

REGIONAL CONTEXT

(Citizens Committee Report, July 6, 2006)

TABLE OF CONTENTS

Preface: Committee Membership; Notes on reorganization of text; Instructions from SWRPC Scope of Work, Ed Merrell, RSA 674:2	<i>Page 2</i>	Jaffrey's Regional Responsibilities	
Introduction	5	Mt. Monadnock & The Contoocook River	
PART A: BACKGROUND & DATA		<i>Committee Recommends Two-State Regional Approach To Sewer Funding:</i>	20
I. Regional Attractions, Features & Links in 9 regional towns (Chart)	6	Jaffrey's Protection of Contoocook River & Mt. Monadnock Benefits 67 Towns in NH & Mass. (Chart)	21
II. Jaffrey Community Survey: High response, What people like most & least, Community perceptions of growth		Mount Monadnock	22
III. Regional Population Data	11	Recreation: Trails on the Mountain	22
Population Growth Rate in 11 Towns, Cheshire Co. & State (Chart)	12	Regional Trails & Class VI Roads	23
Population of Neighboring & Regional Towns (Chart)	12	VII: Economic Growth, Transportation & Communications	24
Jaffrey Growth 1970-2005 (Chart)	13	Economy & Employers	24
Impact of Growth Rates of 0.5% to 2.5% by 2040 on Jaffrey (Chart)	14	Transportation: Roads	24
Population Density, Land & Water Area (Chart)	15	<i>Recommendation on Rte 202/124</i>	24
<i>Population & Rank in State, comparing state agency estimates for 11 towns (Chart)</i>		Airport	24
IV. Equalized Tax Rates and Tax Burden:	16	Door-to-Door & Bus Service	25
Equalized Tax Rates and Tax Commitments (Budgets) (Chart)	16	Train Service to Boston, NY, DC	26
Hypothetical Tax Burden Per Resident (Chart)	17	Communications	26
Residential Real Estate's Role in Jaffrey Taxes: Jaffrey Est. Tax Burden Per Resident and Per Unit (Chart)	18	VIII: Land Use	
V. Education Spending in 11 Towns & Rank in State (Chart)	19	The Mountain Zone	
PART B: DISCUSSION		Open Space & Trees	
VI. Environment, Natural Resources & Recreation	20	Community Design	
		IX. Housing & Human Services	
		X: Cultural & Historic	
		XI. Summary of Recommendations	
		XII: Overview of SW Region	
		XIII: Population Estimations & Projections:	
		OEP warning; State tax law on estimating and process for corrections; Population projections & their limitations	
		XIV: Appendix	

PREFACE TO REVISED REGIONAL CONTEXT CHAPTER

THE REGIONAL CONTEXT CHAPTER COMMITTEE was Rosemary Poole, chair; Kenneth Campbell, Pamela Gordon, Owen Houghton, John Minter, Mary Payson, and Cassius Webb. The Committee met seven times and had lively discussions. The revised chapter was written and edited by Poole and Campbell, and reviewed by other committee members. The Regional Context Committee considered the regional dimensions of the topics listed in the state law, RSA 674:2 Master Plan; Purpose and Description (see below). The topics are not listed in the same order as in the statute.

REORGANIZATION OF THE TEXT AND EDITORIAL NOTES

Additions and changes to the SWRPC draft are made in bold type.

Corrections and “Committee Recommendations” by the Regional Context Committee are in bold italics.

SWRPC text and the Recommendations which SWRPC included in the draft, are in regular type, like this. We have marked them as “SWRPC Recommendations”

~~Strikethroughs show material we deleted from the SWRPC text.~~

Some material that was deleted is no longer present. It became too hard to read the text with all the strikethroughs and under linings.

Yellow background was put in at one point to mark the “Southwest Region” section, but we were unable to get rid of all the yellow after we moved that section to the back of the chapter.

The Regional Context Committee reorganized the text by taking the “Southwest Region” section (bottom half of Page 1 through Page 8) of the SWRPC draft, and placing it at the end of the chapter, followed by the Population Explanation and the Appendix. Through computer incompatibility and operator error, some of the captions did not follow the illustrations—a problem we were unable to fix.

We substantially rewrote and edited pages 9-15 of the Southwest Region Planning Commission draft.

POPULATION STATISTICS

The next-to-last item in our chapter is a series of discussions by state agencies of the relative accuracy and inaccuracy of statistical estimates and projections of population. A brief summary is that estimates are either forecasts or look-backs, based on recent history—usually a 6-12 month period ahead or behind the date they are released. Projections are longer term forecasts made two to 20 or 30 years in advance, based on simple mathematical growth rates (say 1% or 1.5% a year) and recent history. However, the accuracy of any given town’s projection is constrained by the projection that is made for the county the town is a part of. The statistics we received from the SWRPC were disappointingly out of date and a lot of time was spent trying to get figures that were fresher than 2 or 3 years ago.

We send our best wishes for good luck to the editor who will deal with the massive volume of data collected by several of the committees. The work we have done has been interesting and education, and we hope it is of use to the Planning Board.

INSTRUCTIONS

Below are the Instructions given the Citizen Committees, which are useful to note.

From Scope of Work, SWRPC:

This proposal assumes that SWRPC will provide to the Planning Board a Draft Basic Studies (comprising the compiled topical chapters detailed below); a Revised Draft Basic Studies for public review; and a Final (Adopted) Basic Studies....

Regional Context

Provide a discussion of regional trends and conditions in keeping with the scope of the Basic Studies to provide a regional context for Jaffrey's future. Include a description of regional activities and programs including: municipal plans from neighboring towns; the NH State Development Plan; the State of New Hampshire's 10-year Transportation Improvement Plan; the Statewide Comprehensive Outdoor Recreation Plan; the Statewide Trails Plan; the Southwest Region Natural Resources Inventory; the Southwest Region Comprehensive Economic Development Strategy; and activities of regional economic development corporations and the Region's human and social service providers.

From Ed Merrell, Chair, Planning Board Master Plan Committee, to Chapter Chairmen, April 7, 2006

Review chapter and make corrections and/or additions. Previous Master Plan and update for reference purposes. The Planning Board is looking for your input and guidance with the goal of revising town ordinances to best manage town development. Once chapter reads to your satisfaction, submit marked up document to the Planning Board Subcommittee along with a report of specific recommendations. We want to adhere as closely as possible to the issued schedule but not at the expense of good quality results. Think outside the box!

From State Law, RSA 674:2 Master Plan; Purpose and Description. –

I. The purpose of the master plan is to set down as clearly and practically as possible the best and most appropriate future development of the area under the jurisdiction of the planning board, to aid the board in designing ordinances that result in preserving and enhancing the unique quality of life and culture of New Hampshire, and to guide the board in the performance of its other duties in a manner that achieves the principles of smart growth, sound planning, and wise resource protection.

II. The master plan shall be a set of statements and land use and development principles for the municipality with such accompanying maps, diagrams, charts and descriptions as to give legal standing to the implementation ordinances and other measures of the planning board. Each section of the master plan shall be consistent with the others in its implementation of the vision section. The master plan shall be a public record subject to the provisions of RSA 91-A. The master plan shall include, at a minimum, the following required sections:

(a) A vision section that serves to direct the other sections of the plan. This section shall contain a set of statements which articulate the desires of the citizens affected by the master plan, not only for their locality but for the region and the whole state. It shall contain a set of guiding principles and priorities to implement that vision.

(b) A land use section upon which all the following sections shall be based. This section shall translate the vision statements into physical terms. Based on a study of population, economic activity, and natural, historic, and cultural resources, it shall show existing conditions and the proposed location, extent, and intensity of future land use.

III. The master plan may also include the following sections:

(a) A transportation section which considers all pertinent modes of transportation and provides a framework for both adequate local needs and for coordination with regional and state transportation plans. Suggested items to be considered may include but are not limited to public

transportation, park and ride facilities, and bicycle routes, or paths, or both.

(b) A community facilities section which identifies facilities to support the future land use pattern of subparagraph II(b), meets the projected needs of the community, and coordinates with other local governments' special districts and school districts, as well as with state and federal agencies that have multi-jurisdictional impacts.

(c) An economic development section which proposes actions to suit the community's economic goals, given its economic strengths and weaknesses in the region.

(d) A natural resources section which identifies and inventories any critical or sensitive areas or resources, not only those in the local community, but also those shared with abutting communities. This section provides a factual basis for any land development regulations that may be enacted to protect natural areas. A key component in preparing this section is to identify any conflicts between other elements of the master plan and natural resources, as well as conflicts with plans of abutting communities. The natural resources section of the master plan should include a local water resources management and protection plan as specified in RSA 4-C:22.

(e) A natural hazards section which documents the physical characteristics, severity, frequency, and extent of any potential natural hazards to the community. It should identify those elements of the built environment at risk from natural hazards as well as extent of current and future vulnerability that may result from current zoning and development policies.

(f) A recreation section which shows existing recreation areas and addresses future recreation needs.

(g) A utility and public service section analyzing the need for and showing the present and future general location of existing and anticipated public and private utilities, both local and regional, including telecommunications utilities, their supplies, and facilities for distribution and storage.

(h) A section which identifies cultural and historic resources and protects them for rehabilitation or preservation from the impact of other land use tools such as land use regulations, housing, or transportation.

(i) A regional concern section, which describes the specific areas in the municipality of significant regional interest. These areas may include resources wholly contained within the municipality or bordering, or shared, or both, with neighboring municipalities. Items to be considered may include but are not limited to public facilities, natural resources, economic and housing potential, transportation, agriculture, and open space. The intent of this section is to promote regional awareness in managing growth while fulfilling the vision statements.

(j) A neighborhood plan section which focuses on a specific geographical area of local government that includes substantial residential development. This section is a part of the local master plan and shall be consistent with it. No neighborhood plan shall be adopted until a local master plan is adopted.

(k) A community design section to identify positive physical attributes in a municipality and provide for design goals and policies for planning in specific areas to guide private and public development.

(l) A housing section which assesses local housing conditions and projects future housing needs of residents of all levels of income and ages in the municipality and the region as identified in the regional housing needs assessment performed by the regional planning commission pursuant to RSA 36:47, II, and which integrates the availability of human services with other planning undertaken by the community.

(m) An implementation section, which is a long range action program of specific actions, time frames, allocation of responsibility for actions, description of land development regulations to be adopted, and procedures which the municipality may use to monitor and measure the effectiveness of each section of the plan.

Source. 1983, 447:1. 1986, 167:2. 1988, 270:1. 1989, 339:28, eff. Jan. 1, 1990; 363:15, eff. Aug. 4, 1989. 2002, 178:2, eff. July 14, 2002.

REGIONAL CONTEXT

INTRODUCTION

Visible from all the towns in southwestern New Hampshire, Mount Monadnock is the name and the most significant symbol of the entire region. Mountains of this type (a rocky mass rising high over the surrounding plain and low hills) are called “monadnocks” all over the world, namesakes of Mount Monadnock. The 3,165’ peak of the mountain and a large portion of its bulk lie within the borders of Jaffrey. For that reason the town has for decades accepted responsibility for safeguarding Mount Monadnock. It is Mount Monadnock that makes Jaffrey central to the future social, economic and spiritual health of the region.

Jaffrey’s environment -- its lakes, rivers and ponds, its hills and valleys and mountain, all contribute to the town’s being a destination for tourism and recreation. This is a responsibility that indicates obvious economic opportunities and economic caveats. The natural and scenic environment is one of the hallmark traits associated with the Town of Jaffrey.. The scenic and economic health of the region depend on Jaffrey’s protection of this National Natural Landmark that is recognized in New Hampshire law as “a unique geographical attraction.”

REGIONAL CONSIDERATIONS

The changes brought about over the last half century due to the automobile and increased communications opportunities are reflected in the appearance, for the first time, of a Regional Context chapter in the Town of Jaffrey’s Master Plan update for 2006. These changes make it imperative that Jaffrey, like all other towns in the area, determine what is its unique role is in the southwest region of New Hampshire. The town no longer exists as an independent, self-sufficient entity. Rather it is part of a network of interdependent towns, each with its own attractions, identity, strengths, weaknesses and hopes, and links to the region. Each town in the Monadnock region, in its development, conservation of the environment, transportation, communications, retail, industrial and other changes, affects the other towns.

In the following sections of this chapter we look at Jaffrey’s place in the region. We will offer suggestions, based on close examination of the Jaffrey citizens’ survey results and our understanding of the future role of Jaffrey and other towns in the region. We offer charts showing comparisons between Jaffrey, surrounding towns, and other towns in Cheshire County and the region. This research has provided new insights into the Monadnock region for the committee. The research provides groundwork for further understanding of Jaffrey’s role in the region, but it is only a beginning. Further exploration of common interests and areas of cooperation will evolve over time, as we begin to think of ourselves as citizens of the region as well as citizens of Jaffrey. Finally, we include a broad and detailed description of the southwest region of New Hampshire, provided by the Southwest Region Planning Commission.

Jaffrey’s Master Plan will be stronger when it accounts for the spatial development patterns and trends within a regional context without regard for political boundaries: the geographic distribution of homes, jobs, shopping and services; the water, soil, forests and wildlife that blanket the hills around Jaffrey; the highway network; regulations and policies of neighboring towns; and the often far-reaching social networks of residents. The Monadnock Region is driven by the central New England economy and strongly influenced by the economies of the Merrimack Valley and central and eastern Massachusetts. Gaining a strong understanding of the issues and trends confronting Jaffrey and the entire Southwest Region will enable the Town to prioritize and allocate resources to adapt to the changes.

PART A: BACKGROUND AND DATA

I. REGIONAL ATTRACTIONS, FEATURES & LINKS

To start our regional thinking, here is an incomplete list of the regional attractions, features and links that bring people to each town and connect each town to others in the Monadnock Region. The towns do not stand alone; we are all interconnected, needing the attractions, services, shops and streets of each.

