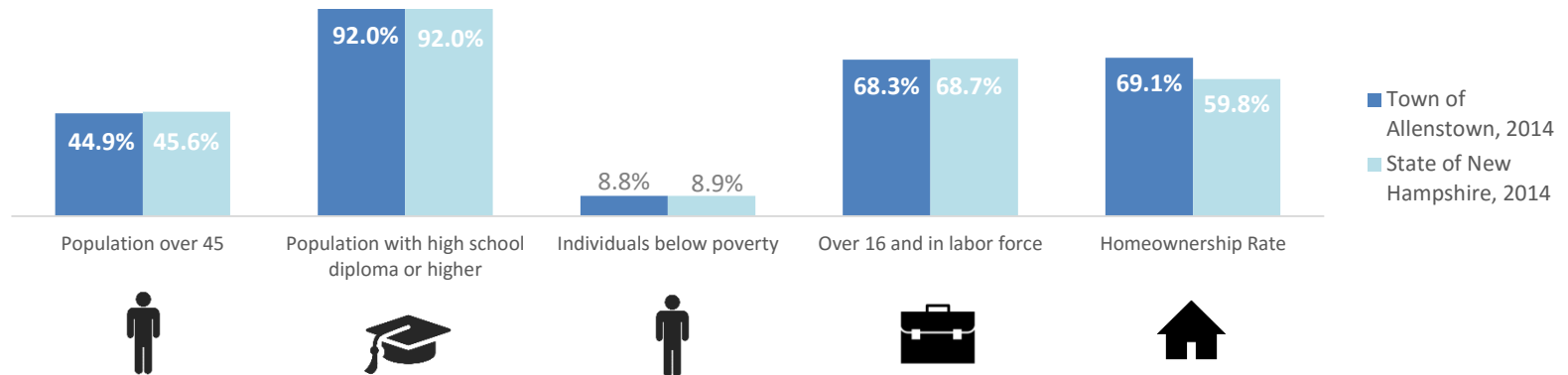


ALLENSTOWN TODAY

Knowing your community requires taking a step back to assess or inventory what we know is happening – what the demographic trends and patterns of development are and what residents perceive as positive influences or challenges going forward. By analyzing data in combination with the public outreach efforts such as the survey and visioning session, the story of Allenstown today emerges and sets the framework for identifying what needs to be addressed now and in the future. There are two main parts to telling the story: where we are today and where we want to be going forward. Once we have an understanding of the present, including data and trend analysis and what we heard from the public outreach efforts, we can look to the future with an understanding of our vision and what we want to accomplish.

KEY COMPARISON AND OVERVIEW



Building the data profile for Allenstown required the use of data from a variety of sources. Census 2010 and American Community Survey (ACS) are the main sources of data for much of the demographic information. Census data is collected every ten years by the US Census Bureau, gathering official counts of population at a variety of geographic levels. The Census now only asks ten questions and a new data source, ACS, supplements Census data by asking questions used to measure social and economic characteristics of the population. The ACS is an ongoing survey that gathers trends from a smaller population sample annually, producing estimates on data originally only available in the decennial census. Smaller geographical areas are collected in three- or five-year samples, with ACS 2010-2014 being the most recent data available. When available, statewide data from the Office of Energy and Planning (OEP) was used for the estimated 2014 population, population projections, and building permit information. Data collected through Allenstown's Community Survey and the visioning session is also shown throughout the master plan, representing the views of residents. Survey results tallied 30 responses, focusing on a wide range of topics from local infrastructure to rural character.

POPULATION

RECENT TRENDS

New Hampshire

New Hampshire experienced a jump in growth during the 1960s and 1970s, increasing the number of residents statewide by 50% by 2000. As seen by the beginning of the 1980s, New Hampshire is still growing, but at a slower rate. Population estimates for 2014 show NH only increasing 10,500 residents since 2010, a small percentage compared to the 80,000 residents gained between 2000 and 2010. Projected populations continue to show a slower rate of growth, with only an additional 85,000 residents expected between the 2014 estimates and the 2030 projected population. After a percent change of 0.8% between 2010 and 2014, projected values show a percent change of 2.5%, 2.1%, and 1.7% between 2014 and 2020, 2020 and 2025, and 2025 and 2030, respectively.

Merrimack County

Merrimack County's population trends follow a similar path to that of the state. The County began experiencing smaller increases in percent growth during the 1990s, and only gained 1,300 residents between 2010 and 2014. Projected populations also show a slower rate of growth into 2030, with only 9,700 additional residents between the 2014 estimates and the 2030 projected population.

