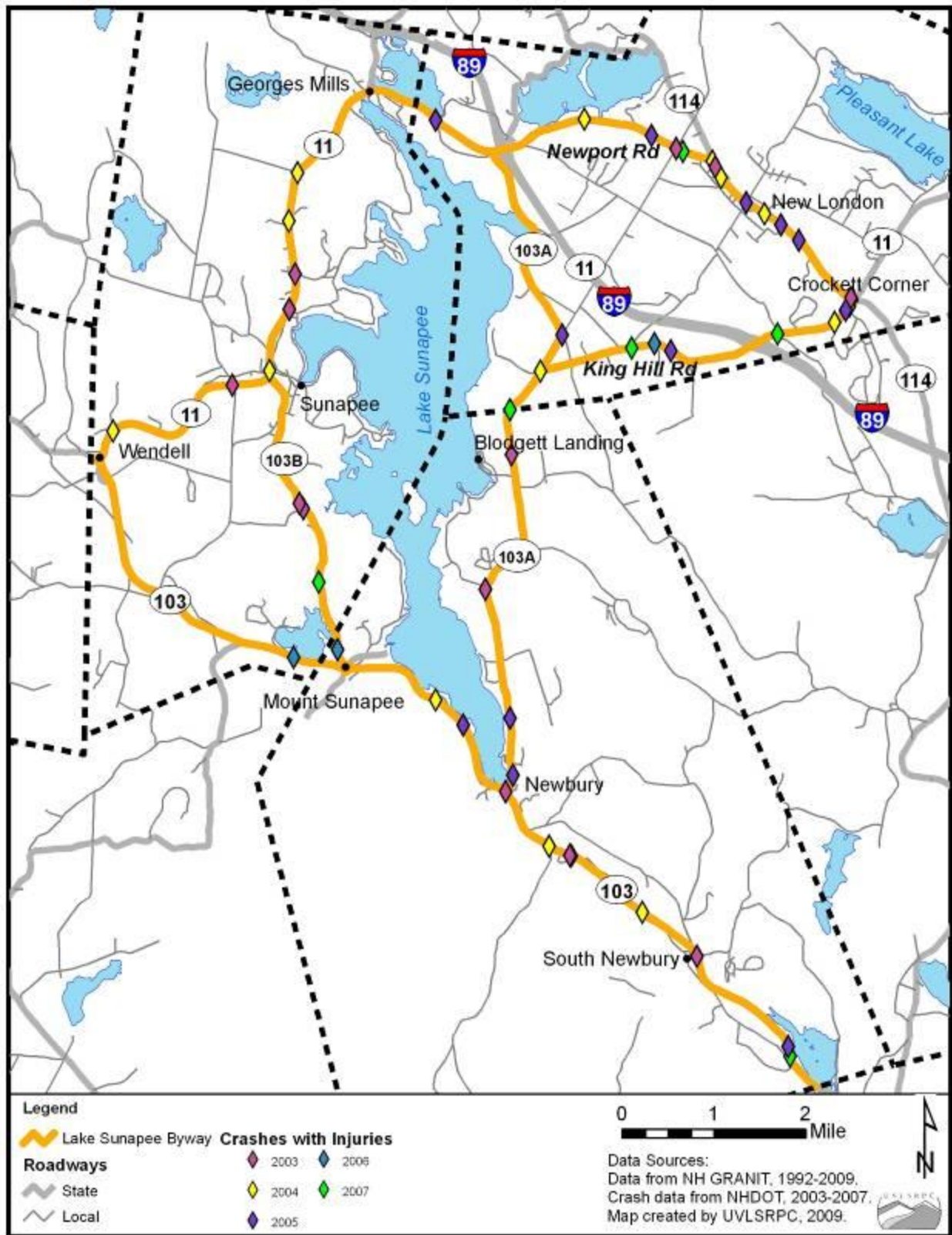
Safety improvements are underway for the Crocketts Corner intersection as part of a 2009-2010 reconstruction project of Route 11 between Interstate 89 and Andover. Three intersections in Sunapee have been sent to the Highway Safety Improvement Program for review: Bradford Road and Route 103, Browns Hill Road and Route 11, and Granliden Road and Route 11. Analysis of recent crash records show that Main Street in New London has seen the most crashes resulting in injury (Map V-1).

In addition to safety concerns, maintenance of all roadways along the Byway is a concern. Routes 103A and 103B are subject to extensive frost-heaving during the winter. The re-surfacing of New London's Main Street (Route 114) was removed from and then reinstated into the NHDOT Ten-Year Plan; the project is currently scheduled for 2019. Newport Road is scheduled for rehabilitation by District 2 in 2010.

Sidewalks and crosswalks for pedestrians are limited to the village areas: Newbury Harbor, Sunapee Harbor, and downtown New London from the Newport Road commercial area to Colby-Sawyer College on Main Street. Recent upgrades were made to the pedestrian infrastructure at Newbury Harbor from Bell Cove to Velie Playground through a Transportation Enhancement grant. A new sidewalk will be constructed in 2010 connecting Main Street in New London to Job Seamans Road to the north, as part of a Safe Routes to School grant. The Sunapee Master Plan 2010 update includes a concept for reconfiguring Route 11 between Central Street and Route 103B to make the roadway safer for pedestrians and more attractive as an entrance to the community.

All of the state-numbered highways on the Byway route are listed as bicycle routes on the State's bicycle maps and are popular with bicyclists. The road shoulders are wide on Routes 103 and 11, but narrow to nonexistent on Routes 103A, 103B, and 114, which poses a significant risk to safety. The Program for Alternative Transportation and Health (PATH) is working to place a bike rack at the Park and Ride on Route 103A next to Interstate 89's Exit 12. Following the rehabilitation of Newport Road, the community may consider a bike lane between the Park and Ride and downtown New London.

Map V-1. Crash Records, 2003-2007, showing accidents resulting in injury.



## ***Land Uses and Existing Development***

The Lake Sunapee Byway travels between village centers in the Towns of Newbury, New London, and Sunapee. The corridor is primarily forested with some limited areas of open field and developed areas.

The dominant land use zoning category is residential, with commercial development permitted at key destinations within the towns (Map V-2). Commercial and/or mixed-use development is permitted in:

- Sunapee in Georges Mills, Sunapee Harbor, Wendell, and around the intersection of Route 103 and Brook Road;
- Newbury at the Route 103 traffic circle, Newbury Harbor, and Route 103 between Colburn Farm Road and the Bradford Town Line;
- New London around the intersection of Newport Road and County Road;
- New London along Main Street between Parkside Road and Seamans Road.

Higher-density residential development is permitted in the village areas: Georges Mills, Sunapee Harbor, Blodgetts Landing, and New London downtown. Design guidelines for Blodgetts Landing (in the Newbury Zoning Ordinance) encourage the perpetuation of the historic style of this summer cottage community. Traditional house styles in Blodgetts Landing are described as: 1) a house with a “double dormer and front porch” with “gingerbread” trim and 2) a house with a “gabled, narrow end of the house facing the street.”