TOWN	WHY DO THEY COME HERE? WHY DO WE GO THERE?
	AN INCOMPLETE LIST OF REGIONAL ATTRACTIONS, FEATURES & LINKS
Jaffrey	Mt. Monadnock, Monadnock State Park, Contoocook Lake and River, Thorndike & Gilmore Ponds, the Meetinghouse, Amos Fortune Forum, Scottish Games, Team Jaffrey Scarecrows, the Bandstand, the future Park Theater, Belletetes, Shattuck Golf Course, restaurants, inns and B&Bs, antiques. Links: The Mountain Zone; Monadnock Advisory Commission (MAC); churches; J-R Schools; State Reps. with Dublin & Rindge; Water to 177 Rindge customers; use of Bullet Pond in Rindge; Routes 202, 124 & 137; the Jaffrey Airport; use of the Jaffrey Courthouse, Cheshire Co. Jail, Cheshire Co. Courts; Jaffrey prosecutor; Fire Dept. mutual aid among towns; SWRPC. What have we left out?
Dublin	Mt. Monadnock, Dublin Lake, Yankee Magazine. Links: Mtn Zone, MAC, Conval, Routes 202 & 101, St. Reps. w Jaffrey & Rindge, New Ipswich prosecutor, Jaffrey Courthouse, Cheshire Co. Jail, Cheshire Co. Courts, SWRPC.
Fitzwilliam	Gap Mountain, the Town Common, shops, antiques, B&Bs. Links: MAC, Monadnock Regional HS in Swanzey, St. Rep. with Richmond, SWRPC.
Keene	Shopping center for region including Vermont; car dealers; Cheshire Medical Center; Cheshire County Courts, restaurants, theater, movies, Keene State College, Antioch Graduate School, Franklin Pierce College. Links: Swanzey airport, County Commissioners, use of County Jail, SW NH Fire Mutual Aid Network, Wyman Tavern Museum, Cheshire Co. Historical Society, SWRPC.
Marlborough	Mt. Monadnock, shops. Links: Mtn Zone, MAC, St Rep with Harrisville. Swanzey & Troy; Rtes 102, 124 & 12; SWRPC
Peterborough	Contoocook River, Peterborough Players, MacDowell Colony, Monadnock Music, Monadnock Chorus, Monadnock Lyceum, Monadnock Community Hospital, churches, Specialty stores, EMS, Restaurants, Movie theater, Rivermead, Auction house. Links: St. Reps. with Jaffrey & Rindge, Rtes 202 & 101, SWRPC
Rindge	Walmart, Hannafords & Market Basket, Cathedral of the Pines, Annett State Forest, Franklin Pierce College, restaurants. Links: J-R Schools, St Rep w New Ipswich; SWRPC
Sharon	Sharon Art Center, SWRPC
Troy	Views of Mt. Monadnock. Links: Rte;. 12, Mtn Zone, MAC, Monadnock Regnl School, St Rep with Harrisville & Swanzey, SWRPC

II. THE JAFFREY COMMUNITY SURVEY

How do Jaffrey residents think about Jaffrey? The Community Survey sponsored by the Planning Board's Master Plan Subcommittee had a high response from residents. Much of what they liked most about Jaffrey had to do with Jaffrey's regional appeal.

The 29-question Jaffrey Community Survey of December 2005 was returned by 742 households by the Dec. 24 deadline, about a 32% return (see correction to SWRPC figures at end of this section). A survey return rate of 15% is considered very good; this return rate of 32% is more than double that. Responses were almost evenly distributed among the four quadrants of the town, the SWRPC said.

About 10% to 11% of the estimated 764 rental households returned the survey (see calculation below). The renters' return percentage is a very respectable rate of return, even though it is disproportionate to the 40% to 41% of the homeowners (623 of 1,529) who returned the survey.

What people like most about Jaffrey

The top five things that the survey respondents like most about Jaffrey are:

69%	(Est. 512 responses) Small town atmosphere	(Only 4% [30] would like to see that changed)
67%	(497) Scenic areas	(Only 2% [15] would like to see that changed)
65%	(482) Rural character	(Only 5% [37] would like to see that changed)
63%	(467) Lakes and ponds	(No one would like to see that changed)
47%	(349) Low crime rate	(Only 6% [44] would like to see that changed[?])
Also mentioned prominently:		
40%	(297) People/Community spirit	(10% (74) would like to see that changed)
31%	(230) Outdoor recreation	(12% would like to see that changed)

What people like least

The top five things that respondents liked least about Jaffrey and would like to see changed are:

53%	(393) Quality of schools	(Only 5% [37] don't want to see that changed)
51%	(378) Employment	(Only 5% [37] don't want to see that changed)
28%	(208) Town services*	(16% [119] don't want to see that changed)
26%	(193) Community services**	(Only 8% [59] don't want to see that changed)
12%	(89) Outdoor recreation	(31% don't want to see that changed)

It is noteworthy that improving the quality of schools got a 53% response. Only 36% of the respondents had children between the ages of 0 and 20.

PERCEPTIONS OF GROWTH IN COMMUNITY SURVEY

Thirty-five percent of respondents (260) felt Jaffrey is growing "too fast;" 26% felt Jaffrey is growing "as fast as neighboring towns," and only 6% felt Jaffrey "is not growing fast enough."

III. GROWTH IN THE REGION

CHART A on the next page shows the estimated average annual rates of growth for Jaffrey and its seven neighboring towns from 1970 to 2004, a period where consistent data was available from the New Hampshire Employment Security Community Profiles and the US Census. The 2005 data was not universally available and is based on projections released in the Spring of 2003. (Note: Later tables uses 2005 figures which were released by the Office of Energy in January 2005.)

The data show that from 1970 to 2004, Jaffrey's population grew faster than four neighboring towns (Peterborough and the smaller towns of Troy, Marlborough and Fitzwilliam) and not as fast as Rindge and the two smaller towns of Dublin and Sharon. Jaffrey also grew faster than the city of Keene and all the towns of Cheshire County, but not as fast as the state of New Hampshire or the regional towns of Milford and New Ipswich.

Jaffrey over 34 years grew 71%, from 3,353 in 1970 to 5,733 in 2004. The estimated average increase each for 34 years year was 1.59%. Over the period 1970-2005, the estimated average annual rate of growth in Jaffrey was 1.56%.

The estimated average annual rates of growth in the region from 1970 to 2004, from low to high, are:

Keene	0.34%;
Troy	0.53%;
Marlborough	0.60%:
Cheshire Co.	1.13%:
Peterborough	1.38%;
Fitzwilliam	1.52%
Jaffrey	1.59%;
New Hampshire	1.68%
Dublin	1.83%
Milford	2.34%
Sharon	2.99%
New Ipswich	3.03%
Rindge	3.10%

COMMUNITY SURVEY ON TRANSPORTATION

If public transportation were available, 36% (267) would use it. About 70 (26% of those who would use public transportation) would go to Keene; about 48 (18%) would go to Peterborough, and about 35 (13%) would go to Rindge.

The most prominent road identified as needing improvement was the 202/124 downtown dogleg, cited by 4% (about 30 people). 65% agreed Jaffrey should work to "enhance/modify/eliminate the 5-way intersection." 57% favored a by-pass; 29% opposed it. 14 wrote comments about it,.

SHOPPING DESTINATION

88% (653) do their grocery shopping in Rindge.

HOUSING

52% want more single-family homes; 51% want affordable housing; 47% want elderly or age-restricted housing; only 7% want more manufactured housing or mobile homes. 81% would like Jaffrey to encourage elderly housing; 57% would like to encourage low/moderate income housing but 32% would not. Of the 57% (423), 41% (173) wanted the low/moderate income housing located in the NE quadrant bounded by Rtes. 202/124.

WATER & SEWER

45% (334) said water & sewer should not be expanded; 33% (245) said it should. Only 7% said sewers expansion was the most important and only 6% said expanding water service was the most important

LAND PROTECTION

Land protection was endorsed by 65% for lakes & ponds protected; 49% for open space and forests; 43% for rivers and streams; 38% for working farmland; 36% for scenic views; 35% for wildlife habitats.

INDUSTRY

66% wanted to see more industry come to Jaffrey. 34% wanted it in the SE quadrant, SE of 202/124; 33% for the NE quadrant; 9% in the current industrial park.

TAXES

56% ranked "Keep taxes down" as the most important thing to them. It ranked 3.89 on a scale of 5. 47 people (6%) commented regarding keeping taxes down.

49% said quality of public schools was most important with a rank of 3.49

OPEN-ENDED COMMENTS & CONCERNS

Town Management/Town Services, 59; Taxes, 47 comments; Schools, 39; Housing, 37; Growth, 35; Environment, 32; Downtown, 26; Community Character (praise), 23;

COMMITTEE RECOMMENDATIONS ON GROWTH CONSISTENT WITH RURAL CHARACTER:

The Regional Context Committee recommends that town officials view the community survey as a guideline and mandate to maintain growth but keep growth at a low rate (between half of one percent and 1 percent) in order to retain Jaffrey's small town atmosphere well into the future; to preserve scenic areas, rural character, and lakes and ponds; and to encourage improvement of the schools and employment opportunities in Jaffrey.

CORRECTION: The survey was returned by about 32% of the occupied households, rather than 29% as stated in the Community Survey draft, page 2.

According to the US Census of 2000, Jaffrey had 2,120 occupied households (and 232 vacant housing units, equal to 11% of the occupied units--Pg 4, Pop. & Hsg. Draft by SWRPC). The SWRPC added the building permits granted in the past five years and estimated that as 173 units. This would bring the occupied households number to about 2,293.

The SWRPC table (Pg 2 of the Community Survey) added 201 new units (instead of 173) to the 2,352 total units and came up with 2,553 units. It seems unlikely that the number of vacant units would have increased from 232 to 260. It seems to make more sense to the Regional Context Committee to add the 232 vacant units of 2000 to the estimated 2,293 occupied units for 2005, yielding a total of 2,525 total units.

Note that the Planning Board has authorized 160 more units which have not yet been built, according to the Interim Growth Management Ordinance. (The 160 units represent future population of about 400 people at 2.5 persons per household)

Rental units calculation: Homeowners in 2000 numbered 1,422 and renting household numbered 698, a 67%-33% ratio. The survey says of the 742 households responding, 11% (about 81) were renters and 84% (about 623) were owner-occupiers. Assuming the 1/3 renters ratio is still correct (it is probably slightly less as the building permits are mostly for single family homes), there are an estimated 764 rental households as of 2005. Eighty-one surveys is 10.6% of 764.

At the end of this chapter, before the Appendix, is a chart showing the rank of the regional towns among the 234 municipalities in New Hampshire, and comparing the various statistics that we encountered in doing this study. Accompanying the chart are discussions and warnings about population estimates, projections and comparisons, issued by the government agencies that set the standards.

The tone of the discussion is set by the New Hampshire Office of Energy and Planning, which warns in boldface on its website: “We must stress that due to methodology changes over the years, population figures are not comparable, except for the U.S. Census data which started in 1790 and is conducted every ten years.”

COMMITTEE RECOMMENDS A POPULATION & EMPLOYMENT COUNT IN 5TH YEAR

It is very hard to do realistic planning without knowing whether the population data is accurate. In doing the regional analysis, the Regional Context committee found that not all communities had an estimate of their population in 2005, and that the 2005 projections were made in the Spring of 2003. The OES Community profiles all had 2004 figures, so we used those figures.

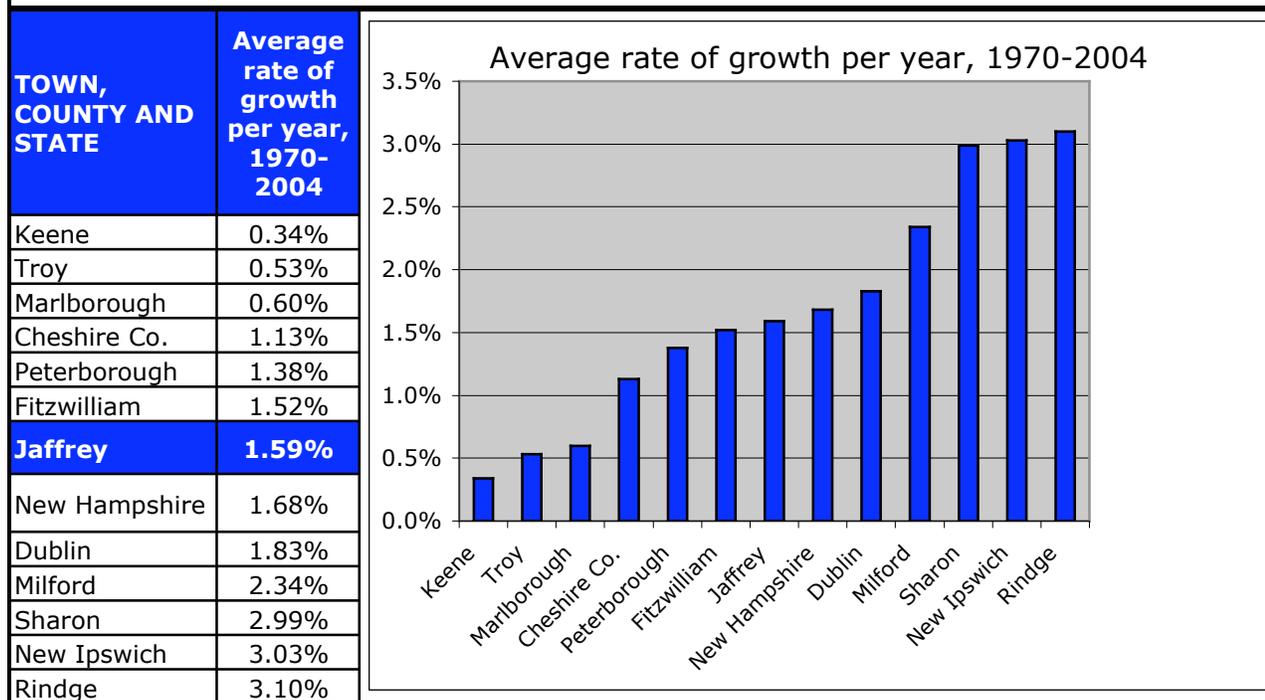
Since so much depends on the population count, perhaps the town could include in the tax bill mailing at the end of the year, or in the 5th year of the decade, a document requiring the property owner to state the age, gender and race of each person living in the property. Employers could give the number of employees they have as of a certain date, to enable better economic development planning.

If town officials don't have time to tally the population and employment figures, the documents could be collected and a citizens committee could be formed to make an accurate count. This should be done at least in the year before the Master Plan is to be reviewed, or, to be consistent, in the 5th year of the decade.

III. POPULATION DATA FOR THE REGION

Since 1970, Jaffrey has grown faster than Peterborough and Cheshire County, but about half as fast as Rindge. Here's how Jaffrey ranks compared to 10 other towns, the county and state during this period. The next chart details Jaffrey's average annual rate of growth per year by decade in the same period.

