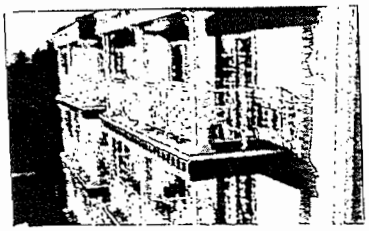

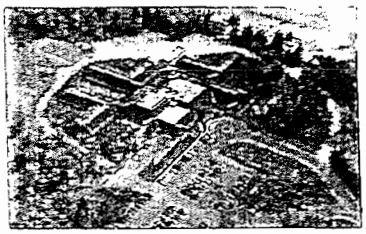

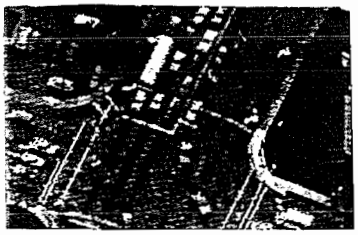

Hopkinton Tax Base Diversification Strategy

July 1998

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Applied Economic Research
Whiteman and Taintor

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Development Consulting • Market Analysis • Regional Economics • Real Estate Appraisals
109 Court Street • Laconia, New Hampshire 03246 • Telephone 603/524-1484

TABLE OF CONTENTS

	Page
SUMMARY OF FINDINGS AND RECOMMENDATIONS	i
Scope of Analysis	i
Market Conditions and Industrial Opportunities	ii
Infrastructure Issues: Sewer, Water, Roads	iii
Land Resources and Rezoning	iv
Improving Contoocook Village	v
Marketing and Promotion	vii
Zoning Reform	viii
SECTION I. HOPKINTON INDUSTRIAL DEVELOPMENT PROSPECTS: MARKET DEMAND INDICATORS	1
Area Economic Trends	1
Comparative Hopkinton Performance	6
Strategic Implications	8
SECTION II. NON-RESIDENTIAL TAX BASE DIVERSIFICATION STRATEGY LAND CAPABILITY ANALYSIS	19
Introduction	22
Study Area	22
Natural Features	22
Infrastructure	25
Analysis of Development Suitability	27
Conclusion	30
Appendix	31
Map 1A – Soil Analysis (Interchange 6 and Pine Street)	32
Map 1B – Flood Plain (Interchange 6 and Pine Street)	33
Map 1C – Development Suitability (Interchange 6 and Pine Street)	34
Map 1D – Prime Development Areas (Interchange 6 and Pine St.)	35
Map 2A – Soil Analysis (Interchange 4 and 5)	36
Map 2B – Flood Plain (Interchange 4 and 5)	37
Map 2C – Development Suitability (Interchange 4 and 5)	38
Map 2D – Prime Development Areas (Interchange 4 and 5)	39
SECTION III. ECONOMIC OBSERVATIONS: CONTOOCOOK DOWNTOWN	40
The Existing Inventory	40
Results of Survey	40
Market Observations	42
Improvement Strategy	46
SECTION IV. CONTOOCOOK VILLAGE DESIGN RECOMMENDATIONS	56
General Observations	56

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SECTION V. ZONING ORDINANCE REVIEW 60
Summary of Recommendations 60
Contoocook Village 61
Industrial District 66
Home Businesses 67
Administration 68
Sample Sign Regulations for Village District 70
Sample Design Guidelines 72
Sample Design Review Ordinances 83
Sample Use Regulations for Industrial Districts 96
Sample Home Occupation Regulations 102

ADDENDUM A
Comparative Community Profiles A-1

ADDENDUM B
Hopkinton Sewer and Water Capacity Memo B-1
Pro Forma Bridge Costs B-4

SUMMARY OF FINDINGS AND RECOMMENDATIONS

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Hopkinton Tax Base Diversification Strategy: Summary of Findings and Recommendations

This analysis was prepared by Applied Economic Research (economics) and Whiteman and Taintor, (land planning) at the request of the Town of Hopkinton. Its purpose is to identify strategies to help the town diversify its tax base and reduce the residential property tax burden. The study was supervised by the Hopkinton Economic Development Committee.

A technical report setting forth the details of this analysis has been prepared and submitted to the town. This summary presents the major findings and conclusions of the analysis.

Scope of Analysis

The basic means of diversifying the Hopkinton tax base include: (1) Attracting more industrial activity, (2) Improving the economic performance and the appearance of Contoocook Village and (3)Modifying the requirements of the nonresidential portions of the zoning ordinance. With these points in mind, the study focused on several major topics:

- Identifying important economic conditions and market trends influencing Hopkinton's ability to diversify its tax base.
- Identifying the capability of residentially zoned land to accommodate nonresidential uses from a physical and economic perspective.
- Examining the capacity of exiting and expanded infrastructure to accommodate new nonresidential investment.
- Identifying areas for possible rezoning to nonresidential uses
- Analyzing the existing conditions in Contoocook village (economic, design, parking and traffic) and various strategies to improve the appearance and economic performance of the Village.
- Recommending a strategy to improve marketing of the town's nonresidential potentials
- Reviewing current zoning provisions and recommending zoning changes to improve the town's ability to accommodate nonresidential uses.

Market Conditions and Industrial Opportunities

Hopkinton's market opportunities were analyzed within the broader framework of the overall Concord region (Merrimack County). The economic performance of the region has been favorable, despite the effects of the serious 1989-92 recession:

- There was a net increase of 1,150 new businesses in the region between 1985 and 1995.
- The area's job base grew by 14,000 during the same time frame, with service and retail job growth especially strong.
- The region added 11,000 new housing units since 1982, with an especially strong bulge in the mid-1980s, which has since subsided.
- The region's population grew from 98,300 in 1980 to an estimated 124,200 in 1995.

Within this broader economic context, some of Hopkinton's major economic trends include:

- Job growth of 620 between 1982 and 1994, with a 1995 figure of about 1,500 jobs in the town.
- Population growth of about 1000 since 1980 with a 1995 population of 4,900
- The addition of about 500 new housing units since since 1980.

In examining the more specific opportunities the market presents to the town of Hopkinton, there are some important issues to consider:

- The region's manufacturing base is in decline, experiencing a net loss of 1,900 manufacturing jobs since 1985 with major losses in the Electronics and in the Instruments categories.
- In contrast to manufacturing, the second major industrial land user, wholesale trade, has been prospering in the region. Between 1985 and 1990 the region saw a net increase of 200 new wholesale firms, adding 1,200 new jobs. These wholesale trade jobs paid higher wages (an average of $648 per week) than manufacturing jobs ($560 per week) in the region in 1995.

Based on the above, attracting wholesale trade and distribution firms will be a more productive industrial diversification path for Hopkinton to follow than exclusively pursuing manufacturing firms:

- The market is stronger for wholesale firms.
- Distribution firms do not require (and will not compete for) the specialized labor force manufacturers need. This labor force has been declining in the Concord region.
- Hopkinton's crossroad location, in the center of the state along Interstate 89, close to Interstate 93 is very strong for distribution firms.
- The potential Hopkinton sites are more affordable than other sites in the region.

Section I of the accompanying Technical Report provides supporting materials regarding market performance and opportunities.

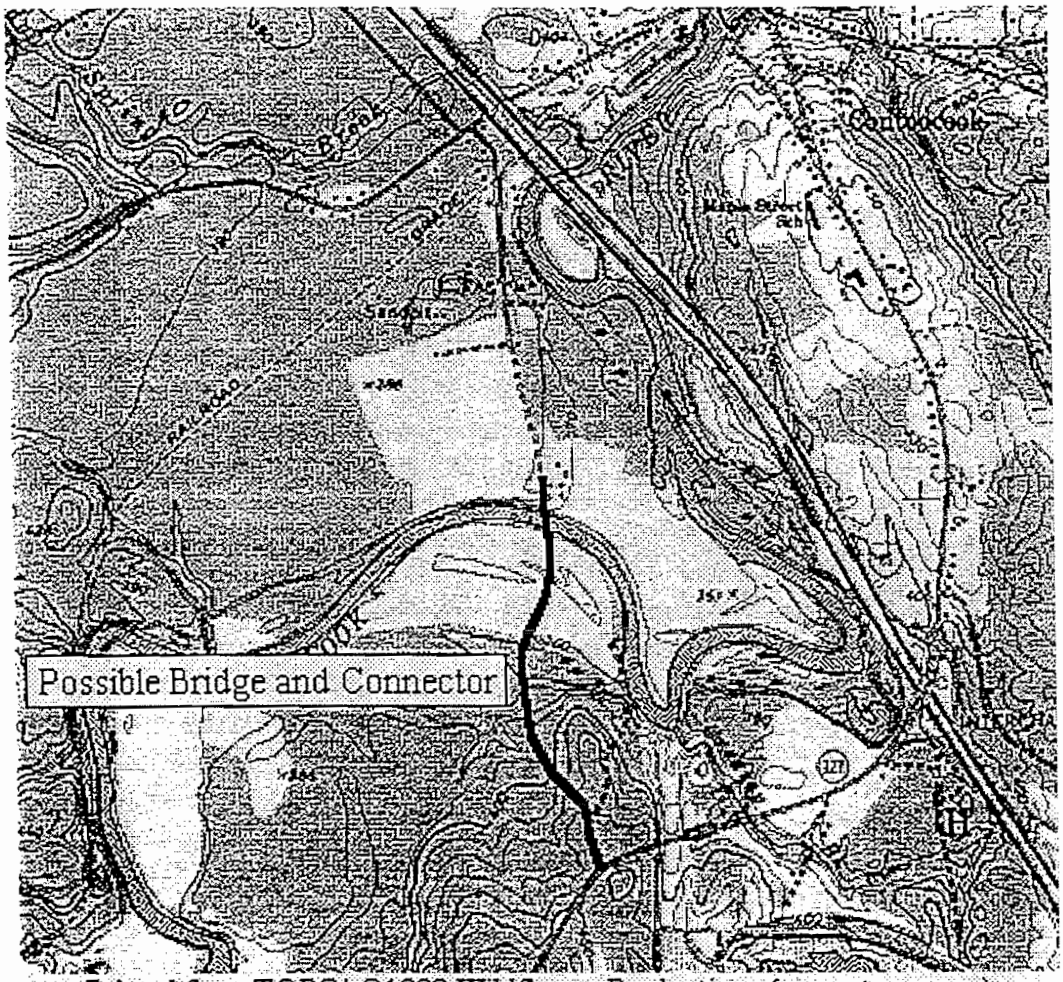
Infrastructure Issues: Sewer, Water and Roads

Our analysis of Hopkinton's resources to accommodate nonresidential development indicated that there are some constraints that are important to consider. First, the town's sewer system is very limited, both in terms of its treatment capacity and its collection system. . No major industrial users are tied into the plant. The sewerage treatment plant was permitted for residential uses and is not equipped to treat industrial wastes. Furthermore, the location of the plant is upstream from current and potential industrial areas Sewer extensions and pump stations would have to be installed and the plant would have to be significantly upgraded to serve industrial users. This is not cost-effective, particularly in the absence of federal grants for upgrades. In turn, the lack of industrial sewer capacity weakens the town's competitive position for manufacturing firms (but is not as large a constraint for distribution firms).

The water system is better able to meet industrial needs. The water source, Bear Pond, is adequate to provide more water and the treatment plant is a state-of-the-art facility. The water system does extend into the town's current industrial area and there is adequate pressure for fire protection uses. A major water user could stress the system, but a major water user probably would be deterred by sewer capacity issues anyway. The water system is not a limiting factor for distribution uses, which rely on water for domestic and fire protection uses.

There is a mixed situation regarding the third major infrastructure item: roads. The Interstate system is a major asset, providing a strong resource for distribution and manufacturing firms. Conversely, the location of interchanges is not ideal in relation to the existing industrial area. Traffic, including trucks, travels through Contoocook Village—an unfavorable route for both the trucks and the Village.

There are two possible ways to alleviate this issue. The first would be to build a new bridge across the Contoocook River and connector road from the existing industrial area to Route 127.



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This would be expensive in today's environment, with a bridge cost on the order of $1.5-2.0 million. The bridge would, however, serve several uses, including a bypass of the Village and may at some point be justified in conjunction with more nonresidential development or possible state funding.

The second would be to rezone areas adjacent to Exit 6 along the northerly side of Route 127, close to Exit 6. Although this would not solve current issues, it would provide the town with industrial sites close to Exit 6. This point is discussed below.

For Hopkinton to be competitive it will need to rezone land to permit industrial uses closer to exit 6 and/or construct the bridge and access road.

Land Resources and Rezoning

As part of this analysis we analyzed the existing industrially zoned land and found it to be inadequate to serve the town's future needs: (1) There is not enough vacant industrial land to meet long-term future needs and (2) the existing industrial land is too far from the Interstate interchanges.

Whiteman and Taintor analyzed potential development sites based on an analysis of physical features such as soils, slopes, floodplain and wetlands. Their analysis, presented in Section II of this report, identified the following areas (See map on following page) as capable of supporting more industrial development:

374.3 acres of land adjacent to Pine Street, most of this land is zoned M1

209.91 acres of land near Maple Street now zoned R3 (rezoning required).

Rezoning of the Maple Street area is critical to this tax base diversification strategy. It will remove land from residential categories and add land for nonresidential development. The town has a generous supply of residentially zoned land, but an inadequate supply of prime industrial sites. Numerous studies have demonstrated that residential development requires more services and pays less in property taxes than industrial land.

It is important that any adverse impacts of industrial rezoning on nearby residential properties be avoided. To accomplish this the town should institute liberal buffer area requirements mandating that adequate natural vegetative buffers be in place between industrial areas and residential zones.

Improving Contoocook Village

For thirty years or more the retail industry has been favoring the development of large national stores in prime locations. In the case of Hopkinton, this has favored a concentration of retail and service industries in Concord. We estimate that Hopkinton residents spend a total of about $55 million annually on retail goods and services, but only about $2-4 million of that stays in Hopkinton. Capturing more of these sales that now flow out of town is the prime way to improve investment in, and the performance of, the Village.

The long-established patterns of shopping outside of town have left the Village with a thin inventory of retail stores, but nonetheless, some positive signs:

- We estimate there are 67,500 square feet of nonresidential building space in the village—we found essentially no vacancies.

- Although small, the village has a healthy diversity of uses with retailing, services and institutional users each occupying about one-third of this space.

- The major convenience goods categories of groceries, pharmacy and gasoline sales are represented in the village.

The village has a number of assets to help build a more prosperous future:

- The river is a scenic resource.

- The architectural scale of the village is comfortable.

- Properties are generally well-maintained with few signs of blight.

- The historic architecture is not improved to its highest potential, but remains intact for the most part.

- The covered bridge is unique and quaint.

- The Village is at a crossroad location, capable of serving several markets (nearby residents, town residents, through traffic, visitors/tourists.

Fundamentally we believe that the key ingredients of a more successful Village include those items that will make the Village a more attractive place to visit including:

- Better maintenance of existing public spaces—roads, walks, parking and parks.

- Making the Village more pedestrian friendly by narrowing some of the extensive intersections and better defining the separation between roadways and walkways through curbing.

- Making better use of the river through an upgrading of the existing public spaces.

- Acquiring the railroad station and adjacent land for off-street parking and a riverfront park area.

- Adjusting the zoning ordinance to encourage the improvement of existing buildings and discourage new, incompatible structures.

- Developing aesthetic guidelines to help existing property owners.

These recommendations are summarized in the graphic on the following page. Additional details can be found in Sections III through V of the technical report.

Marketing and Promotion

Diversifying Hopkinton's tax base will require continuing marketing and promotional efforts. Many communities in New Hampshire now have a full-time or part-time economic development staff to promote and encourage nonresidential development. Although it would be advantageous to have this function staffed in Hopkinton, it is impractical to staff and fund a full-time effort, which would cost upwards of $100,000 per year.

In the absence of this, we recommend two major initiatives.

The first is to continue the role of the Hopkinton Economic Development Committee. This report is merely a guideline that will achieve nothing without implementation. Implementation, in turn, needs a group to continue to advocate economic development initiatives.

It became obvious in working with the Hopkinton Economic Study Committee that the town has a number of interested citizens with related skills in the planning and development field. These represent an important resource for the town. The roles of the committee can include:

- Overseeing the implementation of the recommendations in this report, including helping draft and speaking at town meeting regarding rezoning and related issues.

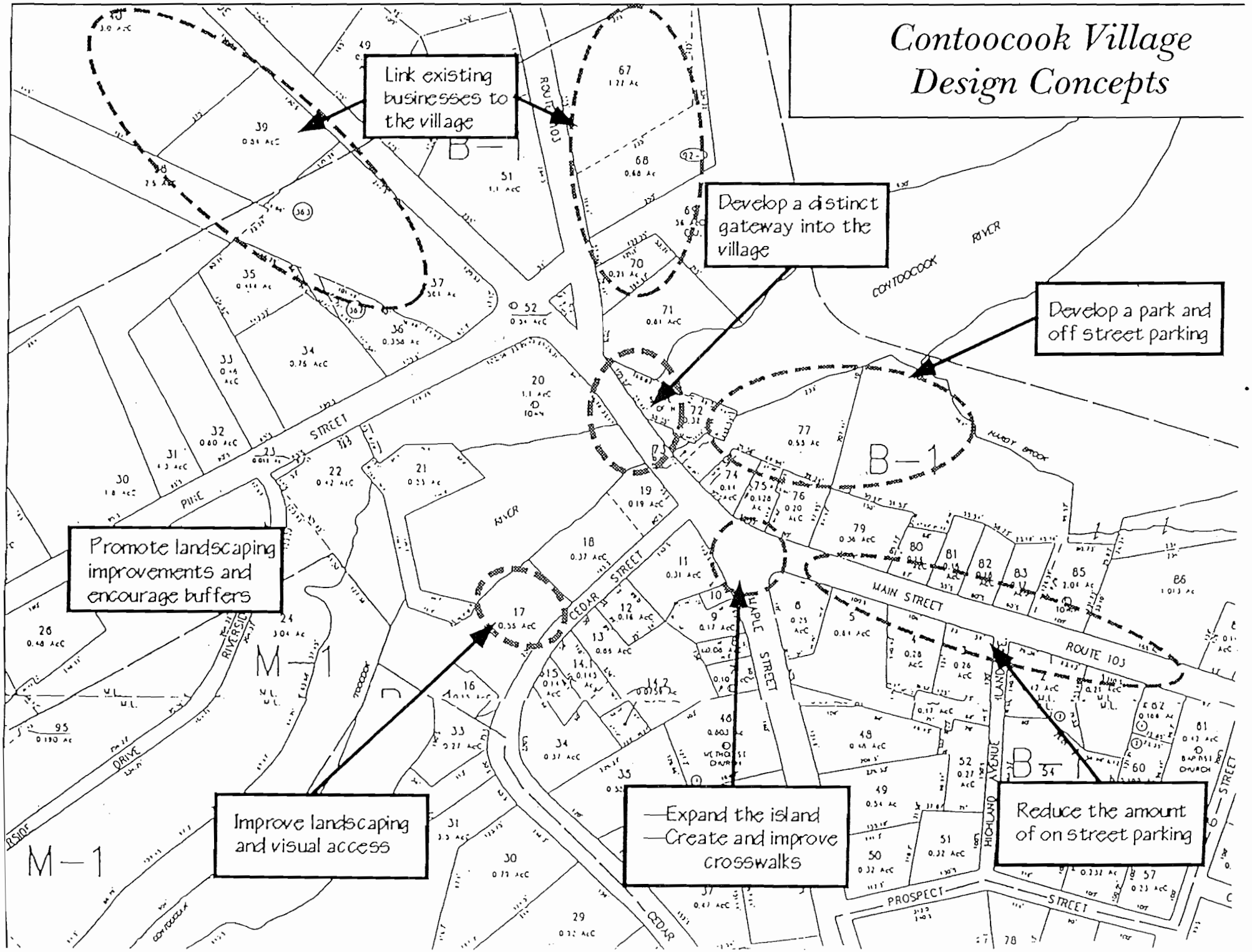
- Serving as a go-between to help nonresidential investors through the zoning review process.

- Helping prospects better understand the benefits of a Hopkinton location.

It is vital that prospects feel welcomed in a new community and have local contacts to explain and expedite the development review process. In the course of our assignment, we heard several complaints about the development approval process in Hopkinton. Part of these can be attributed to the lack of a local planner, but a significant portion of the problem is also due to a lack of familiarity with the approval process on the part of applicants. Nonresidential investors today expect a quick and professional review of their applications. The Committee can help insure this in Hopkinton.

The second component of the marketing strategy is to forge a close alliance between the town and the Capital Development Corporation (CRDC). CRDC is one of the most

Contoocook Village Design Concepts



successful economic development corporations of its type in New England. It has successfully developed the Concord Airport Business Park and is actively seeking activities outside of Concord. The opportunities in Hopkinton are attractive to CRDC and include:

- Helping to market and promote Hopkinton sites to prospective users and investors.
- Helping fund new private investment in Hopkinton through SBA and related low interest loan programs.
- Possible direct participation in the nonresidential land development process as a co-developer with private interests or the town.

Zoning Reform

Whiteman and Taintor reviewed the Hopkinton Zoning Ordinance to recommend changes that would bring it into conformance with the elements of this Tax Base Diversification Strategy. Their recommendations are set forth in Section V of this report. In summary, the recommendations are:

Contoocook Village

- Adopt stronger design and performance controls on new commercial buildings such as drive-in restaurants, automobile dealerships, automobile body and paint shops, and commercial parking lots.
- Reduce the minimum required front setback from 30 feet to 10 feet or less; and consider reducing the minimum required lot area from 15,000 square feet to between 7,000 and 10,000 square feet.
- Reduce the minimum required open space from 30 percent of lot area to 20 percent or less.
- Relax the requirements for off-street parking to a percentage of the number of spaces that are required in other areas of town, and/or provide for a special permit waiver of all or part of the required parking spaces within a specified radius of a municipal parking lot.
- Amend the sign regulations to address specific design considerations for the village, including establishing a height limit for free-standing signs, increasing the maximum aggregate sign area for multi-tenant buildings, and placing more stringent standards for individual signs.

- Revise the site plan review provisions of the ordinance by making the standards for review more specific and incorporating building design issues in addition to site development standards.

Industrial District

- Refine the list of permitted uses in order to preserve prime industrial sites for large-scale industrial uses, rather than losing them to scattered, small-scale commercial development.

Home Businesses

- Redefine "home business," "home occupation" and "telecommuting" as accessory uses rather than principal uses.

- Consider relaxing the floor area limitation for home businesses and home occupations.

- Consider adopting a two-tier system for home businesses based on impacts, with one level of use allowed by right and a more intensive level requiring a special permit.

Administration

- Establish an ombudsman program to help guide applicants through the process of gaining necessary approvals for economic development projects.

- Establish a part-time town planner position, either by contracting with the regional planning commission or by sharing the services of a "circuit rider" planner with nearby communities.

- Prepare a guide to the development approval process.

hopkinton final summary july 1998

SECTION I

HOPKINTON INDUSTRIAL DEVELOPMENT PROSPECTS: MARKET DEMAND INDICATORS

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Hopkinton Industrial Development Prospects: Market Demand Indicators

This report presents an analysis of factors structuring the demand for industrial land in Hopkinton. The analysis places Hopkinton within the broader economic framework of Merrimack County.

Area Economic Trends

The principal indicator of the area's economic performance is trends in jobs and number of establishments within Merrimack County. Our analysis adopts the 1985-95 timeframe, so as to include both strong economic times (1985-89) and the recession/recovery phase (1990-95).

The area economy has performed very well during this time frame:

- There was a net increase of 1,150 new business establishments between 1985 and 1995, including over 700 since 1990.

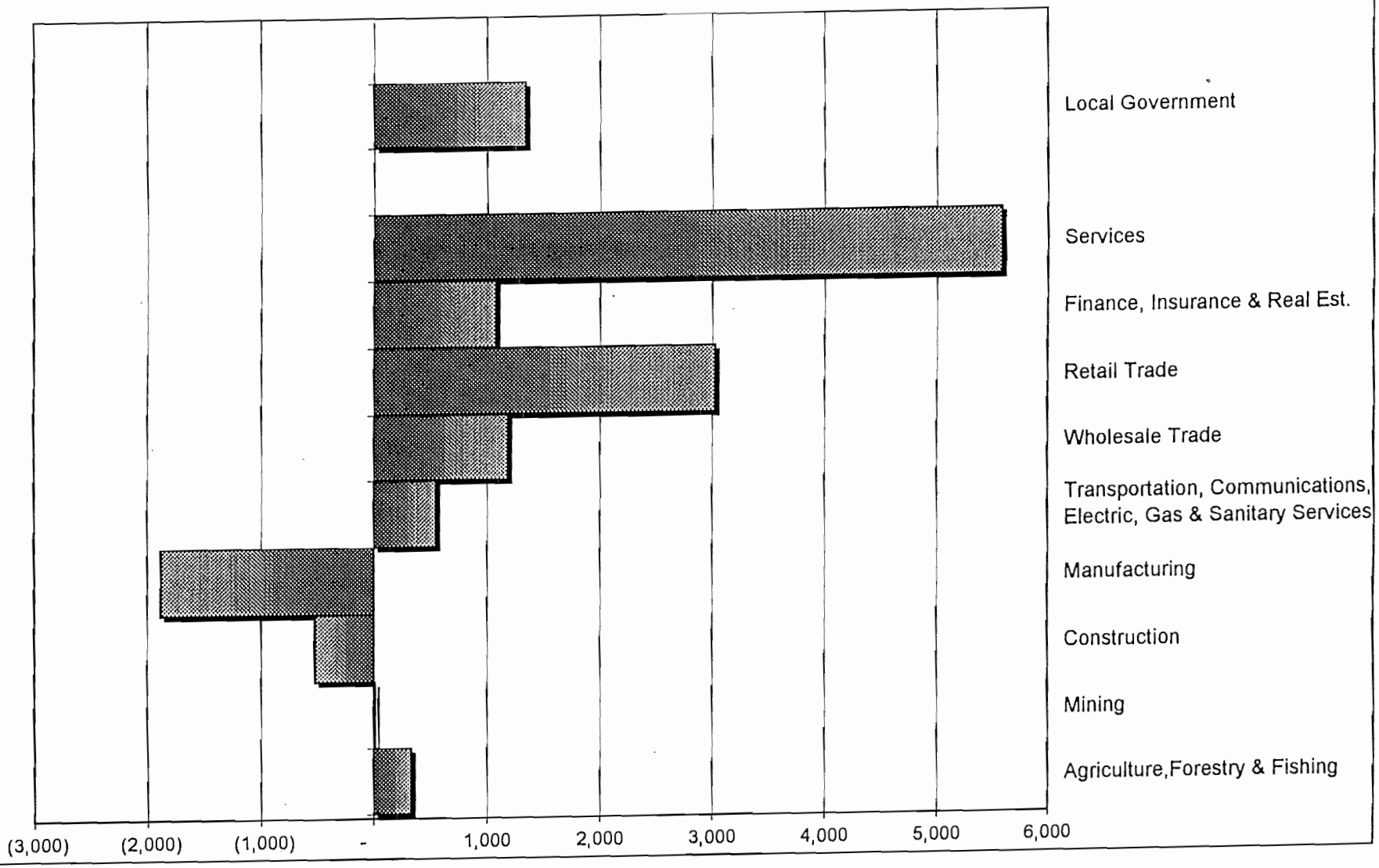
- This business growth generated a net increase of just under 14,000 new jobs during the decade, including almost 6,000 since 1995—exclusive of state and federal government categories.

- The strongest growth has been in the service sector, which added over 500 new establishments and 5,600 new jobs during the decade(See Figure 1).

- The second strongest growth was in retail trade, which had a net increase of just over 200 establishments and just over 3,000 new jobs.

These patterns favoring service and retail expansion are driven by national trends and are not unique to Merrimack County. Merrimack's healthy rate of expansion overall is

Figure 1: Change in Merrimack County Employment 1985-95



consistent with that of the state's strong growth trends and is stronger than performance registered nationally.

Trends Affecting Industrial Land Absorption

The principal categories affecting industrial land absorption are (1)manufacturing, (2)wholesale trade and (3)transportation/communciations and utilities.

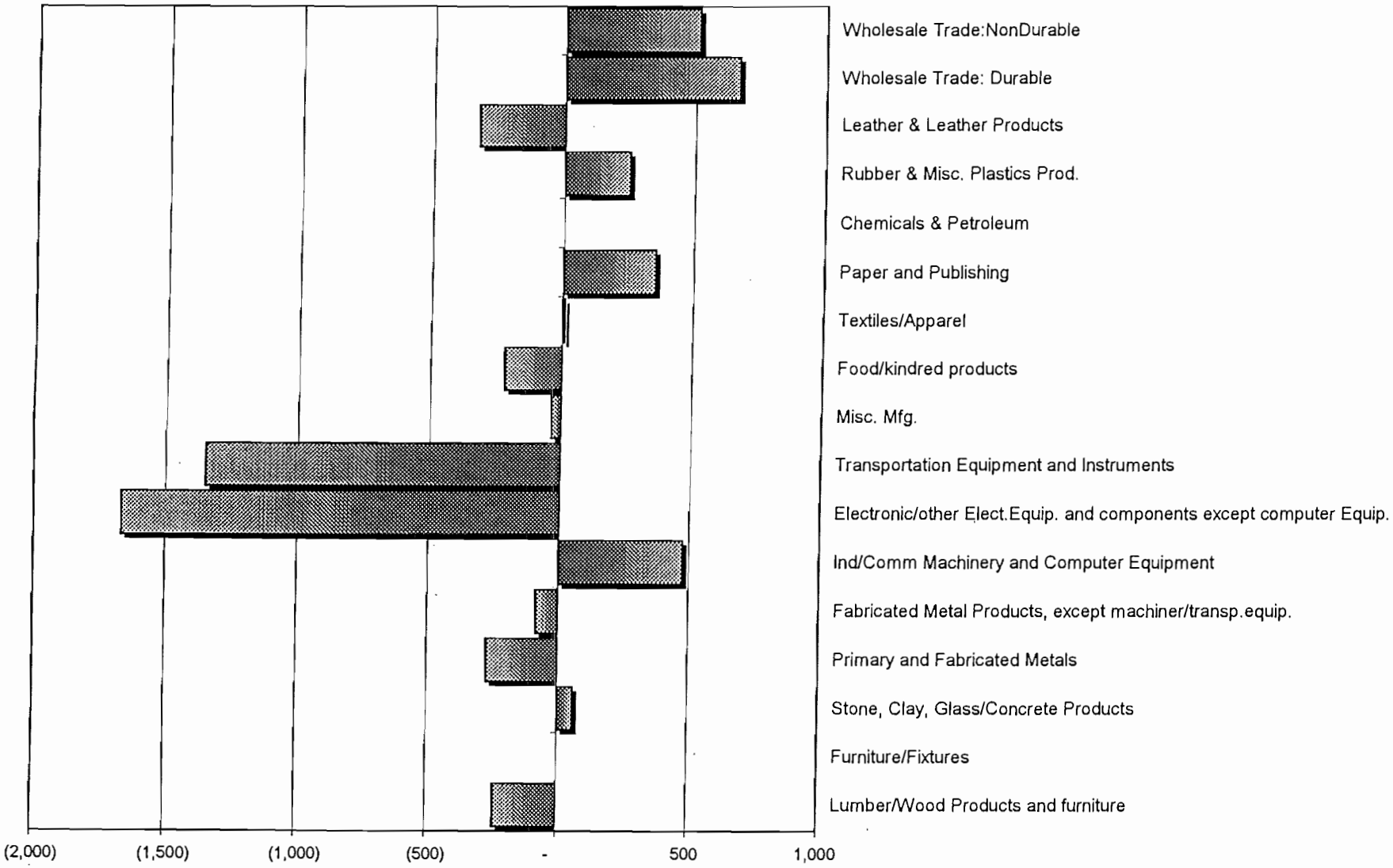
The area's manufacturing industries did not perform well during the 1985-95 period. Overall, there was a net loss of 17 establishments and a loss of 1.900 manufacturing jobs during the decade.

Major losses were sustained in several industries (See Figure 2):

- Electronic and Electrical Equipment—1,700 jobs lost
- Instruments—1,350 jobs lost
- Metal Industries—275 jobs lost
- Leather/leather products—329 jobs lost.
- Food Products—220 jobs lost

Offsetting some of these losses is expansion in some of the manufacturing categories including the paper/publishing industry, which added 350 jobs and the industrial machinery and computer equipment industry, which added just under 500 jobs. On balance, the expanding industries did not offset the losing categories resulting in the overall decline in manufacturing activity in the area. The declines in Merrimack County between 1985 and 1990 mirrored a statewide pattern of employment losses (the state went from 122,500 manufacturing jobs to 105,600). The Merrimack declines were more pronounced than in the state between 1990 and 1995—the state is now experiencing modest increases in manufacturing employment.

Figure 2: Change in Merrimack County Industrial Employment, 1985-95



Simply put, Merrimack county and especially the Concord region, have been moving away from reliance on traditional manufacturing activity as the economic base of the area. This transition is occurring faster than in the state. The state's manufacturing employment is on the rise, but the increases are focused on several geographic submarkets: Nashua, Salem and the Seacoast—all areas that have a base of high technology activities that is lacking in the Concord area. Concord does not have the skilled labor force in the high-technology industries that are now in favor. Instead, it is labor force has strong skills in the white-collar occupations, especially government and insurance. Consequently, it is running behind other areas in terms of manufacturing activity. There is little evidence of a change occurring in the short-term.

The second major category of growth affecting industrial land needs is wholesale trade. The area is performing much better in this category than in manufacturing:

- Between 1985 and 1990 the area experienced a net increase of over 200 wholesale trade firms.

- Wholesalers added almost 1,200 new jobs during the decade, including over 500 new jobs since 1990.

- Growth was strong in both the durable and nondurable wholesale trade categories.

It is generally thought that wholesale trade jobs are inferior to manufacturing jobs, but this is not necessarily the case. On average, Merrimack's manufacturing jobs paid $560.68 weekly in 1995. Jobs in the wholesale trade industry paid wages averaging $648.61 per week in 1995—15% higher than manufacturing.

The area's strong wholesale trade performance is understandable:

- The confluence of I-93 and I-89 and NH Route 4 provides excellent accessibility to areas both in and outside of New Hampshire.
- The area is in the center of the state, minimizing travel distance for firms needing statewide coverage.
- The area's rural communities can provide inexpensive land suitable for the needs of wholesale distributors—municipal sewer/water utilities may not be required for many of these firms.
- Wholesale firms do not require a specialized manufacturing workforce (which Concord has been losing during the past decade).