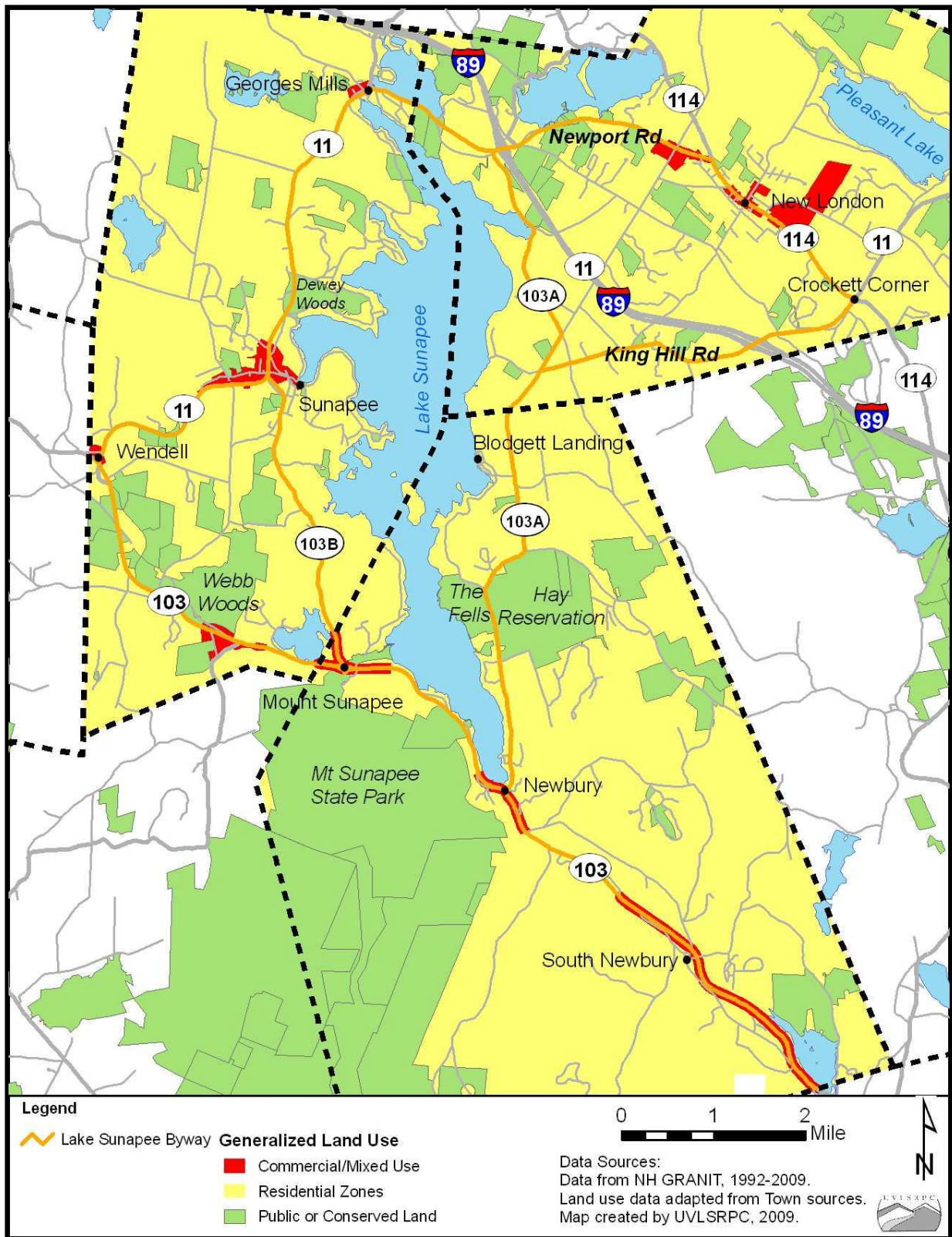
Rural residential development is widespread outside of the village areas but much of the development is hidden from view from the road by forested areas.

Land protected from development plays a major role in protecting the rural character of the Byway corridor. Within 500 feet of the Lake Sunapee Byway are 45 areas covering over 5,200 acres that are protected from development by public ownership, conservation easement, or both (Tables V-2 through V-4). Approximately 7.6 miles of direct road frontage on the Byway are protected from development, most notably a nearly two-mile stretch of Route 103 in Sunapee. Protected land preserves many of the intrinsic qualities of the Lake Sunapee Byway, including recreational access, scenic vistas and viewpoints, historic farms or estates, natural areas, and cultural sites.

## ***Roadway Signage***

National and State Scenic Byways must conform to applicable local, State, and Federal Laws regarding the control of outdoor advertising. As a state designated Scenic and Cultural Byway, the Lake Sunapee Byway can allow no new billboards along the route, per federal and state law. The Towns of New London, Sunapee, and Newbury all regulate the size, type, placement and illumination of signs and other outdoor advertising through the Zoning Ordinance. Under town regulations, no new billboards are permitted, reinforcing the federal and state signage requirement for scenic byways.

Map V-2. Land Use in the Lake Sunapee Byway Corridor





**Table V-2: Federal and State Protected Land on the Lake Sunapee Byway**

<b>Parcel Name</b>	<b>Protecting Entity</b>	<b>Acreage</b>
John Hay National Wildlife Refuge	US Fish and Wildlife Service	80
Sunapee State Park (multiple parcels)	NH DRED Division of Parks	2502.2
Wendell Marsh WMA	NH Fish and Game Dept	9

**Table V-3: Protected Land Owned or Managed by Towns on the Lake Sunapee Byway**

<b>Parcel Name</b>	<b>Protecting Entities</b>	<b>Acreage</b>
Albert Tilton - Old Ski Tow	Sunapee	10.5
Spring Ledge Farm	New London, NH OEP, ASLPT	53.1
Dewey Woods (multiple parcels)	Sunapee, SPNHF	92.8
Fenwood	New London, ASLPT	7.3
Harrison, et al. (multiple parcels)	Sunapee, NH OEP, ASLPT	180
Johnson (multiple parcels)	Sunapee, NH OEP	144.3
Lyon Brook - Sugar River Bank	New London, ASLPT	2
Nielsen	Sunapee, NH OEP	58.5
Philbrick-Cricenti Bog	New London, NH DRED	36.2
Phillips	New London, ASLPT	9
School District SAU #43	Sunapee	33.7
Verne Morse Lot - Ski Area Lot	Sunapee	10
Webb	Sunapee, NH OEP	75.7
Webb Woods (R.H. Webb Forest Preserve)	Sunapee, ASLPT	370

**Table V-4: Protected Land Owned or Managed by Land Trusts or Non-Governmental Organizations**

<b>Parcel Name</b>	<b>Protecting Entities</b>	<b>Acreage</b>
Adams + Nordstrom	ASLPT, New London	7
Burton Easement	ASLPT, New London	32.7
Clark Lookout	ASLPT	4.47
Cleveland Family Trust	ASLPT	19.9
D.H. Wolf Trust	ASLPT	16.4
Davis Easement	ASLPT, New London	36.3
Denny Beach Realty Trust	ASLPT, New London	4.5
Drake/Cross	ASLPT	6.6
Carroll	ASLPT	22
Evergreen Point	ASLPT	9
Frank and Dot Gordon	ASLPT, New London	43
Frank H. Simpson Reserve	ASLPT, Sunapee	114.8
Hay Reservation	SPNHF	712.6
Jolyon Johnson Easement	ASLPT	34.1
Kentlands	ASLPT, New London	9.4
Levine	ASLPT	9.6
Lincoln Gordon	ASLPT, New London	35.7
Main Street Meadow	ASLPT	5.6
Marcia Wright Easement	ASLPT, Sunapee	27.1
Phillips (Phillips + Stanley)	ASLPT, New London	43.1
Phillips (Crozer + Carey)	ASLPT, New London	61.4
Poh	ASLPT	40
Stanley Farm Association, Inc	ASLPT, New London	68.5
Stanley Point Trust	ASLPT, New London	11.2
The Fells (historic preservation easement)	The Fells	84
West/Anthony/James/Town	ASLPT	38.8
V-Oz Asset Management	ASLPT	37
Webb-Dane Conservation Easement	ASLPT, Sunapee	74

## VII. Management Plan for the Lake Sunapee Byway

The Lake Sunapee Byway Committee developed six goals for the management and enhancement of the Lake Sunapee Byway, in order to achieve the vision for the future of the Byway. Goals and strategies were formulated based on feedback from public presentations conducted in the three towns and presentations to local business groups in Fall 2009 and Winter 2010 and the local knowledge of the Committee members.

The Committee identified existing or ongoing plans, projects, or activities that support each goal, and developed specific strategies to achieve these goals in the future.