Population Growth in 11 Towns, Cheshire Co. & State, 1970-2004



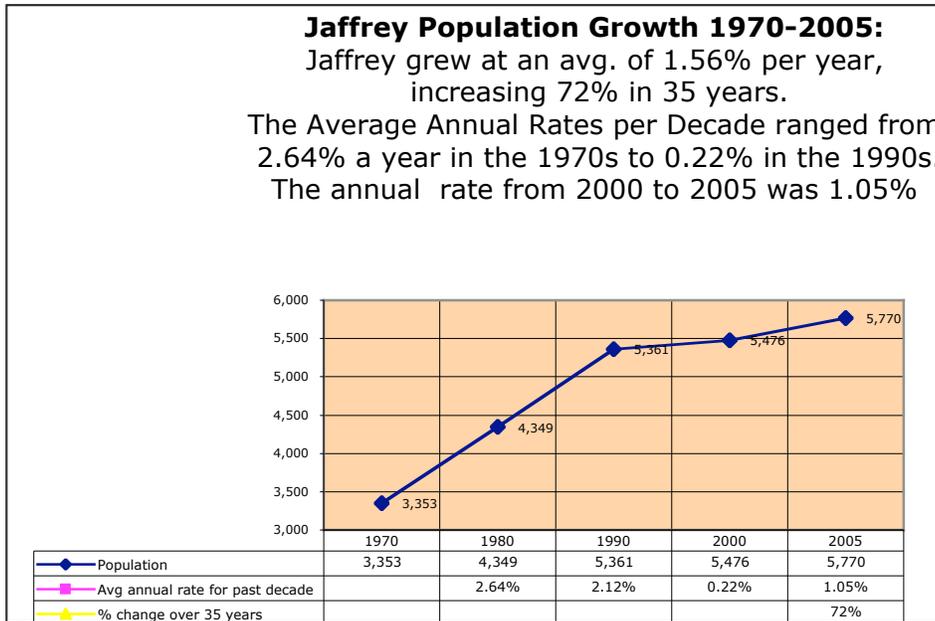
Population of Jaffrey and Its Neighbors, 1970-2004

Town, County & State	1970	1980	1990	2000	2004	% Growth from 1970 to 2004	Avg. rate per year 1970-2004
Troy	1,713	2,131	2,096	1,967	2,051	19.7%	0.53%
Marlborough	1,671	1,845	1,939	2,013	2,077	24.3%	0.60%
Peterborough	3,807	4,895	5,257	5,896	6,069	59.4%	1.38%
Fitzwilliam	1,362	1,795	2,014	2,148	2,278	67.3%	1.52%
Jaffrey	3,353	4,349	5,361	5,476	5,733	71.0%	1.59%
Dublin	837	1,303	1,476	1,482	1,552	85.4%	1.83%
Sharon	136	184	293	361	369	171.3%	2.99%
Rindge	2,175	3,375	4,938	5,475	6,137	182.2%	3.10%
Other Regional Towns, Cheshire County & State of New Hampshire							
Keene	20,467	21,449	23,081	22,589	22,955	12.2%	0.34%
Cheshire Co.	52,364	62,116	70,223	73,993	76,872	46.8%	1.14%
Milford	6,622	8,685	11,828	13,606	14,558	119.8%	2.34%
New Hampshire	737,681	920,610	1,109,252	1,235,786	1,299,500	76.2%	1.68%
New Ipswich	1,803	2,433	4,017	4,345	4,976	176.0%	3.03%

Source: NH Employment Security Community Profiles & US Census (for NH) K.D. Campbell, 2006

III. POPULATION DATA FOR THE REGION

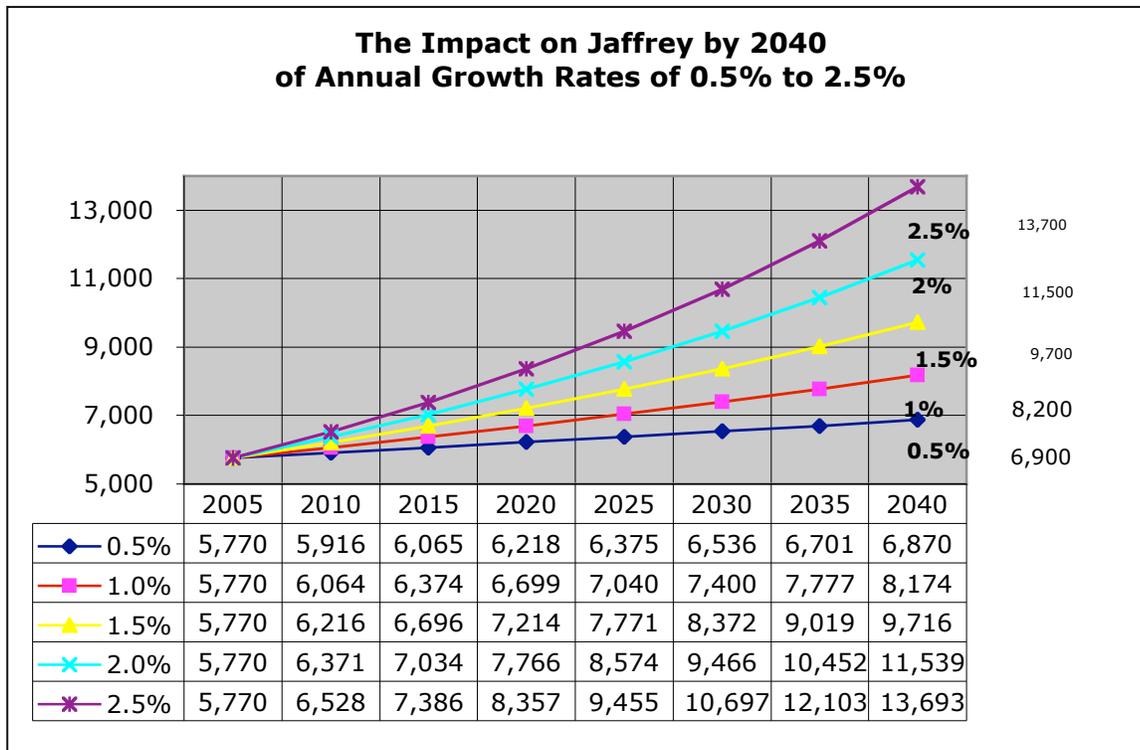
Since 1970, Jaffrey has grown faster than Peterborough and Cheshire County, but about half as fast as Rindge. Here’s how Jaffrey ranks compared to 10 other towns, the county and state during this period. The next chart details Jaffrey’s average annual rate of growth per year by decade in the same period.



In the 1970s, Jaffrey grew at an annual estimated average rate of 2.64%; in the 1980s, the annual estimated average rate was 2.12%; in the 1990s, the rate dropped to 0.22%; and from 2000 to 2004, the rate was about one percent. The estimated annual average rate from 2000 to 2005 was 1.05%.

Chart B: 1970-2005 Population Growth by Decade K.D. Campbell, 2006

Chart C shows the impact of different growth rates from 2005 to 2040, a period of 35 years in the future comparable to 1970-2005. A 1% rate would result in a town of about 8,200; half that rate(0.5%) would be a town of 6,900. If the 1970-2005 rate of growth (1.56%) were maintained, the population would be 9,716 **Chart C: The Impact of Growth Rates By Year 2040**
 K.D. Campbell, 2006



Population density is based on the land area, not the total area. It is interesting to see how much of the region’s communities are large bodies of water. The US Census standard for measuring the square miles of water is a lake or pond of at least 40 acres, and rivers of a certain width,

REGIONAL COMPARISONS

CHART E: Population Density, Land & Water Area K.D. Campbell, 2006

CHART E: POPULATION DENSITY, LAND AND WATER AREA COMPARED TO COUNTY, REGION, & STATES				
TOWN	Pop. Density/ sq mi of land, 2004 estimate NHES	Land Area, Sq Mi., (excludes water), NHES	Inland Water Area, Sq mi., NHES	Pop. Est for 2004, NHES
Sharon (SWRPC)	24	15.7	0	369
Dublin	56	27.9	1.1	1,552
Fitzwilliam	66	34.6	1.4	2,278
VERMONT	67	9,249 (infoplease)	365 (infoplease))	621,394 (vermont.gov)
SWRPC REGION	99	1,045	na	103,000 est
Marlborough	102	20.4	0.2	2,077
CHESHIRE CO	109	707.4	21.7	76,872
Troy	117	17.5	0.2	2,051
NEW HAMPSHIRE	145	8,968 (infoplease)	382 (infoplease)	1,299,500 (Census)
Jaffrey	149	38.4	1.8	5,733
New Ipswich	152	32.7	0.3	4,976
Peterborough	160	38.0	0.4	6,069
Rindge	166	37.1	2.7	6,137
Milford	573	25.4	0.1	14,558
Keene	620	37.1	0.2	22,955
MASSACHUSETTS	816	7,840 US Census	2,715 (infoplease)	6,415,000 (FedStats)

Jaffrey has a more than double the population density of Sharon, Dublin, Fitzwilliam and the State of Vermont. Chart E shows. It also shows that Jaffrey has significantly more inland water than any neighboring town except Rindge. The measurement for inland water counts ponds and lakes of more than 40 acres, and rivers have to be a certain width. Population density is the population divided by the land area, not the total area of the town

EQUALIZED TAX RATES AND TAX BURDEN

In planning for economic growth, the favorite New Hampshire topics of property taxes has to be considered, Where does Jaffrey stand among its neighbors relative to tax rates and tax dollars?

Chart G shows that of eight town whose officials reported their equalized tax rate (the % of full property value), Jaffrey was third lowest at \$19,59 per \$1,000 of valuation. The source of this information is the Answer Book, published by the Keene Sentinel on March 30, 2006. The Sentinel surveyed town officials after each town’s annual meeting. Jaffrey’s town budget, as reflected in the taxes raised, was fifth highest of the 11 towns studied by the Regional Context Committee.

TAX RATES, EQUALIZED TAX RATES & TAX DOLLARS				
TOWN	Tax Rate (NH Dept Revenue Admin. April 2006)	Equalized Rate (Equalized Ratio x Tax Rate)	Equalized Ratio (Town Officials to Keene Sentinel Answer Book)	Tax \$ Commitment (NH Dept Revenue Administration)
New Ipswich	\$14.94	na	na	\$ 5,690,340
Sharon	\$15.44	na	na	\$ 801,331
Rindge	\$17.72	\$16.23	91.6%	\$ 9,602,606
Dublin	\$17.47	\$17.47	100.0%	\$ 4,508,532
Jaffrey	\$20.62	\$19.59	95.0%	\$ 9,308,655
Fitzwilliam	\$22.80	\$20.86	91.5%	\$ 5,286,422
Peterborough	\$22.07	\$21.30	96.5%	\$ 13,868,636
Troy	\$24.88	\$22.39	90.0%	\$ 2,641,808
Marlborough	\$24.05	\$24.05	100.0%	\$ 3,366,153
Keene	\$26.19	\$26.19	100.0%	\$ 45,172,124
Milford	\$32.16	na	na	\$ 26,038,969
Chart G. Sources at head of column			K.D. Campbell, 2006	

Chart H essentially measures the town budget and tax commitment as a cost per resident. This measurement is somewhat useful as a comparison but it is hypothetical since we don’t have data for how much of the tax burden in the 10 other towns comes from residential real estate. Jaffrey’s tax burden per resident of \$1,610 is very close to Rindge (\$1,585) and Marlborough (\$1,611). New Ipswich (\$1,150) and Troy (\$1,301) are the lowest, followed by Rindge, Jaffrey and Marlborough, then Milford (\$1,764), Keene (\$1,962), Sharon (\$2,109), Peterborough (\$2,226), Fitzwilliam (\$2,308) and Dublin (\$2,909). The towns are listed in order of their tax rate, the same as in Chart G above. In terms of budgets/tax commitments, Jaffrey—7th in population—is seventh highest at \$9.3 million. Rindge is next at \$9.6MM, Peterborough at 13.8MM, Milford next at \$26M and Keene—4 times Jaffrey’s population—has a budget of \$45MM, nearly five times Jaffrey’s budget.

HYPOTHETICAL TAX BURDEN PER RESIDENT			
RANGES FROM \$1,150 to \$2,909; JAFFREY \$1,610			
TOWN	2005 Tax \$ Commitment (NH Dept Revenue Admin, April 2006)	2005 Estimated Population OEP Jan 2005	Hypothetical Tax Commitment Per Resident
New Ipswich	\$ 5,690,340	4,950	\$ 1,150
Sharon	\$ 801,331	380	\$ 2,109
Rindge	\$ 9,602,606	6,060	\$ 1,585
Dublin	\$ 4,508,532	1,550	\$ 2,909
Jaffrey	\$ 9,308,655	5,780	\$ 1,610
Fitzwilliam	\$ 5,286,422	2,290	\$ 2,308
Peterborough	\$ 13,868,636	6,230	\$ 2,226
Troy	\$ 2,641,808	2,030	\$ 1,301
Marlborough	\$ 3,366,153	2,090	\$ 1,611
Keene	\$ 45,172,124	23,020	\$ 1,962
Milford	\$ 26,038,969	14,760	\$ 1,764
Chart H. The hypothetical tax burden per capita is the tax commitment divided by the population. K.D. Campbell, 2006			

RESIDENTIAL REAL ESTATE’S ROLE IN JAFFREY TAXES

81% of Taxes Are Paid by Residential Real Estate

The Cost of Community Services Study, completed in December, 2005, determined that “81% of the property taxes paid (in Jaffrey) came from residential real estate, 18% from commercial/industrial, and 1% from open space.”

This information provides another measurement of the average impact of taxes on Jaffrey residents, the estimated average tax burden per resident and the estimated average tax burden per housing unit. Unfortunately, we do not have access at this time to comparable data on other towns.

Chart I assumes that the 2005 property taxes also were paid 81% by residential real estate, estimate the average tax burden is \$1,305 per resident (population, 5,780) and \$2,953 per housing unit, estimated by the SWRPC at 2,553 units. The Committee believes that number of units may be only 2,525, in which case the tax burden is an average of \$2,986 per housing unit.

JAFFREY EST. TAX BURDEN PER RESIDENT			
TOWN	Estimate* of Taxes Paid By Residential Property	2005 Estimated Population	Estimated Avg. Tax Burden Paid Per Resident
Jaffrey	\$ 7,540,011	5,780	1,305
<p>* The Cost of Community Services Study, Dec. 2005, states (Pg.9) that "81% of the property taxes paid in 2004 came from residential real estate, 18% from commercial/ industrial, and 1% from open space."</p>			
JAFFREY AVG. TAX BURDEN PER HOUSING UNIT			
TOWN	Estimate* of Taxes Paid By Residential Property	Estimate of 2005 Housing Units (SWRPC)	Est. Avg. Taxes Per Housing Unit
Jaffrey	\$ 7,540,011	2,553	\$ 2,953
<p>Chart I. Assumes the proportion of taxes paid by residents is about the same in 2005 as it was in 2004. K.D. Campbell, 2006</p>			

EDUCATION SPENDING

In education spending in the 11 towns, Jaffrey and Rindge spend the third lowest amount per elementary pupil among the seven school systems. Jaffrey and Rindge rank 95th among the 217 school districts in the state at \$8,599 per pupil. This was close to the median, according to a chart in “Understanding New Hampshire, 2004,” a report by the New Hampshire Center for Public Policy. Per pupil spending in 2003 ranged from about \$5,500 at the low end to more than \$12,000 at the high end.