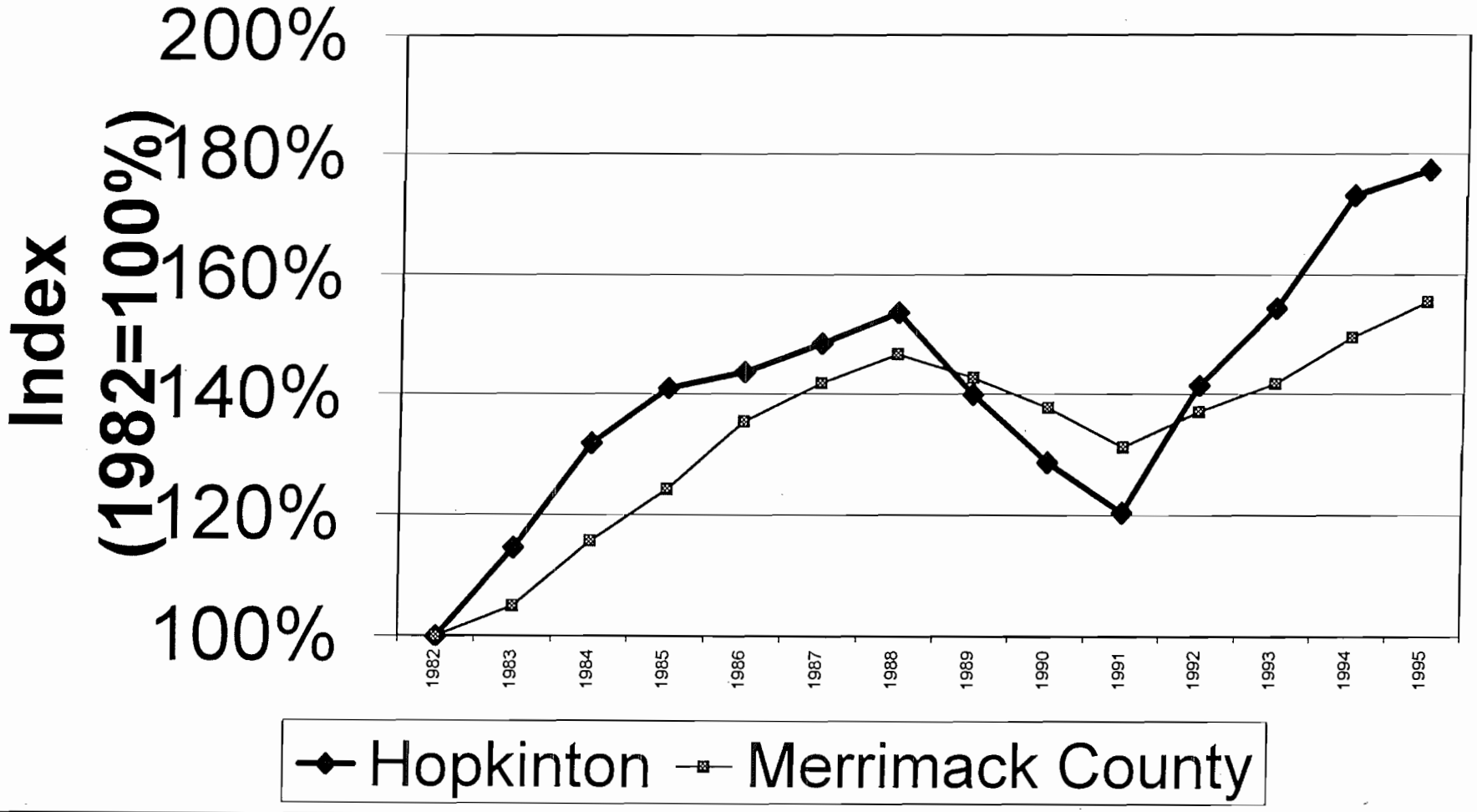
The third category important to industrial land absorption is transportation, communications and utilities. These firms frequently locate establishments in industrial settings (particularly the transportation element), but this is not always the case. This category has been growing in the Concord region, adding 545 jobs over the past decade. There are several disadvantages to this industry, however:

- The pie is fairly small. There were only 139 firms in the industry countywide, in contrast to 366 wholesalers and 224 manufacturers.
- These firms tend to favor more urban locations, closer to customers than Hopkinton offers.
- They are sometimes in industrial settings, but more often in office type settings—Hopkinton could find it difficult to compete.

Comparative Hopkinton Performance

There is limited economic data specific to Hopkinton, because it is a small community. Nonetheless, some elements of the relative performance can be seen in Figure 3. Generally, Hopkinton's job growth has closely followed that of the County. Since the recovery began in 1991, however, Hopkinton has out-performed the broader region.

Figure 3: Comparative Job Growth



As of 1995 the profile of employment in Hopkinton consisted of:

- A total of 146 establishments employing 1,500 workers, earning wages of $44,692,900 a year in wages.

- 13 manufacturing firms employing 444 workers, earning wages of $16,188,547 a year.

What stands out in the Hopkinton profile is that it is blessed with firms that are capable and willing to pay comparatively high wages. Average weekly wages for manufacturing firms in the town were $701.43—the highest among the 27 Merrimack county communities and well above the county average of $524.64 per week—the comparative state figure was $665.01 per week. Hopkinton's nonmanufacturers also tend to fall in the high wage category—averaging $518.07, the second highest (only to Concord) in the county.

Strategic Implications

We have additional research to complete before setting a course for Hopkinton to follow. Nonetheless, some observations are relevant based on this review of trends:

- Distribution and warehousing activities are outperforming manufacturing in the area's economy.
- Hopkinton's wage structure may be too high for some manufacturers to handle.
- Hopkinton's I-89 exits bode well for distributors
- The labor force skills many manufacturers desire are not prevalent in the Hopkinton area.
- There is a shortage of affordable good land for distribution and warehousing in the region.

- The lack of sewer is less of a problem for distributors than for manufacturers. Distributors are, however, sensitive to municipal water for fire protection purposes.

All of which indicates that an approach focusing on the needs of distribution and warehousing activities will probably be more successful than one that looks solely to traditional manufacturing activity.

Table 1: Trends in Employment and Establishments, Merrimack County

SIC Code	Industry	1985 Units	1985 Average Annual Employment	1990 Units	1990 Average Annual Employment	1995 Units	1995 Average Annual Employment	Change In Units 1985-90	Change In Units 1990-95	Change In Employment 1985-90	Change In Employment 1990-95	Change In Employment 1985-95
	Total All Industries Excluding State and Federal Govt	2,650	39,051	3,087	47,013	3,805	52,988	437	718	7,962	5,975	13,937
01-09	Agriculture,Forestry & Fishing	39	259	9	77	92	590	(30)	83	(182)	513	331
10-14	Mining	10	98	10	113	12	113	-	2	15	-	15
15-17	Construction	421	2,800	447	2,615	368	2,274	26	(79)	(185)	(341)	(526)
20-39	Manufacturing	241	11,294	236	9,204	224	9,410	(5)	(12)	(2,090)	206	(1,884)
40-49	Transportation, Communications, Electric, Gas & Sanitary Services	86	1,196	107	1,557	139	1,741	21	32	361	184	545
50-51	Wholesale Trade	153	1,798	204	2,470	366	2,979	51	162	672	509	1,181
52-59	Retail Trade	564	7,864	651	9,239	772	10,890	87	121	1,375	1,651	3,026
60-67	Finance, Insurance & Real Est.	206	3,608	241	4,564	300	4,683	35	59	956	119	1,075
70-89	Services	921	9,805	1,156	12,962	1,427	15,393	235	271	3,157	2,431	5,588
	Local Government	58	3,552	68	4,473	99	4,891	10	31	921	418	1,339

Table 1: Trends in Employment and Establishments, Merrimack County

SIC Code	Industry	1985 Units	1985 Average Annual Employment	1990 Units	1990 Average Annual Employment	1995 Units	1995 Average Annual Employment	Change in Units 1985-90	Change in Units 1990-95	Change In Employment 1985-90	Change In Employment 1990-95	Change In Employment 1985-95
Industrial Categories												
24,25	Lumber/Wood Products and furniture	46	1,035	37	685	35	793	(9)	(2)	(350)	108	(242)
25	Furniture/Fixtures	in sic 24		3	31	n	n			31		
32	Stone, Clay, Glass/Concrete Products	17	212	15	247	12	272	(2)	(3)	35	25	60
33,34	Primary and Fabricated Metals	23	1,666	28	1,403	27	1,393	5	(1)	(263)	(10)	(273)
34	Fabricated Metal Products, except machiner/transp.equip.	16	887	inc in primary metals		18	802			(887)	802	(85)
35	Ind/Comm Machinery and Computer Equipment	31	782	35	761	34	1,259	4	(1)	(21)	498	477
36	Electronic/other Elect.Equip. and components except computer Equip.	18	2,345	10	862	12	678	(8)	2	(1,483)	(184)	(1,667)
37	Transportation Equipment and Instruments	15	2,045	16	1,847	12	695	1	(4)	(198)	(1,152)	(1,350)
39	Misc. Mfg.	5	45	8	124	4	7	3	(4)	79	(117)	(38)
20	Food/kindred products	10	408	7	422	7	189	(3)	-	14	(233)	(219)
22,23	Textiles/Apparel	12	436	6	390	9	444	(6)	3	(46)	54	8
26,27	Paper and Publishing	48	1,429	52	1,535	49	1,782	4	(3)	106	247	353
28,29	Chemicals & Petroleum	12	487	4	28	n	n	(8)		(459)		
30	Rubber & Misc. Plastics Prod.	12	487	11	759	10	737	(1)	(1)	272	(22)	250
31	Leather & Leather Products	4	404	4	110	3	75	-	(1)	(294)	(35)	(329)
50	Wholesale Trade: Durable	105	1,210	143	1,645	260	1,877	38	117	435	232	667
51	Wholesale Trade:NonDurable	48	588	61	825	107	1,101	13	46	237	276	513

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Bookemp Sheet1

Town of Hopkinton

POPULATION GROWTH

POPULATION					Change				PERCENT CHANGE			
	Census		OSP - Est.	Proj.								
1970	1980	1990	1995	2000	70-80	80-90	90-95	90-2000	70-80	80-90	90-95	90-2000
3,007	3,861	4,806	4,902	5,105	854	945	96	299	28%	24%	2%	6%

UNITS AUTHORIZED BY PERMIT

nit ype	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Average Annual Change 1983-95
ingle Family	39	40	53	45	57	59	9	3	11	14	11	11	14	28
ultifamily	0	3	8	0	0	0	2	31	0	0	1	0	2	4
obile Homes	8	0	0	4	8	21	4	1	2	1	2	5	3	5
otal	47	43	61	49	65	80	15	35	13	15	14	16	19	36

HOUSING UNITS

	1980	1990	Change 1980 - 90	% 1980 - 90
Total Units	1,480	1,924	444	30%
Owner Occupied	1,160	1,525	365	31%
Renter Occupied	172	234	62	36%
Total Occupied	1,332	1,759	427	32%

EMPLOYMENT & EMPLOYMENT CHANGES

1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Change 1982-94	% Change 1982-94
847	971	1,116	1,194	1,217	1,258	1,302	1,185	1,090	1,020	1,198	1,308	1,467	620	73%

82-83	83-84	84-85	85-86	86-87	87-88	88-89	89-90	90-91	91-92	92-93	93-94
124	145	78	23	41	44	-117	-95	-70	178	110	159
15%	15%	7%	2%	3%	3%	-9%	-8%	-6%	17%	9%	12%

Source : Population figures for 1970,1980 and 1990 are census based
Population estimates for 1995 and 2000 - New Hampshire Office of State Planning

Units Authorized by Permit - New Hampshire Office of State Planning

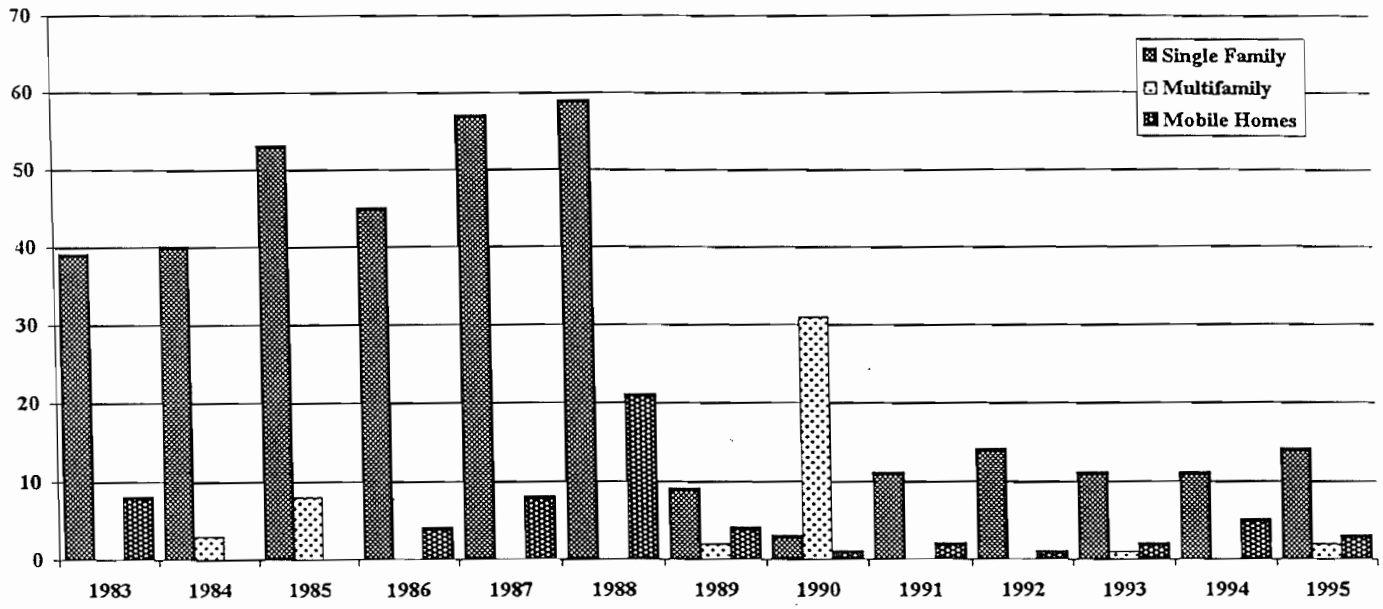
Housing Unit figures for 1980,1990 are census based.

Employment data - New Hampshire Department of Employment Security (Covered, Private Employment)

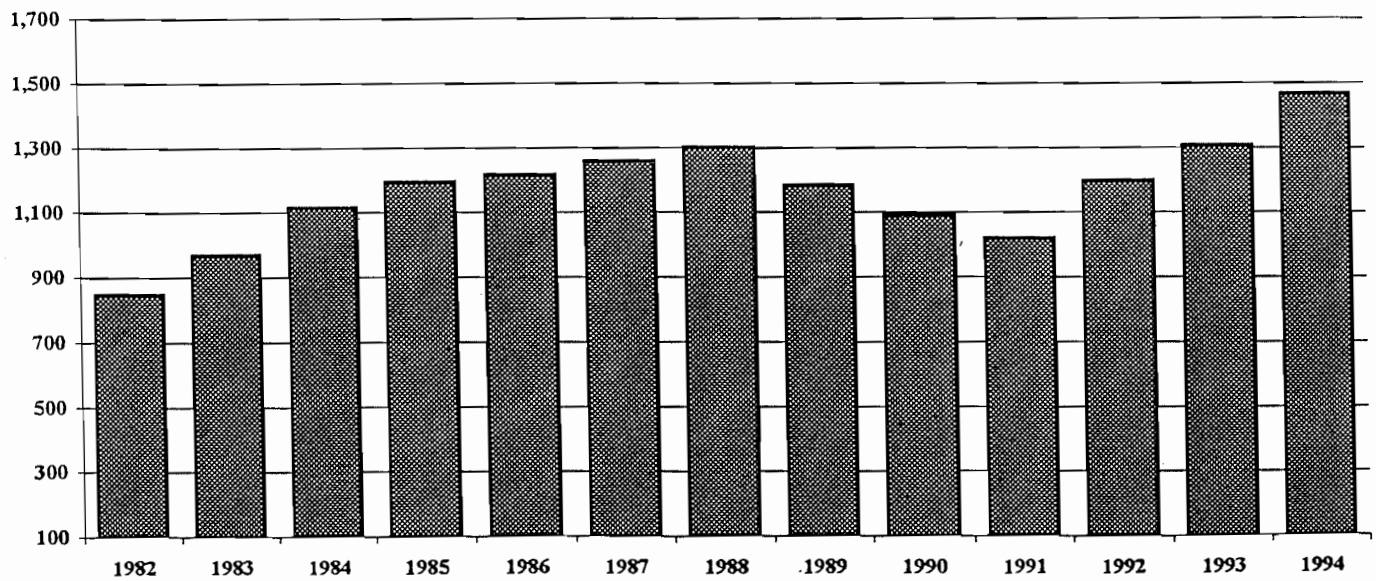
Hopkinton

Printed : 12/1/97

Housing Units Authorized by Permit



Employment Trends



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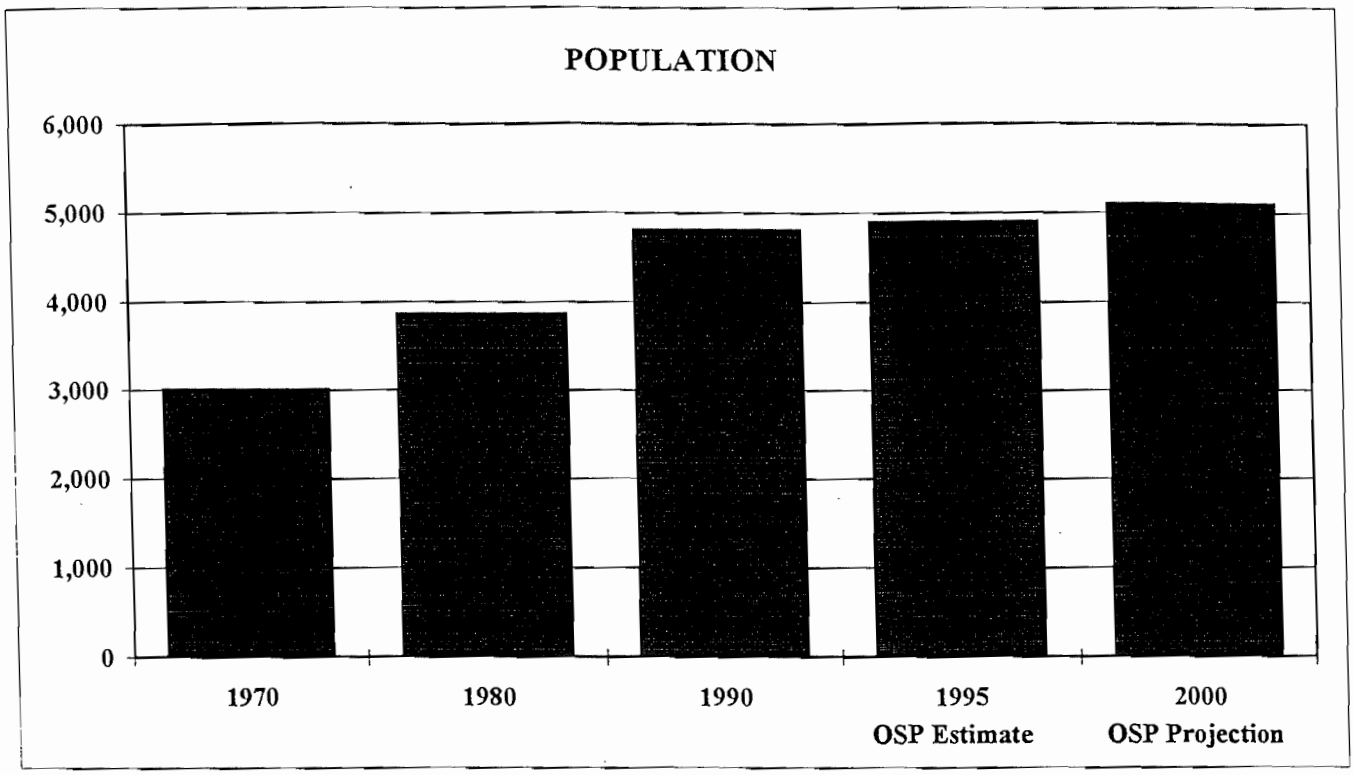
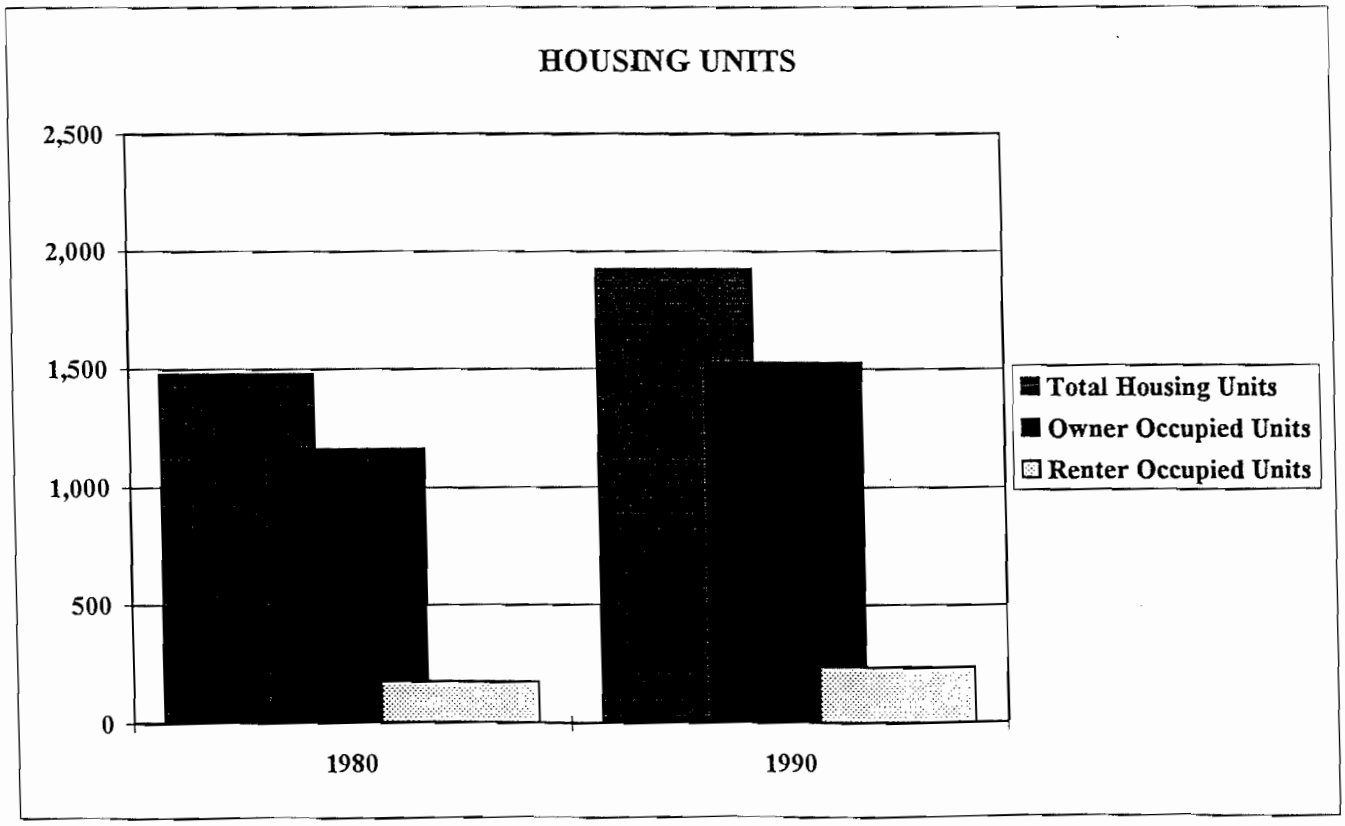




Print Date: 12/1/97

Merrimack County

POPULATION GROWTH

POPULATION					CHANGE				PERCENT CHANGE			
	Census		OSP - Est	Proj.								
1970	1980	1990	1995	2000	70-80	80-90	90-95	90-2000	70-80	80-90	90-95	90-20(
80,925	98,302	120,005	124,165	129,339	17,377	21,703	4,160	9,334	21%	22%	3%	8

UNITS AUTHORIZED BY PERMIT

Unit Type	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Averaı Annu: Chanı 1983-9
Single Family	528	537	1,346	2,014	1,326	1,024	502	335	318	285	305	352	372	71
Multifamily	164	632	1,658	846	533	170	262	78	23	39	43	12	27	34
Mobile Homes	50	68	46	98	73	73	72	54	25	27	15	47	82	5
Total	742	1,237	3,050	2,958	1,932	1,267	836	467	366	351	363	411	481	1,11

HOUSING UNITS

	1980	1990	Change 1980 - 90	% 1980 - 90
Total Units	39,636	50,870	11,234	28%
Owner Occupied	24,306	31,088	6,782	28%
Renter Occupied	10,368	13,507	3,139	30%
Total Occupied	34,674	44,595	9,921	29%

EMPLOYMENT & EMPLOYMENT CHANGES

1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Change 1982-94	% Change 1982-94
30,940	32,496	35,790	38,418	41,878	43,876	45,380	44,147	42,577	40,554	42,365	43,846	46,256	15,316	50%

82-83	83-84	84-85	85-86	86-87	87-88	88-89	89-90	90-91	91-92	92-93	93-94
1,556	3,294	2,628	3,460	1,998	1,504	-1,233	-1,570	-2,023	1,811	1,481	2,410
5%	10%	7%	9%	5%	3%	-3%	-4%	-5%	4%	3%	5%

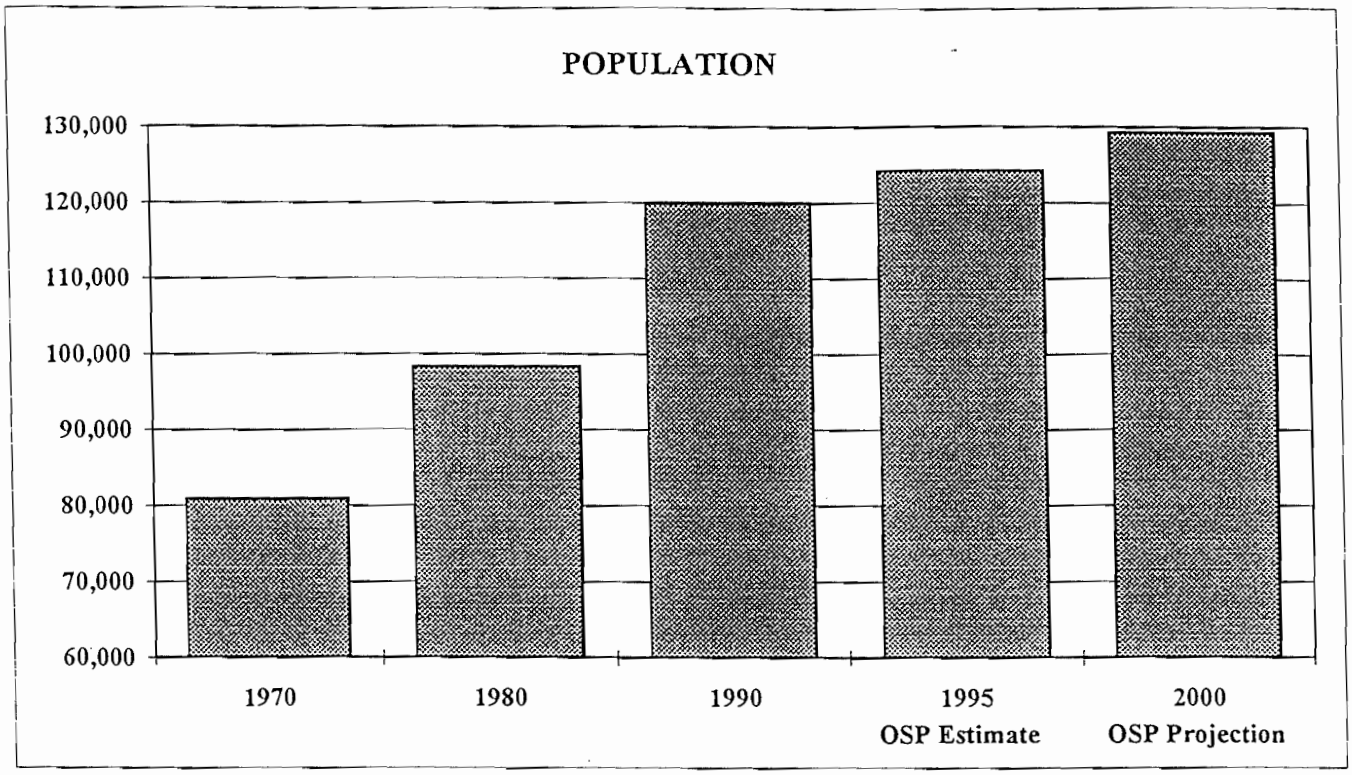
Source : Population figures for 1970,1980 and 1990 are census based
Population estimates for 1995 and 2000 - New Hampshire Office of State Planning

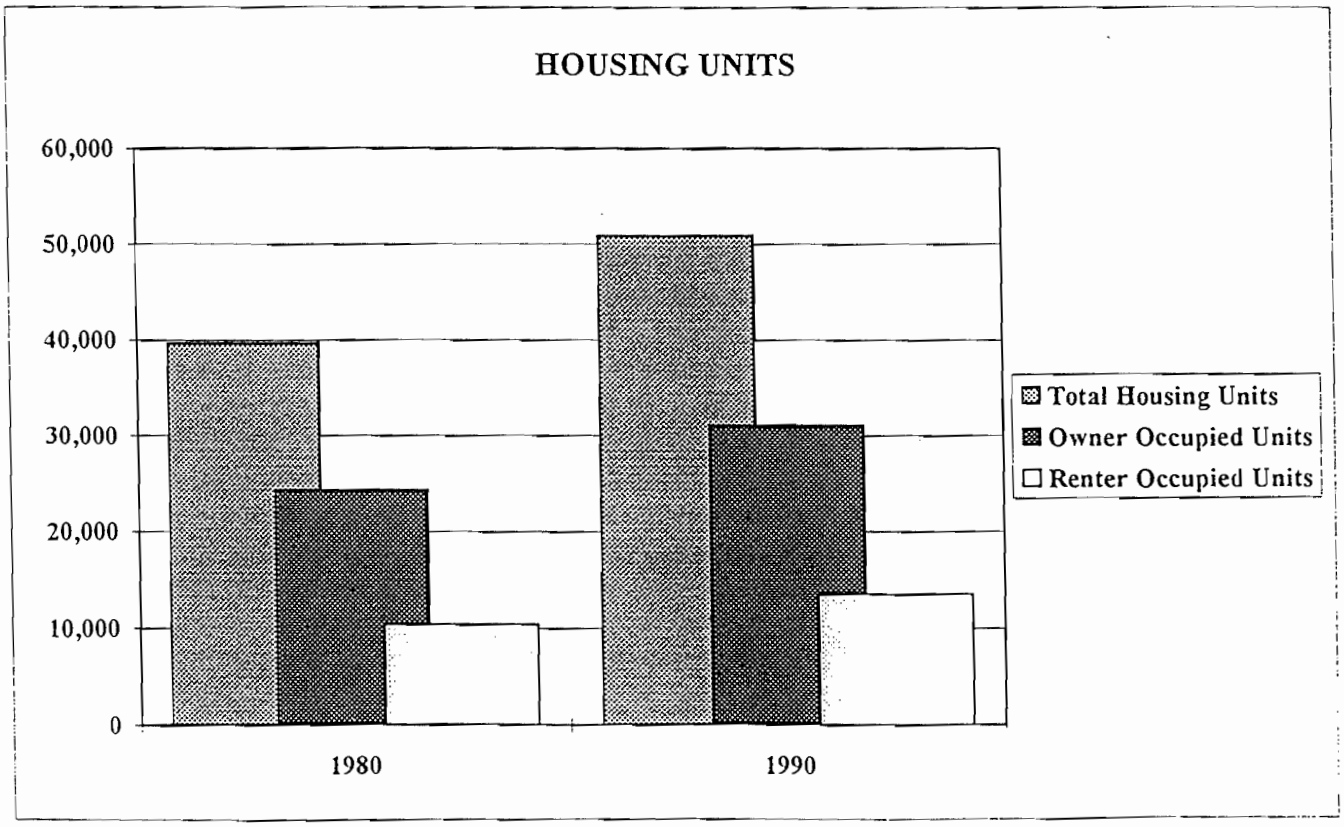
Units Authorized by Permit - New Hampshire Office of State Planning

Housing Unit figures for 1980,1990 are census based.

Employment data - New Hampshire Department of Employment Security (Covered, Private Employment)

Printed : 12/19/96





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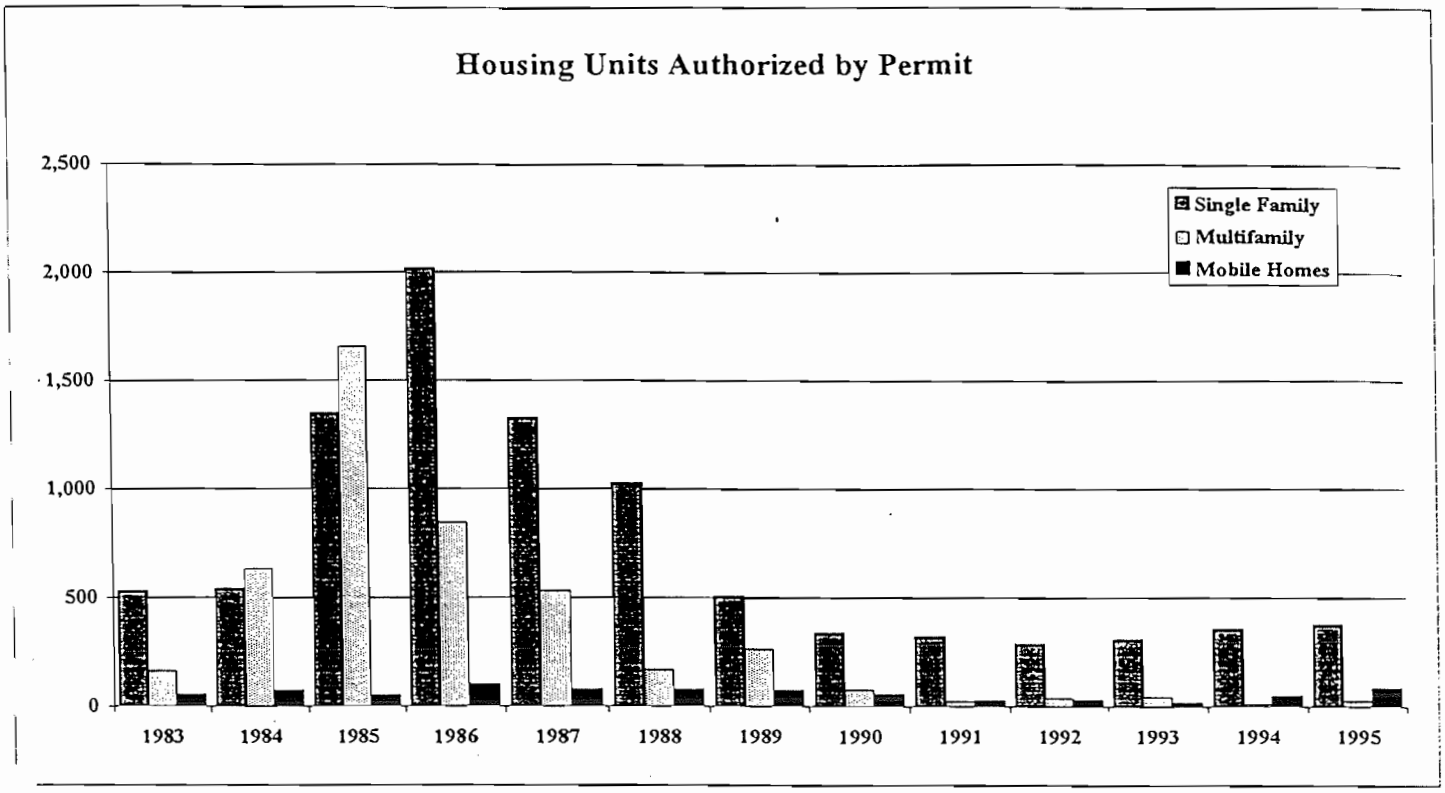

Print Date: 12/19/96

Trends in Covered Employment: Hopkinton and Merrimack County

	Hopkinton	Merrimack County	Index: Hopkinton	Index: County	Hopkinton Share of County
1982	847	30,940	100%	100%	2.7%
1983	971	32,496	115%	105%	3.0%
1984	1,116	35,790	132%	116%	3.1%
1985	1,194	38,418	141%	124%	3.1%
1986	1,217	41,878	144%	135%	2.9%
1987	1,258	43,876	149%	142%	2.9%
1988	1,302	45,380	154%	147%	2.9%
1989	1,185	44,147	140%	143%	2.7%
1990	1,090	42,577	129%	138%	2.6%
1991	1,020	40,554	120%	131%	2.5%
1992	1,198	42,365	141%	137%	2.8%
1993	1,308	43,846	154%	142%	3.0%
1994	1,467	46,256	173%	150%	3.2%
1995	1,502	48,096	177%	155%	3.1%

SECTION II

TOWN OF HOPKINTON
NON-RESIDENTIAL TAX BASE
DIVERSIFICATION STRATEGY

Task 4. Land Capability Analysis

applied economic research aer

Town of Hopkinton
Non-Residential Tax Base Diversification Strategy

Task 4: Land Capability Analysis

September 25, 1997

Submitted to:

Town of Hopkinton, NH

Submitted by:

Whiteman & Taintor
Planning, Policy and Development Consultants

85 Main Street
Hopkinton, MA 01748
(508) 435-0340

Table of Contents

1.0 Introduction 1

2.0 Study Area 1

3.0 Natural Features 1

3.1 Soils 1

3.2 Topography 2

3.3 Floodplain 3

3.4 Wetlands 3

4.0 Infrastructure 4

4.1 Highway Accessibility 4

4.2 Wastewater Disposal 4

4.3 Water Service 5

5.0 Analysis of Development Suitability 6

6. 0 Conclusion 9

Appendix 1

List of Tables

Table 1: Potentially developable parcels near Pine Street ____ 7

Table 2: Potentially developable parcels near Maple Street ____ 8

Table 3: Additional parcels for consideration near Maple Street ____ 9

List of Maps

Area 1: Interchange 6 and Pine Street

Map 1A – Soil Analysis

Map 1B – Floodplain

Map 1C – Development Suitability

Map 1D – Prime Development Areas

Area 2: Interchange 4 and 5

Map 2A – Soil Analysis

Map 2B – Floodplain

Map 2C – Development Suitability

Map 2D – Prime Development Areas

1.0 Introduction

The purpose of this study is to assess the natural carrying capacity of the land along Interstate 89. This analysis will assist the Town in determining which, if any, areas should be rezoned to allow for a greater range of nonresidential uses. The focus of this part of the study is based on an analysis of natural features in areas that are currently undeveloped or underdeveloped. Topography, soil constraints, and the locations of the floodplain and wetlands were examined in order to determine the natural carrying capacity of the area. This study does not attempt to analyze the infrastructure capacity and engineering specifics necessary to support additional uses. Therefore, road conditions, water service and solid waste management were only examined on a general level.