### ***GOAL 1: Preserve, protect, and enhance the scenic, natural, cultural, historical, and recreational resources of the Lake Sunapee Byway corridor***

#### **Actions Currently in Place:**

- Work of local Historical Societies and other community groups to preserve historic properties and buildings
- Work of Conservation Commissions, Ausbon Sargent Land Trust, Society for the Protection of New Hampshire Forests, state agencies, etc. to conserve and steward natural resources and open spaces
- Work of the Sunapee-Ragged-Kearsarge Greenway, snowmobile clubs and other trail groups that establish and maintain trails for public recreation
- Work of Lake Sunapee Protective Association and other lake associations to monitor and protect water quality
- Work of the Chamber of Commerce, businesses, non-profit organizations, and local groups to organize and offer a wide variety of cultural and social events

#### **Future Strategies:**

- Identify protection priorities for historic sites and buildings, natural and scenic areas, and recreational resources.
- Inventory community partners that support the cultural life of towns along the byway (concerts, lectures, fairs and festivals, farmer's markets, etc.)
- Work with community partners and seek grant funding to protect important historic sites and buildings, natural and scenic areas, and recreational resources.
- Work with community partners to enhance cultural events and activities.
- Raise awareness of historic sites and buildings; consider signs or placards for historic buildings.
- Address maintenance, access, and capacity concerns for Byway sites.

## ***GOAL 2: Enhance existing development and accommodate new development while maintaining or enhancing the unique character of the Lake Sunapee Byway***

### **Actions Currently in Place:**

- Local zoning ordinances define commercial, village, and residential areas.
- Local zoning ordinances control roadway signage for businesses.
- Newbury's zoning ordinance includes design guidelines for Blodgetts' Landing.
- Redevelopment planning for the Old Town Hall/French Livery Building in Sunapee Harbor
- Ongoing beautification projects and committees in Sunapee, New London, and Newbury

### **Future Strategies:**

- Identify rehabilitation priorities for existing sites and buildings, such as:
  - Land immediately west of the intersection of Route 11 and 103 in Wendell, adjacent to the Power Station.
- Seek grant funding to rehabilitate or redevelop priority areas.
- Support redevelopment of the Old Town Hall/ French Livery Building in Sunapee.
- Meld local planning goals from Town Master Plans and Byway corridor management goals.
- Work with local boards to consider the impact of development projects on the character of the Byway.

## ***GOAL 3: Improve traffic safety for motorists, bicyclists, and pedestrians***

### **Actions Currently in Place:**

- Recent sidewalk extension in Newbury Harbor
- Recent roundabout construction in New London
- Safety improvements at Crockett Corner intersection in New London
- Sidewalk extension underway in New London
- Navigational signs for Scenic Byway already in place on Routes 11, 103, and 103B; directional signage for spur routes to Sunapee Harbor and South Newbury

### **Future Strategies:**

- Place Byway signage on newly designated sections of the Lake Sunapee Byway: Route 103A, Newport Rd, Main Street/Route 114, and King Hill Rd.
- Prioritize safety issues and encourage NHDOT to address local road safety concerns, such as:
  - Reconstruction of Routes 103A, 103B, 114, and Newport Rd
  - Bike lanes/paths, wider shoulders, or other safety improvements for bicyclists on Routes 103A, 103B, 114, and Newport Rd

- Sidewalks and crosswalks on Route 103B near the Sunapee Town Offices
- Evaluate road base condition and road cut stability on Route 103, Route 103A, and King Hill Rd.
- Seek grant funding for improvements to bicycle and pedestrian infrastructure, such as:
  - Bike lanes/paths, wider shoulders, or other safety improvements for bicyclists on Routes 103A, 103B, 114, and Newport Rd
  - Sidewalks and crosswalks on Route 103B near the Sunapee Town Offices.
- Encourage the use of access management to accommodate commerce while maintaining a safe and efficient level of highway service.
- Work with NHDOT to maintain visibility of Scenic Byway signage, in particular by clearing brush around the sign on Route 103B near the Sunapee Town Offices.

#### ***GOAL 4: Maintain and enhance the scenic character of the roadways of the Lake Sunapee Byway***

##### **Actions Currently in Place:**

- Newbury and New London have successfully completed transportation projects that improve the viewscape of the roadway (Roundabout and Harbor project).
- The Route 103 traffic circle in Newbury is planted with native wildflowers.

##### **Future Strategies:**

- Work with NHDOT to undertake a community-based planning process (i.e. Context Sensitive Solutions<sup>1</sup>) for future roadway projects on the Byway.
- Identify locations for roadside pullovers at scenic vistas.
- Seek grant funding for development of scenic viewing areas.
- Identify priority scenic areas and tracts of land contributing to scenic views.
- Encourage the NHDOT District Office to maintain or improve scenic views from the roadway through selective cutting or mowing.
- Encourage streetscaping that fits in with the village architectural character.
- Encourage streetscaping and other improvements addressed in the Sunapee Master Plan for Route 11 in Sunapee in the 30-mph zone between Central Street, Main Street, and Route 103B.

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<sup>1</sup> Context Sensitive Solutions (CSS) is a public involvement approach to planning and designing transportation projects based on active and early partnerships with communities and project stakeholders. CSS involves a commitment to a process that encourages transportation officials to collaborate with stakeholders from the community and environmental resource groups so the design of the project reflects the goals of the people who live, work and travel in the area.

***GOAL 5: Promote a fun and educational visitor experience for tourists of all ages and interests.***

**Actions Currently in Place:**

- Attractions that are well-marketed by individual businesses, such as Mount Sunapee, The Fells, and the NH League of Craftsmen show
- Cultural events that are popular with year-round and seasonal residents
- Several ways to learn about the region's history and culture: museums, interpretive signs, boat tours, etc.

**Future Strategies:**

- Create a marketing plan to address ways to emphasize four seasons of visitation, ways to extend the stay for visitors, and the diverse resources of the byway.
- Develop a website to help with trip planning, including maps and driving directions.
- Market the Byway as an attraction in itself: Create an interpretive driving tour to link the important Byway sites among the three towns.
- Coordinate efforts with the Chamber of Commerce and other organizations.
- Develop and improve links between historic, cultural, recreational, scenic, and natural sites and resources, such as:
  - making connections between the Greenway hiking trail to cultural activities in Newbury and Sunapee Harbors
  - linking the historic and scenic resources of Lake Sunapee  
This may be accomplished through a variety of methods, including physical signage or maps, cross-promotion between sites, website links, and working with the Chamber of Commerce.
- Consider a Scenic Byway-sponsored or co-sponsored event, such as a bike race or holiday tour.
- Educate schools about the Lake Sunapee Scenic Byway, potentially through a field trip program.

***GOAL 6: Ensure continued community involvement and public participation in Scenic Byway projects and decision-making.***

**Actions Currently in Place:**

- Outreach slideshow has circulated through towns
- Diverse membership on the Byway Committee representing town staff, businesses, non-profit organizations, and local residents.

**Future Strategies:**

- Set up a schedule of quarterly meetings of the Lake Sunapee Byway Committee that are open and advertised to the public.

- Expand membership to the Committee to more businesses and organizations, with four representatives per town.
- Seek grant funding for projects that are important to the community and to the enhancement of the Lake Sunapee Byway.
- Elevate local awareness of the Byway and develop regional community pride through Byway-sponsored events.
- Build connections to other byways and byway organizations in the state and around the country through participation in forums, training sessions, and conferences.

## VIII. Strategy for Implementation

The Committee established a prioritized schedule for implementing the plan, identified important tasks that should be ongoing efforts, and identified key partnerships necessary to accomplish each task. The Lake Sunapee Byway Committee will be the primary driving force to achieve the goals outlined in the Management Plan, but working with other agencies, boards, committees, businesses, organizations, and groups as well as the general public will be crucial to the successful implementation of this management plan.