Education Spending Per Elementary Pupil: Rank in State				
TOWN	2003 Equalized Tax Rate for Schools (Understanding NH 2004)	2003 Spending Per Elementary Pupil (Understanding NH 2004)	Rank among 233 Towns, Spending Per Elementary Pupil, 2003 (Understanding NH 2004)	
Dublin	\$ 16.37	\$ 10,598	19	
Peterborough	\$ 14.40	\$ 10,598	19	
Sharon	\$ 14.32	\$ 10,598	19	
Keene	\$ 17.03	\$ 9,966	38	
Marlborough	\$ 13.31	\$ 9,818	46	
Fitzwilliam	\$ 15.68	\$ 9,077	75	
Troy	\$ 18.12	\$ 9,077	75	
Rindge	\$ 13.11	\$ 8,599	95	
Jaffrey	\$ 12.08	\$ 8,599	95	
Milford	\$ 14.87	\$ 8,489	103	
New Ipswich	\$ 13.61	\$ 6,212	212	

Source: Understanding New Hampshire 2004, by NH Center for Public Policy Studies
 K.D.Campbell, 2006

PART B: DISCUSSION**ENVIRONMENT, NATURAL RESOURCES AND RECREATION****JAFFREY'S REGIONAL RESPONSIBILITIES:****MOUNT MONADNOCK AND THE CONTOOCCOOK RIVER**

Jaffrey is the site of Mount Monadnock and the headwaters of the Contoocook River. By geography, Jaffrey is the protector and steward of those two great resources. The Town of Jaffrey's protection of the beauty of Mount Monadnock and the cleanliness of the waters of the Contoocook River will benefit Jaffrey and 66 other towns in the southwestern, central and eastern regions of New Hampshire and the northeast section of Massachusetts, (See CHART D)

Because Jaffrey is at the headwaters of the Contoocook River, the US Environmental Protection Agency (EPA) and the New Hampshire Department of Environmental Services (DES) require that Jaffrey's sewage be extremely clean. Town officials say, for example, that the level of copper in the treated effluent be 1,000 times cleaner than the EPA standard for copper in drinking water. The town is facing a \$16 million to \$20 million sewage treatment bond issue, which is a capital cost equal to \$2,773 for each of the town's 5,770 residents and a capital cost equal to \$20,000 to \$25,000 per sewer customer (800). since there are only 800 users. The resulting operational and financing costs could double the customer costs for the sewer system which currently serves about 800 households and businesses. Federal and state funding for this environmental mandate is urgently needed.

COMMITTEE RECOMMENDS TWO-STATE REGIONAL APPROACH TO SEWER FUNDING:

We recommend that Town officials contact the members of Congress, the state representative and the local officials of these 66 other towns in New Hampshire and Massachusetts who will benefit from our super-clean treated sewage to gain their support for federal and state funding of this improvement to the cleanliness of the Contoocook and Merrimack Rivers.

CHART D: Jaffrey's Protection of the Contoocook River and Mt. Monadnock Benefits 67 Towns in NH & Massachusetts
Towns that are shaded benefit in multiple ways

	The Contoocook River Flows Northeast Past These Towns to the Merrimack River	Jaffrey's Mandated Super-Clean Sewage Will Flow to the Merrimack River, Bringing Cleaner Water to These Towns	Jaffrey's Protection of Mt. Monadnock Benefits These Monadnock Region Towns
1	JAFFREY	JAFFREY	JAFFREY
2	Peterborough	Peterborough	Peterborough
3	Hancock	Hancock	Hancock
4	Bennington	Bennington	Bennington
5	Antrim	Antrim	Antrim
6	Deering	Deering	Deering
7	Hillsboro	Hillsboro	Hillsboro
8	Henniker	Henniker	Alstead
9	Hopkinton	Hopkinton	Chesterfield
10	Concord	Concord	Dublin
11	Canterbury	Canterbury	Fitzwilliam
12	(Merrimack River)	Merrimack	Francestown
13		Bow	Gilsum
14		Pembroke	Greenville
15		Hooksett	Hancock
16		Manchester	Harrisville
17		Bedford	Hillsboro
18		Londonderry	Hinsdale
19		Litchfield	Keene
20		Nashua	Lyndeborough
21		Hudson	Marlborough
22		Tyngsborough, MA	Marlow
23		North Chelmsford, MA	Mason
24		Lowell, MA	Nelson
25		Dracut, MA	New Ipswich
26		North Tewksbury, MA	Peterborough
27		Andover, MA	Richmond
28		Methuen, MA	Rindge
29		Lawrence, MA	Roxbury
30		North Andover, MA	Stoddard
31		Haverhill, MA	Sullivan
32		Groveland, MA	Surry
33		West Newbury, MA	Swanzy
34		Amesbury, MA	Temple
35		Salisbury, MA	Troy
36		Newburyport, MA	Walpole
37		(Atlantic Ocean)	Westmoreland
38			Wilton

MOUNT MONADNOCK

Visible from all the towns in southwestern New Hampshire, Mount Monadnock is the name and the most significant symbol of the entire region. Mountains of this type (a rocky mass rising high over the surrounding plain and low hills) are called “monadnocks” all over the world, namesakes of Mount Monadnock. The 3,165’ peak of the mountain and a large portion of its bulk lie within the borders of Jaffrey. For that reason the town has for decades accepted responsibility for safeguarding Mount Monadnock. It is Mount Monadnock that makes Jaffrey central to the future social, economic and spiritual health of the region.

COMMITTEE RECOMMENDATIONS ON ENVIRONMENT:

Jaffrey’s environment -- its lakes, rivers and ponds, its hills and valleys and mountain, all contribute to the town’s being a destination for tourism and recreation. This is a responsibility that indicates obvious economic opportunities and economic caveats. The natural and scenic environment is one of the hallmark traits associated with the Town of Jaffrey. The Town needs to prioritize and strategically plan ways to assure such prized environmental features are preserved.

COMMITTEE RECOMMENDATION ON JAFFREY ATTRACTING SMALL BUSINESS:

Viewed regionally, Jaffrey is an obvious place for development of small communications-based businesses, agriculture and related business, low-impact recreation and tourism; it is not a viable economic choice for big-box retail development, for which Keene and Rindge are the regional centers. Townspeople, in the community survey for the Master Plan, have stated strongly that they want to maintain Jaffrey’s rural, small town character which rules out large scale housing development. Jaffrey has attracted and may continue to attract small business owners who want to bring their business to where they want to live.

COMMITTEE RECOMMENDATION: The Town needs to prioritize and strategically plan ways to assure Mt. Monadnock’s prized environmental features are preserved. Natural Resources

COMMITTEE RECOMMENDATION ON PRESERVING RURAL CHARACTER: Develop a positive approach to conserving rural character through education and encouragement of individual contributions of land and funds through tax incentives.

Recreation

Mount Monadnock, said to be the world’s most climbed peak, is a National Natural Landmark and the region’s largest mountain. The mountain has six major trailheads, with parking at each head, that provide hiking access to the mountain.

Mount Monadnock has year round hiking and camping. All trails are open during the spring, summer and autumn months. During the winter there are sixteen miles of backcountry skiing and hiking at the park headquarters. The park headquarters is the only automobile access open, plowed and maintained during the winter months. There are twenty-eight campsites located at the main entrance of Mount Monadnock; 21 of them are family sites and seven are for groups only. Mount Monadnock's busiest season is middle September through middle October when all of the beautiful fall foliage is at its peak.

A natural and cultural resource as valuable as Mount Monadnock requires the volunteer support of local citizens from the surrounding communities, in addition to the park rangers based at the mountain's State Park, to ensure the mountain's trails and terrain are safe for travelers and protected from the impact of frequent use.

SWRPC Recommendation: Communication among the volunteers and municipal officials of the respective communities, park rangers, and the NH Division of Parks and Recreation, will help to ensure that the mountain continues to serve as clean, safe recreational resource for local residents as well as prospective tourists who may also impact the region's economy.

Regional Trail Network And Class VI Roads

In 1847 the Cheshire Railroad was built through the center of Jaffrey. The line was used for passenger and freight. The Cheshire line follows Route 12 from Massachusetts to Walpole, through Fitzwilliam, Jaffrey, Swanzey, Keene, and Westmoreland. The Cheshire line has been abandoned since the 1950's, and has been purchased by the State of New Hampshire. Today it is managed by the NH Department of Revenue and Economic Development. This rail line, like so many others in New Hampshire, is now being used as a multi-use recreational trail for horseback riding, snowmobiling, mountain biking, hiking, cross-country skiing, and other forms of recreation.

The southwest region of New Hampshire is fortunate in that there are several abandoned railroad lines throughout the region, which are slowly being converted into multi-use recreational trails. There are six lines right now that are either completely or partially purchased for such use. Each line that was purchased was paid for with federal transportation money in order to keep the rail lines protected. The NH Department of Transportation purchased the land, and turned over management of the corridors to the Department of Resources and Economic Development. The Friends of Pisgah Park maintain parts of the system within the southwest region.

Jaffrey has over 10 miles of Class VI roads. Many of them are used extensively for recreational purposes and crisscross through the Rural and Mountain zones into neighboring towns, often providing unofficial alternatives and adjuncts to maintained trails.

SWRPC Recommendation: The recreational resource of the regional trail network and the Class VI roads is invaluable to the many interested users. However, given the variety of potential uses and input from prospective users, continued communication is critical to ensure the safety of users and maintenance of the trail.

Additional branches of the Trail are described in the Historic, Cultural and Recreation Chapter of the Master Plan.

COMMITTEE RECOMMENDATION ON CLASS VI ROADS

The incursion of development on Class VI roads, a recreational resource which connects us to neighboring towns, should be carefully and conservatively considered by the Planning Board.

ECONOMIC GROWTH, TRANSPORTATION & COMMUNICATIONS

Economic growth is not only desirable for Jaffrey it is inevitable. The re-creation of a thriving downtown is well underway and will continue, and this development will bring new revenues into the town. The use of tax increment financing (TIF) in Downtown Jaffrey and the Stone Arch Bridge Industrial Area has bolstered economic growth in some districts and will continue to do so. Encouragement of industrial growth, when appropriate, will add to Jaffrey's local job base and help make it possible for residents to work in town.

However, in the highly mobile 21st century economy in which we live, we must bow to the necessities of economies of scale. That is, we must assume that Jaffrey residents will travel to Peterborough, Rindge and Keene for work as well as for much of their retail business. What Jaffrey will offer to the region's residents and seasonal visitors is what has brought many of us here in the first place: a rural and small town atmosphere where "social capital" is high; and lovely views, pristine lakes, rivers and ponds, and well-kept trails.

Employers

As this study notes, a large number of residents in the Southwest Region commute a sizable distance for employment. Jaffrey has a local job base to retain a portion of residents. Major employers like Belletete's, DD Bean, Millipore, New England Wood Pellets and TFX Medical create living wage jobs, making a positive contribution to the local job base.

REGIONAL TRANSPORTATION

ROAD NETWORK

Jaffrey is about an hour away from major Interstate Routes (I-91, I-89, I-93 and I-495). This has protected us from suburban sprawl development patterns. Jaffrey has the commercial and transportation advantages and the traffic disadvantages of being on a major north-south road, US Rte. 202, and a state highway, NH Rte. 124, that leads to Keene.

COMMITTEE RECOMMENDATIO FOR RTE. 202 BRIDGE-ROUNDAABOUT:

The Committee strongly recommends adoption and advocacy of the Route 202 new bridge & roundabout solution to the Rte. 202/124/137 dogleg. This will create a pedestrian-friendly and attractive downtown which will draw the traffic necessary for a prosperous retail economy. Town officials and interested persons should keep abreast of the Keene roundabout that is being developed, in order to gain from their experience of the cost of such improvements. Jaffrey citizens also should be made aware of the Southwest Region Transportation Plan. (see description at end of this chapter). We hope that Team Jaffrey and the Chamber of Commerce will aggressively spearhead this project.

AIR TRAVEL & JAFFREY'S AIRPORT

Jaffrey residents have a choice of three international airports: Manchester (44 miles from Rte. 202 & Rte. 124 in Jaffrey), Boston (80 miles) and Bradley International Airport in Windsor Locks, CT (92 miles).

Jaffrey's general aviation airport, Jaffrey Airport-Silver Ranch Airpark, was founded in 1946 (www.silverranchairpark.com). Operated by Harvey Sawyer and his wife Lee, the airport specializes in personal and executive air charter and air cargo operations, and scenic flights in the Monadnock region.

The airport is a significant asset for the town, particularly as a magnet for business owners or managers who want to live in this area and locate their company near their home. According to the Sawyers, two of Jaffrey's major employers, Millipore and Teleflex, located in Jaffrey in part because of the airport. The two companies continue to use the airport frequently.

Harvey Sawyer runs an air taxi business using a twin-engine Piper Aztec plane to take clients and provide services all over the nation. For example, as of June, 2006, a flight to Boston's Logan Airport (including the \$212 landing fee) costs \$520 for up to five people. The Sawyer plane has been used for medical emergency transport of human organs for transplant and artificial hip bones. The airport also is used for medical evacuation flights to Dartmouth-Hitchcock Medical Center in Lebanon, NH and to hospitals in Boston. In summer, planes fly in to Jaffrey to stop for lunch at Kimball's Restaurant next door.

The airport is at elevation 1,040 and has a 16/34 (160 degrees/340 degrees) runway that is 2,982 feet long by 134 feet wide, with a 50 foot center strip of asphalt bordered by 42 feet of turf on each side. It is rated for light airplanes with a single wheel bearing capacity of up to 8,000 pounds. Air traffic has been as high as 100 takeoffs and landings in a day; the average is 20 planes a day. The airport works in cooperation with the nearby Keene Airport in Swanzey, which is at 488 feet elevation with a 6200' x 100' foot runway with a capacity for heavier planes (60,000 lbs double wheel) and air traffic averaging 149 operations a day.

The Silver Ranch Airpark also serves an important recreational function in the town. It is the site for the annual Summer Fireworks by Atlas Pyrotechnic, and the lower portions of the property were used as the parking lot for the Southern NH Scottish Games, first held in Jaffrey in 2006 and expected to be an annual event.

DOOR-TO-DOOR TRANSPORTATION

Door-to-door transportation service is available in Jaffrey. Peterborough Taxi (924-3145) will arrange multiple-person round-trip shopping travel from Jaffrey to Rindge supermarkets for a total fare ranging from \$30 to \$40 plus tip.

To Manchester Airport

From Jaffrey downtown to Manchester Airport, the fare is \$70 plus tip for up to five people for Peterborough Taxi. Ideal Taxi from Keene (352-1656) can accommodate up to seven people for a fare of \$70 plus tip. Monadnock Taxi of Keene (355-1484) quoted \$127 plus tip for up to 3 people from Jaffrey to Manchester Airport. Adventure Limousine of East Swanzey (357-2933) offers limousine service for up to 10 people for \$230 to Manchester Airport. Thomas Transportation of Keene (352-5550) offers passenger van service (with other passengers) for \$86 plus tip for one or two people. Thomas' private sedan service for up to 3 people costs \$141 including tip. A large passenger van holding 10 people plus luggage can be chartered from Thomas for \$221, including tip.

BUS SERVICE

There is no bus or train service to Jaffrey. The nearest bus station is in Keene. There is no bus service from Keene to New Hampshire's principal cities, Manchester and Concord.