2.0 Study Area

The study area consisted of two primary areas: (1) west of Interstate 89 and the Contoocook Village, extending from north of the Hopkinton-Everett Reservoir to south of the Warner town line; and (2) south of Interstate 89 and east of the Hopkinton-Everett Reservoir. Both areas focus on the land adjacent to Interstate 89. Area 1 contains interchange 6 and Pine Street while Area 2 contains interchange 4 and 5.[1]

The base maps were created through the use of the United States Geological Survey's Quadrangle for the area, a soil map created for the 1987 Master Plan based on information from the Merrimack County Soil Survey, and Flood Insurance Rate Maps from the Federal Emergency Management Agency.

3.0 Natural Features

3.1 Soils

Maps 1A and 2A illustrate the degree that soils constrain development opportunity. Soils are ranked according to severe, moderate and slight limitations for various uses in community development. A rating of slight indicates that the soil has few to no limitations; soils with a rating of moderate have one or more limitations that can usually be overcome or corrected; and a severe rating indicates that use of the soils is seriously limited by a hazard or restriction that is difficult to overcome. However, it should be noted that in spite of these ratings, the soils could be used for development if the investment is made to correct the characteristics that contribute to a moderate or severe rating.

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[1] Although the area near interchange 7 has been targeted for industrial development in the past, it was not a focus of this analysis, in part because of the recent rezoning of the area from M-1 to R-1. See the Appendix for an overview of development capability in this area.

Most of the limitations are due to a seasonal high water table, slope, or stony surfaces for the moderate category and a high water table, flooding, steep slopes, and stony surfaces for the severe category.

Area 1

The primary soil found in Study Area 1 with slight limitations is the Hinckley series with a slope of 0-8%. Soils with moderate constraints in this area are predominately the Gloucester series which have limitations due to stones on the surface and slope to a certain degree. The soils with severe constraints are generally located within the floodplain and consist of the Rumney, Saco, and Ondawa series which have high water tables and/or a tendency to flood. There are some areas near Contoocook Village that have soils with severe limitations due to slope.

Area 2

Area 2 contains far less land area with soils that have slight limitations than does Area 1. The Hopkinton village is the only area with slight limitations and is made up of Windsor loamy sand with slopes of 3-8%. Soils with moderate constraints are the Gloucester series and have slopes of 8-15%. The largest component of the severe limitations area is also the Gloucester series but it consists of *extremely* stony sandy loam and slopes of 8-25% (the moderate category of the Gloucester series is sandy loam with slopes of only 3-8%).

3.2 Topography

Topography plays a role in determining a site's suitability for development. The topography of the study area is shown on each of the base maps. The contours are shown at 10 foot intervals. Topographic levels within the study areas range from a low of 360 feet above sea level to a high of 550 feet in Area 1 and a low of 400 feet and a high of 800 feet in Area 2.

Area 1

The most level land can be found in Area 1, north and south of the Contoocook River. However, some of this area is subject to flooding (the 100-year floodplain is shown on Map 1B). Areas with moderate slopes (8-15%) are located at Emerson Hill, north of Bound Tree Road and south of Contoocook Village between Maple Street and Hopkinton Road. Steep slopes of 15% and greater make development virtually impossible. The western side of Gould Hill is the only area in Area 1 that falls into this category.

Area 2

Area 2 is limited in development options due to the lack of level land. Hopkinton Village and the vicinity nearest Hopkinton Road are the only sections of Area 2 with slopes of 0-8%. Substantial areas with moderate slopes of 8-15% are located to the west of the village along Henniker Road and south of Interstate 89 between Sugar Hill Road and South Road. Steep slopes of 15% or greater are associated with Putney Hill, Irish Hill and the area to the east of South Road and south of the Interstate.

3.3 Floodplain

The 100-year floodplain is designated on Maps 1B and 2B. A 100-year floodplain designation means that there is a 1% chance that a major flood could occur within that area in any given year. Therefore, a "100-year flood" could potentially occur several times within a 100 year period.

Development in floodplains is regulated in order to protect the health and safety of people in the area and to protect property. Unregulated development in the floodplain can increase the likelihood of flooding by increasing the surface runoff into the stream channel. All proposed development in a flood hazard area (as designated by the Federal Emergency Management Agency) require a special permit under the Town's Zoning Ordinance.

Area 1

The 100-year floodplain is associated with the Contoocook River, the Hopkinton–Everett Reservoir and the Hardy Spring Brook. This reduces the suitability for development immediately adjacent to the west side of the Interstate. A wetlands to the east of the Interstate and south of Contoocook Village is also considered to be part of the 100-year floodplain. However, this area is also constrained by soil limitations and steep slopes so it is unlikely that it would be targeted for development.

For the most part, the areas that lie within the floodplain contain severe soil constraints (see Map 1C). The soils within the floodplain are primarily limiting due to a high water table and the tendency to flood.

Area 2

In contrast to Area 1, the floodplains in Area 2 are primarily related to small ponds and wetlands rather than rivers and streams. However, there are two exceptions: the floodplain associated with the Hopkinton-Everett Reservoir occupies a substantial portion of the western edge of this study area. In addition, the Boutwell Mill Brook on the east side of the study area also creates a relatively narrow floodplain between Hopkinton Road and the Interstate. The majority of the floodplains in the this study Area are associated with Smith Pond, Kimball Pond, Whittier Pond, a wetland associated with Boutwell Mill Brook, a wetland associated with One Stack Brook and a wetland near the intersection of Old Putney Hill Road and Henniker Road.

3.4 Wetlands

Wetlands include marshes, swamps, and bogs and often lie within a floodplain. Development and activities which damage or replace wetlands with impervious surfaces result in increased runoff rates, reduce flood storage, and elevate peak flows. This leads to greater damage from storms.

According to the Town of Hopkinton's Zoning Ordinance, the Wetlands Conservation District overlay includes areas delineated as very poorly and poorly drained soils by the Soil Conservation Service. It also includes areas such as swamps, marshes or bogs. The limits of the Wetlands Conservation District include areas with these characteristics which are one acre or more in size, of any size if contiguous to surface waters such as

lakes, ponds, and streams, subjected to high water tables for extended periods of time and areas delineated as wetlands by on-site mapping.

Wetlands are located along the Contoocook River in study Area 1 and in areas associated with the floodplain described above in study Area 2. This is consistent with the findings of the soil analysis as well as the location of the 100-year floodplain.

4.0 Infrastructure

4.1 Highway Accessibility

Area 1 has highway access via interchanges 6 and 7. Interchange 6 provides access to Maple Street, east of Interstate 89. This allows for easy access to the southern most part of the current M-1 zone which runs parallel to the west side of Interstate 89. Maple Street is also the location of a smaller M-1 zone located near the western border of the study area and Clement Hill road. Businesses such as Digital, Paper Tech and Yankee Book Peddler can be accessed directly from interchange 6 without the disruption of traffic cutting through dense residential areas.

However, the majority of the land currently zoned M-1 is located near Pine Street. While this street passes directly beneath Interstate 89, there is no interchange to provide direct access from the Interstate to the Industrial area. In order to access this area from Route 89, traffic must exit at Interchange 6 and drive through the Contoocook Village to Pine Street. The alternative is to use Interchange 7 and travel south via Kearsarge Avenue to Contoocook Village. The primary obstacle preventing the ease of access from interchange 6 is the Contoocook River. While the area from Pine Street to Maple Street is one continuous industrial zone, there is no means to cross the Contoocook River to travel from Maple Street to Pine Street. The lack of direct access to Interstate 89 is a constraint to development.

Area 2 is easily accessible via interchange 4 and 5. Both interchanges provide access to Route 202/9 and the Hopkinton Village. The current zoning of this area is residential so access to businesses has not been an issue to date. However, if rezoning were considered for this area, Sugar Hill Road, South Road, Hopkinton Road, Jewett Road and Farrington Corner Road provide access to most potentially developable property in this study Area.

4.2 Wastewater Disposal[2]

The wastewater system in Contoocook Village is operated by the Town of Hopkinton. The Wastewater Plan is an aerated lagoon system designed for .12 million gallons per day (MGD). According to the Assistant Public Works Superintendent, the system is

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[2] Information regarding the water and sewer availability in Contoocook Village was provided by Stephen Clough, Assistant Public Works Superintendent, Water Precinct Superintendent in a letter dated August 14, 1997.

currently operating at about half capacity and consists of domestic and commercial service flows. There are no industrial flows and it is felt that the current facility would not be adequate for most industrial discharges due to its low concentration of biological process and long detention time.

The wastewater system serves the immediate village area. There have been no extensions of existing lines beyond the points where the collection system was originally installed in 1983 and 1984. The system services the following areas:

- Park Avenue from the village to the high school (no service is provided to Amesbury Park).
- Kearsarge Avenue from the village to 46 and 49 Kearsarge Avenue
- Riverside Drive up to the Excalibur building
- Pine Street from the village up to 136 and 141 Pine Street
- Main Street from the village up to 614 Main Street
- All of Prospect Street
- All of Highland Avenue
- All of School Street
- All of Cottage Street
- All of Cedar Street (no service provided to Carriage Lane)
- Maple Street from the village up to 228 and 223 Maple Street

It may be possible to service additional low-waste generating commercial and light industrial uses. However, based on the current type of system that has been installed, intensive industrial uses that would require a discharge permit are not appropriate for the current system. Opinions on long term improvements and options would have to be addressed by the Hopkinton Board of Selectmen and the Contoocook Village Precinct Commissioners.

4.3 Water Service

Unlike the wastewater system which is operated by the Town of Hopkinton, the water system is owned and operated by the Contoocook Village Precinct which is a separate municipal entity within the Town of Hopkinton. The Contoocook Village Precinct has approximately 500 services and Bear Pond is the only source of water. Seasonal flows range from 150,000 gallons per day in the winter to 250,000 gallons per day in the summer. The maximum output of the water filtration plant is about 350,000 gallons per day. The plant runs at or near capacity during the Hopkinton State Fair and during extended periods of hot weather.

The precinct has a primary storage tank with a capacity of approximately 400,000 gallons. The precinct also has a 300,000 gallon storage tank for emergencies but its elevation prevents any other practical use. The static pressure in Fountain Square is approximately 135 PSI. Fire flows are considered to be adequate but vary throughout the precinct depending on elevation and position of the hydrants in the distribution system.

The Contoocook Village Precinct Commissioners are considering capital projects such as increasing storage capacity, increasing filtration capacity, and replacing water mains. The priority of these long range improvements are flexible according to the community's needs. For example, the precinct is currently developing a project to extend a water

main, primarily for fire protection, to the Herrick properties on Burnham's Interval. There are no plans at this time to expand service in order to attract nonresidential development. Rather, the possibility of extending water service to new nonresidential development would have to be reviewed by the Commissioners on a case by case basis.

5.0 Analysis of Development Suitability

Area 1

The largest contiguous area with development potential is the area along Pine Street that is currently zoned for industrial use. A second area is located along Maple Street between the two existing industrial zones. Both areas are outside of the floodplain, contain soils with few to no limitations and are relatively flat in terms of topography. The only hindrance to development is the current lack of infrastructure and the accessibility problem associated with the locations of the interchanges from Interstate 89 described above.

The prime development areas are indicated on Map 1D. The developable parcel area of the northern most location (nearest Pine Street and north of Contoocook River) is approximately 374 acres. Parcels that are currently developed and portions of the lots with development constraints (i.e. soil constraints, floodplain, etc.) were not included in the total land area. There is one 133 acre parcel that contains a commercial building but was included in the analysis due to the large lot size and the potential for additional development in the future. It should be noted that there is a considerable amount of land currently zoned for industrial use along the Contoocook River that is also not included in the total developable area or in the prime development area shown on Map 1D. This is due to the location of the floodplain and the presence of soils with severe limitations. Consequently, the 374 acre estimate includes 240 acres of vacant land that could potentially be developed, 133 acres that could be more intensively developed than the existing use, and is not related to the total area currently zoned for industrial use or the total area shown for prime development. The developable parcels are as follows:

Table 1: Potentially developable parcels near Pine Street

Map	Lot	Owner	Code	Zoning	Acreage
220	15	George	LCU	M1	10
220	16	George	LCU	M1	1.8
220	17	George	LCU	M1	18
220	18	Herrick Mill Works	LCU	M1	4.1
220	21	Herrick Mill Works	LCU	M1	8.1
220	22	George	LCU	M1	32
220	23	Herrick Mill Works	LC/BC	M1	133
220	28	Carr	LCU	M1	24
208	98	Leadbeater	LCU	R2	23
221	33	George	LCU	R2/M1	63
220	12	Hidco	LR	M1	5
220	13	Hidco	LR	M1	3.9
220	14	Hidco	LR	M1	3.4
220	19	Hidco	LR	M1	9.3
220	20	Hidco	LR	M1	5.7
220	27	Frost	LR	M1	2.7
221	15	Patenaude	LR	M1	0.4
221	16	Patenaude	LR	M1	0.9
220	32	Fottler	LR	M1/R2	3.7
220	33	Dahood	LR	M1/R2	3.9
221	14	Patenaude	LR	M1/R2	0.8
220	34	Unknown	L/O	M1	5.4
221	20	Trites	L/O	M1	0.2
220	35	Hopkinton	L/O	M1	12
TOTAL					374.3

Fifty-seven acres of this developable land are vacant, unprotected land. The remaining 184 acres are vacant but are currently under the "current use" classification, which enables the land to be taxed for its value for agriculture rather than the full fair market value. As mentioned above, a 133 acre parcel contains a commercial building but could be more intensively developed.

Only one potentially developable parcel would need to be rezoned from residential to industrial use and the zoning of four additional parcels would be modified so that the entire parcel is included in a non-residential zone.

The second area nearest Maple Street comprises approximately 152 developable acres. All of the parcels in this prime development area are zoned for residential use (R-3) and are currently taxed under the "current use" provisions. An additional 58 acres could potentially be added to this area by including parcels to the east of the target area and north of Maple Street. This 58 acre area is not shown on Map 1D due to the presence of soils with moderate limitations and a lack of level land. However, due to the frontage available along Maple Street and the existing M1 zone to the east, this area should be considered for rezoning in spite of its moderate development limitations. The moderate limitations are due to very stony sandy loam and slopes of 8-15%. These limitations could be overcome to make development possible but at an additional cost. The prime development parcels are shown in Table 2 and additional parcels for consideration are shown in Table 3.

Table 2: Potentially developable parcels near Maple Street

Map	Lot	Owner	Code	Zoning	Developable Acreage
219	12	Rice	LCU	R3	82.5
218	58	Kennedy	LCU	R3	23.8
219	4	Rice	LCU	R3	15.9
219	5	Rice	LCU	R3	7.5
219	6	Rice	LCU	R3	7.2
219	7	Rice	LCU	R3	6.1
219	8	Rice	LCU	R3	5
219	9	Rice	LCU	R3	3.91
TOTAL					151.91

Table 3: Additional parcels for consideration near Maple Street

Map	Lot	Owner	Code	Zoning	Developable Acreage
219	3	Rice	LCU	R3	11.5
219	11	Frye	LCU	R3	44.1
219	2	Brunnhoelzi	LR	R3	2.8
TOTAL					58.368

Area 2

Study Area 2 contains significant amounts of land that are constrained by severe soil limitations or steep slopes, making development impractical. In addition, the lack of water and sewer service to this area further reduces the possibility of development as the existing natural constraints cannot be overcome by advanced infrastructure improvements.

The conditions shown on Map 2C indicate that study Area 2 contains two very small areas between Hopkinton Road and the Interstate that could potentially be developed (the remainder of the potentially developable area is Hopkinton Village and has already been developed). These areas are shown on Map 2D. There is a 15 acre parcel (Map 251, lot 5) that is located in the northwest corner of interchange 4 that could potentially be developed in terms of a lack of constraints. It is visible from the interstate and easily accessible.

The second area is located to the west of Kimball Lake. One of the major parcels (52.5 acres) is owned by the Town of Hopkinton and contains a portion of Kimball Lake. The second parcel (106-4) consists of 29.43 acres and is in current use classification.

6. 0 Conclusion

The areas that are the most suitable for development are located between Pine Street and Maple Street, west of the Interstate. Much of this area has already been zoned for industrial use but slight modifications in boundaries should be considered. The remainder of the study areas have already been developed, contain a significant amount of site constraints or other limitations that would result in less feasible development options.

Appendix

Interchange 7 Development Potential [3]

The area in question consists of approximately 270 acres, 54 of which are vacant. Interchange 7 is physically located in the Town of Warner but provides access to the northern part of Hopkinton. The area was zoned for industrial use following the recommendations of the Master Plan for the town to provide additional areas to accommodate nonresidential uses. However, the land use pattern in this area is residential and there are few if any opportunities for nonresidential development to locate within this area due to a lack of developable land. The area between the Interstate and the railroad track would be attractive for nonresidential uses due to the visibility that the interstate would provide and the relatively flat topography but this area contains severe soil limitations due to Browns Brook that would constrain development opportunities. The remainder of the area has moderate soil constraints due to topography and a small amount of soil with slight limitations. The majority of these areas have already been developed for residential use.

Residents unanimously agreed that the zoning should be returned to residential use (R-1) and the zoning was amended at a 1995 Town Meeting. Due to the fairly recent change in zoning, the lack of support from residents to revert this area to industrial use, and the lack of developable land, the area was not included in the detailed analysis performed for the other sites.

[3] Information regarding the land area and rezoning was provided by Steve Adams, area resident. September 22, 1997.

Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

0 2000

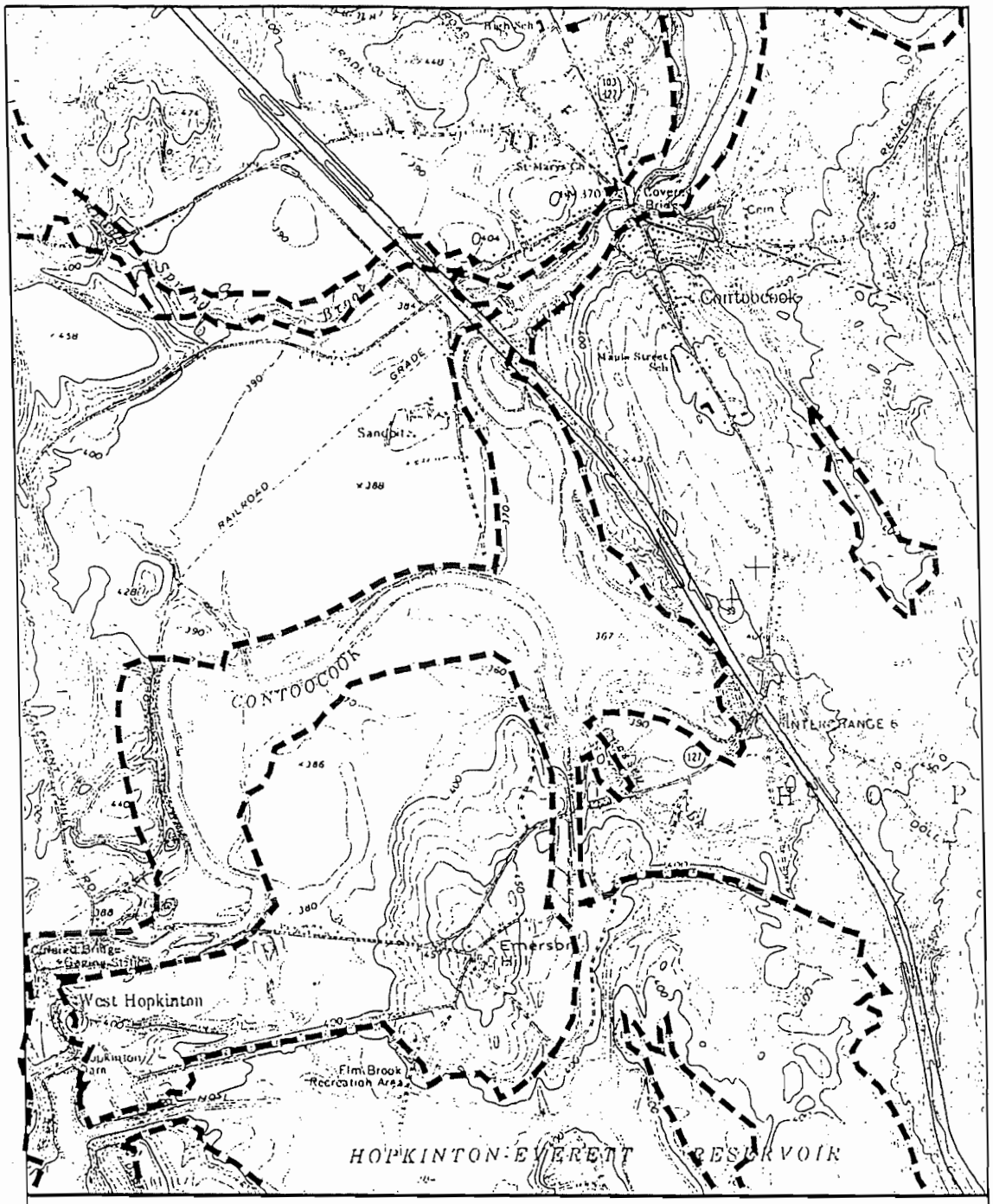
Applied Economic Research, Inc. / Whiteman & Taintor
September 1997

MAP 1A – SOIL ANALYSIS

Interchange 6 and Pine Street

LEGEND:

- Severe limitations
- Moderate limitations
- Slight limitations



Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

0 2000

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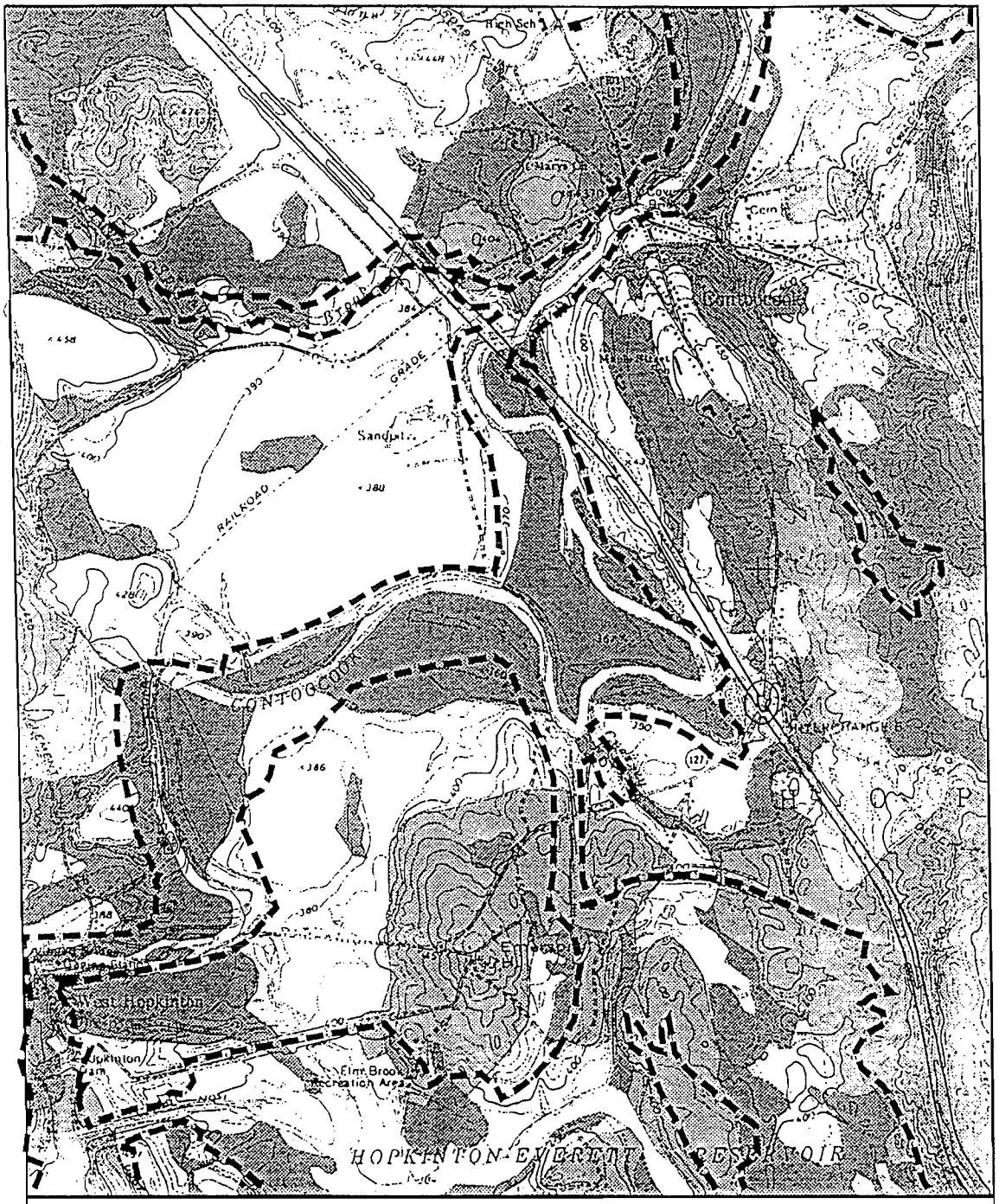
MAP 1B – FLOODPLAIN

Interchange 6 and Pine Street

LEGEND:

100-year floodplain



Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

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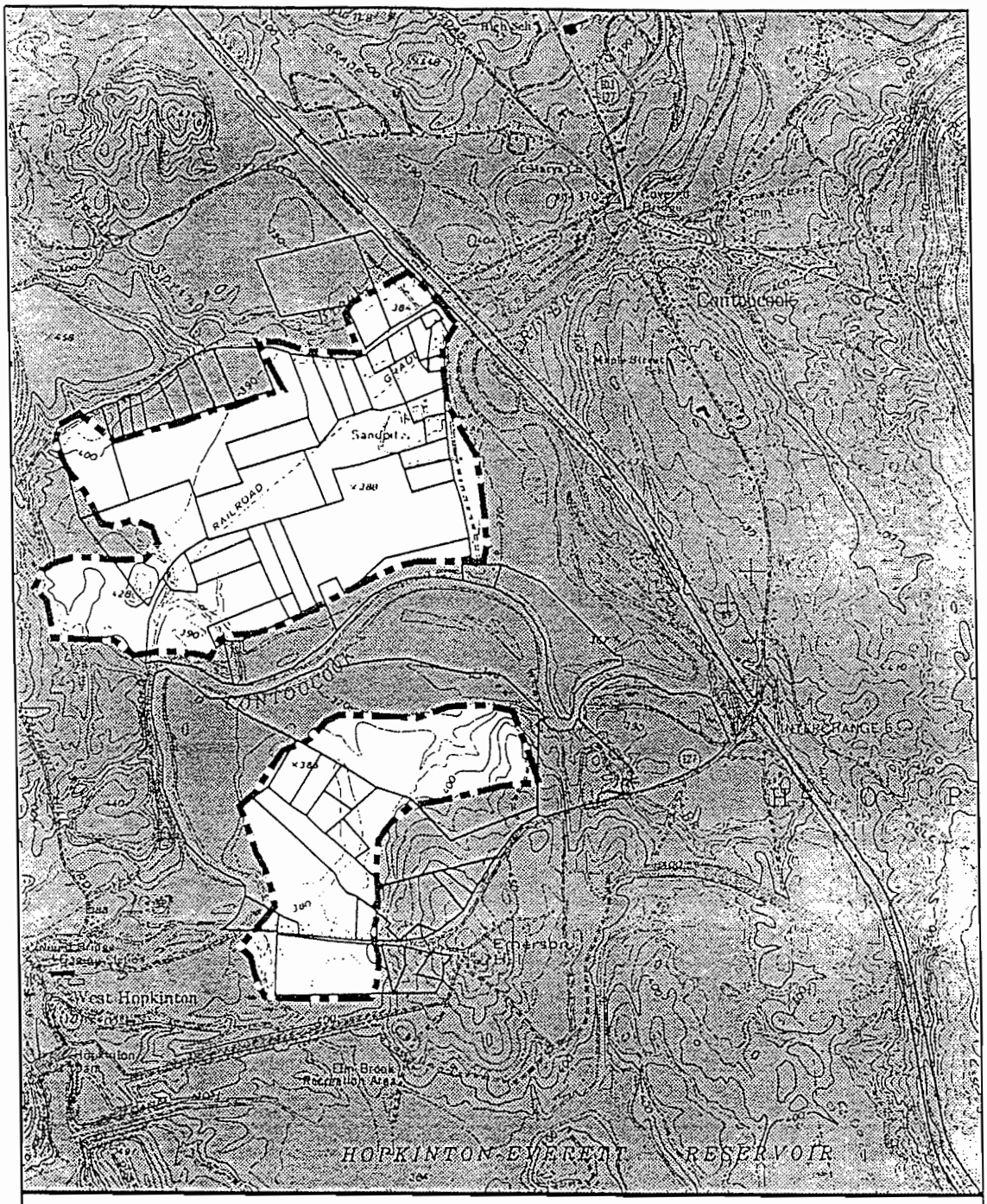
MAP 1C – DEVELOPMENT SUITABILITY

Interchange 6 and Pine Street

LEGEND:

- Severe limitations
- 100-year floodplain
- Moderate limitations
- Slight limitations



Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

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MAP 1D – PRIME DEVELOPMENT AREAS

Interchange 6 and Pine Street

LEGEND:

- Parcel boundaries
- Prime development areas

Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

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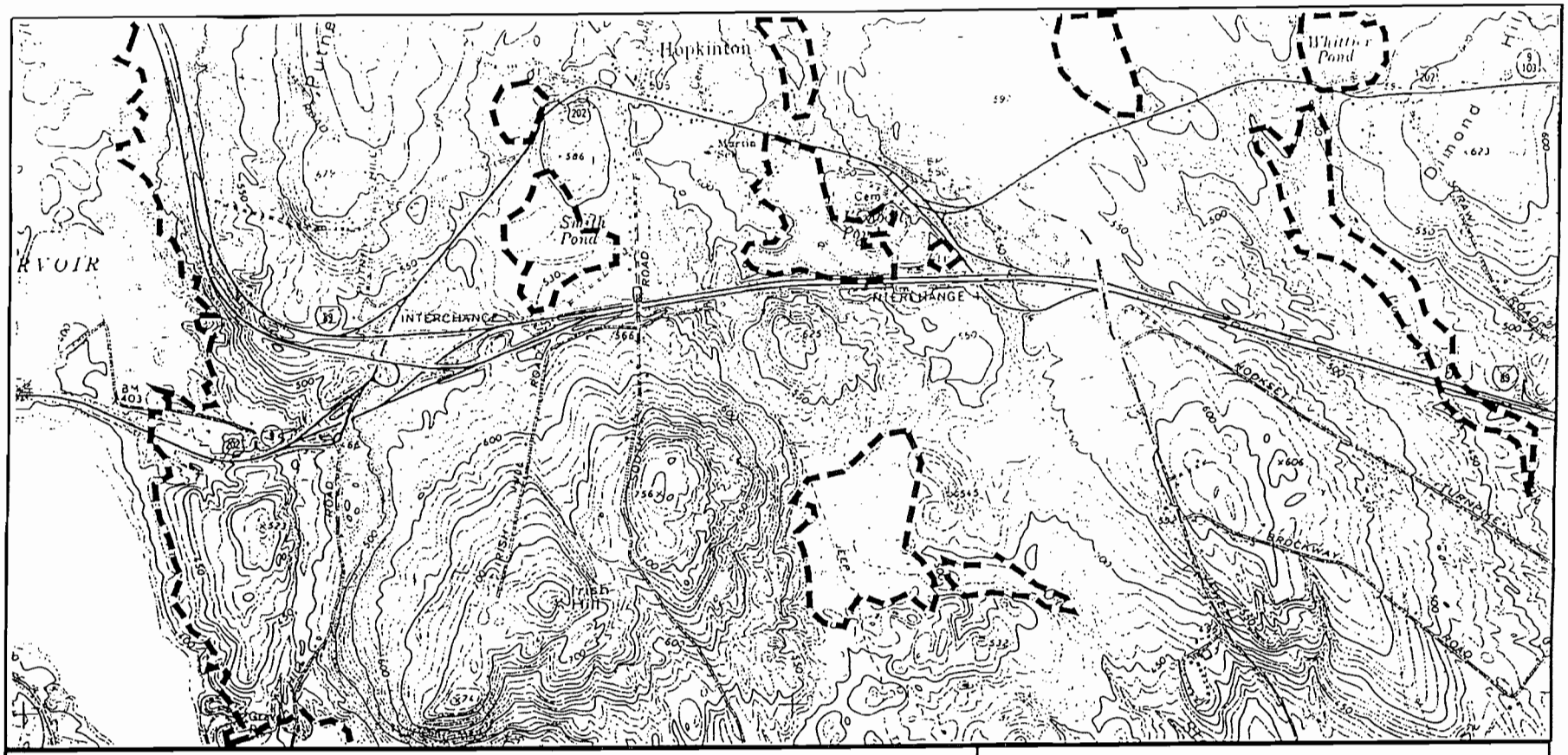
September 1997