### *Prioritized Implementation Schedule*

Immediate Goals (within 6 months)

Goal	Action Item	Project Partners
3	Place Byway signage on newly designated sections of the Lake Sunapee Byway.	NHDOT Scenic Byways, NHDOT District 2
3	Maintain visibility of Scenic Byway signage, in particular by clearing brush around the sign on Route 103B near the Sunapee Town Offices.	NHDOT District 2
6	Set up of schedule of quarterly meetings of the Lake Sunapee Byway Committee that are open and advertised to the public.	Towns, Chamber of Commerce, local newspapers (for posting meeting notices)
6	Expand membership to the Committee to more businesses and organizations, with four representatives per town.	Selectboards, Planning Boards, Conservation Commissions, Historical Societies, Chamber of Commerce, local businesses, local non-profits

Short-Term Goals (within 1 year)

Goal	Action Item	Project Partners
1	Identify protection priorities for historic sites and buildings, natural and scenic areas, and recreational resources	Selectboards, Planning Boards, Conservation Commissions, Historical Societies
1	Inventory community partners that support the cultural life of towns along the byway (concerts, lectures, fairs and festivals, farmer’s markets, etc.)	Chamber of Commerce
3	Prioritize safety issues and encourage NHDOT to address local road safety concerns	Selectboards, Local Public Works, Local Police/Fire/Rescue, NHDOT District 2
4	Identify locations for roadside pullovers at scenic vistas	NHDOT District 2, Selectboards, Planning Boards
4	Identify priority scenic areas and tracts of land contributing to scenic views	NHDOT Scenic Byways, Planning Boards, Conservation Commissions, Land Trusts
4	Encourage streetscaping and other improvements addressed in the Sunapee Master Plan for Route 11 in Sunapee in the 30-mph zone between Central Street, Main Street, and Route 103B	Sunapee Selectboard, Planning Board, Beautification Committee, local businesses
5	Create a marketing plan to address ways to emphasize four seasons of visitation, ways to extend the stay for visitors, and the diverse resources of the byway	Chamber of Commerce, NHDOT Scenic Byways, NH Division of Travel and Tourism
5	Consider a Byway Committee-sponsored or co-sponsored event, such as a bike race or holiday tour	Chamber of Commerce, local non-profits, local businesses



### Intermediate Goals (within 3 years)

Goal	Action Item	Project Partners
1	Raise awareness of historic sites and buildings; consider signs or placards for historic buildings	Historical Societies, NH Division of Historical Resources
1	Address maintenance, access, and capacity concerns for Byway sites	Selectboards, local non-profits, local businesses, NH Division of State Parks
2	Identify rehabilitation priorities for existing sites and buildings	Selectboards
2	Meld local planning goals of Town Master Plans and Byway corridor management goals	Planning Boards
2	Work with local boards to consider the impact of development projects on the character of the Byway	Planning Boards
3	Seek grant funding for improvements to bicycle and pedestrian infrastructure	NHDOT Planning and Community Assistance, Selectboards, Planning Boards
4	Work with NHDOT to undertake a community-based planning process (i.e. Context Sensitive Solutions) for future roadway projects on the Byway	NHDOT Planning and Community Assistance, Regional Planning Commission, Selectboards
5	Develop a website to help with trip planning, including maps and driving directions	Chamber of Commerce, NHDOT Scenic Byways, NH Division of Travel and Tourism
5	Market the Byway as an attraction in itself: Create an interpretive driving tour to link the important Byway sites among the three towns	NHDOT Scenic Byways, Selectboards, Chamber of Commerce, local non-profits and businesses
5	Educate schools about the Lake Sunapee Scenic Byway, potentially through a field trip program.	School Districts, local non-profits

### Long-Term Goals (within 5-10 years)

Goal	Action Item	Project Partners
2	Seek grant funding to rehabilitate or redevelop priority areas	Selectboards
4	Seek grant funding for development of scenic viewing areas	NHDOT Scenic Byways, Selectboards, Planning Boards

## Ongoing Priorities for Implementation

Goal	Action Item	Project Partners
1	Work with community partners and seek grant funding to protect important historic sites and buildings, natural and scenic areas, and recreational resources	Selectboards, Chamber of Commerce, local non-profits and groups, town boards and committees
1	Work with community partners to enhance cultural events and activities	Chamber of Commerce, local non-profits, businesses, and community groups
2	Support redevelopment of the Old Town Hall/ French Livery Building in Sunapee	Sunapee Selectboard, local committees and groups
3	Encourage use of access management to accommodate commerce while maintaining a safe and efficient level of highway service.	NHDOT Planning and Community Assistance, Planning Boards
4	Encourage the NHDOT District Office to maintain or improve scenic views from the roadway through selective cutting or mowing	NHDOT District 2
4	Encourage streetscaping that fits in with the village architectural character	Selectboards, Planning Boards, Beautification Committees
5	Coordinate marketing efforts with the Chamber of Commerce and other organizations	Chamber of Commerce, local businesses, non-profits, State Tourism, Visitor Centers
5	Develop and improve links between historic, cultural, recreational, scenic, and natural sites and resources	Selectboards, Planning Boards, Recreation Committees, local non-profits and groups
6	Seek grant funding for projects that are important to the community and to the enhancement of the Lake Sunapee Byway.	Selectboards, Chamber of Commerce, local non-profits and groups
6	Elevate local awareness of the Byway and develop regional community pride through Byway-sponsored events.	Chamber of Commerce, Selectboards
6	Build connections to other byways and byway organizations in the state and around the country through participation in forums, training sessions, and conferences.	NHDOT Scenic Byways, Connecticut River Byway Council, other byway councils, National Scenic Byways Program

## ***Responsibilities for Implementation***

The Lake Sunapee Byway Committee holds responsibility for the successful implementation of this plan. The Byway Committee will partner with other agencies, organizations, boards, committees, and groups, in order to accomplish specific strategies (as listed in the above tables). Furthermore, the Byway Committee will form partnership agreements as needed to accomplish joint projects undertaken by more than one entity.

The Lake Sunapee Byway Committee will review its progress towards implementing the management plan goals on a yearly basis, and the goals and strategies will be reviewed and amended periodically to reflect both accomplishments and new challenges. An evaluation and assessment of progress will be reported annually to the Town Selectboards and to the State Scenic Byways Coordinator.

## Appendix A

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The Corridor Management Plan for the Lake Sunapee Byway has been developed using the criteria outlined by the National Scenic Byways Program in 1995. This table outlines the 14 points required for National Scenic Byways, and the location of this information in the Lake Sunapee Byway plan.

<b>Federal Register Requirement ( "The 14 Points" )</b>	<b>Location in Plan</b>
A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor	Section IV; Section VI; Appendix B
An assessment of such intrinsic qualities and of their context	Section V
A strategy for maintaining and enhancing those intrinsic qualities	Section VII, Goal 1
A schedule and listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met	Section VIII
A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor	Section VII, Goal 2
A plan to assure on-going public participation in the implementation of corridor management objectives	Section VII, Goal 6
A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation	Section VI
A plan to accommodate commerce while maintain a safe and efficient level of highway service, including convenient user facilities	Section VII, Goal 3/5
A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience	Section V Section VII, Goal 2
A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising	Section V
A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience	Section VII, Goal 3
A narrative describing how the Scenic Byway will be positioned for marketing	Section VII, Goal 5
A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the corridor	Section VII, Goal 4
A description of plans to interpret the significant resources of the scenic byway	Section VII, Goal 5