COMMITTEE RECOMMENDATION FOR A BUS SERVICE STUDY: The SWRPC should solicit regional towns regarding interest in a bus service within the region and to Manchester and Concord. If there is interest, a feasibility study should be done with costs shared by the various towns to determine the minimum amount of service that would be needed to make the system practical for residents and inexpensive to subsidize for the towns. Fares should be determined that would cover the cost, and then determine whether those fares would be

acceptable to the public. The Pioneer Valley in Massachusetts has had a regional system for about 40 years, shuttling among the college towns. Their experience and expertise should be tapped.

Bus to Massachusetts

Bus service to Springfield, Mass. and Boston is available once a day in Keene via Vermont Transit and Peter Pan Bus. As of June 2006, a one-way ticket from Keene (leave 8:15 a.m., transfer at Springfield, arrive Boston at 12:20 pm) cost \$32 if purchased seven days in advance, or up to \$41.50 for a same-day ticket on a holiday weekend. For an 80-mile trip, \$32.00 is 40¢ a mile, less than the 43¢ per mile “True Cost to Own” which Edmunds.com calculates for a new Toyota Prius and far less than the 59¢ per mile Edmunds calculates for a new Ford Explorer V-8. The return trip leaves Boston at 10 a.m., transfers at Springfield and goes to Keene via Brattleboro, and is schedule to arrive at 3:05 p.m., a five hour trip. However, a car can make the trip in one hour and 45 minutes; if there are two or more people in the car, it will be more economical per person than the bus.

Bus to New York, Montreal, Other Points

Vermont Transit (vermonttransit.com) and other bus lines have service to Montreal, New York, and via various routes to cities in New Hampshire, Massachusetts, Maine, Vermont, Rhode Island, Connecticut and New York State. From Keene to New York City is 5-1/2 hours; from Keene to Montreal is 6 hours and 40 minutes.

TRAIN SERVICE

Train from Fitchburg to Boston

The Massachusetts Bay Transportation Authority

http://www.mbtta.com/traveling_T/schedules_commuter_linedetail.asp?line=fitchburg

offers train service from Fitchburg, about 30 miles from Jaffrey, to Cambridge, MA (Porter Square) and Boston (North Station) is available. There are 13 in-bound trains, running from 5:45 am to 10:25 pm, and 12 outbound trains from Boston to Fitchburg, leaving North Station between 7:27 a.m. to a midnight train (12:10 a.m.). The 50-mile trip to Boston takes one hour and 18 minutes to one hour and 32 minutes and costs \$6 one way (12¢ a mile) or \$198 for an unlimited monthly pass (which saves money if you make more than 16-1/2 round trips in a month). There is no bus service to Fitchburg from Jaffrey or Keene.

AMTRAK from Bellows Falls to New York and Washington, DC

Amtrak (amtrak.com): Take a bus from Keene to Bellows Falls, VT and you can catch a 6-1/2 hour Amtrak train trip to New York’s Penn Station for \$50 (adult) or \$42.50 (senior citizen: 62 or older), or a 10 hour nine minute trip to Washington DC for \$88 (adult) or \$74.80 (senior citizen). The train leaves Bellows Falls at 11:56 am and arrives in New York at 6:25 pm and in Washington at 10:05 pm.

COMMUNICATIONS

The “Electrical and Communications Services” chapter covers this subject thoroughly. We only pause to note that within the coming decade, with Broadband-Over-Power line (BPL) service and other innovations becoming a distinct possibility in this country, the town will be called upon to cooperate with our neighbors to ensure that the Monadnock region is in the vanguard of communications capacity. Our economic future will depend on it.

COMMITTEE RECOMMENDATION ON HIGH_SPEED INTERNET:

The Town actively pursue achieving high-speed internet access for the entire town, as a necessary component for attracting new business. This might be best pursued as a regional effort. This is crucial for attracting clean, low-impact, high-tech business which is appropriate to Jaffrey’s role in the region.

LAND USE

The Mountain Zone

“Mount Monadnock is recognized as the natural and cultural focus of our region,” states the Jaffrey Land Use Plan. The mountain attracts more than 100,000 hikers and climbers per year, and may well be the most-climbed mountain in the world now that Mount Fuji in Japan provides the alternative of driving to its top.

The Land Use Plan introduction to the Mountain Zone says Mount Monadnock

“is an integral part of what makes our area an attractive place to live, to do business, or simply to visit. The Monadnock Advisory Commission is attempting to coordinate the creation of a regional “Mountain Zone” or “Scenic View Zone” that will be contiguous, and relatively consistent, from town to town. The purpose of such a special zone will be to protect and preserve the rural, scenic beauty of Mount Monadnock and its associated highlands, including Gap Mountain and Little Monadnock. A scenic zone will primarily address the threat to the Monadnock highlands posed by over commercialization and/or exploitation in a zone immediately adjacent to the highlands.

“We believe that a regional zone will have positive long-term economic implications for all towns involved, as well as helping to preserve the natural beauty of the Monadnock highlands for future generations.

“In order to create a relatively consistent zone from town to town, certain standards shall be met by the town’s zoning. These standards are related to limiting special exceptions and shall require only small changes in existing zoning. A primary goal of limiting exceptions is to minimize visual intrusions on the viewscape of the mountain...

“The Mountain Zone shall be limited to rural residential and agricultural use only.

There shall be no special exceptions for retail business and consumer service establishments, or industrial, wholesale, and transportation uses.”

The Mountain Zone was created by the towns of Jaffrey, Dublin, Marlborough and Troy in 1992 and 1993. This district is unique. It is the only state-wide example of cooperation among towns in regional land use planning and zoning. It is known as the Mountain Zone in Jaffrey, the Mountain District or Mountain Zone in Dublin, the Scenic Rural District in Marlborough, and the Mountain District in Troy,

Recent development pressures have raised questions about the intent and integrity of the zoning ordinances in the respective communities. Several of the communities are currently embarking on amendments to increase the minimum lot size for dividing lots within the Mountain District and/or require open space clustering subdivisions to preserve the rural character and maintain scenic mountain views.

COMMITTEE RECOMMENDATION ON MOUNTAIN ZONE AND ZONING ORDINANCE:

The Mountain Zone ordinance is confusing to read, because what development is permitted, not permitted and what needs a special exception are scattered and not listed in alphabetical order. The Planning Board should reorganize the list of uses so that it is in three sections—permitted, not permitted and special exceptions—and each use then listed alphabetically within those categories. As Town Counsel has recently stated, definitions of uses also need to be better defined.

COMMITTEE RECOMMENDATION RE HOME OCCUPATIONS AND HOME BUSINESSES:

Currently, the town makes no differentiation between a home occupation—defined as a self-employed business of the residents of a home—and a home business, which may employ people who don’t live there. It seems strange that in the Mountain Zone, it is required in this municipality in the “live free or die” state that a self-employed person needs to go to the Board of Adjustment to get permission to work out of his or her home. Home occupations should be permitted anywhere so long as there minimal traffic impact and no sign is required. Home occupations or businesses in the Mountain Zone requiring a sign or more than minimal traffic impact would still be required to go to the ZBA for a special exception,

COMMITTEE RECOMMENDATION ON MOUNTAIN ZONE DEVELOPMENT:

To maintain rural character in the rural zone, availability of town water should not in any way determine lot size. A bonus of up to 20% for Open Space Development (OSDP) is appropriate/ The standard size of a lot should continue to be 3 acres. The minimum size of an OSDP lot should be 2.4 acres.

COMMITTEE RECOMMENDATION ON TREE-CUTTING IN RESIDENTIAL DEVELOPMENTS:

Continuing our efforts to sustain the Monadnock region's rural character, we strongly encourage the Planning Board to strictly enforce existing restrictions on tree cutting in all future development.

COMMITTEE RECOMMENDATION ON COMMUNITY DESIGN:

The Planning Board, in the spirit of New Hampshire's individuality, should use its powers to encourage diversity of housing design.

SWRPC Recommendation: Continued communication among the respective municipal boards and committees is critical for ensuring thoughtful development is occurring within the municipal mountain zone in Jaffrey. Forging strong lines of communication with the Towns of Troy, Marlborough and Dublin will assure the scale and types of development conform to the overarching intent of mountain zones crafted by the Towns. Jaffrey currently has codified language to encourage open space and village plan subdivisions. Jaffrey should continue to encourage the incorporation of these subdivision design schemes and look at ways to modify and improve the existing code language such as adding a mandatory percentage of "set-aside" open space for open space developments.

This Committee will add a map [to come] of the four-town Mountain Zone and tables [to come] comparing the Mountain Zone land use regulations in each town. The Town of Marlborough in 2006 voted 155-44 to expand its Scenic Rural District from about 50 acres to about five square miles. The expanded Mountain Zone in the four towns is shown in the map provided by the Southwest Regional Planning Commission.

RSA 36:55 defines development which may potentially produce adverse impacts on a regional scale. It is important for the Town of Jaffrey to forge collaborative partnerships with neighboring towns to establish a regional perspective with concern that local land use decisions can impose impacts on other towns within the region. This collaborative relationship can address ways to appropriately mitigate impacts created by land use decisions.

SWRPC Recommendation: Follow State guidelines pertaining to "Development of Regional Impact" to assure adjacent towns are afforded ample opportunities to review and comment on proposals.

From a regional perspective, Jaffrey should analyze the long-term build-out study of 2001, which showed that Jaffrey's housing stock could increase by 6,400 homes to a total of some 8,700 homes and a population (at 2.5 persons per home) of nearly 22,000, about the current size of Keene. Jaffrey also should analyze whether, at this stage of potential development in the rural zone, it still makes sense to provide a 50% density bonus to connect to town water.

XIII. SUMMARY OF RECOMMENDATIONS***.COMMITTEE RECOMMENDATIONS ON GROWTH CONSISTENT WITH RURAL CHARACTER:***

The Regional Context Committee recommends that town officials view the community survey as a guideline and mandate to maintain growth but keep growth at a low rate (between half of one percent and 1 percent) in order to retain Jaffrey's small town atmosphere well into the future; to preserve scenic areas, rural character, and lakes and ponds; and to encourage improvement of the schools and employment opportunities in Jaffrey.

.COMMITTEE RECOMMENDS A POPULATION & EMPLOYMENT COUNT IN 5TH YEAR

It is very hard to do realistic planning without knowing whether the population data is accurate. In doing the regional analysis, the Regional Context committee found that not all communities had an estimate of their population in 2005, and that the 2005 projections were made in the Spring of 2003. The OES Community profiles all had 2004 figures, so we used those figures.

Since so much depends on the population count, perhaps the town could include in the tax bill mailing at the end of the year, or in the 5th year of the decade, a document requiring the property owner to state the age, gender and race of each person living in the property. Employers could give the number of employees they have as of a certain date, to enable better economic development planning.

If town officials don't have time to tally the population and employment figures, the documents could be collected and a citizens committee could be formed to make an accurate count. This should be done at least in the year before the Master Plan is to be reviewed, or, to be consistent, in the 5th year of the decade.

.COMMITTEE RECOMMENDS TWO-STATE REGIONAL APPROACH TO SEWER FUNDING:

We recommend that Town officials contact the members of Congress, the state representative and the local officials of these 66 other towns in New Hampshire and Massachusetts who will benefit from our super-clean treated sewage to gain their support for federal and state funding of this improvement to the cleanliness of the Contoocook and Merrimack Rivers.

SWRPC Recommendation: Communication among the volunteers and municipal officials of the respective communities, park rangers, and the NH Division of Parks and Recreation, will help to ensure that the mountain continues to serve as clean, safe recreational resource for local residents as well as prospective tourists who may also impact the region's economy.

SWRPC Recommendation: The recreational resource of the regional trail network and the Class VI roads is invaluable to the many interested users. However, given the variety of potential uses and input from prospective users, continued communication is critical to ensure the safety of users and maintenance of the trail.

.COMMITTEE RECOMMENDATIO FOR RTE. 202 BRIDGE-ROUNDAABOUT:

The Committee strongly recommends adoption and advocacy of the Route 202 new bridge & roundabout solution to the Rte. 202/124/137 dogleg. This will create a pedestrian-friendly and attractive downtown which will draw the traffic necessary for a prosperous retail economy. Town officials and interested persons should keep abreast of the Keene roundabout that is being developed, in order to gain from their experience of the cost of such improvements. Jaffrey citizens also should be made aware of the Southwest Region Transportation Plan. (see description at end of this chapter). We hope that Team Jaffrey and the Chamber of Commerce will aggressively spearhead this project.

COMMITTEE RECOMMENDATION FOR A BUS SERVICE STUDY:

The SWRPC should solicit regional towns regarding interest in a bus service within the region and to Manchester and Concord. If there is interest, a feasibility study should be done with costs shared by the various towns to determine the minimum amount of service that would be needed to make the system practical for residents and inexpensive to subsidize for the towns. Fares should be determined that would cover the cost, and then determine whether those fares would be acceptable to the public. The Pioneer Valley in Massachusetts has had a regional system for about 40 years, shuttling among the college towns. Their experience and expertise should be tapped.

COMMITTEE RECOMMENDATIONS ON ENVIRONMENT:

Jaffrey's environment -- its lakes, rivers and ponds, its hills and valleys and mountain, all contribute to the town's being a destination for tourism and recreation. This is a responsibility that indicates obvious economic opportunities and economic caveats. The natural and scenic environment is one of the hallmark traits associated with the Town of Jaffrey. The Town needs to prioritize and strategically plan ways to assure such prized environmental features are preserved.

COMMITTEE RECOMMENDATION ON JAFFREY ATTRACTING SMALL BUSINESS:

Viewed regionally, Jaffrey is an obvious place for development of small communications-based businesses, agriculture and related business, low-impact recreation and tourism; it is not a viable economic choice for big-box retail development, for which Keene and Rindge are the regional centers. Townspeople, in the community survey for the Master Plan, have stated strongly that they want to maintain Jaffrey's rural, small town character which rules out large scale housing development. Jaffrey has attracted and may continue to attract small business owners who want to bring their business to where they want to live.

COMMITTEE RECOMMENDATION ON HIGH_SPEED INTERNET:

The Town actively pursue achieving high-speed internet access for the entire town, as a necessary component for attracting new business. This might be best pursued as a regional effort. This is crucial for attracting clean, low-impact, high-tech business which is appropriate to Jaffrey's role in the region.

COMMITTEE RECOMMEND CLASS VI ROAD DEVELOPMENT BE CAREFULLY CONSIDERED

The incursion of development on Class VI roads, a recreational resource which connects us to neighboring towns, should be carefully and conservatively considered by the Planning Board.

COMMITTEE RECOMMENDATION ON CLARIFYING MOUNTAIN ZONE ORDINANCE:

The Mountain Zone ordinance is confusing to read, because what development is permitted, not permitted and what needs a special exception are scattered and not listed in alphabetical order. The Planning Board should reorganize the list of uses so that it is in three sections—permitted, not permitted and special exceptions—and each use then listed alphabetically within those categories. As Town Counsel has recently stated, definitions of uses also need to be better defined.