MAP 2A – SOIL ANALYSIS

Interchange 4 and 5

LEGEND:

- Severe limitations
- Moderate limitations
- Slight limitations



Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

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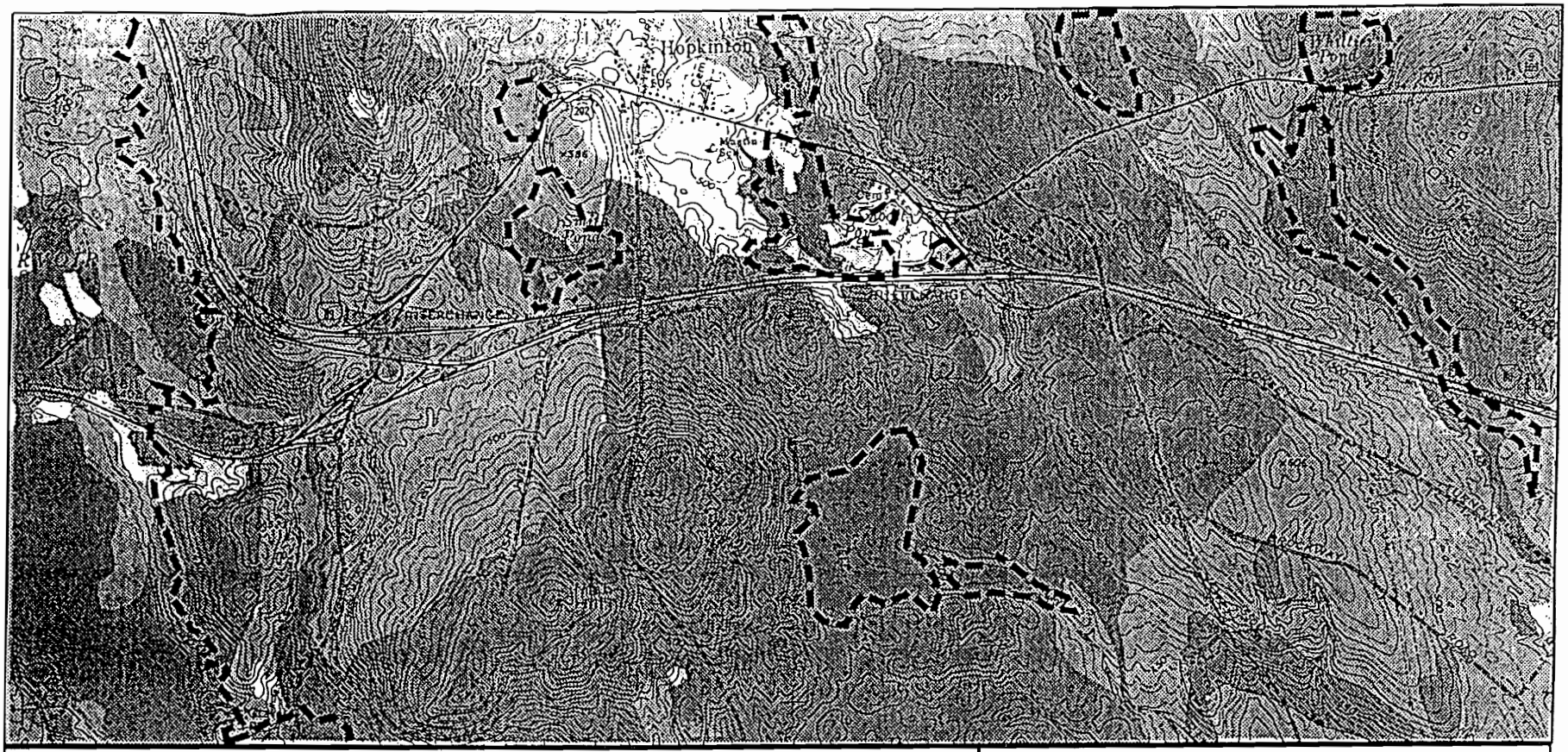
September 1997

LEGEND:

100-year floodplain

MAP 2B – FLOODPLAIN

Interchange 4 and 5



Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

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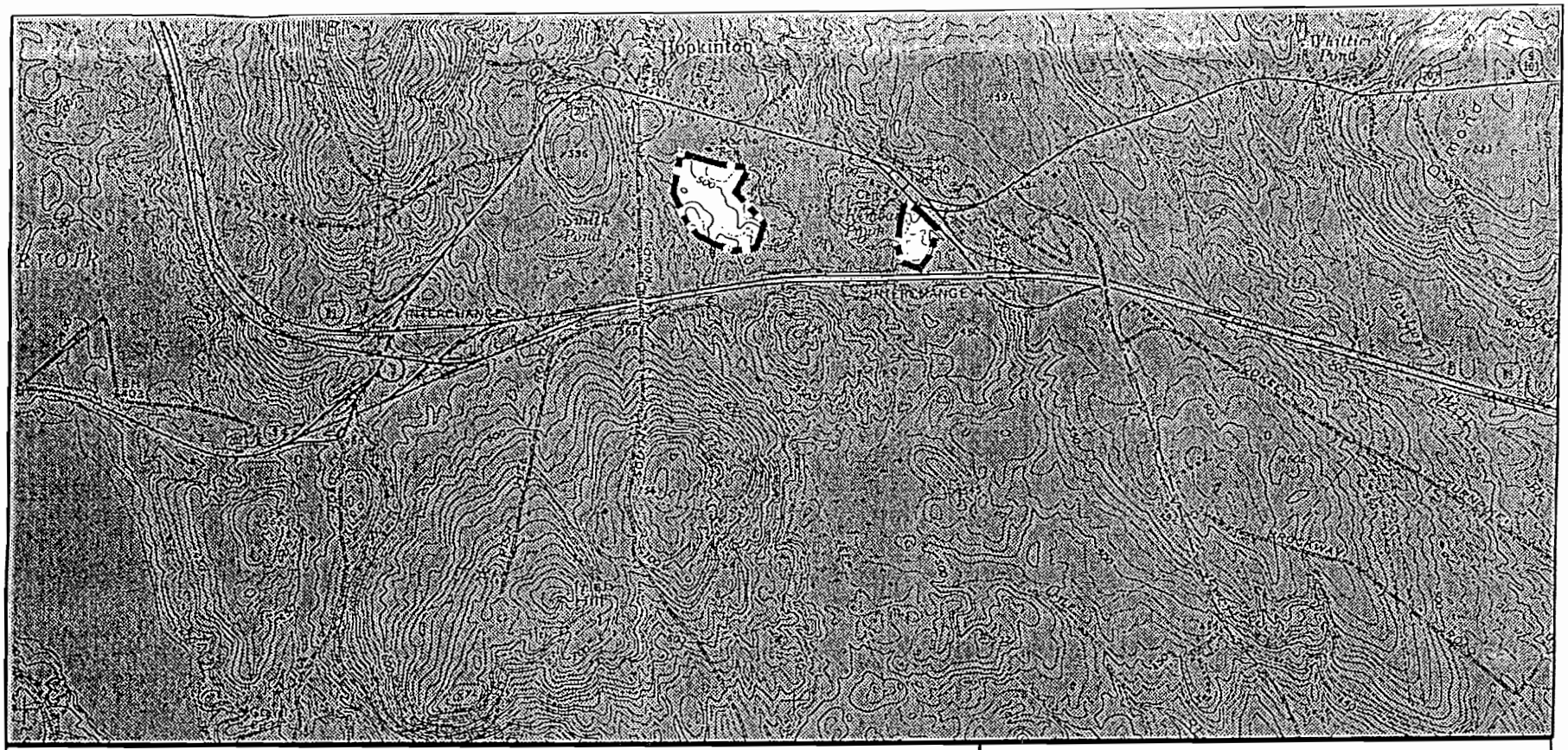
Applied Economic Research, Inc. / Whiteman & Taintor
September 1997

MAP 2C – DEVELOPMENT SUITABILITY

Interchange 4 and 5

LEGEND:

- Severe limitations
- Moderate limitations
- Slight limitations
- 100-year floodplain



Non-Residential Tax Base Diversification Strategy

Hopkinton, New Hampshire

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Applied Economic Research, Inc. / Whiteman & Taintor
September 1997

MAP 2D – PRIME DEVELOPMENT AREAS

Interchange 4 and 5

LEGEND:

Prime development areas

SECTION III

ECONOMIC OBSERVATIONS: CONTOOCOOK DOWNTOWN

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ECONOMIC OBSERVATIONS: CONTOOCOOK DOWNTOWN

This section of the report discusses the results of an investigation of economic issues within Contoocook village. The scope of this investigation included:

- Developing an inventory of existing uses in Contoocook village.
- Interviewing a sample of Contoocook village downtown merchants.
- Examining the public infrastructure in downtown from the perspective of its ability to support the existing businesses and new, private investment.

The following paragraphs set forth AER's observations with respect to each of these points.

The Existing Inventory

The inventory of nonresidential uses in downtown Contoocook village was undertaken in the middle of September, 1997 by AER. Uses were inventoried and their approximate square footage (to nearest 500 square feet) was estimated. The results of the inventory are summarized in the tables on the following pages.

There were a total of 38 nonresidential uses inventoried. These occupied a total of 67,500 square feet of space. Major observations include the following:

- There were no observed vacancies within Contoocook village.
- The village shows a healthy diversity of uses with about one-third of the space devoted to retailing, one-third to services and one-third to institutional (town and churches) uses.
- The major convenience goods categories (food, pharmacy, gasoline and auto repairs) are present within downtown.
- The shoppers goods inventory in the village is thin, evidencing considerable out-shopping in Concord and Manchester by town residents. Unlike the case with convenience goods, the majority of shoppers goods (for which the ability to comparison shop is important--apparel, books, etc.) are not present.

Results of Survey

Eight nonresidential users in the village were interviewed in the course of this analysis. Included were a sampling of users from each of the major groups, with the exception of institutional users. The general observations emanating from the survey include the following:

Inventory of Contoocook Village Nonresidential Uses
Sep-97

Category	Stores	Approximate Square Feet	Percent of Total
Convenience Goods	2	9,000	13%
Restaurants	5	6,500	10%
Shoppers Goods	4	7,500	11%
Subtotal: Retailing	***11***	***23000***	***34%***
Business Services	9	14,000	21%
Financial Services	2	2,000	3%
Personal Services	5	5,500	8%
Subtotal: Services	***16***	***21500***	***32%***
Institutional Uses	***6***	***22,000***	***33%***
Total	***38***	***67,500***	***100%***

applied economic research aer

- Users are generally satisfied with their sales performance and the rate of sales growth. Most users draw the bulk of their support from Hopkinton town residents and felt that, for the most part, residents supported the businesses in downtown.

- Among the factors interviewees cited as their favorite aspects of downtown Contoocook are the village atmosphere, the cross-roads location which brings significant exposure to the village, a sense that the aesthetics of the village are improving, the small town character of the village along with the friendly attitude of customers. Most of the operators live in Hopkinton and enjoy living and working in the same community.

Among the factors least liked about operating in the village are strict enforcement of the existing zoning regulations, particularly with respect to permitted uses and signage; a perceived "cool" attitude towards the business community on the part of the town (although several respondents indicated some improvement was emerging); some dissatisfaction with parking was expressed and a sense that an expansion of the number of nonresidential uses would enhance the village's appeal to potential customers.

Our overall impression is that the existing uses in the village are stable. Many of the respondents own their buildings and are satisfied with the performance of their business. They enjoy doing business in what is seen as a friendly, safe, small community. They are generally satisfied with their sales performance.

Market Observations

Contoocook village functions as a small, but diverse downtown, primarily serving the convenience retailing and service needs of town residents.

Our principal impressions of the downtown strengths include the following:

- Occupancy is essentially 100 percent with no nonresidential vacancies observed.

- Existing nonresidential users are satisfied with their location and particularly enjoy the friendly, village atmosphere.

- The village is easy to get to from a variety of directions.

- Although it is small, the existing nonresidential inventory services a fairly broad range of town resident needs for convenience retailing and services.

- Much of the village's architectural character remains intact--it has not been "modernized."

- Private properties in the village are fairly well-maintained, if not improved to their full aesthetic potential.

- The village has a variety of markets from which it can potentially draw additional support: walk-in trade from nearby residences; other town residents; drive-through traffic; and (assuming a high degree of specialization) shoppers attracted from other communities.

- The river and the covered bridge provide an important potential aesthetic focal point for the village.

We also note the following shortcomings of downtown from an economic perspective:

- In our judgment, too much of downtown has been given over to the automobile and not enough has been set aside for pedestrians. Examples include the laissez-faire attitude towards allowing both cars and trucks to park on the sidewalk; the unnecessarily broad expanse of pavement at Fountain Square and the generally poor separation of pedestrian and vehicular traffic.

- The river's potential as an amenity is underdeveloped.

- The existing public places in downtown (adjacent to the dam and grange, for example) are poorly maintained and not well signed.

- There is no association of village businesses to help lobby for needed improvements and to support joint marketing and promotions.

- Special events, which now include the Fourth of July Celebration and a limited concert series, are too limited to enable the village to achieve its potential role as the town center.

- The village streetscape (sidewalks, curbs, trees, etc.) is underimproved.

- Many businesses have no on-site parking and there is limited designed street parking. As a result, parking on the sidewalk is common to the detriment to the pedestrian shopper potentials the village could otherwise realize.

- There has been very limited marketing of the village. A group of merchants has come together to prepare a brochure designed to attract more visitors. These types of efforts are important and, hopefully, will become more common.

The village is blessed with the ability to serve several potential markets:

- Nearby residents who can walk to the village;

- Other town residents;

- Through traffic;

- Inflow shoppers attracted by specialized retailing.

In the course of our investigation, we were told that at one time there were 32 antique stores in Hopkinton that attracted state-wide attention. Over the years, as the entrepreneurs operating these shops retired, the function was not replaced. This nonetheless illustrates that the town and the village can command broader market appeal than is presently the case.

We believe, however, that the most appropriate role for the village is to continue its current role: providing convenience retailing and services to town residents. This role is seen as the single most appropriate role because:

- It builds on the existing strength of the village market focus.

- It recognizes the physical limitations on an expansion of the commercial district.

- It probably provides the most likely vehicle for preserving the architectural character of the village (an expansion to a larger retail role could necessitate the introduction of new buildings that would be aesthetically incompatible with the existing structures).

- There is sufficient market demand to support higher levels of activity drawing only from Hopkinton residents.

The latter point is addressed in the table on the following page. This table contrasts sales per capita figures for New Hampshire and Merrimack County and estimates the sales potential emanating from Hopkinton residents. The Hopkinton sales potential is computed at the average sales per capita of the state and Merrimack County. It is likely that the Hopkinton sales potential will be somewhat lower than those of the state on a per capita basis, because the state's figures are driven up by high levels of border shopping and higher levels of tourism than are likely to be realized in Hopkinton. The figures for Hopkinton are likely to be somewhat higher than the Merrimack County figures, because Hopkinton residents on average are more affluent than county residents.

The result indicates that the sales potential of Hopkinton residents totaled about $43.6 million in 1992 and rose to $54.6 million in 1997. In contrast, we estimate that the existing retailers in the village have sales on the order of $2.0-$4.0 million. This indicates that more than 90 percent of the retail expenditures by Hopkinton residents are occurring outside of Hopkinton--certainly leaving substantial room for enhanced activity in Hopkinton and the village.

Analysis of Hopkinton Retail Sales Potential
Estimated Hopkinton Retail Sales Potential

	1992 (Census)	1997 (AER Estimate)
New Hampshire		
Sales ($000)	$ 11,099,200	$ 13,874,000
Population	1,130,117	1,140,000
Sales per Capita	$ 9,821	$ 12,170
Merrimack County		
Sales ($000)	$ 1,012,000	$ 1,265,000
Population	124,000	125,000
Sales per Capita	$ 8,161	$ 10,120
Estimated Hopkinton Sales Potential		
Population	4,850	4,900
Spending per Capita	$ 8,991	$ 11,145
Sales Potential	$ 43,607,743	$ 54,610,930

Note: Hopkinton sales potential computed at average of State and Merrimack County Sales per capita.

Improvement Strategy

As to an appropriate strategy for the village, we believe that the principal focus of public sector activity should be:

- To improve the maintenance of existing public spaces in the village including walks, landscaping, etc.
- To make the village more "pedestrian friendly" by redesigning Fountain Square and better delineating the separation area between parked vehicles and the sidewalk.
- Make better use of the river as an amenity by developing additional public areas along the river, possibly behind the former railroad station.

As to the private side of an appropriate improvement program, the principal activities that would probably result in enhanced performance include:

- Forming an association of village businesses to market and promote the village more effectively.
- Helping village property owners enhance the visual character of the village through aesthetic guidelines and design elements.
- Better cooperation between the town and property owners with respect to the enforcement of development controls (including a review of existing controls).

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Comparative Growth: Hopkinton and Nearby Communities

	1980	1995	Change 1980-95	
Population			**Amount**	**Percent**
Hopkinton	3,860	4,900	1,040	27%
Hopkinton Area	12,510	17,050	4,540	36%
Hopkinton Share	*31%*	*29%*	*23%*	
Housing Units				
Hopkinton	1,480	2,050	570	39%
Hopkinton Area	5,390	6,995	1,605	30%
Hopkinton Share	*27%*	*29%*	*36%*	
Jobs				
Hopkinton	850	1,450	600	71%
Hopkinton Area	3,050	4,950	1,900	62%
Hopkinton Share	*28%*	*29%*	*32%*	

Note: Job data is for 1982 and 1994
Hopkinton area includes Hopkinton, Henniker, Hillsboro and Warner

SUMMARY OF INVENTORY VALUATIONS: TOWN OF HOPKINTON, NH						
	1996	1995	1994	1993	1992	1991
Value of Land						
Current Use	$2,410,650	$2,112,350	$2,125,350	$2,000,250	$14,326,300	$1,335,650
Residential	$113,358,500	$112,935,550	$112,937,100	$112,950,850	$100,618,700	$115,074,100
Commercial/Ind.	$11,453,400	$11,600,900	$11,820,400	$11,709,900	$11,615,400	$14,488,750
Total Taxable Land	**$127,222,550**	**$126,648,800**	**$126,882,850**	**$126,661,000**	**$126,560,400**	**$130,898,500**
Value of Buildings						
Residential	$170,589,100	$168,152,900	$165,702,050	$164,322,800	$162,203,050	$161,613,500
Manufactured Hsg.	$5,347,250	$5,133,900	$5,060,950	$4,286,250	$4,777,850	$4,706,250
Commercial/Ind.	$23,423,150	$23,057,950	$23,701,250	$23,591,100	$23,839,850	$23,488,750
Total Taxable Bldgs.	**$199,359,500**	**$196,344,750**	**$194,464,850**	**$192,740,150**	**$190,820,750**	**$189,808,500**
Total Land/Buildings						
Current Use	$2,410,650	$2,112,350	$2,125,350	$2,000,250	$14,326,300	$1,335,650
Residential	$289,294,850	$286,222,350	$283,700,100	$281,559,900	$267,599,600	$281,393,850
Commercial/Industrial	$34,876,550	$34,658,850	$35,521,650	$35,301,000	$35,455,250	$37,977,500
Total Land/Buildings	**$326,582,050**	**$322,993,550**	**$321,347,100**	**$318,861,150**	**$317,381,150**	**$320,707,000**
Total Public Utilities	**$15,005,120**	**$15,267,969**	**$21,770,950**	**$7,962,028**	**$6,306,126**	**$6,538,311**
Total Valuation Before Exemptions	**$341,587,170**	**$338,261,519**	**$348,118,650**	**$327,363,178**	**$323,687,276**	**$327,245,311**
Total Exemptions	**$2,273,950**	**$2,504,750**	**$2,744,800**	**$2,943,000**	**$2,753,000**	**$3,398,500**
Net Valuation on which Tax Rate is Based	**$339,313,220**	**$335,756,769**	**$340,373,850**	**$324,420,178**	**$320,934,276**	**$323,846,811**
Residential % of Net	**85%**	**85%**	**83%**	**87%**	**83%**	**87%**

Sensitivity Analysis
Acres Required to Shift 5% of Tax Base

Net Valuation	$339,313,220	$339,313,220
5% of Net Valuation	$16,965,661	$16,965,661
Industrial Value per SF	$ 28.00	$ 28.00
Square Feet Required to Shift 5% of Tax Base	605,916	605,916
Square Feet per Acre	5,000	8,000
Acres Required	121	76

Town of Hopkinton

POPULATION GROWTH

POPULATION					Change				PERCENT CHANGE			
	Census		OSP - Est.	Proj.								
1970	1980	1990	1995	2000	70-80	80-90	90-95	90-2000	70-80	80-90	90-95	90-2000
3,007	3,861	4,806	4,902	5,231	854	945	96	425	28%	24%	2%	9%

UNITS AUTHORIZED BY PERMIT

Unit Type	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Average Annual Change 1983-95
Single Family	39	40	53	45	57	59	9	3	11	14	11	11	14	28
Multifamily	0	3	8	0	0	0	2	31	0	0	1	0	2	4
Mobile Homes	8	0	0	4	8	21	4	1	2	1	2	5	3	5
Total	47	43	61	49	65	80	15	35	13	15	14	16	19	36

HOUSING UNITS

	1980	1990	Change 1980 - 90	% 1980 - 90
Total Units	1,480	1,924	444	30%
Owner Occupied	1,160	1,525	365	31%
Renter Occupied	172	234	62	36%
Total Occupied	1,332	1,759	427	32%

EMPLOYMENT & EMPLOYMENT CHANGES

1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Change 1982-94	% Change 1982-94
847	971	1,116	1,194	1,217	1,258	1,302	1,185	1,090	1,020	1,198	1,308	1,467	620	73%

82-83	83-84	84-85	85-86	86-87	87-88	88-89	89-90	90-91	91-92	92-93	93-94
124	145	78	23	41	44	-117	-95	-70	178	110	159
15%	15%	7%	2%	3%	3%	-9%	-8%	-6%	17%	9%	12%

Source : Population figures for 1970,1980 and 1990 are census based
Population estimates for 1995 and 2000 - New Hampshire Office of State Planning

Units Authorized by Permit - New Hampshire Office of State Planning

Housing Unit figures for 1980,1990 are census based.

Employment data - New Hampshire Department of Employment Security (Covered, Private Employment)

Hopkinton

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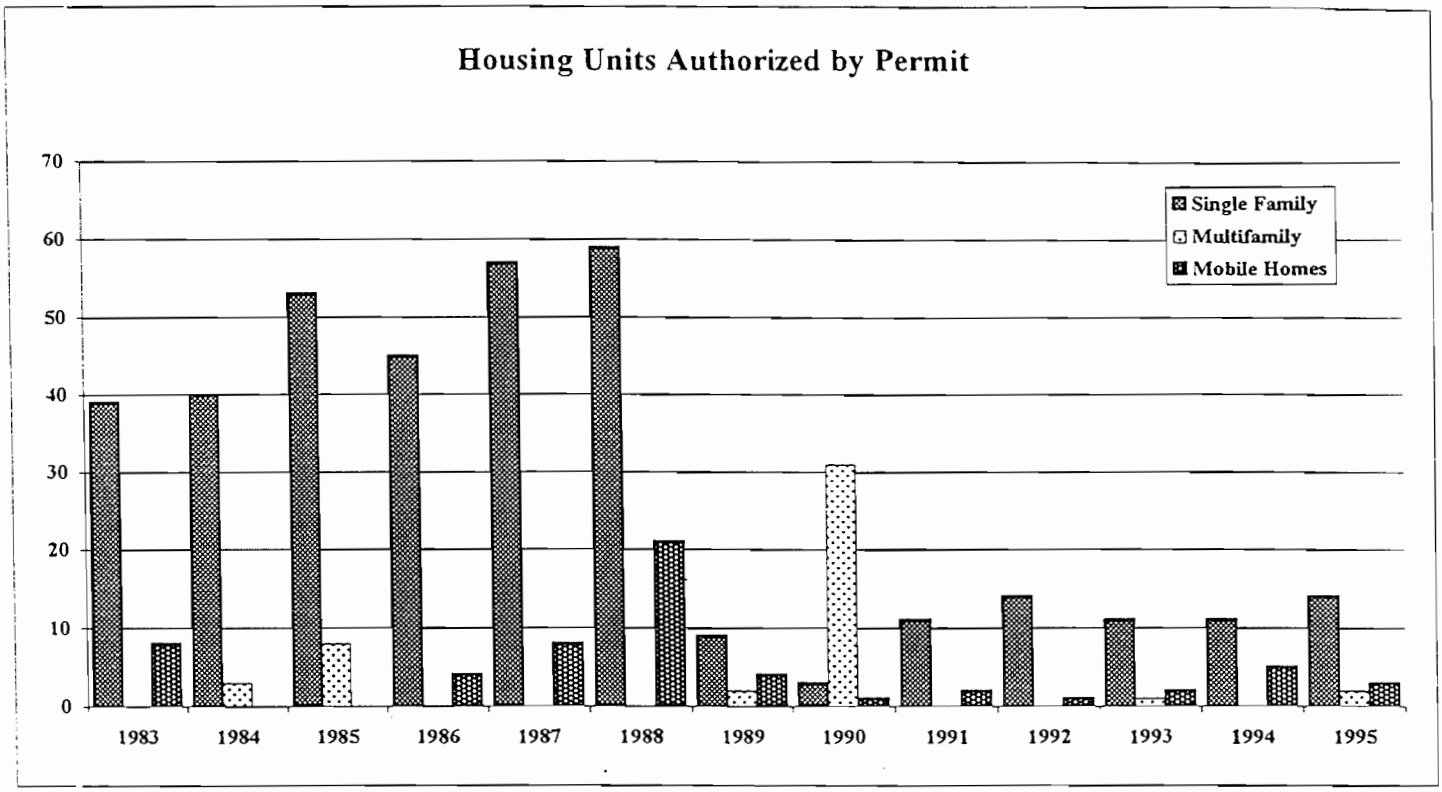

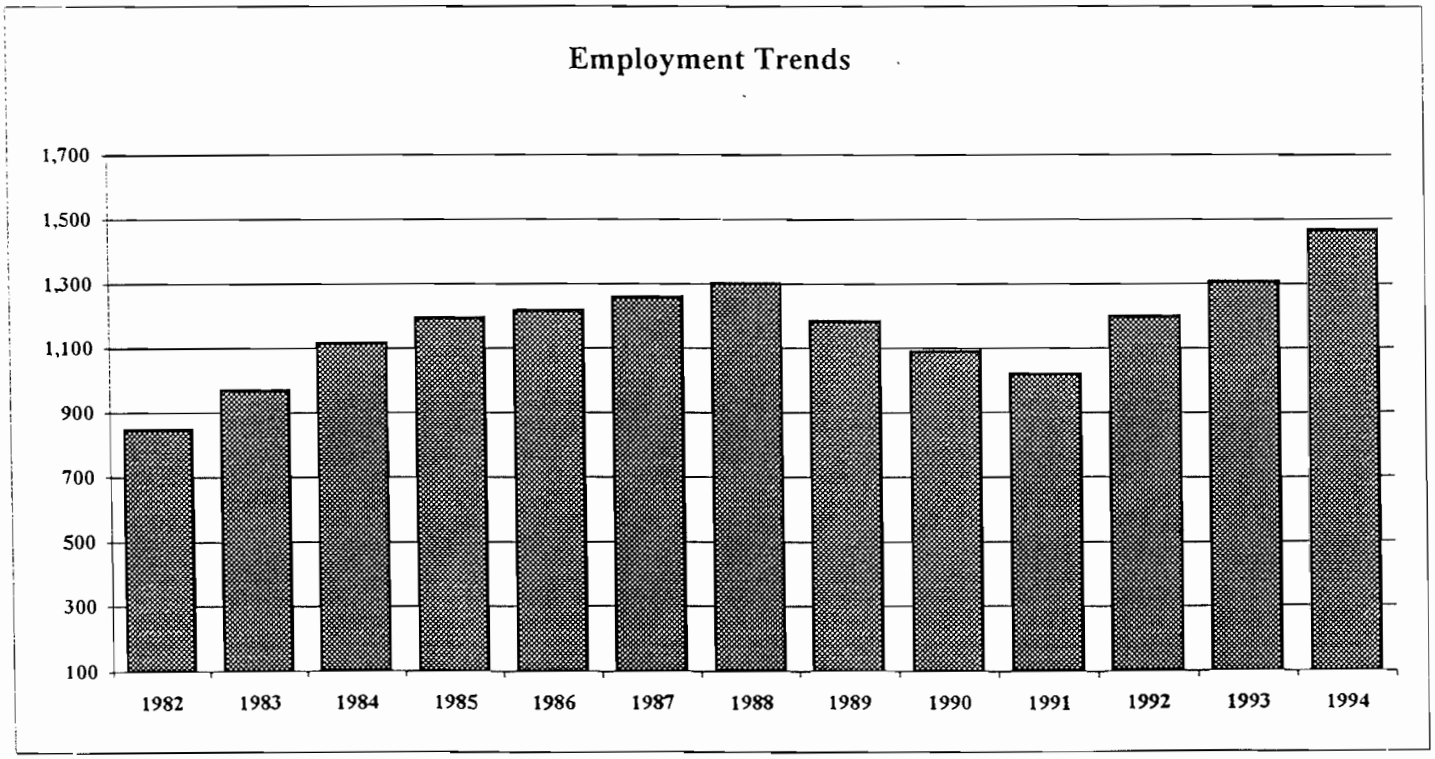

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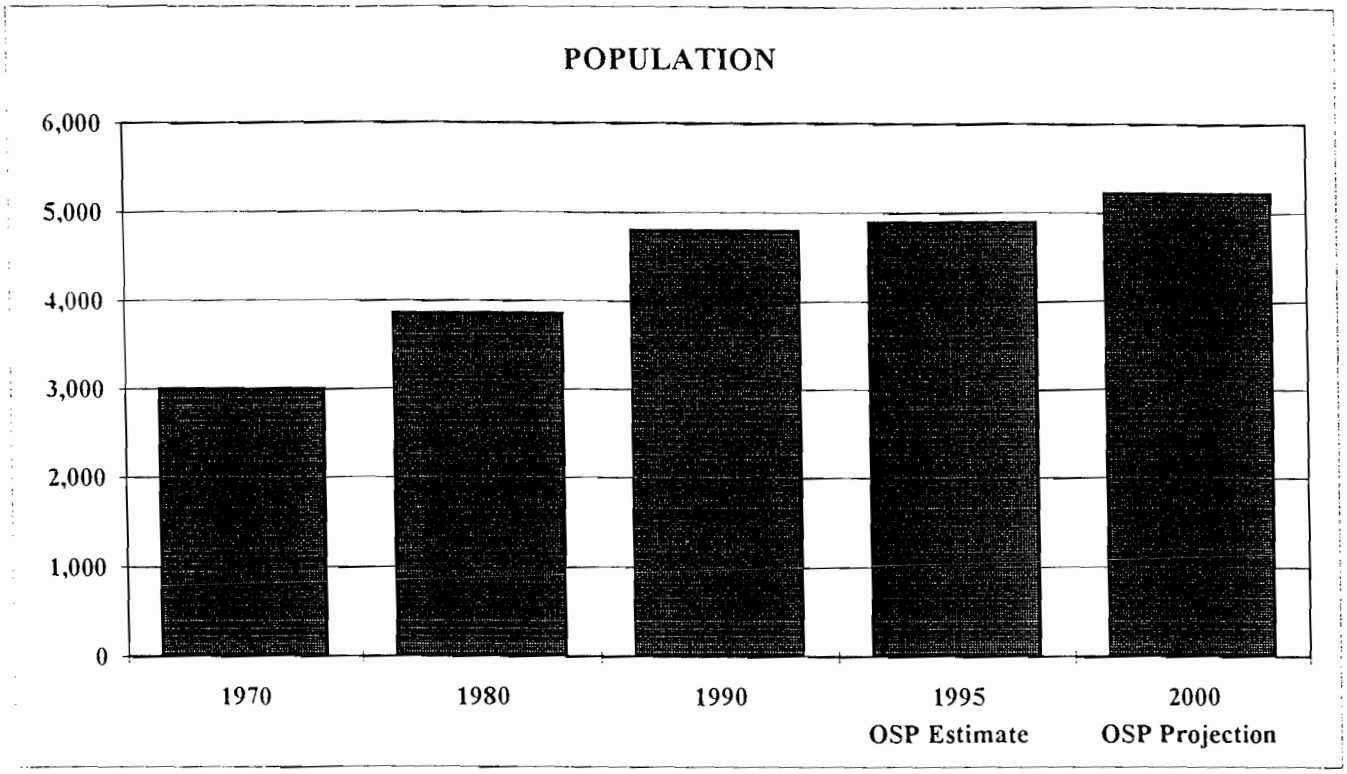

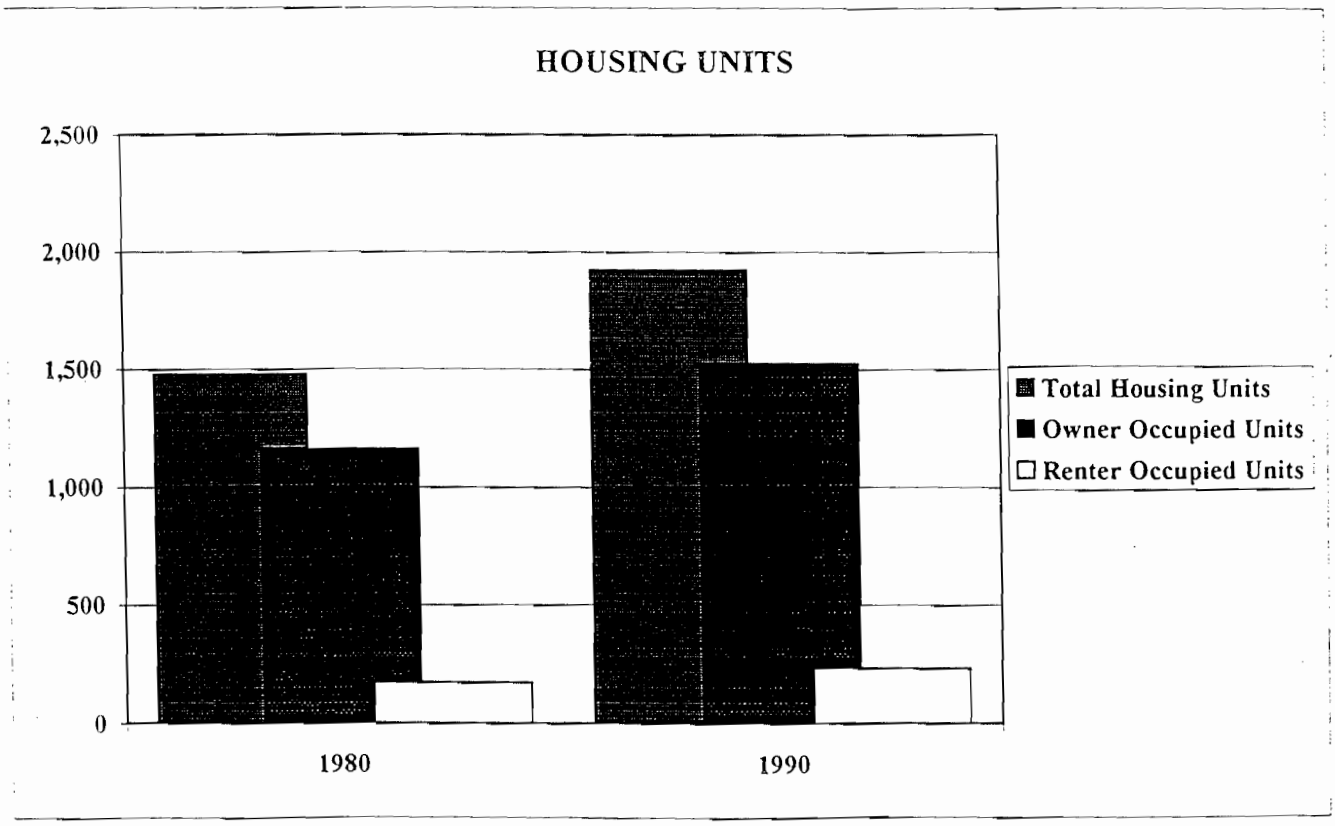

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Hopkinton and Surrounding Towns

POPULATION GROWTH

POPULATION					Change				PERCENT CHANGE			
	Census		OSP - Est.	Proj.								
1970	1980	1990	1995	2000	70-80	80-90	90-95	90-2000	70-80	80-90	90-95	90-2000
9,571	12,507	15,705	15,896	17,048	2,936	3,198	191	1,343	31%	26%	1%	9%

UNITS AUTHORIZED BY PERMIT

Unit Type	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	Average Annual Change 1983-95
Single Family	86	75	129	275	192	202	106	30	42	31	24	27	24	96
Multifamily	24	4	40	61	14	8	14	43	1	0	34	4	7	20
Mobile Homes	9	5	6	11	12	40	11	3	4	6	6	16	14	11
Total	119	84	175	347	218	250	131	76	47	37	64	47	45	126

HOUSING UNITS

	1980	1990	Change 1980 - 90	% 1980 - 90
Total Units	5,388	6,678	1,290	24%
Owner Occupied	3,299	4,346	1,047	32%
Renter Occupied	1,012	1,305	293	29%
Total Occupied	4,311	5,651	1,340	31%

EMPLOYMENT & EMPLOYMENT CHANGES

1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	Change 1982-94	% Change 1982-94
3,035	3,257	3,664	3,963	4,391	4,849	4,899	4,671	4,514	4,501	4,595	4,830	4,933	1,898	63%

82-83	83-84	84-85	85-86	86-87	87-88	88-89	89-90	90-91	91-92	92-93	93-94
222	407	299	428	458	50	-228	-157	-13	94	235	103
7%	12%	8%	11%	10%	1%	-5%	-3%	0%	2%	5%	2%

Source : Population figures for 1970,1980 and 1990 are census based
Population estimates for 1995 and 2000 - New Hampshire Office of State Planning

Units Authorized by Permit - New Hampshire Office of State Planning

Housing Unit figures for 1980,1990 are census based.