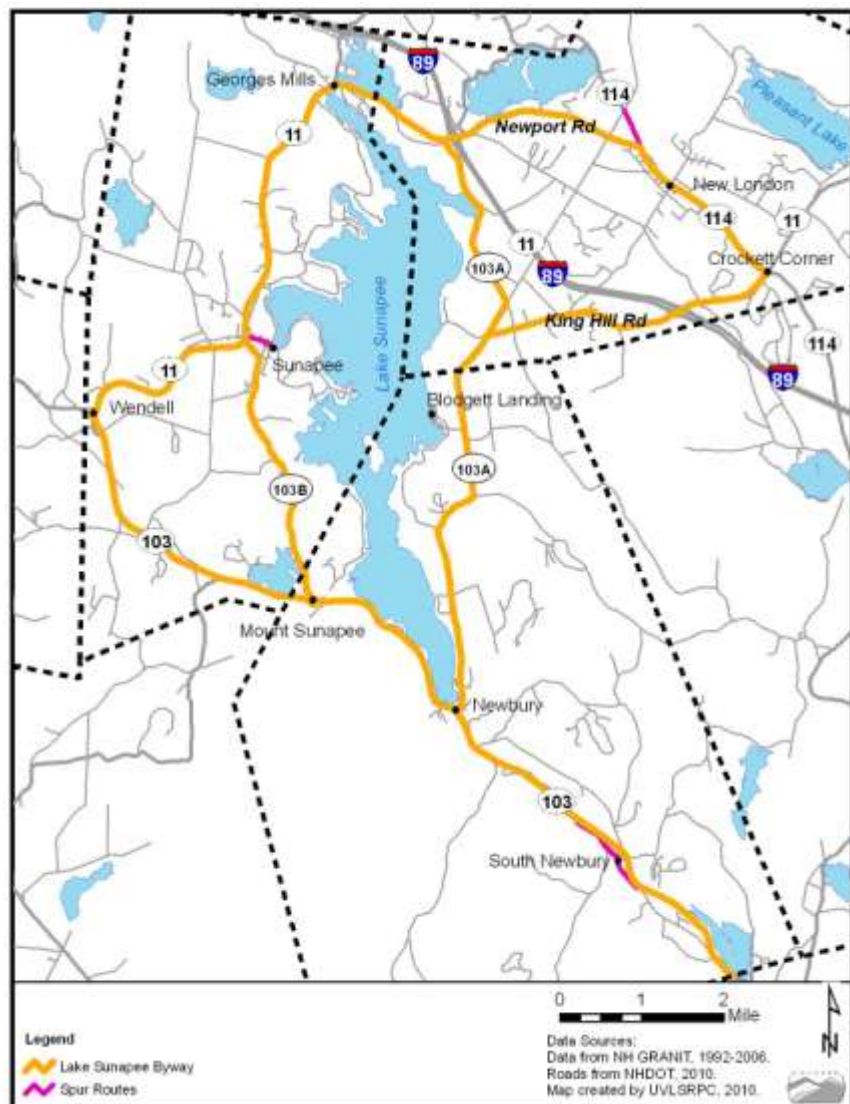
### A Tour of the Lake Sunapee Byway

The Lake Sunapee Byway links several villages, each with a unique connection to the history and culture of the Lake Sunapee region. Lake Sunapee has been a destination for travelers since the late 1800's, given its outstanding scenic and recreational resources and a railway line stopping at Newbury Station. A trip along the Byway is a journey into the many intertwined stories of the region, from the historic era of grand hotels, summer estates, steamboats, and railroad travel to the fun-filled days of skiing, hiking, and boating in a natural and scenic environment to the relaxing strolls around town before a summer concert in the park.

The Lake Sunapee Scenic Byway follows Route 11 west from Exit 12 off Interstate 89 from New London to the western edge of Sunapee in Wendell Village. The Byway then turns to follow Route 103 east past Mount Sunapee State Park, Newbury Harbor, and South Newbury, all the way to Lake Todd. From Route 103, travelers can either loop back to Sunapee Harbor on Route 103B or return to New London on Route 103A, passing the Fells.

Heading east from Exit 12 brings travelers on a loop through New London over Newport Road, Main Street/Route 114, King Hill Road, and Route 103A.

Our tour of the Lake Sunapee Byway will begin in the Town of New London, where Route 11 intersects Interstate 89 at exit 12. This is the most direct access point from the interstate highway system.



### *Georges Mills to Sunapee Harbor*

Route 11 (heading west) passes along the southern shore of scenic Otter Pond; Otterville Road to the right leads to property owned by the Otter Pond Protective Association with a public boat launch and primitive public access area, which is popular for swimming despite the lack of facilities. Farther along Otterville Road is the Phillips Preserve with wooded hiking trails.

Route 11 then passes into the village of Georges Mills, located at the northern tip of Lake Sunapee, and provides fine views of the lake and the Herrick Cove lighthouse from the harbor. There is a public boat launch and town beach with picnic tables, but parking is limited to town residents. For those wanting to take to the water right away, boats, canoes, and kayaks are available for rent.

Route 11 then winds southward through hilly forested terrain. The Sawyer Trail, an interpretive nature trail in Dewey Woods, offers an excellent opportunity to experience the natural beauty of Sunapee in all seasons; Dewey Woods is accessed directly from Route 11 approximately 2.5 miles from Georges Mills and provides an excellent viewpoint of Mount Sunapee.

### *Side Trip to Sunapee Harbor*

Route 11 meets Route 103B and the Sugar River in the village of Sunapee Harbor; there is an information center and parking area for travelers at this intersection. A short side trip on Main Street leads into Sunapee Harbor, which is the cultural, historic, and recreational center of Sunapee.

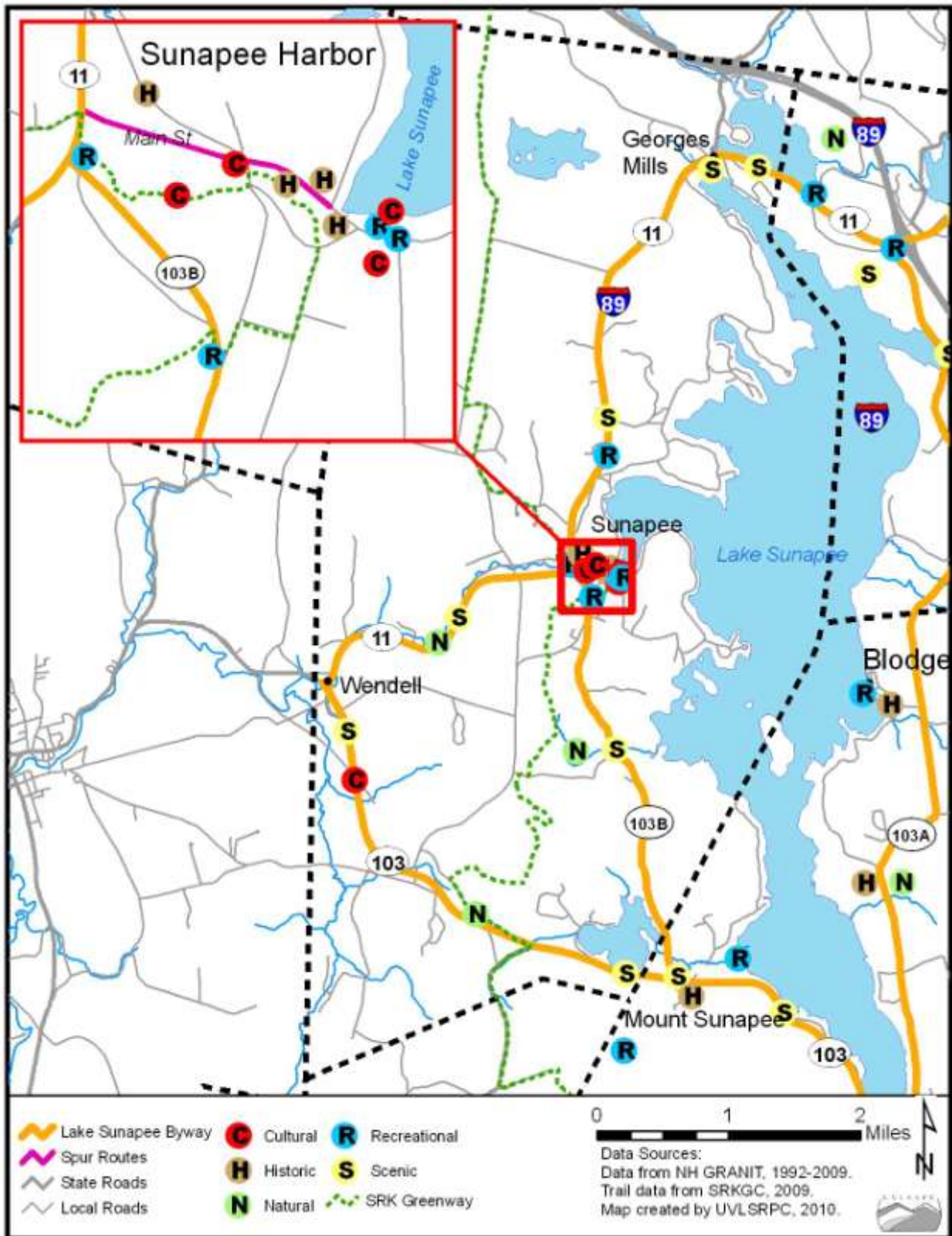
The Old Town Hall and Sunapee Historical Society Museum in the Flanders-Osborne Stable are both located on Main Street, which showcase the history of steamboats, grand hotels, boating, and the development of the Town. Central Street has many old homes, including Governor Bartlett's house, and Lake Avenue has many historic lakefront cottages, although many of them have been substantially renovated.