COMMITTEE RECOMMENDATION RE HOME OCCUPATIONS AND HOME BUSINESSES:

Currently, the town makes no differentiation between a home occupation—defined as a self-employed business of the residents of a home—and a home business, which may employ people who don’t live there. It seems strange that in the Mountain Zone, it is required in this municipality in the “live free or die” state that a self-employed person needs to go to the Board of Adjustment to get permission to work out of his or her home. Home occupations should be permitted anywhere so long as there minimal traffic impact and no sign is required. Home occupations or businesses in the Mountain Zone requiring a sign or more than minimal traffic impact would still be required to go to the ZBA for a special exception,

COMMITTEE RECOMMENDATION ON MOUNTAIN ZONE DEVELOPMENT:

To maintain rural character in the rural zone, availability of town water should not in any way determine lot size. A bonus of up to 20% for Open Space Development (OSDP) is appropriate/ The standard size of a lot should continue to be 3 acres. The minimum size of an OSDP lot should be 2.4 acres.

COMMITTEE RECOMMENDATION ON TREE-CUTTING IN RESIDENTIAL DEVELOPMENTS:

Continuing our efforts to sustain the Monadnock region’s rural character, we strongly encourage the Planning Board to strictly enforce existing restrictions on tree cutting in all future development.

COMMITTEE RECOMMENDATION ON COMMUNITY DESIGN:

The Planning Board, in the spirit of New Hampshire’s individuality, should use its powers to encourage diversity of housing design.

THE SOUTHWEST REGION

The landscape of the Southwest Region, a 36-town area in Cheshire, western Hillsborough, and Sullivan counties, is mostly forested with rural and suburban residential development dispersed between village centers. More than 98,000 people lived in 42,066 households in the 1,031-square-mile Region of 36 towns in 2000. Town populations ranged from 22,563 in Keene to 201 in Windsor; with the regional average being 2,171 excluding Keene. Population density region-wide has grown from 64 persons per square mile in 1970 to 95 persons per square mile in 2000. For comparison, Hillsborough County's population density in 2000 was 422 persons per square mile, while Cheshire and Sullivan County was 100 and 73 respectively.

The vast majority of the Region's land area has one house for every ten or more acres. Between 1990 and 2000 there was a very small increase in the percentage of land in the Region with household densities ranging from 2 to 10 households per acre and a small decrease in the percentage of U.S. Census Blocks with high densities, less than 1 acre per household. Map 1 depicts Census Blocks shaded by household densities. The variations in the size of Census Blocks makes further analysis difficult – the distribution of densities from low to high is informative in and of itself. The trend in housing densities observed during recent decades is slight but consistent: no increase in density in the existing high-density areas; a slow expansion of the edges of the existing high density areas; increasing densities in the medium-density areas; and little change in the existing low-density areas. This dynamic may have three basic causes: 1) new residents and residents whose changing economic status allows them to relocate to larger properties choose new homes on exurban lot sizes (more than 1 acre, less than 10 acres); 2) our traditional development centers may be

approaching development capacity given existing zoning and infrastructure; and 3) new development in the lower density areas tends to be within 1,000 feet of existing municipal and state roads.

The Region's natural and historic rural landscape is prized by residents and considered an asset to be guarded and managed. About 15% of the Region's land area is encumbered against development through deed restrictions, conservation easements and public ownership for protection - including Mount Monadnock and New Hampshire's largest State Park, 13,000-acre Pisgah State Park. There is a strong ethic in the Southwest Region for environmental protection and preservation of the visual community character. The Southwest Region has recently experienced increased pressures to exercise public or private control over the rates and kinds of growth in the Region. This has become increasingly evident by the interim growth management (moratoria) strategies currently being used by several of the Region's towns. While these interim strategies allow for the temporary enactment of building permit caps or limitations on subdivisions, permanent growth management controls must be created to manage growth and development beyond the one year horizon allowed under interim controls.

Most of the land area in the Region is zoned for low density residential use, with a variety of agricultural and commercial uses allowed by right or special exception, and typically requires minimum lot sizes ranging from two to five acres. A relatively small proportion of the land in Southwest Region towns is zoned for medium or high density residential, commercial or mixed uses and these areas are usually existing village centers and downtowns. Proportionally, there are limited areas zoned exclusively for commercial or industrial use.

Historic development patterns in the Ashuelot and Contoocook river valleys (separated by the Monadnock Highlands), create a socio-economic geography of two sub-regions: one dominated by Keene as an employment, commercial, and population center at the intersection of NH routes 9, 10, 12, and 101, and the other being a more linear configuration of Contoocook Valley population centers of Rindge, Jaffrey, and Peterborough on the US 202 corridor. The Region's commerce and employment is dominated by light manufacturing, business and service industries. While seven businesses employ more than 500 workers (1,196 maximum), few of the approximately 4,400 businesses in the Region employ more than 50.¹ Tourism, retail and resource extraction are also important sectors of the economy. There are about 40,000 workers employed in the Region. Almost half of these employees work in Keene (18,000+), 4,700 in Peterborough, 2,700 in Jaffrey, and the average number of jobs in the remaining towns is about 300 in each. The Region has recently experienced two periods of rapid growth: in the early 1970's and again in the late 1980's. Both episodes brought substantial increases in population, commerce and demand for housing and public services.

While a strong sense of local identity defined by town boundaries prevails, there is great variety in the "personal geography" of residents. That is, the map people carry in their minds determined by where they work and shop, where they have social connections, and where they spend leisure time. The Region is as connected with Vermont and Massachusetts, socio-economically, as it is with the rest of New Hampshire. And the Region's population is as highly mobile as any in the U.S. Most residents work and shop outside their towns of residence. Sixty-four percent of the Region's households owned two or more cars in 2000. Southwest Region residents travel for an average of 27 minutes one way for work each day with most (79%) driving alone. Nationwide, the average commute time is 25.5 minutes with a 76% drive alone rate.

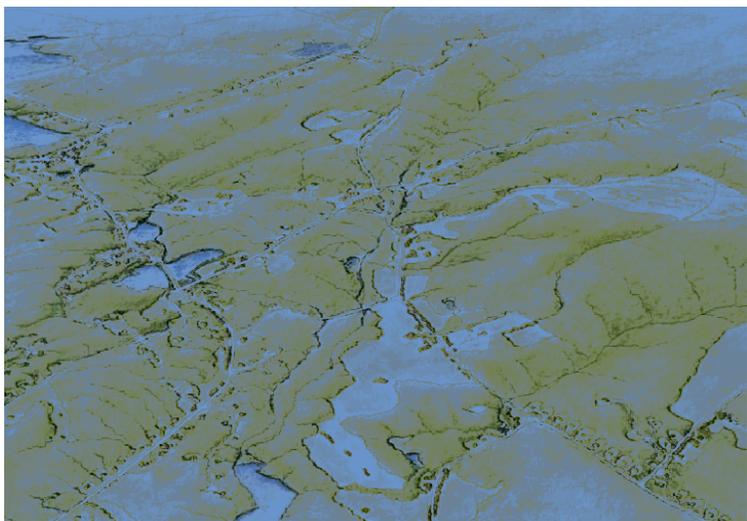
¹ The total number of businesses is difficult to specify due to the absence of a definitive centralized inventory and the dynamic nature of business starts, failures and changes. The figure used is based on a 1998 Dun and Bradstreet Business Inventory.

The Region’s residents and visitors have reasonable access to interstate highways and major airports. Interstates 89, 91 and 93 can be reached from most parts of the Region within an hour. Three international airports are also

Figure 1. Rural Development

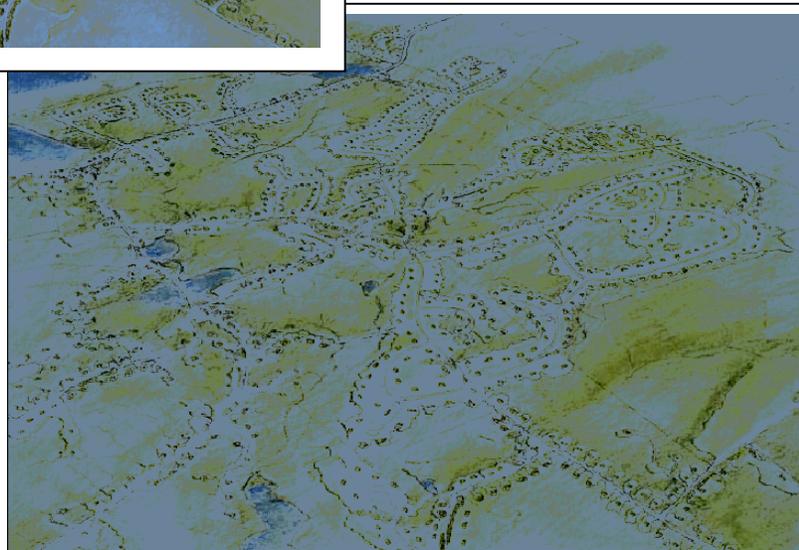
within convenient driving range: Manchester International Airport: 55 miles from the center of the Region; Logan International Airport (Boston): 95 miles; and Bradley International Airport (Hartford): 95 miles.

The Southwest Region is many things: natural beauty, historic villages, Yankee tradition, good jobs, a strong economy, and, perhaps most importantly, a community of capable residents. All of these things that residents enjoy and take pride in are, in part, products of change. While residents have many different visions and hopes for the future, there seems to be consensus that protecting the good things we have and improving our community are priorities.



The development of forests and fields along town and state roads may be the single most common concern among residents and local governments in our region today. There are many opinions about how the ongoing development of new homes and commercial sites affect our community character, services and infrastructure, our social fabric, our economic vitality, and our natural resources. Figure 1 is a hypothetical bird’s-eye view of the New England landscape most of us envision for the Monadnock Region and want to preserve.

Figure 2. shows a different version of that same view developed for housing using medium lot sized conventional subdivisions. Whether arising one new house at a time or in large developments, this suburban development pattern is what most of the region’s rural residential zoning is creating.



The Monadnock Region's lower cost of living, economic vitality, scenic beauty, access to outdoors, and appeal of small town life will continue to attract new residents and drive the development of new homes and commercial sites. Managing development to create opportunities for positive change, while protecting and mitigating against

Figure 2. Suburban Development Pattern

loss is a principal challenge for the entire Region today. To adequately prepare for continued development it is important to understand that the Southwest Region is on the edge of very powerful engine of change to the south and east – powerful in terms of numbers, number of people, dollars, households, commercial floor space, and jobs.

Figure 3 depicts the urban areas in New England and eastern New York State after the 1990 U.S. Census. Figure 4 shows urban areas designated by the 2000 Census. Figure 5 illustrates the frontier effect on the edge of the urbanizing areas to the south and east that is driving much of the change in our Region by mapping the densities of households using 2000 U.S. Census data.

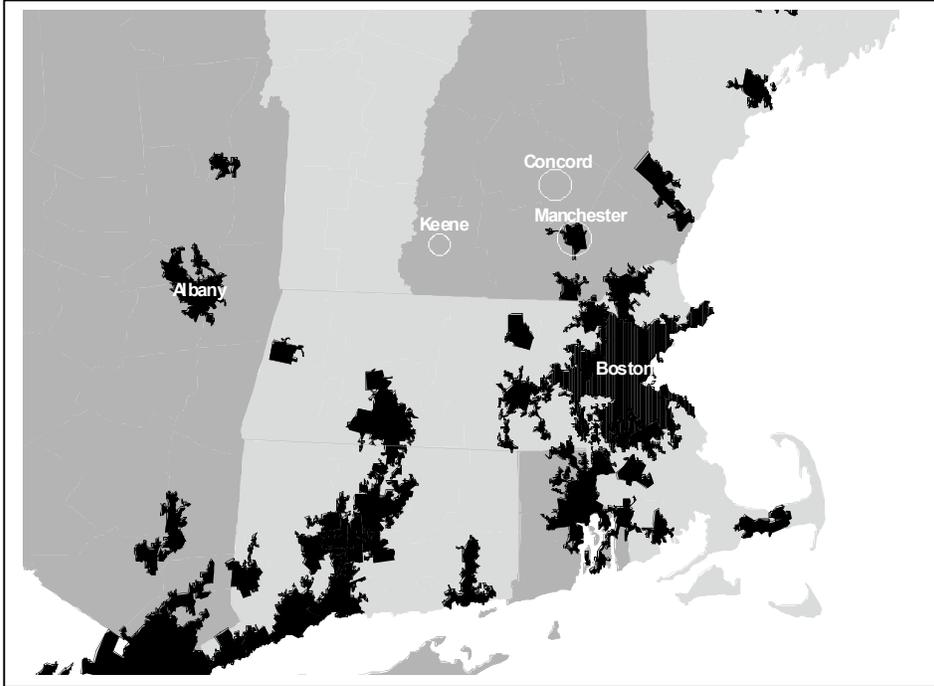


Figure 3. Urban Areas in New England Designated by the 1990 U.S.

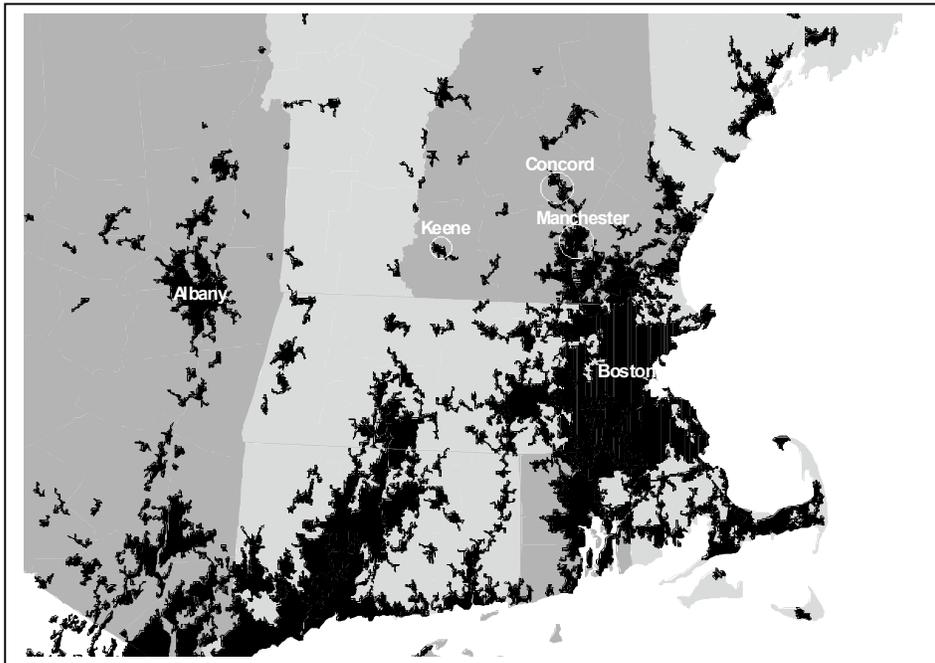


Figure 4. Urban Areas in New England Designated by the 2000 U.S.