Employment data - New Hampshire Department of Employment Security (Covered, Private Employment)

Henniker,Hillsborough,Hopkinton,Warner

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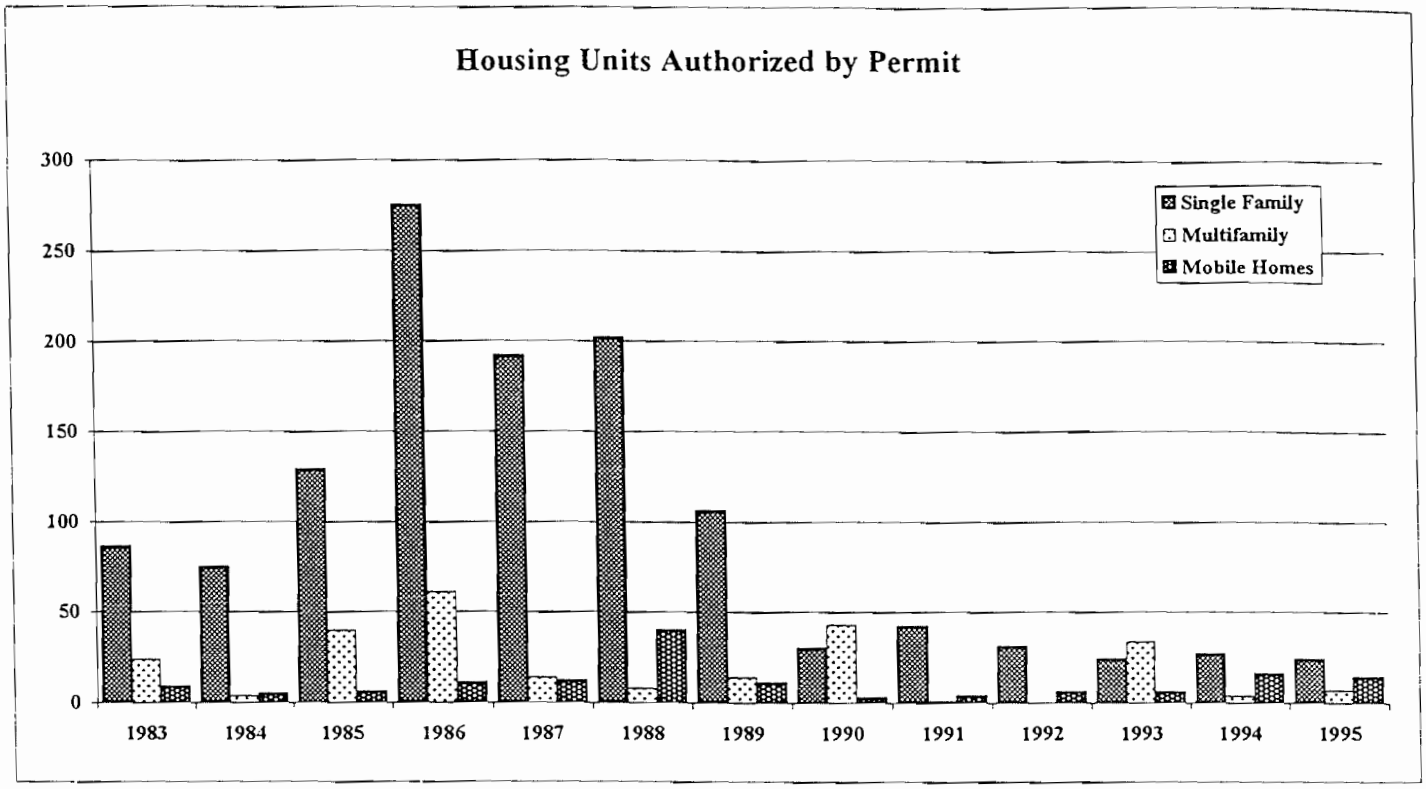

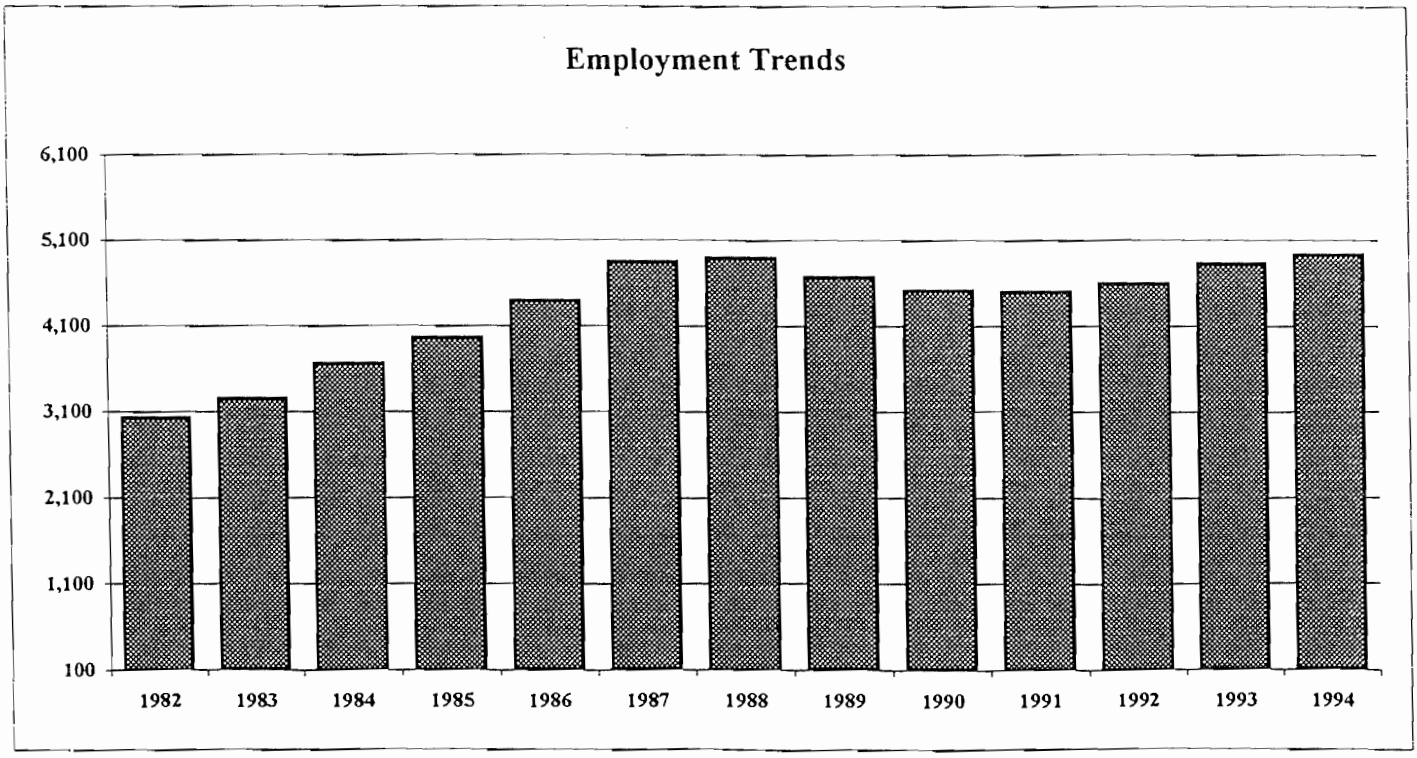

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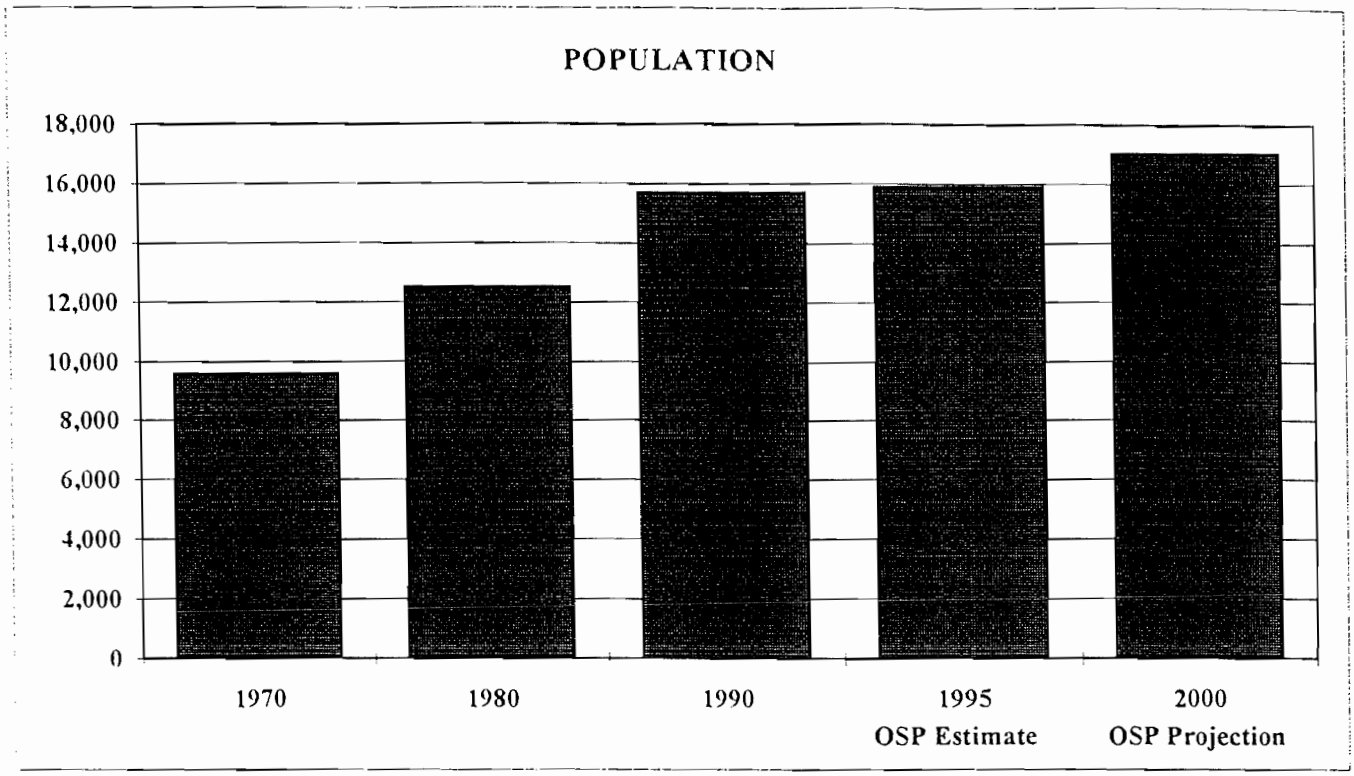

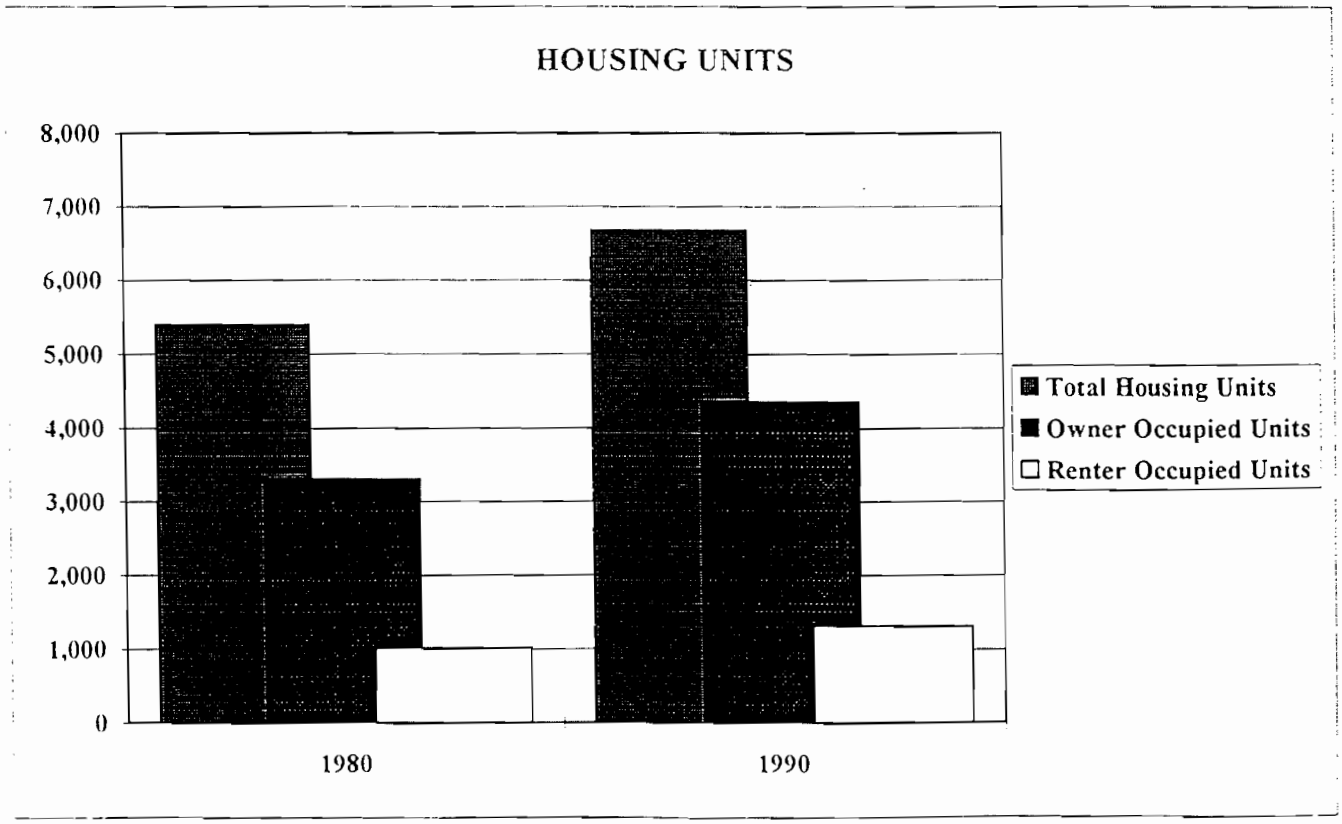

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SECTION IV

CONTOOCOOK VILLAGE DESIGN RECOMMENDATIONS

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Contoocook Village Design Recommendations

General Observations

Existing Assets

- The architecture reflects a traditional New England village and should be preserved and maintained. Building elements include pitched roofs, ample window space, 1.5 or 2.5 story buildings, a variety of uses and interesting facades.
- Narrow building setbacks help define the street edge, provide a sense of enclosure within the village area, and have the potential to add to a pleasant pedestrian atmosphere.
- Most business signs are located in a manner so as not to obstruct architectural detailing and respects an existing "sign line" established by the signs on nearby stores and buildings. Signs tend to be wood and complement the colors of the building. The use of small, free standing projecting signs (up to about 10 feet in height) is consistent with a village setting.

Areas for improvement

- Accommodations for the automobile have dominated what could otherwise be a quaint, small town village. The state routes (Route 103/127) are maintained by the State of New Hampshire and are not under the jurisdiction of the Town. However, it may be possible to work with the State to make improvements to certain areas.
  - —The roads and intersections seem to be wider than what is consistent with a village scale. Wide roads encourage high speed traffic which decreases the visibility for businesses, compromises the safety of pedestrians and acts as a barrier within the streetscape. Fountain Square has been reduced to a small island due to these large road widths, reducing the opportunity for pedestrian space and a visually appealing center.
  - —Parking on sidewalks and designated parking spaces in front of the building detract from the attractive architecture of the structure, create a hazard for oncoming traffic and reduces the safety of a pedestrian. Designated areas for vehicles and pedestrians need to be separated and clearly defined.
- There is a lack of public open space for people to gather and linger while in the downtown.
- While the architecture of the village adds to the character of the community, some structures are in need of aesthetic improvements such as new paint and shingles.
- Under the current zoning for a B-1 district, the existing village could not be constructed. The required setbacks and lot sizes for the B-1 district are far greater than the current conditions reflect.
- There is a lack of visually continuity among the buildings.

Design Recommendations

1. *Define distinct areas for the pedestrian and the automobile through the use of curbing, landscaping, sidewalks, and off-street parking.*

Action	Next 6 months	1-2 years	Long term
Plan for the development of additional off-street parking near the old rail station and the town-owned lot on Main Street.	X		
Begin construction and development of off-street parking		X	
Discourage cars from parking on sidewalks and obstructing other pedestrian pathways. Clearly designate areas where on-street parking is appropriate and permitted.	X		
Encourage employees to park behind buildings and in off–street lots to allow more room for pedestrians and customer parking.	X		
Install cobblestone or brick pedestrian crossings leading to the island in Fountain Square and to nearby businesses.		X	
Use granite curbing to define the street edge and clearly distinguish the road from the sidewalk.		X	
Visually define pedestrian pathways through the use of trees, shrubs and picket fencing along the edges of sidewalks.			X

2. *Develop a distinct gateway into the village.*

Action	Next 6 months	1-2 years	Long term
Improve the appearance of the Main Street bridge through the use of small wooden signs identifying Contoocook Village, landscape planters and decorative lighting.		X	
Incorporate the covered bridge into the gateway through the use of landscaping and accent lighting.		X	
Re-design Fountain Square by expanding the area that the landscaped island occupies and creating a visual focus for the village.		X	
Tie the Colonial Village Shopping Center, Dimitri's restaurant and Merrimack County telephone into the Village Center through landscaping and pedestrian improvements.		X	

3. *Create visual continuity within the village.*

Action	Next 6 months	1-2 years	Long term
Develop a Contoocook Business Association to coordinate efforts to improve the village area.	X		
Hold workshops and design charettes to develop an overall vision for what the village should look like.	X		
Promote landscaping improvements such as promotional planters (example: flower barrel in front of the parking lot next to the rail station).	X		
Encourage businesses to develop landscaped buffers between the property line and the public right of way in order to define the street edge and establish pedestrian paths.		X	
Develop a facade improvement program where businesses are assisted with building upkeep such as painting, landscaping, and routine maintenance.			X

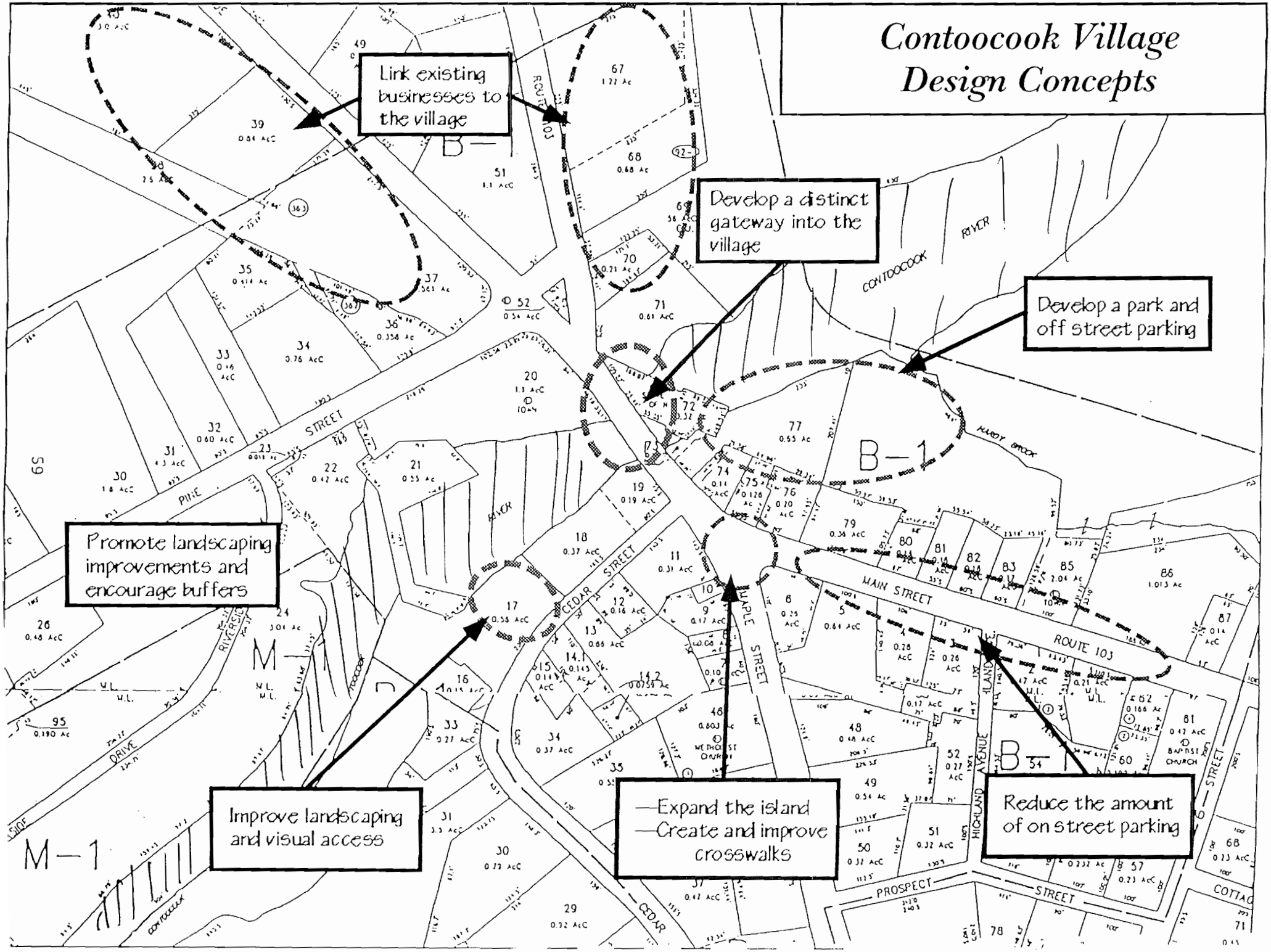
4. *Create public parks and gathering places.*

Action	Next 6 months	1-2 years	Long term
Improve the area near the Tax Collector's Office on Cedar Street by clearing out overgrown plants, providing visual access to the river, plant trees and other well maintained landscaping features around the perimeter of the park. Install signs indicating that this is a public area.	X		
Develop a riverside park in association with construction of an off-street parking area in the vicinity of the old rail station.		X	

5. *Create zoning for the village that respects and encourages the existing character of the area.*

Action	Next 6 months	1-2 years	Long term
Revise the zoning ordinance to create a separate village district that reflects the existing character of Contoocook Village.		X	
Expand the existing sign section of the zoning ordinance to encourage the types of signs that currently exist within the village. Provide specific guidelines for the types of signs to be used, sign placement and suggested materials and colors to be used.		X	

Contoocook Village Design Concepts



SECTION V

HOPKINTON TAX BASE DIVERSIFICATION STRATEGY
ZONING ORDINANCE REVIEW

applied economic research aer

HOPKINTON TAX BASE DIVERSIFICATION STRATEGY

ZONING ORDINANCE REVIEW

Whiteman & Taintor
May 27, 1998

We have reviewed the Hopkinton Zoning Ordinance in terms of four issue areas:

- Contoocook Village: use regulations, dimensional regulations, off-street parking, site plan and design review
- Industrial District regulations
- Home business provisions (town-wide)
- Administration

The focus of this review is to support economic development and tax base diversification that is consistent with the Town's community character.

SUMMARY OF RECOMMENDATIONS

Based on our review of the zoning ordinance and our discussions with Hopkinton residents and businesspersons, we make the following recommendations:

Contoocook Village

- Adopt stronger design and performance controls on drive-in restaurants, automobile dealerships, automobile body and paint shops, and commercial parking lots.

- Reduce the minimum required front setback from 30 feet to 10 feet or less; and consider reducing the minimum required lot area from 15,000 square feet to between 7,000 and 10,000 square feet.

- Reduce the minimum required open space from 30 percent of lot area to 20 percent or less.

- Relax the requirements for off-street parking to a percentage of the number of spaces that are required in other areas of town, and/or provide for a special permit waiver of all or part of the required parking spaces within a specified radius of a municipal parking lot.

- Amend the sign regulations to address specific design considerations for the village, including establishing a height limit for free-standing signs, increasing the maximum aggregate sign area for multi-tenant buildings, and placing more stringent standards for individual signs.

- Revise the site plan review provisions of the ordinance by making the standards for review more specific and incorporating building design issues in addition to site development standards.

Industrial District

- Refine the list of permitted uses in order to preserve prime industrial sites for large-scale industrial uses, rather than losing them to scattered, small-scale commercial development.

Home Businesses

- Redefine "home business," "home occupation" and "telecommuting" as accessory uses rather than principal uses.

- Consider relaxing the floor area limitation for home businesses and home occupations.

- Consider adopting a two-tier system for home businesses based on impacts, with one level of use allowed by right and a more intensive level requiring a special permit.

Administration

- Establish an ombudsman program to help guide applicants through the process of gaining necessary approvals for economic development projects.

- Establish a part-time town planner position, either by contracting with the regional planning commission or by sharing the services of a "circuit rider" planner with nearby communities.

- Prepare a guide to the development approval process.

CONTOOCOOK VILLAGE

Our "Contoocook Village Design Recommendations" report identified several zoning issues relating to the character of the Village, and recommended that the Town create a separate zoning district reflecting the Village's existing character. The key issues that may distinguish Contoocook from other business areas relate to allowed uses, dimensional regulations, off-street parking and signage. A prime illustration of these issues is provided by the lot at the corner of Main and Cedar Streets (containing Town Crier Properties and several other businesses): this is a prominent building that helps define the character of the Village, yet it appears to violate several basic zoning provisions including minimum lot area, minimum front setback (on two streets), minimum off-street parking, and maximum sign area. Clearly, the zoning regulations are out of step with the Town's goal of preserving and enhancing this vital part of Hopkinton.

It should be noted that, outside of Contoocook Village, Hopkinton's Commercial (B-1) zoning is currently limited to two strips—one extending west from the Village along Pine Street, and the other running along the east side of Bound Tree Road where it parallels Interstate 93. Therefore, as the Town revises its zoning for the Village it should also review the zoning for these small remaining commercial districts to ensure that the standards of the B-1 district are appropriate for the specific areas where it will be applied.

Use Regulations

The use regulations of the Commercial (B-1) district are generally appropriate for the mixed-use type of village center that is desired for Contoocook Village. Several uses could be inappropriate and should be strictly controlled or prohibited altogether:

- Drive-in restaurant (special exception): Potential traffic impacts, and site design that interrupts the village pattern of buildings close to the street and to each other.

- Automobile dealership (special exception): Large-scale use that is usually inconsistent with the tight, pedestrian-friendly development pattern of a village center.

- Body shop, paint shop (special exception): Potential environmental impacts (noise, odor, aesthetics of stored vehicles) that detract from the pedestrian environment.

- Commercial parking lot (permitted use): Unless sited to the rear of a row of buildings, can create a significant gap in the physical fabric of the village.

The zoning ordinance supports the mixed-use village by explicitly permitting multiple principal uses on a single lot within the B-1 district. An example of a property with multiple principal uses is the building referred to earlier, containing a real estate agency, insurance agency, travel agency and café. Multiple principal *buildings* on a lot (as distinct from multiple principal *uses* in a single building) are not permitted; however, given the small size of the lots in Contoocook Village it is unlikely that there will be many situations where two principal buildings can be placed on one lot, and so this limitation generally will not be an issue.

Dimensional Regulations

Front Setback: The requirement that buildings be set back 30 feet from the street line is inconsistent with the existing pattern of development. This regulation renders a number of existing buildings nonconforming, and would prevent the construction of new or replacement buildings that reflect the Village's traditional character. In addition, the provision that the front yard be increased to 100 feet when facing a residential district would render several lots at the southerly end of the district (between Maple Street and Cedar Street) unbuildable. We recommend that the front setback in the Village be reduced to 10 feet or less, and that a front yard facing a residential district be increased to the front setback requirement of the abutting district (e.g., 30 feet for the R-1 district).

Side Setback: The ordinance requires a side setback of at least 15 feet. This would not appear to present an obstacle to desirable development in the Village, since most structures are free-standing (rather than being attached to structures on abutting parcels), and the side yard provides space for access to parking and service areas in the rear of the property.

Minimum Lot Area: The minimum lot area requirement of 15,000 square feet is significantly larger than the typical lot in Contoocook Village. A review of 46 lots on Main, Maple, Cedar and Prospect Streets and Highland Avenue reveals a median lot area of about 10,000 square feet, with one quarter of the lots having less than 7,000 square feet of area (many of the larger lots are at the southerly end of the district, in the narrow wedge between Cedar and Maple Streets). We recommend that the Town consider reducing minimum lot area in the Village to a size between 7,000 and 10,000 square feet, in order to support the continuation of the area's established pattern of development.

Minimum Open Space: The zoning ordinance requires that buildings in the B-1 district cover no more than 40 percent of their lots, and that 30 percent of the lot area be maintained as open space. The building coverage requirement does not have a significant impact because a significant amount of a lot must be reserved for off-street parking, even with the parking requirement reduced as recommended in the following section. However, the open space requirement does significantly reduce the development potential of a site: with a 30% open space ratio (and a 30% reduction in required off-street parking), a two-story building could not cover more than about 25% of the lot area.

The provision of a substantial amount of open space in Contoocook Village is not as important as in a suburban business area because of the small scale of the Village and its individual structures, and because of the desirability of siting buildings close to the street and sidewalk. In addition, a requirement for open space directly limits the amount of floor area that can be built on a lot, and the effect of this limitation is more pronounced on smaller village parcels, which have less flexibility for site design than larger lots. Finally, the river and its banks provide a significant open space resource not generally shared by other business districts, and this resource can be enhanced through development of public park areas on two Town-owned parcels in the Village. We therefore recommend that the Town consider relaxing the open space requirement in Contoocook Village in order to facilitate business development and further the objective of revitalizing the Village.

Off-Street Parking

The strict application of off-street parking regulations would be an obstacle to continuing vitality of the Village, because creation of on-site parking lots would disrupt the traditional dense development pattern and would reduce the size of buildings that could be developed on existing lots. In order to comply with the parking requirements, an owner/developer would either have to reduce the footprint and floor area of his building, or combine several lots and create a parking area of significant size.

Most village or town centers address this issue by providing some amount of public parking, which can include both on-street and off-street spaces. Our previous report recommends that the Town create a public lot on Town-owned land adjacent to the River (behind the buildings on the north side of Main Street).

In recognition of the availability of public parking, as well as the fact that people are more likely to walk between businesses in a village district than in other commercial areas, the parking regulations in the Village should be relaxed. An approach that has been used in other communities is to set the parking ratios in the village center at a reduced percentage of the regulations that apply in other areas. For example, in the Town of Acton, Massachusetts, businesses in three districts (West Acton Village, South Acton Village and Kelley's Corner) need provide only 70% of the parking that is otherwise required for business uses in the Town.

The extent to which parking standards should be reduced is a matter of judgment of Town officials and the local business community. One approach to estimating the appropriate reduction is to deduct the amount of public parking that is available to serve uses in a given area (or will become available as a result of planned improvements) from the total number of parking spaces that would be required to serve anticipated development in that area, and then to establish new parking ratios based on the difference. For example, given the current requirement of one parking space per 300 square feet of floor area (3.33 spaces per 1,000 square feet), a hypothetical buildout of 80,000 square feet would imply a need for 267 parking spaces. However, if 75 spaces were made available through a combination of on-street spaces and public parking lots, the actual need for private spaces would be only 192 (= 267 – 75), a reduction of 28 percent. Therefore, the zoning requirement could be reduced by 28%, to 2.33 spaces per 1,000 square feet of floor area, or about one parking space per 420 square feet.

Another approach, which could be used separately or in combination with the type of parking ratio adjustment described above, is to allow the permit granting authority to waive all or part of the required off-street parking spaces for parcels that are located within a specified radius of a municipal parking lot. For example, the following provision is included in the zoning regulations of several communities, including Nashua, NH, and Arlington, MA:

> The zoning board of adjustment may allow the substitution of space within municipal parking lots in lieu of the parking requirements of this division, provided they are located within one thousand (1,000) feet of the building which is intended to be served. [see Nashua Zoning Ordinance, Sec. 16-275]

The Contoocook Village business area is not as extensive or as heavily developed as in larger communities where this approach has been used, and residents may not be as willing to walk longer distances to stores and services. Consequently, the appropriate radius within which the parking requirements could be relaxed may be less than 1,000 feet. For example, a 500-foot radius would extend from the likely municipal parking area (the town-owned site behind the bank and old railroad depot on Main Street) to the

bridge, and would encompass most of the parcels fronting on Main Street on the south side of the bridge. This is also closer to the common requirement that off-site parking spaces be located within 200 or 300 feet of the facility that they are intended to serve (in Hopkinton the requirement is 200 feet).