Summer concerts at the Ben Mere Bandstand and other cultural events such as Chowderfest are popular attractions for residents and visitors alike, and there are also several restaurants, small retail shops, and an ice cream stand catering to summer and early fall visitors. Lodging is also available in Sunapee Harbor.

Sunapee Harbor offers many ways to access, enjoy, and learn about Lake Sunapee:

- a public boat launch and a park overlooking the lake (the bandstand and lawn provide an beautiful picnic spot),
- a marina renting watercraft,
- two companies that offer lake cruises - the M/V Mount Sunapee II for an afternoon narrated cruise or the M/V Kearsarge for a dinner cruise,
- Love Your Lakes Day, an annual event of the Lake Sunapee Protective Association (LSPA) that features an Antique Boat Parade, and

Map B-1: Byway Resources in the Town of Sunapee



- Educational events and lectures about the lake at LSPA headquarters in the recently restored 1892 Knowlton House overlooking Sunapee Harbor.

Sunapee Harbor also boasts a linked system of parks, from the lakefront down along the Sugar River via the Riverwalk. Hames Park and Coffin Park stand on the sites of former water-powered factories. The Riverwalk connects the historical, natural, and recreational significance of the Sugar River for the town of Sunapee.

In addition, there is a connection at Sunapee Harbor to the Sunapee-Ragged-Kearsarge Greenway, a 75-mile regional hiking loop connecting the three most prominent mountains of the Lake Sunapee region.

A popular 3-mile walking loop from the Harbor (on paved roads) follows Lake Avenue and Burkehaven Hill Road, with views of lakefront homes and carriage houses and an old stone church as well as views of Sunapee's Lower Village from the top of Burkehaven Hill.

### *Rural Sunapee Loop*

Driving the loop of Route 11, Route 103B, and Route 103 is a pleasant scenic drive winding along the Sugar River, past farm fields, and through the hilly forests that line Lake Sunapee. Heading west on Route 11, the Sugar River winds along the northern side of the roadway. The river flows through a wetland complex known as Wendell Marsh; it is managed as a State Wildlife Management Area, which provides wildlife habitat and opportunities for kayaking, birdwatching, and fishing. There is a public boat launch at Wendell Marsh, which provides a quiet alternative to Lake Sunapee. Farther down on the Sugar River, beaver activity has turned the river into marshes that attract herons and bald eagles.

Route 103 merges with Route 11 in Wendell, and the Byway route loops back toward Lake Sunapee following Route 103 east. Route 103 travels through another classic New England landscape, with agricultural fields mixed with forest in the foreground and views of Mount Sunapee to the southeast. This landscape is largely protected from development by private conservation easement, especially on the north side of the state road. The fields are part of the last working dairy farm in Sunapee, and are a good place to spot migrating geese and other wildlife as well as grazing cattle.

Route 103 at its intersection of Harding Hill Road presents a second point of connection to the Sunapee-Ragged-Kearsarge Greenway, which travels north through the Webb Woods and other private forestlands to Sunapee Harbor (5.5 miles) and south/east to the summit of Mt. Sunapee (3.1 miles) via Old Province Road, the first east-west route through this region. The Old Province Road predates the first New Hampshire Turnpike system, and may be the first east-west route in New Hampshire. Harding Hill is the site of a premier mountain bike race every summer, known as the Horror at Harding Hill, which runs through Webb Woods near the SRK Greenway.



The route also provides views of Mountainview Lake, one of the smaller lakes in the Lake Sunapee region; at this point, Route 103 parallels the old Concord-Claremont railroad bed and passes the former site of the Edgemont Station.

Route 103 passes a few restaurants and then crosses the town line into Newbury and leads to the traffic circle at Mt Sunapee Resort and Sunapee State Park Beach. The traffic circle is planted with native wildflowers, and the field of blue lupine is particularly spectacular in late June. To continue on the rural loop which leads back to Sunapee Harbor, head north on Route 103B for a meandering drive through Sunapee's hilly but scenic terrain. Route 103B has several areas of imposing rock outcrops along the roadway, and also passes the Simpson Preserve on Redwater Creek, a wetland area with abundant wildlife. Also on Route 103B is the Stocker Granite Works; granite is quarried on-site using old-time methods and the stone work yard is highly visible next to the road. Near the northern end of Route 103B is Tilton Park, an old ski hill being redeveloped as a park and playground.