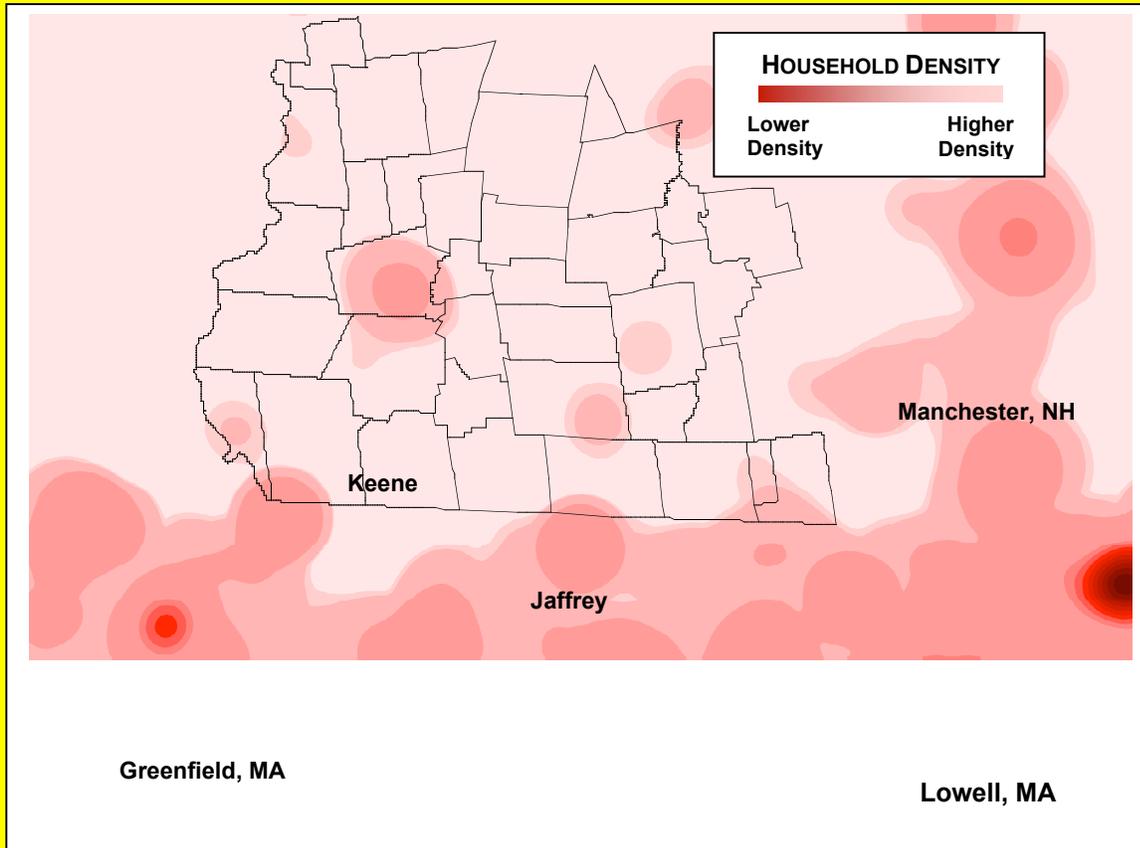


Figure 5. Household Densities in Central New England based on 2000 U.S. Census Block

As the regional economy ebbs and flows with national business cycles and regional advancements and downturns, the principal determinants of development patterns are highway access, public infrastructure and services, and municipal zoning.

The Region’s 36 municipal zoning and capital spending plans are our future land use plan. Figure 6 on the following page is a map of zoning districts in the Southwest Region. While there are 124 unique districts among the 36 towns, they have been generalized as rural residential, village, commercial, industrial, and institutional. The map also shows conservation land – land permanently protected against development through legal stipulations. The vast majority of the land in the Southwest Region is zoned for medium or low density residential use with a variety of commercial uses allowed by right or special exception. The availability of road frontage and public sewer and water is an important determinant of development density. While there are only seven municipal sewer and water systems in the Region, more than half of the households on the Region are served by those systems.

The current distribution and future development of highway access, public infrastructure and services, and municipal zoning will have immediate effects on land values, development patterns, traffic patterns, distribution of jobs versus housing, demand for public services and infrastructure, and the quality of our natural resources ranging from scenic beauty and biodiversity to water supply and clean air.



Figure 6. Southwest Region Municipal Zoning and Conservation Land

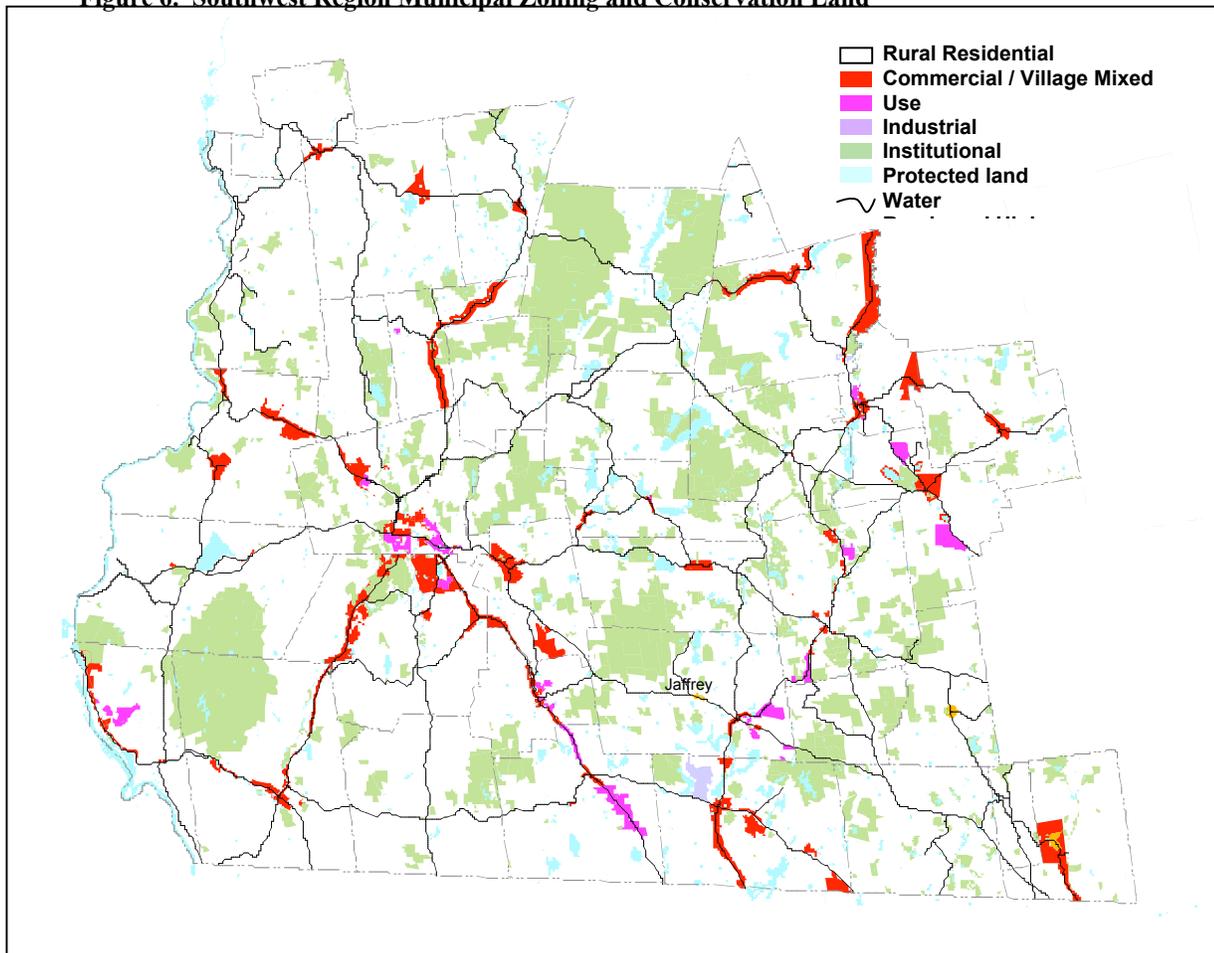


Figure 6. Southwest Region Municipal Zoning and Protected Land

The Southwest Region Planning Commission (SWRPC) publishes studies and reports to provide a more developed regional perspective for use by municipal governments. Several of the Commission's reports and research, which are available on the SWRPC website (www.swrpc.org) or by contacting the Commission, are described below:

Guiding Change, The Southwest Region at the Beginning of the 21st Century (2002)

Guiding Change, The Southwest Region at the Beginning of the 21st Century, is the Region's Master Plan. RSA 36:45 requires regional planning commissions to prepare plans for their respective regions ... "taking into account present and future needs with a view toward encouraging the most appropriate use of land, such as agriculture, forestry, industry, commerce, and housing; the facilitation of transportation and communication, the proper and economic location of public utilities and services; the development of adequate recreational areas; the promotion of good civic design; and the wise and efficient expenditure of public funds."

This Plan, prepared by Commission staff and the SWRPC Board of Directors with input from municipal officials and citizens, considers those qualities and attributes which residents thought defined the Southwest Region, and were considered important to preserve. This list includes the physical environment, the historical and cultural richness, a strong economy, and the public spirit of citizens who have worked together for years to preserve these qualities in the Monadnock Region. The Regional Plan will be updated every five years.

Southwest Region Trends and Conditions (June 2003)

The *Southwest Region Housing Trends and Conditions* report presents 1) a brief discussion of housing as a community development issue, including an overview of housing related information at the national, state, regional and municipal levels, and 2) an array of data and statistics relevant to housing and prevailing socioeconomic conditions in the Southwest Region.

Southwest Region Housing Needs Study (September 2004)

The Southwest Region Housing Needs Study 1) provides a detailed analysis of housing trends and housing cost burdens by income level based on US Census data for the Southwest Region, and 2) develops an approach to estimating future housing production needs for the Southwest Region. The report highlights housing needs and trends in the Southwest Region and its counties, as well as statewide totals. The report uses Census data to analyze changes in population, households by tenure, vacancy rates, and housing cost burden for renters and single family homeowners, and estimates the range of and demand for housing production for the 2000-2010 period.

Southwest Region Natural Resources Inventory (October 2003)

The Southwest Region Natural Resources Inventory provides a basic analysis of natural resources and landscape fragmentation on a regional scale that can be used "as is" by municipalities as their first edition NRI, or used as a template to be enhanced with original local research and local knowledge. While a set of topographic maps annotated with information by residents about the character of the forests and ponds, movement of wildlife and viewsapes that define their town is a perfectly acceptable starting point for

conservation planning, the Planning Commission offers this analysis of available GIS information. It is hoped that this project can provide a common point of departure for the development of municipal NRI's in the Southwest Region.

Southwest Region Transportation Plan (2001 update)

The Regional Transportation Plan presents policy and technical information relevant to local, regional, and state activity of the planning and management of the transportation system. The Plan facilitates a regional approach among local and state decision makers to planning and decisions regarding transportation, land use, and community development.

Comprehensive Economic Development Strategy for Southwest New Hampshire (2005)

The purposes of the Comprehensive Economic Development Strategy (CEDS) for Southwest New Hampshire are to promote greater coordination among communities and economic development interests and to establish eligibility for federal assistance through the U.S. Economic Development Administration. The current CEDS was developed through a year-long effort by the CEDS Advisory Committee, with input from interested stakeholders at a series of public meetings and support from experts in such fields as workforce development, vocational training and housing. The Committee reviewed and analyzed existing trends and developed goals and objectives to help the Region control its destiny and protect its competitive advantage in New England and the global economy in the coming years. The CEDS will be updated annually and revised every five years.

POPULATION RANK AND ESTIMATES OF POPULATION

Chart F show the population ranking of regional towns among the 234 municipalities in the state. It also shows the shifting sands of population estimates. The Office of Energy and Planning warns, “We must stress that due to methodology changes over the years, population figures are not comparable, except for the U.S. Census data which started in 1790 and is conducted every ten years.”

CHART F : POPULATION & RANK IN STATE, COMPARING DATA						
FOR 2004 (CORRECTED AND EARLIER) & ESTIMATED 2005 DATA						
TOWN	Pop. Est. Rank in State, 2004, OEP*	Pop.Est. 2004*, OEP as of 7/4/06	Pop. Est for 2004, NHES	Difference OEP vs. NHES	% Difference OEP vs. NHES	Pop. Est for 2005 OEP, Jan 2005
Keene	11	23,015	22,955	60	0.26%	23,020
Milford	17	14,643	14,558	85	0.58%	14,760
Peterborough	54	6,125	6,069	56	0.92%	6,230
Rindge	55	5,970	6,137	(167)	-2.72%	6,060
Jaffrey	57	5,746	5,733	13	0.23%	5,780
New Ipswich	66	4,919	4,976	(57)	-1.15%	4,950
Fitzwilliam	125	2,263	2,278	(15)	-0.66%	2,290
Marlborough	132	2,087	2,077	10	0.48%	2,090
Troy	136	2,023	2,051	(28)	-1.37%	2,030
Dublin	159	1,548	1,552	(4)	-0.26%	1,550
Sharon	221	379	369	10	2.71%	380

Derived from NH OEP Population Estimates 2004 from the OEP website 7/4/06; These are apparently corrected figures which are slightly different from the NH Emp. Security Profiles used elsewhere in this chapter and in the third column of this chart. Note that the OEP estimates of Jan. 2005 differ from the estimates for 2005 published by SWRPC in 2003. K.D. Campbell, 2006

OEP also cautions that it is not possible to compare large towns and small towns because of different methods of collecting the data, and it is not possible to compare current data with state data prior to 1977. Below is the text of the OEP discussion about population estimates from their website.

From <http://www.nh.gov/oep/programs/DataCenter/Population/PopulationEstimates.htm>

“OEP State Data Center
Population Estimates

Beginning in 1968, population figures were compiled on a yearly basis under the provisions of RSA 78-A:25. These figures represented the population submitted by the cities and towns of New Hampshire, as of June 30, in conformance with guidelines suggested by the Office of Planning and Research (now Office of Energy and Planning). The figures included only residents of the communities, and not transients or institutional populations. Valid comparisons between these figures and prior estimates computed by the Office of Planning and Research should not be made.

In 1977, the definition of resident was significantly changed. The law specified that the definition of resident was to include all institutional population. The date of the estimates was changed to 14 months prior to the publication date, that was July 1, of the preceding year. This lag time permits time to assemble necessary data, have it reviewed by local officials and develop, test and analyze procedures used to generate the estimates. For these reasons, estimates prepared prior to August 1978 ARE NOT COMPARABLE . In order to provide an intervening estimate, OEP prepared 1975 estimates that ARE comparable to the 1970 U.S. Census.