Signage

As noted in our earlier report, most signs in Contoocook Village respect the design of their buildings and the overall character of the Village: signs do not obstruct architectural details; their colors and materials (often wood) complement building colors; and they respect established sign lines on adjacent buildings. A few properties (particularly, the service stations) have signs that are out of keeping with the traditional character of the Village, but there is not yet a widespread problem of visual clutter from proliferation of inappropriate signs.

The Town's sign regulations limit the maximum aggregate area of all signs on a lot to 15 square feet and require the issuance of a special exception for an illuminated sign. While these provide a basic framework for controlling signs, there are several additional issues that should be addressed in the ordinance:

- A height limit should be established for free-standing signs. In a village center there is no practical reason for the existing signs at the two service stations to be as high as they are, and they detract from the appearance of the Village. There is also an obvious inconsistency in allowing such tall free-standing signs while prohibiting roof-mounted signs. In contrast, small free-standing signs up to about 10 feet in height (such as exist on the property immediately to the east of the Sunoco station) are consistent with the village setting.

- In order to accommodate buildings with multiple tenants, it might be desirable to increase the maximum aggregate sign area somewhat while placing more specific standards for individual signs. For example, the building at the corner of Main and Cedar Streets contains a real estate office, an insurance agency, a travel service and a café, with signs for each business. The total sign area appears to exceed the maximum aggregate sign area allowed by the zoning ordinance, but the individual signs are well designed and appropriate in size to the structure.

The Town should consider amending its sign regulations to address the specific design considerations in the Village. An example of a more focused approach to sign regulation is presented in the attached table of regulations for signs in a Village District.

Site/Design Review

By themselves, use and dimensional regulations are not sufficient to protect the character and economic vitality of a village center, and many communities employ some form of design review to ensure that new development is in harmony with the existing built environment. Hopkinton's site review regulations establish detailed submission and procedural requirements for review and approval or disapproval of site plans for

nonresidential and multifamily uses, including changes or expansions to existing uses. However, the regulations contain only very general standards for review of the plans, and address building design only indirectly (i.e., in the statement that "Provision shall be made for protection of aesthetic, desirable and natural features").

Effective design review entails two separate components. First, the Town should provide information to property owners as to what kind of design characteristics are encouraged and discouraged. These design characteristics can be codified in regulations or presented as guidelines. Many towns have developed design guidebooks to communicate their objectives. Attached are excerpts from a guidebook prepared for the town of Carver, Massachusetts, which describes both mandatory standards and recommended design elements.

The second component of effective design review involves an expansion of the site review process to encompass building design. This was done first in historic districts, but many communities have used this type of process in other areas as well.

- The town of Cumberland, Rhode Island, has a comprehensive design review ordinance that applies to all commercial and industrial districts within the town, with detailed design guidelines that are used in the review process. Design review is conducted by a five-member Design Review Commission: the planning director, economic development planner, building official, director of public works and fire district chief.

- The town of Wellesley, Massachusetts, has taken a different approach to the composition of its Design Review Board: rather than town staff, the board members are appointed by the Planning Board. It is chaired by the Planning Board Chairman (or designee) and includes one person qualified in fine arts or landscape design, one retailer doing business in the town, and two additional members qualified in the art or design professions. The town has a Design Guidelines Handbook which describes the "community character" of 11 separate areas of the town; sets forth criteria for five elements of site and building design (landscaping, relation of buildings to environment, open space, signs, and heritage); and describes separate review processes for minor construction projects, major construction projects, and sign permit applications.

Attached to this report are the Cumberland design review ordinance and the Design Review section of Wellesley's zoning by-law.

INDUSTRIAL DISTRICT

Hopkinton's Industrial (M–1) district allows a wide range of uses by right or special exception. Allowed uses include business and professional offices; research and development; warehousing, wholesaling and bulk storage; and laundry and dry cleaning establishments. Uses requiring a special exception include hotels and motels; restaurants; filling stations, automobile dealerships, repair garages and body shops; retail stores;

manufacturing; freight and trucking terminals; and fuel storage (among others). Dimensional requirements include 110,000 square feet (2.5 acres) of lot area, 250 feet of lot frontage, and 300 feet of lot depth. Buildings may be 45 feet in height and may cover 40 percent of the total lot area.

In other words, the Industrial zoning is extremely permissive: on its face, the ordinance allows most nonresidential uses—even very small-scale retail and service uses. This permissiveness means that, in theory, the Town is hospitable to many types of economic development in its Industrial districts.

However, there is another side to this permissiveness: by not discriminating among uses, the Town runs the risk of losing its prime industrial sites to haphazard, small-scale development. We recommend that the Town consider refining the list of permitted uses to preserve industrially-zoned land for desired industrial and distribution uses. For example, the city of Nashua prohibits many nonresidential uses in its Park Industrial (PI) and General Industrial (GI) districts, including retail uses, restaurants, automobile sales, and professional and business offices. An excerpt from Nashua's table of use regulations is attached for reference.

HOME BUSINESSES

The Hopkinton zoning ordinance contains three separate provisions that allow various types of accessory business use in a residence or accessory structure: "home business," "home occupation" and "telecommuting." Home businesses entail contact with the general public at the premises and may employ one nonresident employee. Home occupations entail no direct contact with the general public and are conducted solely by the resident owner of the dwelling. Telecommuting entails use of a residence by the resident working as an employee of a business not located on the premises, who communicates with his place of business by telecommunications and postal or delivery services. Home occupations and telecommunication are permitted in all zoning districts, while a home business requires the granting of a special exception by the Board of Adjustment.

Together, these three provisions allow a wide range of uses to be established in residential areas, with adequate protections for the neighborhood. Unlike many older ordinances that list specific types of eligible activities (e.g., crafts, music instruction, lawyers and doctors' offices, etc.), the definitions of "home business" and "home occupation" are inclusive ("any business or profession ...") which provides great flexibility as society and the economy evolve. However, it would make more sense to include these as accessory uses under section H of the Table of Uses, rather than principal uses, since it is clearly the intent of the ordinance that these uses be secondary to the residential use of a dwelling.

The ordinance restricts the amount of floor area used for a home business or home occupation to 25% of the dwelling area or 500 square feet, whichever is less. This provision (including the specific numeric limitations) is common in zoning regulations for home occupations, but it may not necessary to achieve the goals of the ordinance, and it

may not be appropriate in rural areas where outbuildings might be adapted for home business uses.

If the Town wishes to allow more flexibility for home businesses and home occupations, it might consider the approach taken by the towns of Shirley and Sterling in central Massachusetts. Like Hopkinton, these towns have a two-tier system: some uses are allowed by right, while others require a special permit. However, the Shirley and Sterling regulations focus on impacts rather than setting absolute ceilings on floor area, number of nonresident employees or number of vehicles. "Home occupation" is defined simply as "a business or profession engaged within a dwelling by a resident thereof as an accessory use," and a series of performance thresholds are established to distinguish allowed from special permit uses (see attached copies).

ADMINISTRATION

In the course of interviews in the first phase of this study, a high level of dissatisfaction was expressed with the Town's administration of its ordinances. Interviewees felt that the process is unclear and somewhat mysterious: there is a lack of clear direction regarding what the Town wants and how its decisions are made, and as a result the decisions sometimes appear arbitrary.

This situation is not at all unique to Hopkinton, and in fact is common in smaller communities that have to rely on volunteer boards to carry out the town's business. It is not likely that Hopkinton's mode of governance will change radically, but there are some incremental actions that the Town can take that improve its land use management, and perhaps, as a result, enhance its image in the business community.

First, the Town could establish an ombudsman program under which individual residents would be designated to assist applicants navigate the development approval process. These individuals would be volunteers, not town employees, but would become familiar with the ordinances and processes so that they could guide development proponents through the proper sequences of actions to expedite action on their proposals.

Second, Hopkinton could create a new part-time position for a town planner, who could assist with other land use, transportation and environmental issues as well as facilitating desirable economic development. One possibility might be to contract with the Central New Hampshire Regional Planning Commission to provide this service through existing or new staff. As an alternative, Hopkinton could join with other nearby communities such as Henniker, Warner and Hillsborough, to employ a "circuit rider" who would be shared with other communities. This is a low-cost approach that lets the Town assess the benefits of having a staff person who is responsible for land use management activities, and has the added advantage of giving the Town a regional perspective on growth and development issues and trends.

Third, the Town could prepare a user-friendly guide to the approval process, explaining local ordinances and development controls, and including clear application forms. The

preparation of such a handbook could be the first task for a town planner, or it could be developed as a separate project prior to hiring a planner.

The above three actions represent separate elements of a basic strategy to improve the quality of Hopkinton's land use management system. Each can be undertaken separately, but all should be considered to ensure that the Town gets the kind of development that it wants.

Sample Sign Regulations for Village District

Carver, Massachusetts

VILLAGE DISTRICT

SIGN	PERMITTED	MAX. NUMBER	MAX. AREA	MAX HEIGHT	CLEARANCE/ SETBACK
Address*	Yes	1 per building	2 square feet	4 feet	setback at least 3 feet from right of way
Traffic Flow*	Yes	unlimited	3 sq. feet per sign	4 feet	
Directory	Yes	1 per building	4 sq. ft. for the name of the building 2 sq. ft. for each business	5 feet	
Freestanding@	Yes	1 per building of a single occupance building	4 square feet	5 FEET	
Marquee/ Canopy	Yes	1 per business	4 square feet letters may not exceed 12" in height	Lowest point of the roof	10 foot clearance above sidewalk
Monument	No				
Projecting	Yes	1 per business	8 square feet	Bottom sill of the second story window or the lowest point of the roof of a one story building	Setback at least 2 ft. from the curb; 8' clearance above sidewalk; 13' clearance above driveway
Wall	Yes	1 per business^	10% of wall area	Lowest point of the roof	Shall not project more than 6" from building
Window	Yes	1 per business	30% of the window area		
Individual letters or symbols	No				
TOTAL OF ALL SIGNS		1 per business; 1 directory# or free standing per building	8 sq. ft. per business		

*Shall not count in the computation of the aggregate sign area limitation per business

^2 wall signs may be permitted per business where the business has frontage on two streets

@Free standing signs over six feet in height may have no more than two sides; those less than six feet in height may have three or four sides.

#The name of the business included within a directory sign willl not count as the one sign per business. However, the aggregate area will include both the directory sign and the additional sign permitted per business.

Sample Design Guidelines

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Excerpted from
Design Guidebook for Development in
Carver's Village, Business & Industrial Districts

Carver, Massachusetts

Site Layout

New commercial and industrial development in Carver will be located in one of four types of zoning districts: Village District, General Business, Highway Commercial, or Industrial District. While each of these districts is designed to accommodate a different type of development, some basic site layout recommendations are appropriate for all four districts. These concepts are repeated throughout this document:

- Maintain the rural quality and small-town feel of Carver.
- Avoid the spread of suburban strip-style development, with its widely spaced businesses dominated by large parking lots and cluttered signage.
- Encourage compact development that makes efficient use of Carver's commercially zoned land.
- Maximize opportunities for the pedestrian by providing connections to other properties and providing facilities that are safe and accessible.

General Guidelines

Existing features

A site's topography, existing vegetation and other natural features should be considered in the lot layout. The building placement and lot layout should be designed to provide a functional relationship with these elements. Natural features should be integrated into the site plan to minimize potential negative impacts on the environment, provide open space and reduce the risk of site problems associated with floodplains, steep slopes, drainage ways, wetlands, and other sensitive features.

Building location and orientation

Traditionally, businesses in Carver and other New England towns were built close to the road, and much of the back land was left open. However, more recent commercial development has often placed the building toward the rear of the lot or along the side lot line, separated from the road by large parking areas. This detracts from the Town's image, creating streetscapes that are indistinguishable from suburban "strips" anywhere else.

The Zoning Bylaws now require that parking be placed at the rear or side of the building, but this by itself will not ensure harmonious design. Two additional standards are proposed.

1. A building should be aligned so as to provide a defined street edge. It is suggested that a building occupy at least 60% of the front side of a lot facing a street in the Highway Commercial and General Business Districts. A main entrance may be provided nearest the parking area but a main entrance to each ground floor business should always be provided on the front of the building nearest the street. The entrance should be identified by the larger doors, signs, canopy or similar means of highlighting an entrance.

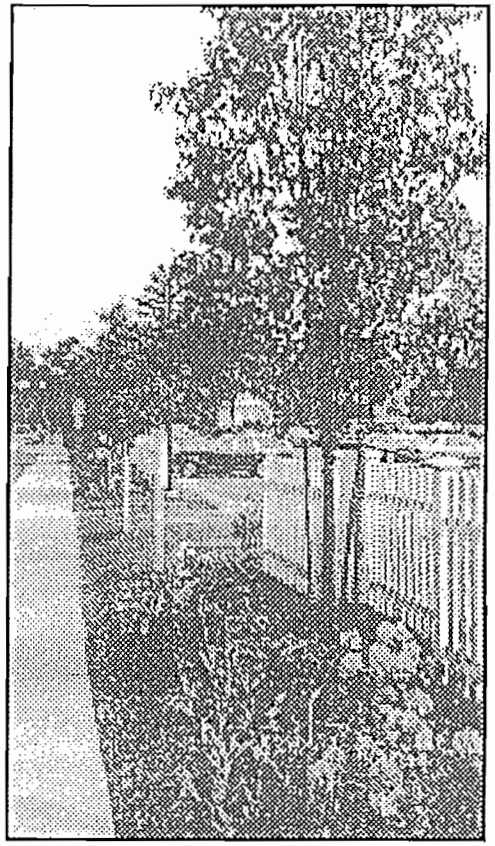
2. It is also preferred that the building be oriented so that its longest side faces that street providing frontage for the lot. Layouts where the building is sideways, with the narrow end facing the street, are to be avoided. Buildings placed at an angle to the street line should also be avoided.

Landscaping/buffers

Landscaping plays an important role in the appearance of a community. It can be used to create boundaries and transitions between various development intensities as well as separate areas of incompatible land uses. Well designed landscaping can lessen adverse impacts between different types of land uses, reduce noise levels, reduce the effects from fumes and increase privacy levels. Landscape buffers can be in the form of open space separation, buffer plantings, berms, and decorative fencing.

A landscaped buffer area is **required** along the street frontage consisting of medium height shrubs, grass, and shade trees at least every 35 feet. This landscaped buffer must be at least 20 feet in width as measured from the street layout line in all districts other than the Village District, where it must be at least 10 feet in width. Sidewalks should be outside of the 20 foot buffer, and can often be located within the street right of way. Where sidewalks are provided, a planting strip between the sidewalk and the street is encouraged.

Buffers and landscaping should include a variety of plant species and have low maintenance requirements. Plant materials should be compatible with the region's climate, soil types, and water availability. Deciduous trees shall be at least two inches in caliper as measured six inches above the root ball at the time of planting. Evergreens shall be a minimum of eight feet in height at the time of planting. Shrubs and hedges shall be at least two and one half feet in height at the time of planting, and have a spread of at least eighteen inches.



Landscaped buffers create boundaries and transitions.

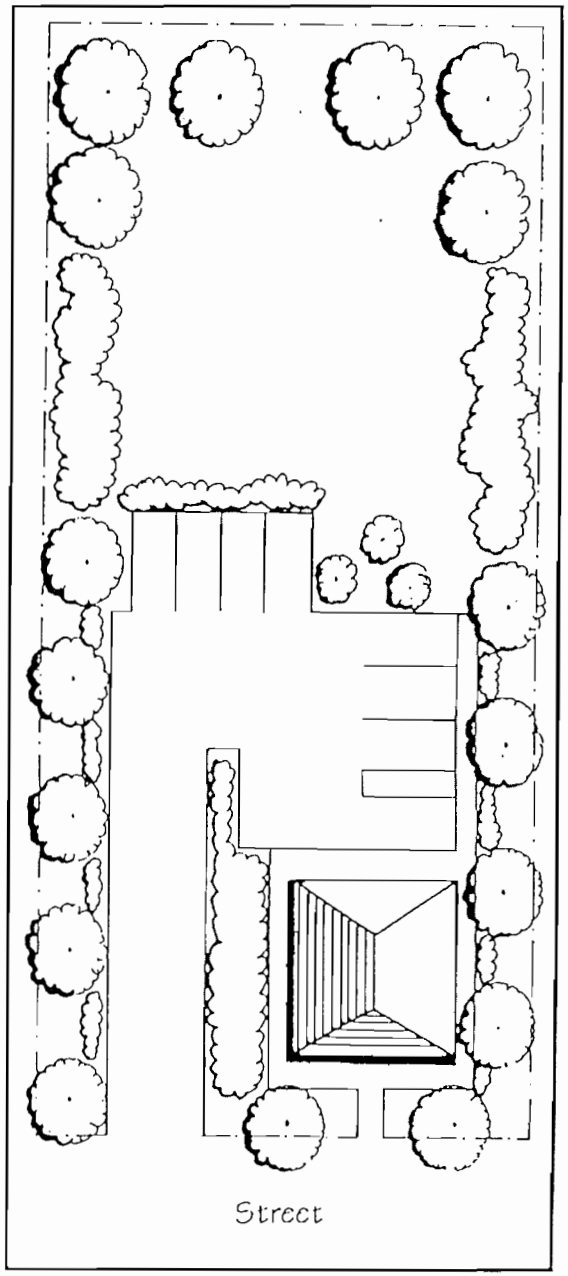
Village District

The Village districts are located in North Carver at the intersection of Plymouth Street and Green Street; Carver Center along Route 58; East Carver at the intersection of Center Street and Wenham Road; and South Carver near Tremont Street and Lakeview Street. The four Village districts in town possess the characteristics of a traditional New England village.

Each area contains a mix of residential and small scale businesses on relatively small lots. The density, narrow setbacks and historic buildings create a human scale environment which caters less to the automobile and more to the pedestrian. Although the Village district in Carver Center has begun to take on some of the characteristics of a highway strip, the Town's goal is to preserve and enhance the area as a place where residents can walk to the library, Town Hall, parks, and shops.

The types of uses that are permitted in the Village districts include small scale retail uses, child care centers, bed and breakfasts, small restaurants and single family dwellings. The lot size **must** be at least 20,000 square feet with 100 feet of frontage and 15 foot front, rear and side yard setbacks. In addition, a building **shall** not cover more than 70% of the lot area. A 10 foot landscaped buffer is **required** for property lines abutting a residential use or district and along the street frontage.

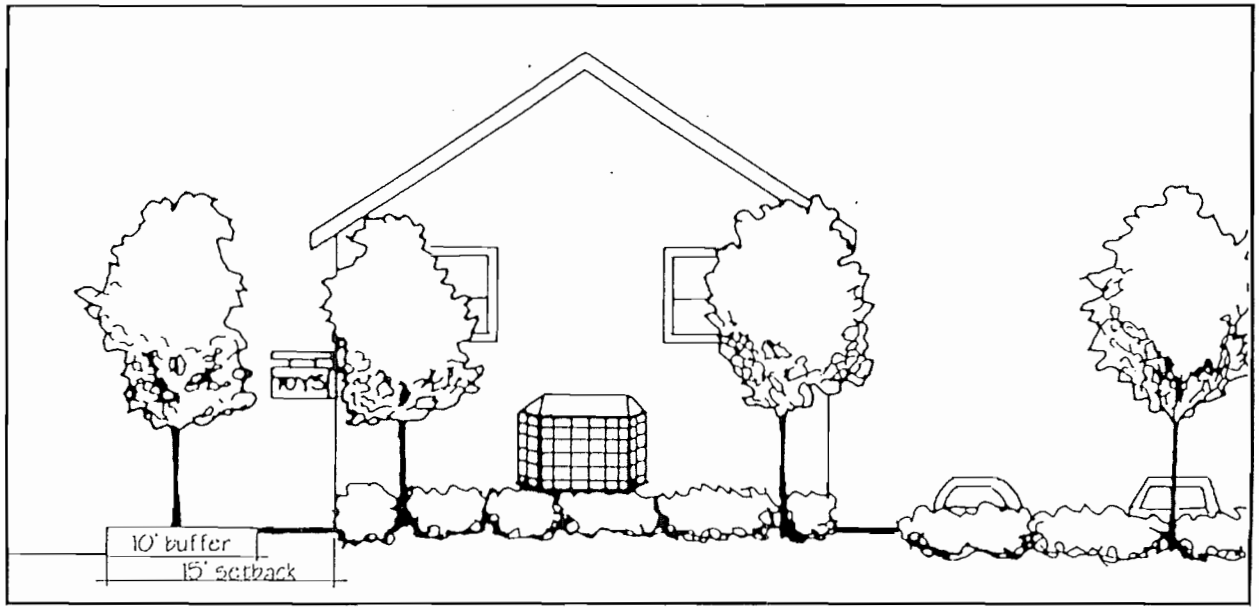
The example shows a 2,000 square foot building approximately 30 feet in height or 2.5 stories, the maximum permitted within the Zoning Bylaw. This illustration is typical of the preferred style of development for the Village districts. It contains ample window space, narrow setbacks, landscaping, and reflects a "residential" building style or perhaps the reuse of an existing structure (see page 20 for recommendations on building design).



Sample Village district site plan

The minimum lot size requirements in the Village districts are based on the existing lot sizes: most lots have approximately 100 feet of frontage and a depth of 200 feet or more. This creates long, narrow lots as shown in the sample sketch. Most existing structures are 2 or 2.5 stories and it is therefore encouraged that new development follow this precedent.

The maximum building area permitted within the Village districts without the need for a special permit is 2,000 square feet. A two story building would therefore have a 1,000 square foot footprint. The parking standards of one space per 250 square feet of gross floor area results in 8 **required** spaces for a structure of this size. Due to the relatively small footprint of the building and associated parking area, the development only needs to occupy the front portion of the lot. The rear lot area can be preserved as open space.



Side elevation

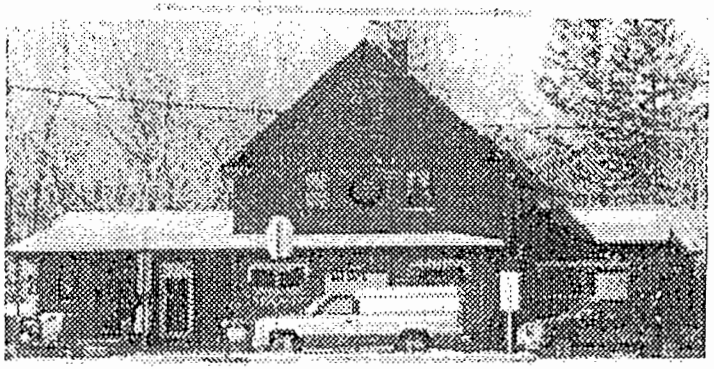
Building Design

New development should relate to the character of the surrounding area. A strong visual relationship between the building, site and adjacent development is critical for overall design compatibility. Each new development should incorporate high standards of construction and quality materials.

The building facade is generally defined as the exterior wall of a building exposed to public view. It is the building facade that has the greatest visual impact when viewed from a public way or adjacent property. The facade is made up of both functional and decorative elements which may serve different purposes but ideally, form a coherent whole when combined.

The following should be considered:

- In locations surrounded by existing development, maintain the existing proportional relationship between buildings, open space and building setbacks. For example, if most buildings along a street are tall and narrow, it would be inappropriate to introduce a long, low building.
- Color, materials, and facade treatments should not dramatically contrast with the typical style of adjacent buildings. The new building should not stand out because of an unusual color or uncommon exterior finish.
- The Town of Carver would like to encourage a "Cape Cod" style of development such as pitched roofs, wood siding, ample windows, human scale and varied facades.
- Doors and windows of new buildings should be similar in size and proportion to those on surrounding facades.
- The scale of the new development should not overpower the neighboring structures. Variations in height within the zoning limits, roof line, and grade definition can reduce the perceived height of a building so that it is consistent with the surrounding developments.



Emphasis should be placed on creating an interesting visual impression from the street and adjacent land uses that is consistent with the character of the surrounding area. The use of different textures, complementary colors and detailing to create an appealing facade is encouraged.

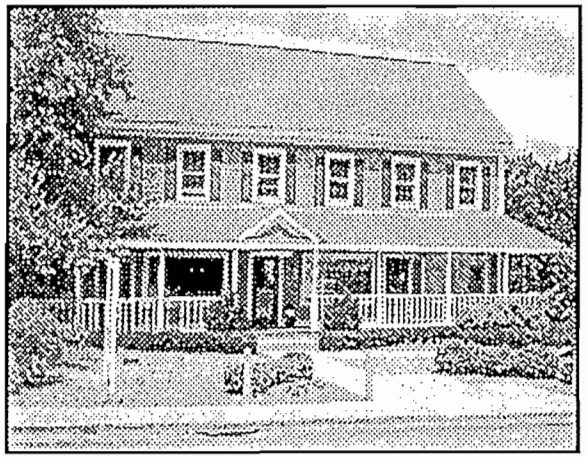
Building facade

While building facades should be compatible with surrounding buildings, facades should vary to some degree in order to provide visual interest along the street frontage. Arcades, porches, and bays are encouraged. In no case should a street side facade consist of an unarticulated blank wall.

Facades with varied setbacks are required for large structures rather than long, flat surfaces. Not more than 50 feet shall be in the same vertical plane without a setback variation. Blank side elevations should also be avoided. The alteration of colors and materials can make an otherwise blank facade more interesting.

The front of a building facing the street shall contain windows covering at least 15% of the facade's surface and consist of some street level windows. All windows should be highlighted with frames, lintels and sills or equivalent frame features. Clusters of smaller vertical windows are more appropriate to the Cape Cod style than large horizontal windows. Windows and doors should be arranged to give the facade a sense of balance and symmetry.

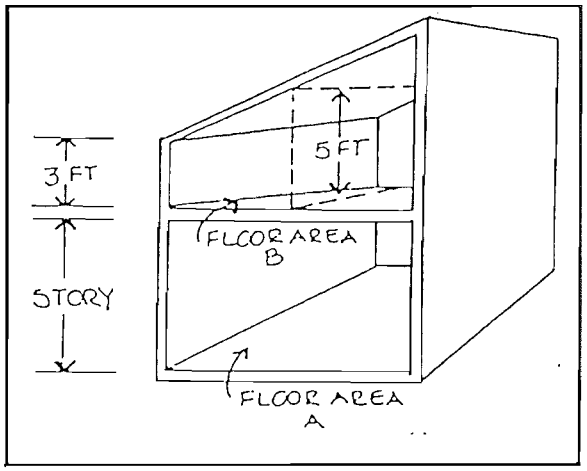
Buildings with multiple retail tenants should have numerous entries to the street. Small, single entry malls are discouraged. In some instances, large stores may need parking lot access near a primary entry. In these cases, two entrances should be provided - one nearest the parking to the rear or side of the building and one located at the front of the building nearest the street and pedestrian access points.



Development should contain landscaping, windows covering at least 15% of the wall surface, varied facades, pitched roofs, different entrances for each tenant and be constructed of materials that are consistent with the Town character.

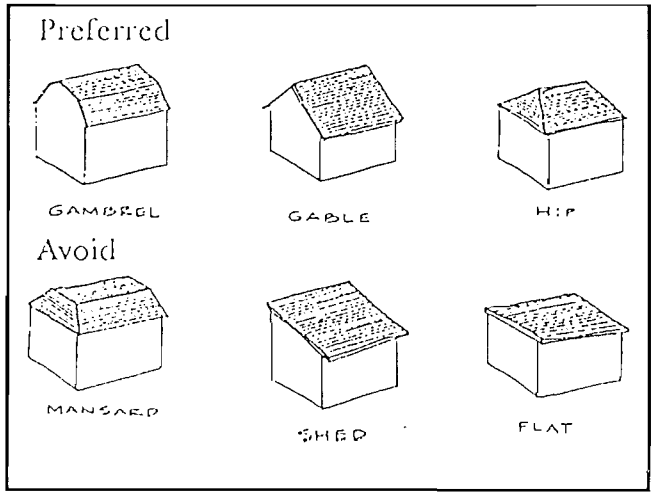
Building heights and roof styles

Building height is defined as "the vertical distance from the mean finished grade of the ground adjoining the building at the street side to the highest point of the ridge" by Carver's Zoning Bylaws. It is described in terms of both feet and stories. A story can be defined as "a portion of a building between the surface of any floor and the surface of the floor or ceiling next above it." A half story is a space under a sloping roof which has the line of intersection of the roof and wall space not more than three feet above the floor level, and in which space the possible floor area with head room of five feet or less occupies at least 40% of the total floor area of the story directly beneath. Half-stories with a minimum pitch of 9/12 or a hipped roof with a minimum pitch of 6/12 are more appropriate than a tall building with a flat roof.



If floor area "B" is 40% of floor area "A," then "B" is a half story.

Flat roofs on commercial buildings, common in suburban developments, are inconsistent with the existing buildings in Carver. Gambrel, hip and gable roofs are more compatible with the visual qualities of Carver. These roof styles combined with the height regulations fit better within the context of a traditional New England village and create more interesting streetscapes through the diversity of building types and massing.



Gambrel, gable and hip roofs are preferred over mansard, shed or flat roofs.

Building materials

Building materials should be consistent with traditional New England architecture and contribute to the character of Carver in a positive manner. In addition, exterior materials should be durable, low maintenance and have a reasonable life span to prevent buildings from falling into disrepair. Wood shingles, clapboard siding, stone, and brick are preferred. Concrete and masonry used in conjunction with varied facades and adequate windows are also acceptable.

The use of metal buildings on lots with frontage on regular town roads (as opposed to roads within an industrial park) is not encouraged. Where such a building is unavoidable, it should meet the same design criteria as for buildings of other materials such as a minimum roof pitch of 9/12, varied setbacks for long facades, avoidance of blank side elevations, preferably vertical windows in proportion to the facade and covering at least 15% of the facade's surface, etc.

Sample Design Review Ordinances

■

Cumberland, Rhode Island, and Wellesley, Massachusetts

Town of Cumberland

AN ORDINANCE

AMENDING THE CODE OF ORDINANCES OF THE TOWN OF CUMBERLAND, RHODE ISLAND, THEREBY ESTABLISHING A DESIGN REVIEW BOARD AND APPROVAL PROCESS

The Town of Cumberland ordains:

SECTION 1. The Code of Ordinances of the Town of Cumberland, Rhode Island, is hereby amended in order to create a design review commission of the Town of Cumberland, Rhode Island, and to establish a process for reviewing site plan and building plans under the authority entrusted to such commission herein.

Chapter 1. The primary purpose of the design review process is to insure a high degree of aesthetics, promote quality and compatible development of land uses, buildings, and structures which enhance the value of property and physical environment of the community in certain highly visible, tourist, commercial and residential areas of the Town.

As outlined in the Cumberland Comprehensive Community Plan of 1991-2010, the design/site review process provides the opportunity for the Town to require developers to evaluate the impacts of individual development proposals in terms of their impacts. Site/design regulations provide for performance controls to mitigate the impacts of development on the natural as well as man-made environments.

Chapter 2. Design review encompasses the examination of the below criteria with regard to the aesthetics, appearance, and functions of the structures in relation to the site, adjacent structures and surrounding community. The design review commission and the Department of Planning and Community Development shall review plans based upon the below criteria.

For the purposes of assessing the impacts on predominately commercial and industrial development on the surrounding community with regard to issues of health and safety, visual and architectural quality and long-term planning strategies, land use shall

be regulated within all commercial and industrial zones by both the regular district requirements and the overlay district requirements set forth in this ordinance.

The design review district shall furthermore apply to any zone or portion thereof where a use(s), otherwise permitted only in a commercial or industrial zone has been granted by exception by the zoning board of review, or as a pre-existing non-conforming use.

If the commission determines that an application is not consistent with the criteria, it shall set forth it writing and with specificity the reasons substantiating its findings.

If the commission determines that an application is not consistent with the criteria, it shall set forth in writing and with specificity the reasons substantiating its findings.

A. The existing and proposed conditions of the lot, including, but not necessarily limited, to topography, vegetation, trees, drainage and waterways.

B. The location of all existing and proposed buildings, drives, parking spaces, walkways, means of ingress and egress, drainage facilities, utility services, landscaping structures, signs, and lighting and screening devices.

C. The dimensions of all buildings, structures, setbacks, parking spaces, floor area ratios, heights, lot coverage and any other information that may be reasonably required to determine compliance with this ordinance.

D. The color, design, selection of landscaping materials and architectural elements of exterior surfaces for development requiring a building permit in areas of the community identified herein above.

E. The proposed structure is in conformity with the standards in this ordinance and other applicable ordinances, architectural and design guidelines, and plans insofar as the location and appearance of the building and structures are involved.

F. The proposal indicates a sensitivity to and is compatible with the environment, adjacent structures, and enhances the appearance of the surrounding properties.

G. The design and layout of buildings shall be reviewed so as to provide an efficient arrangement of land uses. Particular attention shall be given to safety and fire protection, relationship to the surrounding neighborhood impact on contiguous and adjacent buildings and lands, pedestrian sight lines and view corridors.

H. Pedestrian and vehicular traffic movement within and adjacent to the site shall be reviewed to ensure that all parking spaces are usable and are safely and conveniently arranged. Access to the site from adjacent roads shall be designed so as to interfere as little as possible with traffic flow on these roads and to permit vehicles a rapid and safe ingress and egress to the site.

I. Lighting shall be reviewed to ensure safe movement of persons and vehicles; for security purposes and to minimize glare and reflection on adjacent properties

J. Landscaping and paving materials shall be reviewed so as to ensure an adequate relationship with the enhancement of the overall site plan design.

K. Buffering materials shall be reviewed to ensure that headlights of vehicles, noise, and light from structures are purposely shielded from public view and pedestrian areas.

L. Storm drainage, sanitary waste disposal, and water supply shall be reviewed and considered in terms of the adequacy of existing systems, and the need for improvements, both on-site and off-site, to adequately carry run-off and sewerage and to maintain an adequate supply of water at sufficient pressure.

M. Garbage disposal shall be reviewed to ensure freedom from vermin and rodent infestation. All disposal systems shall meet municipal specifications as to installation and construction.

N. The overall project shall be reviewed for compliance with the Town's Comprehensive Community Plan or special plans that apply to or effect the subject property such as that development by state agencies as the Rhode Island Department of Environmental Management, and the Blackstone River Valley National Heritage Corridor

Commission. The Commission may not secure any professional assistance at cost without the prior approval of the mayor and town council.

Chapter 3. Applicability and Exemptions

A. Applicability. All building permits for new construction, alterations, or addition to existing buildings within commercial or industrial zones, or properties granted special exceptions, variances or pre-existing as legal non-conforming uses.

B. Exemptions Exemptions to these regulations include all the following provided no new construction and/or additions to existing buildings are required.

1. All permits for plumbing, heating, air conditioning, elevators, and all other mechanical and electrical equipment when such work is entirely within the interior of the building; however, the director of planning and community development may approve such building permits on behalf of the commission for minor work on the exterior of buildings.

2. Any permit necessary for the compliance with a lawful order of the building official, fire district chief or public works director related to the immediate public health or safety.