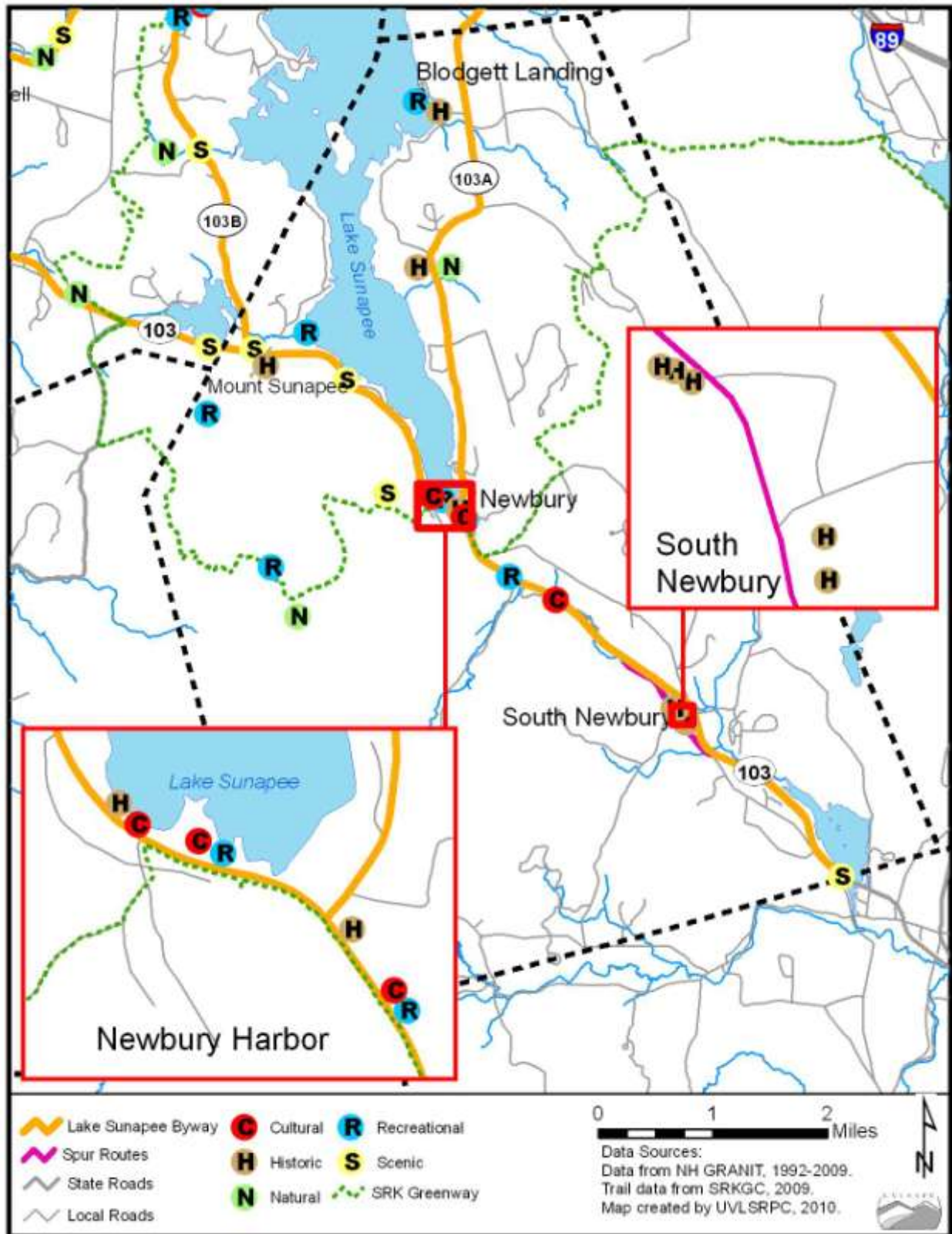
### *Mount Sunapee State Park*

The traffic circle at Route 103 and 103B can be considered a hub of recreation – from it, travelers can directly access Mount Sunapee State Park, which provides a swimming beach with public restroom facilities, boat launch, picnic area, campground, hiking trails, and ski resort. The ski area is privately operated under a lease from the State of New Hampshire by Okemo Mountain Resort, providing alpine skiing and snowboarding in the winter. At Mount Sunapee Ski Resort, the New England Handicapped Sports Association provides equipment and instruction to disabled skiers and snowboarders and offers special events for disabled veterans.

Mount Sunapee Ski Resort is also the staging site for the scenic and strenuous Lake Sunapee Bike Race held every May, the longest running bike race in New England. The ski area also hosts a variety of major cultural events during the summer, including the Gem and Mineral Show, the Lions Club Car Show, and the New Hampshire League of Craftsmen Fair.

The summit of Mount Sunapee, accessible by ski lift in winter and select dates in summer and by hiking trails year-round, provides spectacular views of Lake Sunapee, Franconia Notch and the White Mountains, and the Green Mountains of Vermont. The Sunapee-Ragged-Kearsarge Greenway leads over the summit of Mount Sunapee, which is also the northern terminus of a second regional hiking trail, the Monadnock-Sunapee Greenway. Both greenways lead south from the North Peak summit to Lake Solitude, a remote mountain pond stocked with trout. The SRK Greenway then leads west down to Newbury Harbor and the M-S Greenway runs south 49 miles to Mount Monadnock in Jaffrey, New Hampshire.

Map B-2: Byway Resources in the Town of Newbury



### *Newbury Harbor and Side Trip to South Newbury*

From the traffic circle, the Lake Sunapee Byway travels east on Route 103 through Newbury. There are several lodging places and restaurants and a ski shop proximate to the State Park, and then Route 103 follows a fairly wooded corridor along the southern side of Lake Sunapee into Newbury Harbor. There are a few views of Lake Sunapee along this stretch of road, but the best views may be had from the lakefront park at Newbury Harbor. This village area around Newbury Harbor provides a mix of Lake Sunapee's scenery and history as well as tourist amenities.

At Bell Cove, there is a caboose serving as a museum on the railroad history of the town and region, and the old railroad station still stands in Newbury Harbor. Traveler information available at the information booth helps to orient visitors. In the Harbor is a lakeside park that provides views along the length of Lake Sunapee; the park offers a public beach, restroom facilities, picnic facilities as well as weekly summer concerts at the town gazebo. A recent project extended sidewalks and pedestrian amenities to connect Bell Cove, Newbury Harbor, and the town offices, library, playground, and historic Newbury Center Meeting House. The Meeting House is on the National Register of Historic Places and is a late example of the Federal architectural style.

Newbury hosts a Farmer's and Artisan's Market near the library every Friday afternoon in the summer, with local products and live music. The tradition of celebrating Old Home Days is alive in Newbury Harbor each summer, with many town residents and visitors taking part in the cultural and historical activities and events.

The SRK Greenway also passes through Newbury Harbor, creating a local hiking trail connection to Mount Sunapee and the hills on the east side of Lake Sunapee. This section of the Greenway includes a trail spur to the Eagle's Nest, offering an excellent view of the southern end of the lake. Tourist amenities include a few restaurants, ski shop a gas station, and post office.

Route 103 continues east from Newbury Harbor, passing Mountain Road which leads to the Andrew Brook trailhead. The Andrew Brook trail travels the side of Mount Sunapee to Lake Solitude. Route 103 also passes the cultural landmark of "Chicken Farmer Rock" (better viewed travelling westward).

A short side trip on Village Road brings travelers to South Newbury Village and its quiet, well-preserved village center with several historic buildings dating to the mid-1800s, including the Old Town Hall, Sherman Hall (the home of the Newbury Historical Society), Sunapee Grange Hall, Union Church, and Friendship Hall, which was Schoolhouse Number Five. Here in the village, every Fourth of July, one can witness a most quaint Independence Day parade.

The Lake Sunapee Byway continues to the eastern town line of Newbury, passing through a series of more rolling hills and ultimately crossing Lake Todd, a scenic end to

an engaging Byway trip. Near Todd Lake is a kayaking outfitter, which sells and rents kayaks during the summer.

Travelers can connect the Lake Sunapee Byway back to Interstate 89 by following Route 103 eastward for 8 miles to Exit 9 in Warner.

### *The East Side of Lake Sunapee: Route 103A*

From Newbury Harbor, travelers may head north on Route 103A through a wooded corridor that exhibits spectacularly-colored fall foliage. The primary destination along this road is The Fells, the historic estate of statesman and author John Hay. The Fells is a historical museum, with main house and garden tours in the summer, as well as a cultural venue for art shows and special events. The Gardens are nationally renowned and The Fells is on the National Register of Historic Places. The Fells property is primarily natural woodland extending down to the Lake Sunapee waterfront, with trails that link to the abutting Hay National Wildlife Refuge and Hay Forest Reservation protected by the Society for the Protection of New Hampshire Forests. The linked forest and wildlife preserves offer year-round hiking trails and opportunities to see wildlife.

Heading north along Route 103A from the Fells, travelers experience the natural beauty of the forests of the Lake Sunapee region. Just west of Route 103A, Blodgetts Landing is a summer cottage community that has retained its old-time character; the community is best viewed from the water. At Blodgetts Landing, there is a public dock/boat launch with limited parking but with spectacular views.