Since the 1980 Census, a dwelling unit method has been consistently used, by OEP, in the 37 communities with a 1980 population of 5,000 or more. In all remaining communities, from 1980 to issuance of the 1986 estimates, a method of employing resident tax data was used. However, beginning with the 1987 estimates some communities discontinued the resident tax. This forced the using of different methodologies in these communities. This change affects the comparability of the estimates in such communities.

OEP is also the State's representative to the [State-Federal Cooperative Program for Population Estimates](#) (FSCPE). As a member of the program, OEP provides information for and review of the program products.

We must stress that due to methodology changes over the years, population figures are not comparable, except for the U.S. Census data which started in 1790 and is conducted every ten years.”

The process of estimating population is further outlined in state law. Under the NH taxation law, TITLE V, CHAPTER 78-A, the TAX ON MEALS AND ROOMS, Section 78-A:25 entitled Population Figures, states:

“ I. The office of energy and planning is hereby directed to estimate annually the resident population for all cities and towns of the state as of July 1 of the preceding year and shall certify the same to the state treasurer on or before August 19 of each year.

II. For this section only the definition of resident, and therefore those persons who are to be included in estimate figures, will be the same as that adopted by the United States bureau of the census.

III. On or before April 30 of each year, the office of energy and planning shall notify the chief administrative officer in each community of all the data components which will be used as the basis for the estimate of population. Municipalities believing that such data components are incorrect shall file their specific objections and evidence in support thereof with the office of energy and planning on or before May 30 of the same year. After due consideration of such evidence, the director of energy and planning shall determine the final components and resulting estimates.

IV. Municipalities dissatisfied with population estimates produced by the office of energy and planning may, at their own expense, have a special census conducted under contract with the United States bureau of the census. The results of such a census shall serve as a basis for subsequent estimates made by the office of energy and planning after said results are made available to the office of energy and planning.

Source. 1967, 409:9. 1970, 53:1. 1977, 292:1, eff. Aug. 20, 1977. 2003, 319:9, eff. July 1, 2003. 2004, 257:44, eff. July 1, 2004.”

COMMITTEE RECOMMENDATION: An Annual Population & Employment Count

It is very hard to do realistic planning without knowing whether the population data is accurate. In doing the regional analysis, the Regional Context committee found that not all communities had an estimate of their population in 2005, and that the 2005 projections were made in the Spring of 2003. The OES Community profiles all had 2004 figures, so we used those figures.

Since so much depends on the population count, perhaps the town could include in the tax bill mailing at the end of the year a document requiring the property owner to state the age, gender and race of each person living in the property. Employers could give the number of employees they have as of a certain date, to enable better economic development planning.

If town officials don't have time to tally the population and employment figures, the documents could be collected and a citizens committee could be formed to make an accurate count. If this can't be done annually, it could be done at least in the year before the Master Plan is to be reviewed, or, to be consistent, in the 5th year of the decade.

POPULATION PROJECTIONS

After looking at short-range population estimates, it is helpful to know the methods behind long term population projections. Here is what the NH OEP stated on its website in July, 2006

<http://www.nh.gov/oep/programs/DataCenter/Population/documents/pubmcd05.pdf> :

“MUNICIPAL POPULATION PROJECTIONS, 2005 TO 2025

Prepared by the NH Office of Energy & Planning (OEP) January 2005

INTRODUCTION

The municipal population projections contained in this report are controlled to county projections also developed by the Office of State Planning. The projections should be viewed as baseline data. The OSP encourages the use of these projections as a point of departure for users to establish their own projections and/or for evaluating other projection efforts.

This report attempts to present a set of future population levels which reflect past and emerging trends. Because they are controlled to county and state projections, these projections are considered to be reasonable in the aggregate as well as at the local level.

METHODOLOGY

Any projection scheme is dependent on assumptions. This is true, regardless of the complexity or sophistication of the process employed. Basic assumptions include: that there will be no major war, civil strife or major natural catastrophe and that there will be adequate supplies of energy at reasonable prices.

These local projections are highly dependent on the limits set by the county totals. The county projections are roughly based on long term trends that occurred during the 1960 to 2000 period. Projection users that wish to gain more information about the county numbers, should consult, New Hampshire Population Projections for Counties by Age and Sex, published by OEP, September, 2004.

The local projections are based on a community's historical share of its' respective county's growth. The principal assumption with this projection method is that trends of a community's population change, relative to the parent county will remain about the same in the future. However there are important limits and exceptions to this assumption. The basic trends in shares of county population change were established using 1960, 1970, 1980, 1990 and 2000 population totals. The municipal share of total county population was calculated for each of these years. Then a test was applied. Towns that gained or lost shares in all decades or since 1980 were typed, "consistent."

For consistent places, the numeric change in percent of county population was calculated. This change was applied to the 2000 county share¹. This rendered a 2005 projected share for each consistent community. The same amount of change in county share was also applied to 2010. Thus the 2005 and 2010 projected county shares are the result of trends established by the forty (since '60) or twenty (since '80) year trends.

However, for the 2015 county shares the rate of historic change is diminished; only one third of the

change is applied. This 2015 county share was then held constant and used for the remaining two periods. The resulting sets of shares, for consistent places, are necessarily subject to further alteration. This is because shares for inconsistent places must be entered and then all shares must be forced to sum to 100% (of projected county totals).

Municipalities could be classified, "inconsistent" for one of two reason. A municipality could be have exhibited an inconsistent trend in the 1960 to 2000 period. Second, a municipality may have exhibited a consistent trend but, based on judgment supplied by OEP or a regional planning commission, were treated as inconsistent places. In most cases a regional planning commission supplied an updated rationale for modifying the "consistent trend". In other cases it was obvious that the consistent trend was unreasonable to continue into the future. Some old population centers, consistently lost county share in the past. Had these declines been applied, unreasonably low populations would result.

INPUT FROM REGIONAL PLANNING COMMISSIONS

Reasons for holding many of the communities from the established trend were provided by some of the state's nine regional planning commissions. The OEP solicited input from these agencies. The attempt was to combine the strengths of OEP and the planning commissions. The RPC's have greater in-depth knowledge of potential local population change, while OEP had already examined the most likely scenario for the state and its counties. Preliminary projections were sent to each RPC for review and comment.

Seven RPC responded. Most responding agencies provided guidance as to whether the OEP numbers were high or low. One gave detailed guidance for their large communities and where it was believed that the OEP numbers required significant changes.

Insofar as possible, all suggestions were included in these projections. It was not possible to adopt suggested numbers outright. This is because all local numbers were always subjected to the county controls. It was possible to reflect the structure of projections suggested by the regional planning commissions. This is to say, that if an RPC expected one, or a group of municipalities to grow faster (or slower), than OSP's technique projected; then such a differential is reflected by the projections contain herein. Finally, users of these projections are cautioned about placing unwarranted confidence in very small projected changes of population. Small changes, up or down, essentially mean that a community is expected to be "stable" for the involved time period. Small changes in population may simply be the result of controlling to county totals, or rounding to the nearest ten people."

From <http://www.nh.gov/oep/programs/DataCenter/Population/PopulationEstimates.htm>

OEP State Data Center

Population Estimates

Beginning in 1968, population figures were compiled on a yearly basis under the provisions of RSA 78-A:25. These figures represented the population submitted by the cities and towns of New Hampshire, as of June 30, in conformance with guidelines suggested by the Office of Planning and Research (now Office of Energy and Planning). The figures included only residents of the communities, and not transients or institutional populations. Valid comparisons between these figures and prior estimates computed by the Office of Planning and Research should not be made. In 1977, the definition of resident was significantly changed. The law specified that the definition of resident was to include all institutional population. The date of the estimates was changed to 14 months prior to the publication date, that was July 1, of the preceding year. This lag time permits time to assemble necessary data, have it reviewed by local officials and develop, test and analyze procedures used to generate the estimates. For these reasons, estimates prepared prior to August 1978 ARE NOT COMPARABLE . In order to provide an intervening estimate, OEP prepared 1975 estimates that ARE comparable to the 1970 U.S. Census.

Since the 1980 Census, a dwelling unit method has been consistently used, by OEP, in the 37 communities with a 1980 population of 5,000 or more. In all remaining communities, from 1980 to issuance of the 1986 estimates, a method of employing resident tax data was used. However, beginning with the 1987 estimates some communities discontinued the resident tax. This forced the using of different methodologies in these communities. This change affects the comparability of the estimates in such communities.

OEP is also the State's representative to the [State-Federal Cooperative Program for Population Estimates](#) (FSCPE). As a member of the program, OEP provides information for and review of the program products.

We must stress that due to methodology changes over the years, population figures are not comparable, except for the U.S. Census data which started in 1790 and is conducted every ten years.

APPENDIX

REGIONAL RESOURCES

The following regional and state groups, organizations and agencies are key resources for implementation of the Master Plan:

Southwest Region Planning Commission

The Southwest Region Planning Commission (SWRPC) currently serves 36 member-municipalities in Cheshire, western Hillsborough, and Sullivan Counties. SWRPC provides local assistance on a wide range of planning issues to member municipalities through activities including community master planning, site plan review, capital improvement planning, subdivision reviews, ordinance preparation, interpretation of state and local planning requirements, grant administration, cartographic support, and geographic information system (GIS) applications. The agency has a diverse work program made up of six major program areas: Local Planning Assistance, Natural Resources Planning, Community and Economic Development, Transportation Planning, Hazard Mitigation Planning, and Regional and Geographic Information Systems.

Monadnock Conservancy

The Monadnock Conservancy is a regional non-profit land trust that assists land owners and municipalities with protecting land through easement, donation or purchase of land. Preservation efforts may include farmland; productive forest; open space; recreational trails; water supply; wildlife corridors; scenic ridgelines above the City of Keene and the Ashuelot River Valley; floodplain, aquifer and wetlands along the Contocook River; and, scenic forests along the Wapack Trail and the Monadnock-Sunapee Greenway.

Southwestern Community Services

Southwestern Community Services, Inc. (SCS) is one of six community action agencies throughout New Hampshire, and part of the larger network of 70 agencies in New England and nearly 900 agencies nationwide. SCS advocates for and assists citizens in need through a variety of program areas including Head Start, fuel assistance, developmental services, economic development, elderly services, weatherization, homeless services, housing rehabilitation, affordable housing, health and nutrition, and workforce development.

Ashuelot River Local Advisory Committee

The Ashuelot River Local Advisory Committee (LAC) is one of six LAC's in Southwestern New Hampshire convened by the Rivers Management and Protection Program of the NH Department of Environmental Services. The main responsibilities of this citizen advisory committee is to develop and implement a local river corridor management plan and advise local, state, and federal governing bodies and agencies of activities which may affect the water quality or flow of the protected river or segment. The DES offers the committee technical assistance in developing and implementing the management plan.

Monadnock Business Ventures

Monadnock Business Ventures (MBV) is one of 15 Non-Profit Regional Economic Development Corporations located throughout New Hampshire. MBV provides the following services:

- Assist business start-ups, expansions and relocations.
- Advise businesses and communities about state programs available for economic assistance.
- Operate a 70,000 square foot "incubator" facility for new business start-ups.
- Maintain a database of available commercial and industrial property

- **Initiate, process and receive Community Development Block Grants (CDBG) for local governments to create employment opportunities.**
- **Operate a revolving loan fund for new and expanding businesses.**
- **Work with others to market the region for the creation of jobs.**

Monadnock Economic Development Corporation

Monadnock Economic Development Corporation (MEDC) is one of 15 Non-Profit Regional Economic Development Corporations located throughout New Hampshire. MEDC is a private, not-for-profit regional development organization committed to the creation of jobs and the broadening of the tax base for the Southwest corner of New Hampshire. The Board of Directors and staff of MEDC concentrate their efforts on business retention, relocation, expansion, and recruitment projects, as well as downtown revitalization and rehabilitation projects. In addition to its revolving loan fund, its USDA Rural Development Intermediary Re-lending Program and its network of financial institutions, MEDC has access to state and federal funds earmarked for economic development.

NH Office of Energy and Planning

The NH Office of Energy and Planning (NH OEP), formerly known as the Office of State Planning, is based in Concord and is legislatively required to plan for the orderly development of the State and the wise management of the State's resources. NH OEP compiles, analyzes, and disseminates data, information, and research services to advance the welfare of the State; encourages and assists with planning, growth management, and development activities of cities and towns; administers select Federal and State grant-in-aid programs; and, participates and advises in matters of land use planning regarding lake and river management programs. NH OEP typically does most of its work with communities through the regional planning commissions.

NH Department of Resources and Economic Development

The Department of Resources and Economic Development (NH DRED) consists of four divisions: Forest and Lands, Parks and Recreation, Travel and Tourism Development, and Economic Development. The Division of Forests and Lands protects and promotes the values provided by trees, forests and natural resources (and includes the Natural Heritage Bureau) while the division of Parks and Recreation aims to protect historic and natural resources. Promoting New Hampshire as a travel destination is the mission of Travel and Tourism Development Division. Similarly, the Economic Development Division promotes businesses and the expansion of existing businesses.

NH Department of Environmental Services

The goals of the NH Department of Environmental Services (NH DES) are to protect and promote wise management of the State's environment. The Department's responsibilities include ensuring high levels of water quality for water supplies, regulating the emissions of air pollutants, fostering the proper management of municipal and industrial waste, and managing water resources for future generations.

U.S. Environmental Protection Agency, Region I

The goal of the Environmental Protection Agency Region I (New England) is to protect human health and safeguard the natural environment where people live, learn, and work in the six New England states: Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, and Vermont. One way to help accomplish this goal is to ensure that communities have access to accurate information sufficient to effectively participate in managing human health and environmental risks. This federal agency is a resource for information on environmental regulation, resource protection, and human health protection.

NH Municipal Association of the NH Local Government Center

The New Hampshire Municipal Association was established in 1941 to serve member cities and towns. NHMA has evolved into a service and action arm for New Hampshire local governments. The Association prides itself on its ability to meet the ever-changing educational and training needs of municipal officials and employees, as well as the flexibility to develop new programs designed to meet the needs of local governments. Today, NHMA represents 233 of the 234 Granite State Communities and offers legal and technical assistance, legislative representation, training, workshops, and personnel services.

CONCLUSION

The information presented in this chapter offers Jaffrey the opportunity to work closely with adjacent communities and communities of the greater Monadnock Region to accomplish together what they could not accomplish alone due to funding, resources or the sheer size of the goal. The regional concerns identified in this chapter could have a greater impact on the Town of Jaffrey if the Town takes an isolated approach to addressing the issues.

The larger regional context, as described in the identified resources prepared by the Southwest Region Planning Commission, provides a basis for Jaffrey to garner a broader understanding of the problems at hand, in order to better plan for the changes to come. In addition, the resources identified in Section IV can assist the community, and its neighbors, with addressing forthcoming pressures or problems. Establishing a relationship with abutting communities and regional groups will ensure that the Town is in the best possible position to handle each demand that comes its way.