3. Any town-owned structure or building regardless of the zoning district classification.

4. All permits for interior alterations and repairs.

5. All permits for demolition or wrecking.

Chapter 4. Design Review Commission Powers and Duties.

A. Powers and Duties.

1. Responsible for promoting excellence in design.

2. Responsible for reviewing all applications requiring design review.

3. Responsible for reviewing and recommending adoption of design plans for areas subject to its review authority.

B. Membership and Appointments

1. Composition - The Design Review Commission shall be composed of five [5] members. The five [5] members shall be the director of public works or his/her designee; the director of planning and community development or his/her designee; the deputy director of planning & community development or his/her designee; the building official or his/her designee and the fire chief of the fire district in which the property is located or his/her designee.

2. Legal Counsel - Legal counsel shall be provided by the town solicitor's office upon request.

C. Quorum and Voting

A quorum shall constitute three [3] members. An affirmative vote of a majority of the members shall be required to approve an application for a design review certificate of conformity. Prior to a decision of the commission, the directors of planning and community development and public works shall submit a recommendation for each item on the agenda, in addition, the town solicitor shall determine whether a request is properly before the commission. In an application is denied, the commission shall provide a written statement in support of its finding.

D. Consultation and Solicitation of Advice

The commission may, at its own initiative, solicit advice, both professional and regulatory, from qualified experts and qualified organizations, such as the historic district commission, the conservation commission, the Rhode Island Historical Preservation Commission, the State Historic Preservation Officer, the Rhode Island Department of Environmental Management, and the Blackstone River Valley National Herita Corridor Commission.

E. Meetings and Records

The commission shall meet within a reasonable time upon receipt of an application, no more than fifteen [15] business days after the director of planning and community development has certified that a completed application has been submitted, at the call of the chairman of the director of planning and community development.

All meetings shall be open to the public and media in accordance with the Rhode Island Open Meetings Law, and, all records shall be maintained and available in accordance with the Rhode Island Public Records Act.

F. Organizational Structure

A chairman and vice-chairman shall be elected from the members of the commission by majority vote. The department of planning and community development shall provide the necessary staff to assist the commission in the performance of its duties. The commission may recommend to the mayor and town council the establishment of design review application fees which may shall be used to pay for the administration of the review process and any necessary professional contract services.

G. Conflict of Interest

Members of the commission shall abide by the applicable provisions of the Rhode Island Ethics Commission in all matters and issues coming before the commission.

Chapter 5. Design Review Procedures

A. Consistency with Design Review Standards

All plans shall be consistent with the design review commission's adopted guidelines for the area in which the site is located and with the criteria listed herein.

Guidelines shall be established, amended and reviewed annually by the design review guidelines and regulation advisory commission which shall consist of the members of the design review commission [including the four district fire chiefs] a representative of the historic district commission, a representative of the Cumberland Business Association, a representative of the economic development commission, and a representative of the Blackstone River Valley National Heritage Corridor Commission.

B. Application for Design Review

Preliminary Design Review: The applicant shall submit a Preliminary Design Review Application to the department of planning and community development. The department of planning and community development, with the assistance of any other applicable town department, board, commission or agency, will review the zoning, architectural and other

plan elements of the application and provide written comments to the applicant within ten [10] consecutive business days of the submission of a completed preliminary application. This deadline may be extended by mutual agreement of the applicant and the department of planning and community development.

Final Design Review: The applicant shall obtain a Design Review Application from the department of planning and community development which shall be responsible for the overall coordination and administration of the design review process. Once the application and appropriate set(s) of plans have been received by the department of planning and community development and determined to be complete, the department of planning and community development shall within ten [10] consecutive working days conduct a staff-level review and prepare a recommendation to the design review commission.

The design review commission shall consider the application and department of planning and community development recommendation within a reasonable time from the date of submission of a completed application to the department of planning and community development. The commission shall announce its decision within three [3] consecutive working days of the hearing, unless a extension has been mutual agreed upon by the application and the commission. The design review commission shall have the mandatory powers to approve or disapprove applications, with or without conditions.

The design review commission may require such changes in said plans and specifications as in its judgment may be requisite and appropriate to the maintenance of a high standard of architecture, as established by the standards contained in this ordinance and other specific plans pertaining to the areas identified.

Upon approval of an application by the design review commission, the director of planning and community development or his authorized representative shall stamp and sign three [3] sets of plans as finally approved. Two [2] sets shall be returned to the applicant who may only then submit an application for a building permit to the building official. The remaining approved plan shall be a part of the commission's officials record and shall be maintained on file with the department of planning and community development.

C. Building Permit Application:

The applicant or his authorized agent shall make application for a building permit. The application shall include, at a minimum, the two [2] sets of plans which were approved by the design review commission and stamped and signed by the director of planning and community development or his authorized representative.

No building permit, certificate of occupancy, certificate of completion, or occupancy license shall be issued unless all the plans, including amendments, notes, revisions, or modifications, have been provided by the director of planning and community development or his authorized representative. Minor modifications to plans that have been approved by the design review commission shall be permitted when approved by the director of planning and community development and the director of public works.

No building permit shall be issued for any plan subject to design review except in conformance with the approved plans. The applicant shall have up to one [1] year from the date of design plan approval to obtain all necessary building permits to proceed with construction. If the applicant fails to obtain said building permit(s) within the time period, all staff and design review commission approvals shall be null and void and the applicant shall be required to re-initiate the design review process; however, an extension for cause, not to exceed one (1) year, may be grated by the commission.

An applicant may submit an application for a building permit simultaneously with a design plan review application in order to expedite processing, however, no building permit shall be issued until the final plan has been stamped and signed by the director of planning and community development or his authorized representative in accordance with this ordinance.

D. Special Review Procedure: For minor work associated with alterations and additions to existing buildings, or the construction, repair or alteration of new or existing walls, at grade parking lots, fences and signage, including change of copy, the director of planning and community development or his designated representative, upon the written authorization of the chairman of the design review commission, shall have the authority to approve, approve with conditions or deny an application on behalf of the design review commission. Appeals of the director of planning and community development's finding shall be considered by the commission at the next regular meeting date.

Chapter 6. Application Fees

Applications submitted under the provisions of this ordinance shall pay a fee based upon the following schedule:

Estimated Valuation of Work	Fee
Up to $50,000.	$50.00
$50,000 to $75,000	$75.00
$75,001 to $99,999	$100.00
$100,000 to $250,000	$150.00
$250,001 to $1,000,000	$200.00
$1,000,000 to $5,000,000	$250.00
$5,000,000 or beyond	$250.00 plus $10 for each $100,000 beyond $5,000,000
Special Review Procedure	$25.00

Chapter 7. Appeals

The applicant or any town department having jurisdiction may appeal any decision of the design review commission to the town council. The appeal shall be in writing and submitted to the director of planning and community development within twenty [20] days of the date the design review commission reached a decision on an application. The director of planning and community development shall place such appeal of the town council agenda within thirty (30) days of receipt of the appeal. In order to reverse, amend, or modify any decision of the design review commission, the town council:

1. Shall find that the design review commission acted arbitrarily and capriciously in abuse of its discretionary powers; and

2. The vote to reverse, amend or modify shall be by at least four (4) affirmative votes of the town council.

Appeals from a decision of the town council shall be to a court of competent jurisdiction pursuant to the General Laws of the State of Rhode Island, As Amended

SECTION 2. This ordinance shall become effective immediately upon its passage by the Cumberland Town Council in accordance with the provisions of the Cumberland Home Rule Charter, and, any ordinances or portions of ordinances inconsistent herewith are hereby repealed.

SECTION XXII. DESIGN REVIEW.

Part A. PURPOSE.

It is the intent of this Section to provide detailed review of uses and structures having substantial impact on the Town; to prevent blight, to enhance the natural and aesthetic qualities of the Town; to conserve the value of land and buildings; and to protect and preserve the historic and cultural heritage of the Town.

Part B. DESIGN REVIEW BOARD.

Subpart 1. COMPOSITION.

For the purposes of this SECTION XXII, the Design Review Board shall be appointed by the Planning Board to consist of five Town residents as follows:

a. Chairman of the Planning Board or designee,

b. A person qualified by training and experience in the fine arts or landscape design,

c. Retailer doing business in the Town,

d. Two members qualified by training and experience in the art or design professions.

Subpart 2. AUTHORITY AND SPECIFIC POWERS.

The Design Review Board shall review requests for sign permits submitted under the provisions of SECTION XXIIA., requests for site plan approval

submitted in accordance with SECTION XVIA. SITE PLAN APPROVAL. and other projects as specified in this Zoning Bylaw. It shall evaluate such requests based on Part C., DESIGN CRITERIA. of this SECTION XXII. Its findings, along with any restrictions and conditions, shall be incorporated in the recommendations of the Planning Board to the Special Permit Granting Authority.

Part C. DESIGN CRITERIA.

The Design Review Board shall review requests for special permits under this SECTION XXII based on the following standards:

1. Preservation and enhancement of landscaping. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

2. Relation of buildings to environment. Proposed development shall be related harmoniously to the terrain and to the use, scale, and architecture of existing buildings in the vicinity that have functional or visual relationship to the proposed buildings. Proposed buildings shall be related to their surroundings with respect to:

   a. height
   b. street facade
   c. rhythm of solids and voids
   d. spacing of buildings or signs
   e. materials, textures, and color
   f. roof slopes
   g. scale.

3. Open space - All open space (landscaped and usable) shall be designed to add to the visual amenities of the area by maximizing its visibility for persons passing the site or overlooking it from nearby properties.

4. Signs and advertising devices - The size, location, design, color, texture, lighting and materials of signs and advertising devices shall be in harmony with significant architectural features of existing and proposed buildings and structures and with surrounding properties.

5. Heritage - Removal or disruption of historic, traditional or significant uses, structures, or architectural elements shall be minimized insofar as practicable, whether these exist on the site or on adjacent properties.

Part D. DESIGN GUIDELINES HANDBOOK.

The Design Review Board shall publish and make available to the public on request a booklet of guidelines based on the specific DESIGN CRITERIA. cited in Part C. to effectuate the purposes of this SECTION XXII.

SECTION XXIIA. SIGNS AND ADVERTISING DEVICES.

A. PURPOSE.

This section is adopted by the Town for the regulation and restriction of billboards, signs and other advertising devices within the Town.

B. DEFINITIONS.

As used herein the following words and terms shall have and include the following respective meanings:

Business Establishment - Each separate place of business whether or not consisting of one or more buildings.

Facade of the Business Establishment - That portion of the building wall facing the main street or containing the main public entrance, which corresponds to the height and width of the interior space rented or owned by the tenant of the business establishment.

Sign - Any letter, word, symbol, drawing, picture, design, device, article or object that advertises, calls attention to or indicates any premises, persons, products, businesses or activities, or that conveys or is intended to convey any message whatever the nature of the material and manner of composition or construction. (Historical date plaques and markers approved by the Historical Commission and flags and insignia of governmental jurisdictions shall not be considered signs except when displayed for the purpose of commercial promotion.)

Standing Sign - Any and every sign erected on or affixed to the land and any and every exterior sign that is not attached to a building.

Trailers and Vehicles - For the purposes of this Sign Bylaw a vehicle, motor vehicle or self-propelled vehicle shall be considered and regulated as a sign when or under such circumstances any such vehicle is not engaged in the usual business or work of the owner or lessee but is used merely or mainly for advertising purposes.

Sample Use Regulations for Industrial Districts

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Nashua, New Hampshire

Principal Use	DISTRICT													
	Residential							Business				Industrial		
	R-40	R-30	R-18	R-9	R-A	R-B	R-C	LB	GB	CB	HB	PI	GI	AI
Agricultural:														
1. Agriculture, horticulture and floriculture except a greenhouse or stand for retail sale	P	P	P	P	P	P	P	P	P	P	P	P	P	P
2. Year-round greenhouse or stand for wholesale and retail sale of agricultural or farm products	S	S	S	—	—	—	S	P	P	P	P	—	—	—
3. Temporary (not to exceed erection or use for a period of 3 months in any 1 year) greenhouse or stand for retail sale of agricultural or farm products raised primarily on the same premises	P	P	S	—	—	—	—	—	—	—	P	—	—	—
4. Noncommercial raising and keeping of livestock, horses and poultry, the raising of swine or fur animals for commercial use	P	P	S	—	—	—	—	—	—	—	S	—	—	—
5. Commercial stable or kennel in which all animals, fowl or other forms of life are completely enclosed in pens or other structures	S	S	—	—	—	—	—	—	—	—	S	—	—	—
6. Commercial forestry	P	P	—	—	—	—	—	—	—	—	P	—	—	—
7. Noncommercial forestry and growing of all vegetation	P	P	P	P	P	P	P	P	P	P	P	P	P	P
8. Commercial raising of livestock, swine, horses, poultry or fur animals	S	—	—	—	—	—	—	—	—	—	—	—	—	—
9. Veterinary hospital	P	S	S	—	—	—	—	—	—	—	P	S	—	S
Retail Service Commercial:														
1. Retail establishment selling principally convenience goods including but not limited to food, drugs and proprietary goods:														
(a) with maximum floor area limitation of 10,000 sq. ft. for any single establishment	—	—	—	—	—	—	—	P	P	P	P	—	—	—
(b) with no limitation with respect to floor area	—	—	—	—	—	—	—	—	P	P	S	—	—	—
2. Retail establishment selling general merchandise including but not limited to dry goods, apparel and accessories, furniture and home furnishings, home equipment, small wares and hard-														

	Principal Use	DISTRICT													
		Residential							Business				Industrial		
		R-40	R-30	R-18	R-9	R-A	R-B	R-C	LB	GB	CB	HB	PI	GI	AI
	ware, building supplies, and including discount and limited price variety stores:														
	(a) with maximum floor area limitation of 10,000 sq. ft. for any single establishment	—	—	—	—	—	—	—	S	P	P	P	—	—	—
	(b) with no limitation with respect to floor area	—	—	—	—	—	—	—	—	P	P	P	—	—	—
3.	Eating and drinking places where consumption is primarily intended to be within the building	—	—	—	—	—	—	—	S	P	P	P	—	—	—
4.	Fast food eating and drinking establishment where consumption is frequently within automobile or off premises	—	—	—	—	—	—	—	—	S	—	P	—	S	—
5.	Sales by vending machines as a principal use	—	—	—	—	—	—	—	S	S	S	P	—	—	—
6.	Establishment selling new automobiles or new and used automobile tires and other accessories, aircraft, boats, motorcycles and household and camping trailers	—	—	—	—	—	—	—	—	P	P	P	—	—	—
7.	Hotels and motels	—	—	—	—	—	—	—	—	—	P	P	S	—	S
8.	Lodging house	—	—	—	—	—	—	S	—	—	P	P	—	—	—
9.	Personal services establishment including barbershops and beauty shops, shoe repairs, laundromat and dry cleaning establishments or similar uses	—	—	—	—	—	—	—	P	P	P	P	—	—	—
10	Funeral establishment	—	—	—	—	—	S	P	S	S	P	P	—	—	—
11.	Medical facilities, excluding hospitals and excluding medical facilities within which abortive obstetrics is performed	—	—	—	—	—	S	S	P	P	P	P	—	—	—
12.	Membership club operated for profit	—	—	—	—	—	—	—	—	S	S	P	S	—	S
13.	Miscellaneous professional and business offices and services including, but not limited to, legal and other professional services, and finance, insurance, real estate offices, banks and other financial institutions	—	—	—	—	—	—	S	P	P	P	P	—	—	—
14.	Proprietary school, college, business or trade school	S	S	—	—	—	—	—	P	—	P	P	S	—	—

	Principal Use	DISTRICT													
		Residential							Business				Industrial		
		R-40	R-30	R-1S	R-9	R-A	R-B	R-C	LB	GB	CB	HB	PI	GI	AI
14A.	Proprietary schools for education in the arts of dance, music, art and drama	—	—	—	—	—	—	S	S	P	P	P	—	—	—
14B.	Private day nursery or kindergarten, provided it shall have 50 square feet of fenced outside play area for each enrolled child on said premises	—	—	—	—	—	—	—	P	P	P	P	S	—	—
14C.	Private day nursery or kindergarten located within 500 feet of any LB, GB, CB or HB district, provided it shall have 50 square feet of fenced outside play area for each enrolled child on said premises	S	S	S	S	S	S	S	P	P	P	P	S	—	—
15.	Automotive repair, automobile service station or garage (not including a junkyard or open storage of abandoned automobiles or other vehicles)	—	—	—	—	—	—	—	—	S	S	P	S	S	S
16.	Miscellaneous business repair services	—	—	—	—	—	—	—	—	P	P	P	S	—	—
17.	Motor vehicle, machinery or other junkyard, provided it shall be screened from outside view by an enclosed solid fence or wall, and gate, at least 6 feet in height, or by natural or topographic features in accordance with RSA 267, as last amended, and RSA 267-A, as last amended, and provided further that the proposed junkyard location is in accordance with the requirements of RSA 267, 267-A and 249, as last amended	—	—	—	—	—	—	—	—	—	—	—	—	S	—
18.	Motion picture establishment, outdoor	—	—	—	—	—	—	—	—	—	—	P	—	—	—
19.	Motion picture establishment, indoor	—	—	—	—	—	—	—	—	P	P	P	—	—	—
20.	Other amusement and recreation service, indoor amusement	—	—	—	—	—	—	—	—	P	P	P	—	—	—
21.	Other amusement and recreation service, outdoor amusement	—	—	—	—	—	—	—	—	—	—	P	—	—	—
22.	Communications and television tower	S	S	S	S	—	—	—	—	S	S	S	P	P	S

4.6 Home Occupation - No Special Permit

Home occupations shall be allowed without need for a special permit only if meeting all of the following:

4.6.1 The occupation shall be operated by a person residing on the premises, and shall employ on those premises not more than three (3) persons not resident thereon,

4.6.2 There shall be no evidence of the occupation through persistent or excessive sound, or through vibration, smell, or sight discernable at the boundaries of the premises, except for a sign as permitted in Sec. 6, MGL, or for display of produce raised on the premises,

4.6.3 Any exterior storage of materials or equipment or business-related parking shall be so located and screened (through location, grade, or vegetative screening), as to be in compliance with 4.6.2 above,

4.6.4 Not more than two (2) vehicles requiring registration as taxis, buses, or commercial vehicles shall be regularly parked outdoors on the premises. Such vehicles shall not weigh more than 15,000 lbs. or have more than two (2) axles,

4.6.5 Traffic generated shall not be more disruptive to the neighborhood than traffic normally resulting from residential development considering volume, type, hours and other traffic characteristics,

4.6.6 The occupation shall be conducted within a dwelling or accessory structure and occupy not more than twenty-five percent (25%) of the combined total floor area, and shall be in conformance with the Use Regulations.

4.7 Home Occupation - Special Permit

A special permit from the Board of Appeals shall be required for anything in excess of Section 4.6.

A special permit may be granted beyond these limits only if the Board of Appeals determines that the activities will not create hazard, disturbance to any abutter, or injury to the neighborhood, and will not create unsightliness visible from any public way or neighboring property.

Such special permit shall impose conditions and limitations as necessary to protect abutting properties and the public, including the limitation that the home occupation authorized by the special permit may not be transferred to a different operator without a new special permit, that the occupation shall be subject to compliance review by the Building Inspector at periods specified in the special permit, and that such permit may be revoked by a majority vote of the Board of Appeals at any time after notice and hearing, upon the Board's determination that the terms of the special permit are being violated.

4.8 Home Occupation - Enforcement

Home occupation uses shall be enforced as follows:

4.8.1 A certificate of Use and Occupancy must be obtained from the Building Inspector indicating compliance with these requirements prior to initiation of a home occupation.

4.8.2 The Building Inspector shall enforce these provisions and any person may request enforcement where a violation is believed to exist, as provided in Sec. 7 of Ch. 40A, MGL, and if dissatisfied with the outcome, such person may bring an appeal to the Board of Appeals for hearing and action as provided in Sec. 8 of Ch. 40A, MGL.

ARTICLE 4. SPECIAL REGULATIONS

SECTION 4.1 HOME OCCUPATIONS

4.1.1 Allowed Occupations

Home occupations shall be allowd without need for a special permit only if meeting all of the following:

(a) The occupation shall be operated by a person residing on the premises. At no time shall there be more than one employee present on the premises who is not also a resident thereon.

(b) There shall be no evidence of the occupation through persistent or excessive sound, or through vibration, smell, or sight discernable at the boundaries of the premises, except for a sign as permitted by Section 3.1 or for display of produce raised on the premises.

(c) Any exterior storage of materials or equipment or business-related parking shall be so located and so screened (through location, grade, or vegetative screening), as to be in compliance with (b) above.

(d) Not more than two vehicles requiring registration as taxis, buses, or commercial vehicles shall be regularly parked outdoors on the premises.

(e) Traffic generated shall not be more disruptive to the neighborhood than traffic normally resulting from residential development considering volume, type, hours, and other traffic characteristics.

The occupation shall be conducted within a dwelling, with no use of accessory structures except for parking or incidental storage in an existing accessory structure.

4.1.2 Occupations on Special Permit

A special permit from the Board of Appeals may authorize any or all of the following for a home occupation.

(a) Employment on the premises of two or more persons not resident thereon. Not more than three such persons shall be authorized except when, because of the circumstances of the location or the occupation, such additional employment will not adversely affect the neighborhood.
(b) Reasonable modification of the limitation in 4.1.1 (b) above.
(c) Parking or outside storage not capable of being located and screened as required by 4.1.1 (b) above.
(d) Parking of vehicles other than as allowed under 4.1.1 (d) above.
(e) Activity likely to result in more traffic allowed under 4.1.1.(e) above.
(f) Use of an existing accessory structure for other than parking or incidental storage.
(g) Storage of equipment or materials on premises other than the residence of the operator.

Such special permit shall be granted only if the Board of Appeals determines that the activities will not create hazard, disturbance to any abuttor, or injury to the neighborhood, and will not create unsightliness visible from any public way or neighboring property. Such special permit shall impose conditions and limitations as necessary to protect abutting properties and the public, including the limitation that the home occupation authorized by the special permit may not be transferred to a different operator without a new special permit, that the occupation shall be subject to compliance review by the Building Inspector at periods specified in the special permit, and that such special permit may be revoked by a majority vote of the Board of Appeals at any time after notice and hearing, upon the Board's determination that the terms of the special permit are being violated.

4.1.3 Enforcement

(a) A certificate of Use and Occupancy must be obtained from the Building Inspector indicating compliance with these requirements prior to initiation of a home occupation.

(b) Any person may request enforcement of these provisions by the Building Inspector where a violation is believed to exist, as provided in Chapter 40A, section 7, Massachusetts General Laws, as amended, and if dissatisfied with the outcome, such person may bring an appeal to the Board of Appeals for hearing and action as provided in Chapter 40A, section 8, Massachusetts General Laws, as amended.

ADDENDUM A

Comparative Community Profiles:

Bow
Concord
Henniker
Hillsborough
Hooksett
Hopkinton
New London

applied economic research aer

Return to Alphabetical Listing of Community Profiles

1997 New Hampshire Community Profile for...
BOW

CID Number:	**704**
County:	**Merrimack**
Labor Market Area:	**Concord**

DISTANCE TO:

Manchester, NH	**20 miles**
Boston, MA	**70 miles**
New York, NY	**250 miles**
Montreal, Canada	**245 miles**
Elevation:	**603 feet**

TEMPERATURE (F):

Annual Average	**46.3**
January Average	**21.8**
July Average	**69.5**

Precipitation: *Annual Average* **39.8 in.**

DEMOGRAPHICS

Population	1995	1990	1980	1970
Community	**5,919**	**5,500**	**4,015**	**2,479**
County	**124,165**	**120,005**	**98,302**	**80,925**

1990 Population by age:

5 and under	**518**
6 to 17	**1,093**
18 to 29	**557**
30 to 59	**2,634**
60 to 69	**409**
70 and Over	**289**

INCOME (1990)

Per Capita Income:	**19,752**
Median Household Income:	**56,855**
Average Weekly Wage:	**533**

LABOR FORCE (1990)

Total Number of Employers:	**144**
Total Workers Employed:	**3,000**
Labor Force Participation Rate:	
Male:	**84.6%**
Female:	**70.1%**

Labor Force Education Levels:	
High School and Higher Graduates	**92.0%**
Bachelor's Degree and Higher	**39.2%**

EMPLOYMENT BY OCCUPATIONAL GROUP (1990)

Executive/Administrative/Managerial:	**625**
Professional Specialty:	**726**
Technician/Related Support:	**93**
Sales Workers:	**388**
Administrative Support/Clerical:	**482**
Private Household:	**12**
Protective Service:	**22**
Services, Other:	**226**
Farming/Forestry/Fishing:	**15**
Precision Production/Craft/Repair:	**223**
Machine Operators/Assemblers:	**98**
Transportation/Material Moving:	**48**
Handlers/Helpers/Laborers:	**42**

COMMUTING PATTERNS (1990)

Mean Travel Time To Work (minutes): 20.93
Percent of Residents Working In Community: 12.3 %
Percent of Residents Commuting Elsewhere: 87.7 %
Percent of Nonresidents Commuting In: 83.8%

Largest Employers	Product/Service	Employees	Estab.
Universal Packaging Corp.	Paperboard containers	250	1961
Pitco-Frialator, Inc.	Commercial frying equipment	205	1925
Brothers Gourmet Coffee	Coffee	82	1952
Pitco Mastermatic	Conveyorized fryers	75	1986
Structures Unlimited	Skylight systems	75	1968
Blue Seal Feeds	Animal & poultry feed	50	1886
Bovie Screen Process Printing	Screen printing, roll labels	40	1950
TAFA Incorporated	Thermal spray equipment	35	1976
Z-Tech Corporation	Zirconium oxide	20	1976
CMC Technology, Inc.	Sawmills, debarkers	18	1980

MUNICIPAL SERVICES

Town Hall Hours:	M-F 7:30-4
Type Of Government:	Selectmen/Town Manager
Fiscal Year:	96
Budget (Annual):	3,635,018
Expenditure/Capita:	614.13
Planning Board:	Appointed
Industrial Plans Reviewed By:	Planning Board
Zoning:	1955/95
Master Plan:	1992
Capital Improvement Plan:	1996
Full-Time Police Department:	Yes
Full-Time Fire Department:	No
Town Fire Insurance Rating:	6/9

TAXES (1995)

Local Property Tax Rate (per thousand):	**$16.90**
Assessment Ratio:	**0.93**
Full-Value Property Tax (per thousand):	**$15.72**
1994 Valuation:	
Residential:	**42.09%**
Commercial:	**8.99**
Other	**48.92**

HOUSING (1995)

Single-Family Units:	**2,020**
Number of Building Permits:	**49**
Multi-Family Units:	**30**
Number of Building Permits:	**0**
Mobile Homes:	**5**
Median Gross Rent:	
Median Housing Costs:	

UTILITIES

Electric Supplier:	**ConcordElectric/PSNH**
Natural Gas Supplier:	**Energy North**
Water:	
Supplier:	**Private**
Source:	
Average Usage (1000 gal/day):	
Excess Capacity (1000 gal/day):	
Sanitation	
Sewer:	
Coverage:	**4.**
Municipal Treatment Plant	
Treatment Plant Type:	
Capacity (million gal/day):	
Load (percent of capacity):	
Telephone Company:	**NYNEX**
Telephone Switching:	**Digital**
Cellular Phone Access:	**Yes**
Cable Television:	**Yes**

TRANSPORTATION/ACCESS

Federal Routes:	
State Routes:	**3A, 13**
Nearest Interstate:	**I-93, Exit 12**
Distance:	**1 miles**
Railroad:	**Boston & Maine**
Public Transportation:	
Nearest Airport:	**Concord**
Runway:	**6000 feet**
Lighted:	**Yes**
Navigational Aids:	**Yes**
Nearest Commercial Airport:	**Manchester**
Distance:	**22 miles**

MEDICAL & HEALTH

Nearest Hospital:

Concord, Concord
Distance: **2 miles** *Beds:* **210**
Total Number of Doctors Living in Town: **8**

EDUCATIONAL FACILITIES

	Schools	Grades	Enrollment	Vocational Education
Elementary	1	P-4	609	
Middle/Junior High	1	5-8	520	
High School	1 (9/97)	9-12	400	
Private/Parochial				

If No Schools, District Students Attend: **ConcordHigh School** *Distance*: **6 miles**

Nearest Comm/Tech College: **NH Technical Institute**
Nearest College/University: **Franklin Pierce Law/NH College Contin. Ed.**

COMMUNITY SERVICES & RECREATION

Protestant Churches: **2**
Catholic Churches:
Synagogues:
Hotels/Motels: **1**
Bed/Breakfast Establishments:
Total Overnight Rooms:
Shopping Centers/Malls:
Cinemas:
Live Theater:
Museums:
Library: **Baker Free**

Municipal Parks:	2
YMCA/YWCA:	
Indoor/Outdoor Swimming:	
Indoor Skating Rinks:	
Tennis Courts:	
Golf Courses:	
Bowling Centers:	
Nearest Ski Areas:	**Pat's Peak, Sunapee, Gunstock**
Other Recreation:	**Antiques**

FOR MORE INFORMATION, CONTACT:

Town of Bow	Phone:	**(603) 228-1187**
Albert R St Cyr, Town Manager	Fax:	**(603) 228-2452**
Town Hall, 10 Grandview Road	E-Mail:	
Bow, NH 03304	http://www.	

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SOICC of NH , 64 Old Suncook Road, Concord, NH 03301-7317
Phone: 603.228.3349, Fax: 228.3209, Email: soiccnh@aol.com

Return to Alphabetical Listing of Community Profiles

Go To Top

Return to Alphabetical Listing of Community Profiles

1997 New Hampshire Community Profile for...
CONCORD

CID Number:	**708**
County:	**Merrimack**
Labor Market Area:	**Concord**

DISTANCE TO:

Manchester, NH	**18 miles**
Boston, MA	**70 miles**
New York, NY	**251 miles**
Montreal, Canada	**243 miles**
Elevation:	**346 feet**

TEMPERATURE (F):

Annual Average	**45.1**
January Average	**18.6**
July Average	**69.5**

Precipitation: *Annual Average* **36.4 in.**

DEMOGRAPHICS

Population	1995	1990	1980	1970
Community	**37,290**	**36,006**	**30,400**	**30,022**
County	**124,165**	**120,005**	**98,302**	**80,925**

1990 Population by age:

5 and under	**3,065**
6 to 17	**5,169**
18 to 29	**7,425**
30 to 59	**14,016**
60 to 69	**2,589**
70 and Over	**3,742**

INCOME (1990)

Per Capita Income:	**16761**
Median Household Income:	**39,531**
Average Weekly Wage:	**523**

LABOR FORCE (1990)

Total Number of Employers:	**1491**
Total Workers Employed:	**18060**
Labor Force Participation Rate:	
Male:	**71.2%**
Female:	**63.1%**

Labor Force Education Levels:	
High School and Higher Graduates	**84.5%**
Bachelor's Degree and Higher	**28.1%**

EMPLOYMENT BY OCCUPATIONAL GROUP (1990)

Executive/Administrative/Managerial:	**2,602**
Professional Specialty:	**3,325**
Technician/Related Support:	**805**
Sales Workers:	**1,978**
Administrative Support/Clerical:	**3,211**
Private Household:	**24**
Protective Service:	**217**
Services, Other:	**2,040**
Farming/Forestry/Fishing:	**152**
Precision Production/Craft/Repair:	**1,755**
Machine Operators/Assemblers:	**872**
Transportation/Material Moving:	**503**
Handlers/Helpers/Laborers:	**406**

COMMUTING PATTERNS (1990)

Mean Travel Time To Work (minutes):	17.78
Percent of Residents Working In Community:	68.4 %
Percent of Residents Commuting Elsewhere:	31.6 %
Percent of Nonresidents Commuting In:	60.9%

Largest Employers	Product/Service	Employees	Estab.
Steeplegate Regional Mall	Retail Stores	1100	
Concord Hospital	Hospital	1200	
Chubb Life America Insurance Co.	Insurance	865	
Genesis Elder Care Network	Healthcare Facility	333	
Healthsource of New Hampshire	Health Maintenance Organization	485	
Beede Electrical Instrument Co.	Electrical components	344	
St. Paul's School	Private Prep School	280	
Riverside Millwork (RIVCO)	Home Building Materials	325	1962
Vishay-Sprague Electric	Tantalum Capacitors	395	1956
Concord Litho	Offset Photo Color Reproductions	290	

MUNICIPAL SERVICES

Town Hall Hours:	8am - 4:30pm
Type Of Government:	Manager & Council
Fiscal Year:	97
Budget (Annual):	39,696,310
Expenditure/Capita:	1,080.00

Planning Board:	Appointed
Industrial Plans Reviewed By:	Planning Board
Zoning:	1930/92
Master Plan:	1993
Capital Improvement Plan:	1996/2001
Full-Time Police Department:	Yes
Full-Time Fire Department:	Yes
Town Fire Insurance Rating:	3/9

TAXES (1995)

Local Property Tax Rate (per thousand):	**$36.57**
Assessment Ratio:	**0.98**
Full-Value Property Tax (per thousand):	**$35.58**
1994 Valuation:	
Residential:	**59.52%**
Commercial:	**37.75**
Other	**2.73**

HOUSING (1995)

Single-Family Units:	**6297**
Number of Building Permits:	**67**
Multi-Family Units:	**8522**
Number of Building Permits:	**1**
Mobile Homes:	**1249**
Median Gross Rent:	**485**
Median Housing Costs:	**112,400**

UTILITIES

Electric Supplier:	**ConcordElectric/PSNH**
Natural Gas Supplier:	**ConcordNatural Gas**
Water:	
Supplier:	**ConcordWater Works**
Source:	**Contoocook River**
Average Usage (1000 gal/day):	**4,083**
Excess Capacity (1000 gal/day):	**16.56**

Sanitation	
Sewer:	**Municipal**
Coverage:	**50**

Municipal Treatment Plant	
Treatment Plant Type:	**Activated Biofilters**
Capacity (million gal/day):	**14.30**
Load (percent of capacity):	**29.14%**

Telephone Company:	**NYNEX**
Telephone Switching:	**Digital**
Cellular Phone Access:	**Yes**
Cable Television:	**Yes**

TRANSPORTATION/ACCESS

Federal Routes:	**3,4,202**
State Routes:	**3A,106,13, 9**
Nearest Interstate:	**I-93, Exit 12-16**
Distance:	**Local Access**
Railroad:	**N.E. Southern/B&M**
Public Transportation:	**Bus**
Nearest Airport:	**Concord**
Runway:	**6000 feet**
Lighted:	**Yes**
Navigational Aids:	**Yes**
Nearest Commercial Airport:	**Manchester**
Distance:	**18 miles**

MEDICAL & HEALTH

Nearest Hospital:

Concord

Distance: **Local** *Beds:* **210**

Total Number of Doctors Living in Town: **224**

EDUCATIONAL FACILITIES

	Schools	Grades	Enrollment	Vocational Education
Elementary	**10**	**P-6**	**3079**	
Middle/Junior High	**2**	**7-9**	**1219**	
High School	**2**	**10-12**	**1240**	**Yes**
Private/Parochial	**6**	**K-12**	**1581**	

If No Schools, District Students Attend: *Distance:*

Nearest Comm/Tech College: **NH Technical Institute**

Nearest College/University: **Franklin Pierce Law/Franklin Pierce Contin. Ed.**

COMMUNITY SERVICES & RECREATION

Protestant Churches:	**25**
Catholic Churches:	**5**
Synagogues:	**1**
Hotels/Motels:	**8**
Bed/Breakfast Establishments:	
Total Overnight Rooms:	**359**
Shopping Centers/Malls:	**4**
Cinemas:	**17**
Live Theater:	**2**
Museums:	**3**

Library: **Concord Public**

Municipal Parks:	12
YMCA/YWCA:	1
Indoor/Outdoor Swimming:	7
Indoor Skating Rinks:	1
Tennis Courts:	18
Golf Courses:	2
Bowling Centers:	1
Nearest Ski Areas:	
	Pat's Peak/Highland/Gunstock
Other Recreation:	
	Christa McAuliffe Planetarium

FOR MORE INFORMATION, CONTACT:

Concord Economic Development Dept.	Phone:	**(603) 225-8595**
Kenneth Lurvey, Director	Fax:	**(603) 225-8558**
41 Green St., City Hall	E-Mail:	
Concord, NH 03301	http://www.	