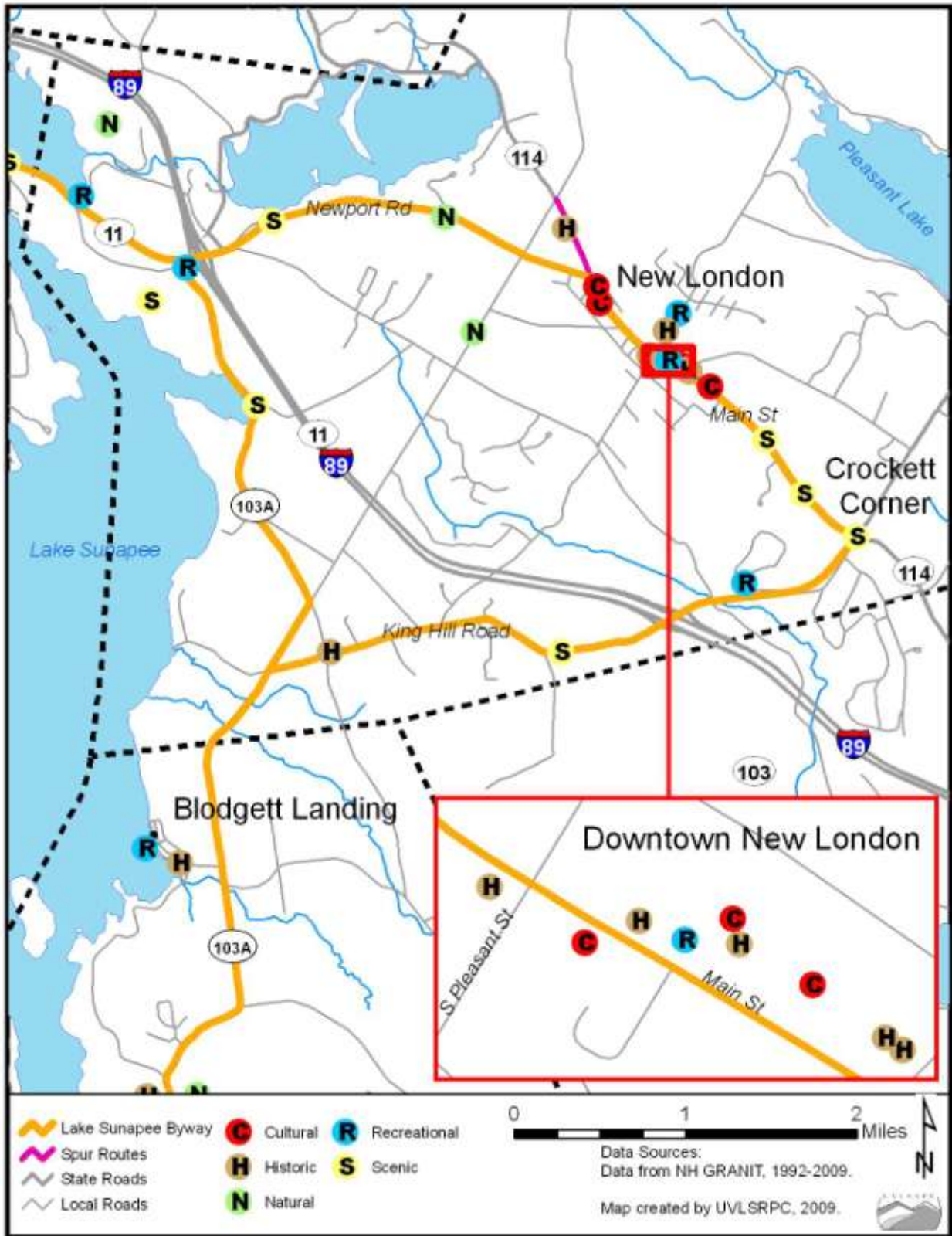
Crossing the town line from Newbury to New London, Route 103A passes Herrick Cove, an embayment of Lake Sunapee. Herrick Cove is lined with old boathouses, and one of the three lighthouses on Lake Sunapee is visible from this point; like Blodgetts Landing, Herrick Cove is best viewed from the water. There is no public parking at the Cove, but even better views of Lake Sunapee are visible from Clark's Lookout, a short distance down Route 103A. The 0.4-mile hiking trail to Clark's Lookout is maintained by the town and can be accessed from Davis Hill Road just west of the park and ride lot on Route 103A. Clark's Lookout provides spectacular views down the length of the lake, showing all three lighthouses, Sunapee Harbor, and Mount Sunapee.

Route 103A ends at Route 11 next to Exit 12 of Interstate 89. A left turn carries travelers to Georges Mills. Turning right onto Route 11, which turns into Newport Rd., leads into the Town of New London.

### *New London*

The road into downtown New London offers the traveler two exceptional natural areas, as Newport Road passes Little Lake Sunapee and then the Philbrick-Cricenti Bog. Travelers can enjoy the scenic views of Little Lake Sunapee by detouring along the short roadway of Old Route 11. The public boat launch for Little Lake Sunapee is on the far side of the lake, accessible via Little Lake Sunapee Road. The Philbrick-Cricenti bog

Map B-3: Byway Resources in the Town of New London



and its unique vegetation, including carnivorous plants, are accessible by trails and boardwalks leaving from a parking lot on the south side of Newport Rd. The New London Conservation Commission maintains this trail and many other trails in town; they have published a guide to the substantial number of hiking trails in New London.

After the Philbrick-Cricenti Bog, Newport Road travels through the commercial center of New London, with several restaurants, banks, retail shops, post office, grocery store, and pharmacy. Here Newport Road passes County Road; Knights Hill Nature Preserve is a short distance south on County Road.

Newport Road then leads travelers onto Main Street, toward the cultural and historical center of New London. The New London Historical Society Museum, 0.3 miles north of the Newport Rd/Main St intersection on Little Lake Sunapee Road, provides a look into the town and region's past. Visitors can walk through the Old New London village, a collection of 19<sup>th</sup>-century buildings and exhibits of life during that era. Of particular note is the museum's large collection of horse-drawn vehicles. The Historical Society also hosts lectures and special events on the region's history.

Main Street is lined with old homes, independent retail shops, a farmstand, cafes and restaurants, and the Town Common, where bands play on summer nights and families ice skate in the winter. A summer farmers' market began in 2009, located on the grounds of the Old Colby Academy, now the Town Offices. The Lake Sunapee Regional Chamber of Commerce information booth provides visitor information on Main Street next to the public parking lot.

The New London Inn, the Old Colby Academy, the First Baptist Church, the Whipple Memorial Town Hall and the historic buildings on the Colby-Sawyer College campus flank the Town Common on the north side of Main Street. Tracy Library, on the corner of Main Street and South Pleasant Street, includes a garden designed by Frederick Law Olmsted that has recently been restored close to its original design.

The New London Barn Playhouse, also on Main Street, offers summer theatrical performances in an historic New England barn building. It is the oldest continuously-running summer stock theater in New Hampshire, and the building is on the State Register of Historic Places.

Kidder's Ice House, on Pleasant Street one block north of Main Street, has a unique collection of historical items; also via Pleasant Street, families can access the elementary school playground and hikers can access the Kidder-Cleveland-Clough trails.

The first weekend in August, the New London downtown is transformed into a carnival for Hospital Days. Hospital Days has been a community fundraiser to support New London Hospital since 1924. Keeping with the spirit of outdoor recreation, Hospital Days includes a triathlon in and around Little Lake Sunapee.

Main Street continues past Colby-Sawyer College and several historic homes and into a rural landscape along a ridgeline. At this point, open fields on both sides of the roadway provide travelers with outstanding views of Mount Sunapee, Mount Kearsarge, Ragged Mountain, and the wooded hills in between.

Main Street continues down the ridgeline to intersect Route 11 at Crocketts' Corner. There is a restaurant here, as well as an excellent view of Mount Kearsarge. Turning right at this intersection brings travelers back to Interstate 89 at Exit 11; hikers can access the Lyon Brook Trail before reaching the interstate. Travelers may choose to continue on King Hill Road, on the other side of the interstate to continue their scenic journey and link back to Route 103A. King Hill Road ascends a ridge that provides excellent views back to the center of New London and its skyline of historic buildings. The road also passes the old stone St. Andrew's Church before ending at the intersection with Route 103A.