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Return to Alphabetical Listing of Community Profiles

Go To Top

Return to Alphabetical Listing of Community Profiles

1997 New Hampshire Community Profile for...
HENNIKER

CID Number:	**713**
County:	**Merrimack**
Labor Market Area:	**Concord**

DISTANCE TO:

Manchester, NH	**28 miles**
Boston, MA	**80 miles**
New York, NY	**261 miles**
Montreal, Canada	**245 miles**
Elevation:	**440 feet**

TEMPERATURE (F):

Annual Average	**46.3**
January Average	**21.8**
July Average	**69.5**

Precipitation: *Annual Average* **39.8 in.**

DEMOGRAPHICS

Population	1995	1990	1980	1970
Community	**3,987**	**4,151**	**3,246**	**2,348**
County	**124,165**	**120,005**	**98,302**	**80,925**

1990 Population by age:

5 and under	**371**
6 to 17	**557**
18 to 29	**1,306**
30 to 59	**1,486**
60 to 69	**222**
70 and Over	**209**

INCOME (1990)

Per Capita Income:	**14,005**
Median Household Income:	**45,153**
Average Weekly Wage:	**320**

LABOR FORCE (1990)

Total Number of Employers:	**84**
Total Workers Employed:	**2,107**
Labor Force Participation Rate:	
Male:	**66.7%**
Female:	**62.3%**

Labor Force Education Levels:	
High School and Higher Graduates	**88.9%**
Bachelor's Degree and Higher	**38.0%**

EMPLOYMENT BY OCCUPATIONAL GROUP (1990)

Executive/Administrative/Managerial:	**273**
Professional Specialty:	**500**
Technician/Related Support:	**77**
Sales Workers:	**203**
Administrative Support/Clerical:	**239**
Private Household:	**0**
Protective Service:	**35**
Services, Other:	**224**
Farming/Forestry/Fishing:	**45**
Precision Production/Craft/Repair:	**294**
Machine Operators/Assemblers:	**89**
Transportation/Material Moving:	**86**
Handlers/Helpers/Laborers:	**42**

COMMUTING PATTERNS (1990)

Mean Travel Time To Work (minutes): 20.69
Percent of Residents Working In Community: 45.4 %
Percent of Residents Commuting Elsewhere: 54.6 %
Percent of Nonresidents Commuting In: 36.7%

Largest Employers	Product/Service	Employees	Estab.
Pat's Peak	Ski area (seasonal employees)	300	1965
New England College	College	216	1946
Softdesk	Computer software design/sales	132	1985
Granite State Forest Products & Log Forms	Lumber/Logs for log homes	75-80	1982
HHP, Inc.	Pallets & dimension lumber	50	1966
Michie Corporation	Ready mixed concrete/forms/stone	80	1974
Henniker School District	Education	75	1985
Patenaude Lumber	Lumber	30	1978
Henniker Crushed Stone	Stone/sand etc.	30	1972
Town of Henniker	Municipality	40	

MUNICIPAL SERVICES

Town Hall Hours:	M 8-5:30; T 8-12; WF 8-4:30; last Sat.of mo. 10-12, Select.Off. M-F 8-4:30
Type Of Government:	Selectmen
Fiscal Year:	96
Budget (Annual):	3,414,775
Expenditure/Capita:	840.66
Planning Board:	Elected
Industrial Plans Reviewed By:	Planning Board
Zoning:	1973/96
Master Plan:	1989
Capital Improvement Plan:	1990
Full-Time Police Department:	Yes
Full-Time Fire Department:	No
Town Fire Insurance Rating:	6/9

TAXES (1996)

Local Property Tax Rate (per thousand):	**$40.12**
Assessment Ratio:	**1.00**
Full-Value Property Tax (per thousand):	**$40.12**
1994 Valuation:	
Residential:	**81.03%**
Commercial:	**16.95**
Other	**2.01**

HOUSING (1995)

Single-Family Units:	**1032**
Number of Building Permits:	**6**
Multi-Family Units:	**448**
Number of Building Permits:	**4**
Mobile Homes:	**126**
Median Gross Rent:	**420**
Median Housing Costs:	**124,000**

UTILITIES

Electric Supplier:	PSNH
Natural Gas Supplier:	None
Water:	
Supplier:	Municipal
Source:	Gravel Pack Wells
Average Usage (1000 gal/day):	300
Excess Capacity (1000 gal/day):	300

Sanitation	
Sewer:	Municipal
Coverage:	34

Municipal Treatment Plant	
Treatment Plant Type:	Extended Air
Capacity (million gal/day):	0.51
Load (percent of capacity):	34.22%

Telephone Company:	Merrimack Co. Tel./Contoocook Vall
Telephone Switching:	Digital
Cellular Phone Access:	Yes
Cable Television:	Yes

TRANSPORTATION/ACCESS

Federal Routes:	202
State Routes:	9, 114
Nearest Interstate:	I-89, Exit 5
Distance:	9 miles
Railroad:	None
Public Transportation:	
Nearest Airport:	Concord
Runway:	6000 feet
Lighted:	Yes
Navigational Aids:	Yes
Nearest Commercial Airport:	Manchester
Distance:	28 miles

MEDICAL & HEALTH

Nearest Hospital:

Concord, Concord

Distance: **17 miles** *Beds:* **210**

Total Number of Doctors Living in Town: **2**

EDUCATIONAL FACILITIES

	Schools	Grades	Enrollment	Vocational Education
Elementary	1	K-5	554	
Middle/Junior High	1	6-8		
High School				
Private/Parochial				

If No Schools, District Students Attend: **John Stark Regional, Weare** *Distance*: **8 miles**

Nearest Comm/Tech College: **NH Technical Institute**
Nearest College/University: **New England College**

COMMUNITY SERVICES & RECREATION

Protestant Churches:	1
Catholic Churches:	1
Synagogues:	
Hotels/Motels:	3
Bed/Breakfast Establishments:	1
Total Overnight Rooms:	50+
Shopping Centers/Malls:	
Cinemas:	
Live Theater:	1
Museums:	1
Library:	Tucker Free

Municipal Parks:	5
YMCA/YWCA:	
Indoor/Outdoor Swimming:	1
Indoor Skating Rinks:	1
Tennis Courts:	4
Golf Courses:	
Bowling Centers:	
Nearest Ski Areas:	**Pat's Peak**
Other Recreation:	**Kayaking/canoeing, fishing, campgrounds**

FOR MORE INFORMATION, CONTACT:

Henniker Economic Development Comm.	Phone:	**(603) 428-3221**
Edward Wojnowski, Town Administrator	Fax:	**(603) 428-4366**
2 Depot Hill Rd	E-Mail:	
Henniker, NH 03242	http://www.	

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Go To Top

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1997 New Hampshire Community Profile for...
HILLSBOROUGH

CID Number:	**612**
County:	**Hillsborough**
Labor Market Area:	**Concord**

DISTANCE TO:

Manchester, NH	**29 miles**
Boston, MA	**81 miles**
New York, NY	**234 miles**
Montreal, Canada	**251 miles**
Elevation:	**580 feet**

TEMPERATURE (F):

Annual Average	**46.7**
January Average	**21.6**
July Average	**70.1**

Precipitation: *Annual Average* **40.3 in.**

DEMOGRAPHICS

Population		1995	1990	1980	1970
	Community	**4,586**	**4,498**	**3,437**	**2,775**
	County	**349,804**	**336,073**	**276,608**	**223,941**

1990 Population by age:

5 and under	**453**
6 to 17	**876**
18 to 29	**727**
30 to 59	**1,794**
60 to 69	**346**
70 and Over	**302**

INCOME (1990)

Per Capita Income:	**13,155**
Median Household Income:	**37,122**
Average Weekly Wage:	**446**

LABOR FORCE (1990)

Total Number of Employers:	**110**
Total Workers Employed:	**2,346**
Labor Force Participation Rate:	
Male:	**86.7%**
Female:	**64.1%**

Labor Force Education Levels:	
High School and Higher Graduates	**83.0%**
Bachelor's Degree and Higher	**20.0%**

EMPLOYMENT BY OCCUPATIONAL GROUP (1990)

Executive/Administrative/Managerial:	**255**
Professional Specialty:	**261**
Technician/Related Support:	**64**
Sales Workers:	**227**
Administrative Support/Clerical:	**285**
Private Household:	**9**
Protective Service:	**21**
Services, Other:	**279**
Farming/Forestry/Fishing:	**35**
Precision Production/Craft/Repair:	**399**
Machine Operators/Assemblers:	**281**
Transportation/Material Moving:	**53**
Handlers/Helpers/Laborers:	**177**

COMMUTING PATTERNS (1990)

Mean Travel Time To Work (minutes):	23.95
Percent of Residents Working In Community:	45.3 %
Percent of Residents Commuting Elsewhere:	54.7 %
Percent of Nonresidents Commuting In:	56.9%

Largest Employers	Product/Service	Employees	Estab.
Osram-Sylvania	Automotive headlights	800	1971
Frameworks, Inc.	Miniature light bulbs	150	1977
The Messenger	Newspapers	9	1968
Yeaton & Maine Co.	Concrete septic tanks	4	1950
Pherus Press	Printing, die cutting	4	1984
Hillsboro-Deering School Dist.	School	180	

MUNICIPAL SERVICES

Town Hall Hours:	M-F 9-5; T 9-7; last Sat. of mo. 10-12
Type Of Government:	Selectmen
Fiscal Year:	96
Budget (Annual):	2,921,975
Expenditure/Capita:	649.33
Planning Board:	Elected
Industrial Plans Reviewed By:	Planning Board
Zoning:	1976/94
Master Plan:	1986
Capital Improvement Plan:	No
Full-Time Police Department:	Yes
Full-Time Fire Department:	No
Town Fire Insurance Rating:	5/9

TAXES (1994)

Local Property Tax Rate (per thousand):	**$48.06**
Assessment Ratio:	**0.74**
Full-Value Property Tax (per thousand):	**$35.56**
1994 Valuation:	
Residential:	**79.39%**
Commercial:	**16.18**
Other	**4.43**

HOUSING (1995)

Single-Family Units:	**1595**
Number of Building Permits:	**8**
Multi-Family Units:	**501**
Number of Building Permits:	**0**
Mobile Homes:	**127**
Median Gross Rent:	**418**
Median Housing Costs:	**97,800**

UTILITIES

Electric Supplier:	PSNH
Natural Gas Supplier:	None
Water:	
Supplier:	Hillsborough Water Works
Source:	Loon Lake
Average Usage (1000 gal/day):	300
Excess Capacity (1000 gal/day):	1.30
Sanitation	
Sewer:	Municipal
Coverage:	45.
Municipal Treatment Plant	
Treatment Plant Type:	Aerated Lagoon
Capacity (million gal/day):	0.47
Load (percent of capacity):	105.38%
Telephone Company:	Merrimack Co. Tel.
Telephone Switching:	Digital
Cellular Phone Access:	Yes
Cable Television:	Yes

TRANSPORTATION/ACCESS

Federal Routes:	202
State Routes:	9, 149
Nearest Interstate:	I-89, Exit 5
Distance:	18 miles
Railroad:	None
Public Transportation:	
Nearest Airport:	Keene
Runway:	6500 feet
Lighted:	Yes
Navigational Aids:	Yes
Nearest Commercial Airport:	Manchester
Distance:	36 miles

MEDICAL & HEALTH

Nearest Hospital:

Monadnock Community, Peterborough

Distance: **22 miles** *Beds:* **62**

Total Number of Doctors Living in Town: **3**

EDUCATIONAL FACILITIES

	Schools	Grades	Enrollment	Vocational Education
Elementary	**1**	**P-4**	**488**	
Middle/Junior High	**1**	**5-8**	**437**	
High School	**1**	**9-12**	**417**	***No***
Private/Parochial	**1**	**1-12**	**9**	

If No Schools, District Students Attend: *Distance:*

Nearest Comm/Tech College: **NH Technical Institute; Manchester Comm/Tech College**

Nearest College/University: **New England College/Magdalen**

COMMUNITY SERVICES & RECREATION

Protestant Churches:	**5**	
Catholic Churches:	**1**	
Synagogues:		
Hotels/Motels:		**3**
Bed/Breakfast Establishments:		2
Total Overnight Rooms:		
Shopping Centers/Malls:	**2**	
Cinemas:		
Live Theater:		
Museums:	**1**	
Library:	**Fuller Public**	

Municipal Parks:	3
YMCA/YWCA:	
Indoor/Outdoor Swimming:	2
Indoor Skating Rinks:	
Tennis Courts:	1
Golf Courses:	1
Bowling Centers:	1
Nearest Ski Areas:	
	Pat's Peak
Other Recreation:	
	Summer Camps

FOR MORE INFORMATION, CONTACT:

Town of Hillsborough	Phone:	**(603) 464-3877**
James Coffey, Administrator	Fax:	**(603) 464-4270**
PO Box 7, School St	E-Mail:	**JimCoffey@aol.com**
Hillsborough, NH 03244	http://www.	

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Go To Top

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1997 New Hampshire Community Profile for...
HOOKSETT

CID Number:	**715**
County:	**Merrimack**
Labor Market Area:	**Manchester**

DISTANCE TO:

Manchester, NH	**9 miles**
Boston, MA	**61 miles**
New York, NY	**242 miles**
Montreal, Canada	**252 miles**
Elevation:	**194 feet**

TEMPERATURE (F):

Annual Average	**46.3**
January Average	**21.8**
July Average	**69.5**

Precipitation: *Annual Average* **39.8 in.**

DEMOGRAPHICS

Population	1995	1990	1980	1970
Community	**9,198**	**8,767**	**7,303**	**5,564**
County	**124,165**	**120,005**	**98,302**	**80,925**

1990 Population by age:

5 and under	**776**
6 to 17	**1,405**
18 to 29	**1,537**
30 to 59	**3,841**
60 to 69	**683**
70 and Over	**525**

INCOME (1990)

Per Capita Income:	**18,872**
Median Household Income:	**46,426**
Average Weekly Wage:	**461**

LABOR FORCE (1990)

Total Number of Employers:	**294**
Total Workers Employed:	**4,850**
Labor Force Participation Rate:	
Male:	**84.5%**
Female:	**69.2%**

Labor Force Education Levels:	
High School and Higher Graduates	**82.0%**
Bachelor's Degree and Higher	**22.1%**

EMPLOYMENT BY OCCUPATIONAL GROUP (1990)

Executive/Administrative/Managerial:	**583**
Professional Specialty:	**657**
Technician/Related Support:	**171**
Sales Workers:	**804**
Administrative Support/Clerical:	**965**
Private Household:	**12**
Protective Service:	**61**
Services, Other:	**395**
Farming/Forestry/Fishing:	**12**
Precision Production/Craft/Repair:	**616**
Machine Operators/Assemblers:	**208**
Transportation/Material Moving:	**184**
Handlers/Helpers/Laborers:	**182**

COMMUTING PATTERNS (1990)

Mean Travel Time To Work (minutes): **20.70**
Percent of Residents Working In Community: **20.0 %**
Percent of Residents Commuting Elsewhere: **80.0 %**
Percent of Nonresidents Commuting In: **83.9%**

Largest Employers	Product/Service	Employees	Estab.
General Electric Co.	Jet engine parts	650	1966
SCI	Computer Chips	265	1990
Wal-Mart Super Dept Store	Retail	160	1991
Healthsource	Insurance	127	1994
Poultry Products Co, Inc	Poultry parts	127	1978
Cummings Printing	Printing	120	1993
K-Mart Department Store	Retail	110	1974
Northeast Career Schools	College	46	1993
Manchester Sand & Gravel	Sand, Gravel	40	1940

MUNICIPAL SERVICES

Town Hall Hours:	M-F 8:00-4:30; Tax Coll. W 8-6:30
Type Of Government:	Manager & Council
Fiscal Year:	96/97
Budget (Annual):	10,602,192
Expenditure/Capita:	1,104.40
Planning Board:	Appointed
Industrial Plans Reviewed By:	Code Enforcement
Zoning:	1957/96
Master Plan:	1989
Capital Improvement Plan:	Yes
Full-Time Police Department:	Yes
Full-Time Fire Department:	Yes
Town Fire Insurance Rating:	6/9

TAXES (1996)

Local Property Tax Rate (per thousand):	**$22.48**
Assessment Ratio:	**1.24**
Full-Value Property Tax (per thousand):	**$22.48**
1994 Valuation:	
Residential:	**65.60%**
Commercial:	**32.14**
Other	**2.26**

HOUSING (1995)

Single-Family Units:	**2186**
Number of Building Permits:	**55**
Multi-Family Units:	**1106**
Number of Building Permits:	**0**
Mobile Homes:	**340**
Median Gross Rent:	**546**
Median Housing Costs:	**128,400**

UTILITIES

Electric Supplier:	PSNH
Natural Gas Supplier:	ConcordNatural Gas
Water:	
Supplier:	Central Hooksett Precinct
Source:	Manchester Water
Average Usage (1000 gal/day):	269
Excess Capacity (1000 gal/day):	700

Sanitation	
Sewer:	Municipal
Coverage:	36

Municipal Treatment Plant	
Treatment Plant Type:	Extended Air
Capacity (million gal/day):	2.20
Load (percent of capacity):	22.78%

Telephone Company:	NYNEX
Telephone Switching:	Digital
Cellular Phone Access:	Yes
Cable Television:	Yes

TRANSPORTATION/ACCESS

Federal Routes:	3
State Routes:	28, 3A
Nearest Interstate:	I-93, Exit 11
Distance:	Local Access
Railroad:	Boston & Maine
Public Transportation:	
Nearest Airport:	Manchester
Runway:	7000 feet
Lighted:	Yes
Navigational Aids:	Yes
Nearest Commercial Airport:	Manchester
Distance:	9 miles

MEDICAL & HEALTH

Nearest Hospital:

Elliot, Manchester

Distance: **9 miles** *Beds:* **205**

Total Number of Doctors Living in Town: **9**

EDUCATIONAL FACILITIES

	Schools	Grades	Enrollment	Vocational Education
Elementary	**2**	**K-5**	**757**	
Middle/Junior High	**1**	**6-8**	**384**	
High School				
Private/Parochial				

If No Schools, District Students Attend: **Manchester Central; Manchester West** *Distance*: **9 miles**

Nearest Comm/Tech College: **NH Technical Institute; Manchester Comm/Tech College**

Nearest College/University: **NH College/UNH-Manchester/Hesser/St. Anselm/Notre Dame**

COMMUNITY SERVICES & RECREATION

Protestant Churches: **4**

Catholic Churches: **1**

Synagogues:

Hotels/Motels: **6**

Bed/Breakfast Establishments:

Total Overnight Rooms:

Shopping Centers/Malls: **6**

Cinemas: **1**

Live Theater:

Museums:

Library: **Hookset Public**

Municipal Parks:	4
YMCA/YWCA:	
Indoor/Outdoor Swimming:	
Indoor Skating Rinks:	1
Tennis Courts:	2
Golf Courses:	
Bowling Centers:	
Nearest Ski Areas:	McIntyre
Other Recreation:	Antiques/Boating/Heritage Trl.

FOR MORE INFORMATION, CONTACT:

Administration Dept	Phone:	**(603) 485-8471**
Elizabeth D. Dinwoodie	Fax:	**(603) 485-4423**
Hooksett Municipal Bldg., 16 Main St.	E-Mail:	
Hooksett, NH 03106-1397	http://www.	

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Go To Top

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1997 New Hampshire Community Profile for...
HOPKINTON

CID Number:	716
County:	**Merrimack**
Labor Market Area:	**Concord**

DISTANCE TO:

Manchester, NH	**26 miles**
Boston, MA	**78 miles**
New York, NY	**259 miles**
Montreal, Canada	**235 miles**
Elevation:	**500 feet**

TEMPERATURE (F):

Annual Average	**46.3**
January Average	**21.8**
July Average	**69.5**

Precipitation: *Annual Average* **39.8 in.**

DEMOGRAPHICS

Population	1995	1990	1980	1970
Community	**4,902**	**4,806**	**3,861**	**3,007**
County	**124,165**	**120,005**	**98,302**	**80,925**

1990 Population by age:

5 and under	**385**
6 to 17	**868**
18 to 29	**536**
30 to 59	**2,175**
60 to 69	**411**
70 and Over	**431**

INCOME (1990)

Per Capita Income:	**23,872**
Median Household Income:	**52,407**
Average Weekly Wage:	**495**

LABOR FORCE (1990)

Total Number of Employers:	**119**
Total Workers Employed:	**2,430**
Labor Force Participation Rate:	
Male:	**76.5%**
Female:	**64.0%**

Labor Force Education Levels:	
High School and Higher Graduates	**94.6%**
Bachelor's Degree and Higher	**42.4%**

EMPLOYMENT BY OCCUPATIONAL GROUP (1990)

Executive/Administrative/Managerial:	**469**
Professional Specialty:	**663**
Technician/Related Support:	**108**
Sales Workers:	**284**
Administrative Support/Clerical:	**290**
Private Household:	**7**
Protective Service:	**52**
Services, Other:	**176**
Farming/Forestry/Fishing:	**27**
Precision Production/Craft/Repair:	**220**
Machine Operators/Assemblers:	**75**
Transportation/Material Moving:	**46**
Handlers/Helpers/Laborers:	**13**

COMMUTING PATTERNS (1990)

Mean Travel Time To Work **(minutes):** **23.93**
Percent of Residents Working In Community: **25.7 %**
Percent of Residents Commuting Elsewhere: **74.3 %**
Percent of Nonresidents Commuting In: **58.6%**

Largest Employers	Product/Service	Employees Estab.
Hopkinton School District	School Government	144
Southworth Milton	Heavy Machine Equipment	175
Yankee Book Peddler	Wholesale Book Distributor	175
Digital Equipment Corporation	NE Distribution Center	105
Camp Merrimac	Children's Camp	60
HMC Corporation	Sawmill Machinery	75
Hoague-Sprague Corporation	Boxboard	53
Merrimack County Telephone	Telephone company	41
Crathern Engineering Company	Paper Converting Machines	50

MUNICIPAL SERVICES

Town Hall Hours:	MTWF 8:30-4:30, Th 8:30-12:30
Type Of Government:	Selectmen
Fiscal Year:	96
Budget (Annual):	9,086,809
Expenditure/Capita:	1,853.00
Planning Board:	Appointed
Industrial Plans Reviewed By:	Planning Board
Zoning:	1964/96
Master Plan:	1994
Capital Improvement Plan:	1988
Full-Time Police Department:	Yes
Full-Time Fire Department:	2 FT/Vol
Town Fire Insurance Rating:	5/9

TAXES (1996)

Local Property Tax Rate (per thousand):	**$26.78**
Assessment Ratio:	**1.18**
Full-Value Property Tax (per thousand):	**$30.76**
1994 Valuation:	
Residential:	**84.62%**
Commercial:	**10.25**
Other	**5.14**

HOUSING (1995)

Single-Family Units:	**1708**
Number of Building Permits:	**11**
Multi-Family Units:	**211**
Number of Building Permits:	**0**
Mobile Homes:	**98**
Median Gross Rent:	**501**
Median Housing Costs:	**144,900**

UTILITIES

Electric Supplier:	PSNH/ConcordElec.
Natural Gas Supplier:	None
Water:	
Supplier:	Contoocook Fire District
Source:	Bear Pond
Average Usage (1000 gal/day):	193
Excess Capacity (1000 gal/day):	0.46

Sanitation

Sewer:	Municipal
Coverage:	

Municipal Treatment Plant

Treatment Plant Type:	Aerated Lagoon
Capacity (million gal/day):	0.12
Load (percent of capacity):	42.66%

Telephone Company:	NYNEX/Merrimack Co. Tel.
Telephone Switching:	Digital
Cellular Phone Access:	Yes
Cable Television:	Yes

TRANSPORTATION/ACCESS

Federal Routes:	202
State Routes:	9, 103
Nearest Interstate:	I-89, Exit 5
Distance:	Local Access
Railroad:	None
Public Transportation:	
Nearest Airport:	Concord
Runway:	6000 feet
Lighted:	Yes
Navigational Aids:	Yes
Nearest Commercial Airport:	Manchester
Distance:	24 miles

MEDICAL & HEALTH

Nearest Hospital:

Concord, Concord

*Distance:*8 miles *Beds:*210

Total Number of Doctors Living in Town: 8

EDUCATIONAL FACILITIES

	Schools	Grades	Enrollment	Vocational Education
Elementary	2	K-6	548	
Middle/Junior High	1	7-8	141	
High School	1	9-12	271	*No*
Private/Parochial	1	K-8	20	

If No Schools, District Students Attend: *Distance:*

Nearest Comm/Tech College: NH Technical Institute

Nearest College/University: New England College/Magdalen/Franklin Pierce Law

COMMUNITY SERVICES & RECREATION

Protestant Churches: 4

Catholic Churches: 1

Synagogues:

Hotels/Motels:

Bed/Breakfast Establishments:

Total Overnight Rooms:

Shopping Centers/Malls:

Cinemas:

Live Theater:

Museums: 1

Library: Contoocook Village

Municipal Parks:	3
YMCA/YWCA:	
Indoor/Outdoor Swimming:	
Indoor Skating Rinks:	
Tennis Courts:	2
Golf Courses:	1
Bowling Centers:	
Nearest Ski Areas:	**Pat's Peak**
Other Recreation:	**Antiques**

FOR MORE INFORMATION, CONTACT:

Town of Hopkinton	Phone:	**(603) 746-3170**
Alice Monchamp, Town Administrator	Fax:	**(603) 746-2952**
330 Main Street	E-Mail:	
Hopkinton, NH 03229	http://www.	

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1997 New Hampshire Community Profile for...
NEW LONDON

CID Number:	719
County:	**Merrimack**
Labor Market Area:	**Claremont**

DISTANCE TO:

Manchester, NH	**51 miles**
Boston, MA	**103 miles**
New York, NY	**274 miles**
Montreal, Canada	**210 miles**
Elevation:	**1326 feet**

TEMPERATURE (F):

Annual Average	**44.8**
January Average	**18.2**
July Average	**69.5**

Precipitation: *Annual Average* **36.7 in.**

DEMOGRAPHICS

Population	1995	1990	1980	1970
Community	**3,468**	**3,180**	**2,935**	**2,236**
County	**124,165**	**120,005**	**98,302**	**80,925**

1990 Population by age:

5 and under	**143**
6 to 17	**386**
18 to 29	**529**
30 to 59	**1,039**
60 to 69	**447**
70 and Over	**636**

INCOME (1990)

Per Capita Income:	**27,055**
Median Household Income:	**55,869**
Average Weekly Wage:	**387**

LABOR FORCE (1990)

Total Number of Employers:	**183**
Total Workers Employed:	**1,263**
Labor Force Participation Rate:	
Male:	**64.2%**
Female:	**43.0%**

Labor Force Education Levels:	
High School and Higher Graduates	**92.6%**
Bachelor's Degree and Higher	**46.7%**

EMPLOYMENT BY OCCUPATIONAL GROUP (1990)

Executive/Administrative/Managerial:	**234**
Professional Specialty:	**225**
Technician/Related Support:	**17**
Sales Workers:	**295**
Administrative Support/Clerical:	**205**
Private Household:	**8**
Protective Service:	**14**
Services, Other:	**104**
Farming/Forestry/Fishing:	**0**
Precision Production/Craft/Repair:	**83**
Machine Operators/Assemblers:	**18**
Transportation/Material Moving:	**18**
Handlers/Helpers/Laborers:	**42**

COMMUTING PATTERNS (1990)

Mean Travel Time To Work **(minutes):**	**15.02**
Percent of Residents Working In Community:	**60.6 %**
Percent of Residents Commuting Elsewhere:	**39.4 %**
Percent of Nonresidents Commuting In:	**67.8%**

Largest Employers	Product/Service	Employees	Estab.
New London Hospital	**Hospital & medical care**	**330**	**1918**
Colby Sawyer College	**Education**	**296**	**1837**
Cricenti's	**Grocery store**	**90**	**1947**

MUNICIPAL SERVICES

Town Hall Hours:	
Type Of Government:	**Selectmen**
Fiscal Year:	**95**
Budget (Annual):	**3,237,953**
Expenditure/Capita:	**1,018.23**
Planning Board:	**Appointed**
Industrial Plans Reviewed By:	
Zoning:	**1958/95**
Master Plan:	**1988**
Capital Improvement Plan:	**1991**
Full-Time Police Department:	**Yes**
Full-Time Fire Department:	**No**
Town Fire Insurance Rating:	**6/9**

TAXES (1995)

Local Property Tax Rate (per thousand):	**$13.80**
Assessment Ratio:	**1.03**
Full-Value Property Tax (per thousand):	**$14.21**
1994 Valuation:	
Residential:	**91.61%**
Commercial:	**7.48**
Other	**0.91**

HOUSING (1995)

Single-Family Units:	**1496**
Number of Building Permits:	**16**
Multi-Family Units:	**360**
Number of Building Permits:	**2**
Mobile Homes:	**26**
Median Gross Rent:	**455**
Median Housing Costs:	**204,300**

UTILITIES

Electric Supplier:	PSNH
Natural Gas Supplier:	None
Water:	
Supplier:	New London/Springfield Water
Source:	Morgan Pond
Average Usage (1000 gal/day):	190
Excess Capacity (1000 gal/day):	0.38
Sanitation	
Sewer:	Inter-Municipal
Coverage:	25%
Municipal Treatment Plant	
Treatment Plant Type:	Pump Station
Capacity (million gal/day):	0.20
Load (percent of capacity):	50.00
Telephone Company:	NYNEX/Kearsarge Tel.
Telephone Switching:	Digital
Cellular Phone Access:	Yes
Cable Television:	Yes

TRANSPORTATION/ACCESS

Federal Routes:	
State Routes:	11, 114
Nearest Interstate:	I-89, Exit 11
Distance:	Local Access
Railroad:	None
Public Transportation:	
Nearest Airport:	Newport
Runway:	2600 feet
Lighted:	No
Navigational Aids:	Yes
Nearest Commercial Airport:	Lebanon
Distance:	33 miles

MEDICAL & HEALTH

Nearest Hospital:

New London

Distance: **Local** *Beds:* **35**

Total Number of Doctors Living in Town: **22**

EDUCATIONAL FACILITIES

	Schools	Grades	Enrollment	Vocational Education
Elementary	1	1-5	**300**	
Middle/Junior High	1	6-8	**517**	
High School				
Private/Parochial	1	K-1	**30**	

If No Schools, District Students Attend: **Kearsarge Regional, Sutton** *Distance*: **7 miles**

Nearest Comm/Tech College: **Claremont Comm/Tech College**
Nearest College/University: **Colby-Sawyer/Magdalen**

COMMUNITY SERVICES & RECREATION

Protestant Churches:	**2**
Catholic Churches:	**1**
Synagogues:	
Hotels/Motels:	**4**
Bed/Breakfast Establishments:	
Total Overnight Rooms:	**61**
Shopping Centers/Malls:	**3**
Cinemas:	
Live Theater:	**1**
Museums:	**1**
Library:	**Tracy Memorial**

Municipal Parks:	3
YMCA/YWCA:	
Indoor/Outdoor Swimming:	1
Indoor Skating Rinks:	
Tennis Courts:	4
Golf Courses:	2
Bowling Centers:	
Nearest Ski Areas:	
	King Ridge
Other Recreation:	
	Antiques

FOR MORE INFORMATION, CONTACT:

Town of New London	Phone:	**(603) 526-4821**
Ilene M. Healy, Town Administrator	Fax:	**(603) 526-9494**
PO Box 240, 120 Main St	E-Mail:	
New London, NH 03257	http://www.	

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For additional copies, contact:

SOICC of NH , 64 Old Suncook Road, Concord, NH 03301-7317
Phone: 603.228.3349, Fax: 228.3209, Email: soiccnh@aol.com

Return to Alphabetical Listing of Community Profiles

Go To Top

ADDENDUM B

- HOPKINTON SEWER AND WATER CAPACITY MEMO
- PRO FORMA BRIDGE COSTS

MEMO

TO: **Hopkinton File 97-72**

FROM: **Russ Thibeault**

DATE: **12/17/97**

RE: **Hopkinton Sewer and Water Capacity**

I spoke to Steven Clough (SP?) who oversees Hopkinton's sewer and water functions. The purpose of my discussions was to identify whether there was capacity in either system to accommodate industrial users.

Sewer

Hopkinton has an aerated lagoon sewerage treatment system with a designed capacity of 120,000 gallons per day. Current usage tends to fall in a range of 50,000 to 60,000 gallons per day.

The introduction of large users to the system could create a problem. The plant was permitted exclusively for domestic use. It is not a sophisticated plant in an engineering sense. Most industrial use, particularly if it involved concentrated wastes or metals in the waste stream would be out of the question.

The history of the treatment plant is that it was forced on the town by EPA and the town, which operates the plant and the system, has been reluctant to extend the system.

An extension to the industrial areas in Hopkinton would be further complicated by the probable need to install pump stations.

In the final analysis, the Hopkinton sewerage treatment plant would require major upgrades at considerable cost in order to accommodate industrial users. Currently, no industrial users of any consequence are tied into the system.

Water

The water system is operated as part of the Contoocook precinct. Capital costs are recovered through property tax add-ons. The source of the water is the 50-acre Bear Pond. The precinct operates a state-of-the-art filtration system with a capacity for approximately 250,000 gallons per day. Current use tends to average 150,000 gallons per day but can peak at 300,000 gallons per day in the summer.

The yield of the pond is uncertain. It has not been carefully assessed--as current use is well within the pond's capacity. If a major water user tied into the system, an expansion of the filtration system would probably be necessary (and possible). A larger question would be the capacity of the pond to generate an adequate sustained yield to accommodate heavy water users.

The water system was recently extended to the Herrick facility with a 12" water line. This line was extended primarily for fire protection purposes. Herrick does not utilize the Contoocook water system for process water.

In general, the system has adequate pressure and capacity to provide fire protection to industrial users, but may not have sufficient capacity to accommodate a heavy water user. Obviously, the constraints imposed by the town's sewerage treatment system probably would preclude a heavy water user in and of themselves.

An extension of this system would require a petition to the precinct to incorporate new users into the precinct. The precinct can extend its activities to a single property owner, bypassing intervening property owners if they choose to not join the precinct. The disadvantage of being in the precinct is that the tax rate is slightly higher to recover capital costs.

Pro Forma Bridge Costs

Cost per Square Foot 125

	Length				
Width	75	100	150	200	300
50	468,750	625,000	937,500	1,250,000	1,875,000
60	562,500	750,000	1,125,000	1,500,000	2,250,000
75	703,125	937,500	1,406,250	1,875,000	2,812,500