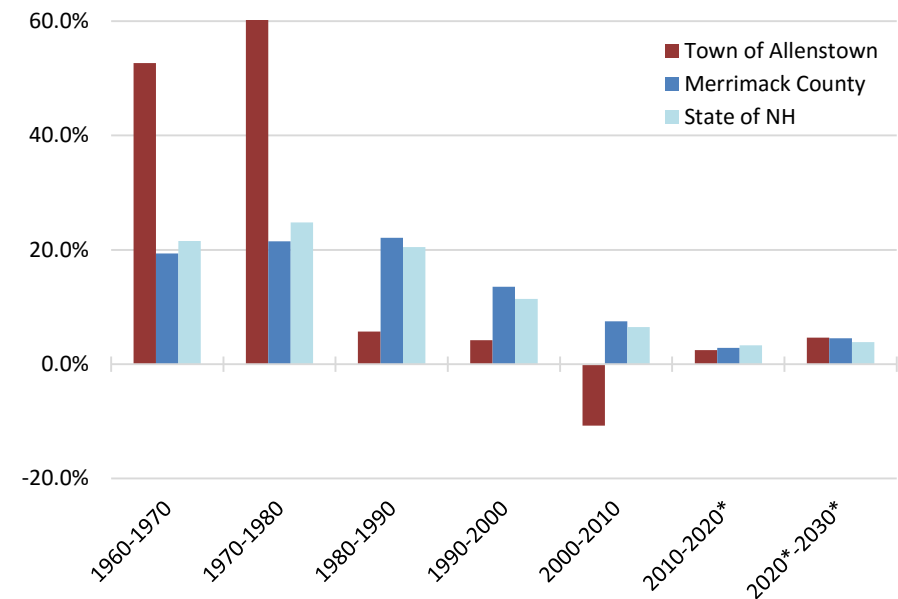
Town of Allenstown

Unlike County and statewide trends, Allenstown experienced substantial growth as a percent change in population from the 1960s through the 1970s, predominantly due to the Town's initial small population. During the 1980s, Allenstown's rate of growth dropped significantly, only gaining approximately 250 residents, a slight increase compared to the jump of nearly 2,600 residents during the previous two decades. Population projections show an increase in growth through 2020 and 2030. Estimates provided by the NH Office of Energy and Planning show an increase of ten residents most recently between 2010 and 2014.

Exhibit 1: Historic and Projected Population Trends

	Town of Allenstown		Merrimack County		New Hampshire	
	Population	% Change	Population	% Change	Population	% Change
1960	1,789	16.2%	67,785	7.6%	606,921	13.8%
1970	2,731	52.7%	80,925	19.4%	737,681	21.5%
1980	4,398	61.0%	98,302	21.5%	920,610	24.8%
1990	4,649	5.7%	120,005	22.1%	1,109,252	20.5%
2000	4,843	4.2%	136,225	13.5%	1,235,786	11.4%
2010	4,322	-10.8%	146,445	7.5%	1,316,256	6.5%
2014*	4,312	-0.2%	147,778	0.9%	1,326,813	0.8%
2020*	4,428	2.7%	150,652	1.9%	1,359,836	2.5%
2025*	4,532	2.3%	154,354	2.5%	1,388,884	2.1%
2030*	4,634	2.3%	157,495	2.0%	1,412,041	1.7%

Exhibit 2: Percent Change in Population, 1970-2030*



Source: U.S. Census Bureau

*NH Office of Energy and Planning Population Estimates 2014 and Population Projections, Fall 2013
Allenstown's population projections NRPC Model

DEMOGRAPHIC DETAILS

NATURAL INCREASE

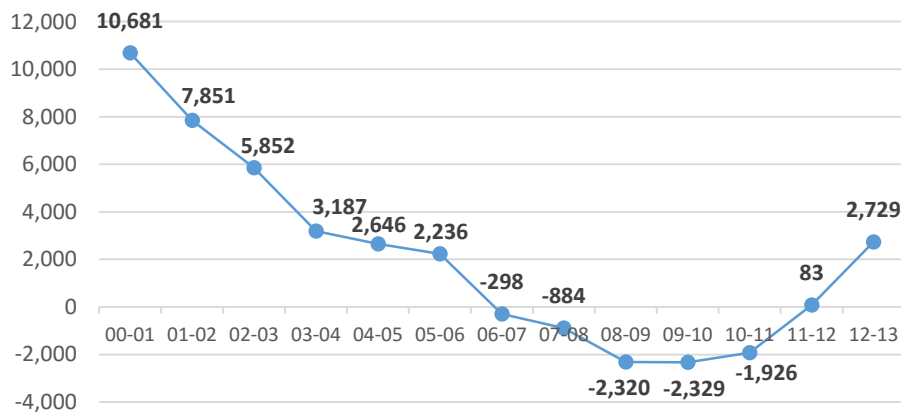
Natural Increase, the difference of births and deaths per year, naturally fluctuates over time. Statewide, natural increase has been declining due to a steady rise in deaths. Allentown began to experience a negative natural increase in the later part of the decade, occurring in 2003 and 2004, and then again in 2007 through 2010.

Exhibit 3: Births and Deaths in Allentown, 2000-2010

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Births	37	35	41	28	30	33	40	36	29	25	29
Deaths	27	31	30	42	48	22	39	46	35	31	31
Natural Increase	10	4	11	-14	-18	11	1	-10	-6	-6	-2

Source: Allentown Annual Reports

Exhibit 4: Net Migration of NH (State to State and Foreign)



MIGRATION

Migration, the difference of people moving in and out of an area, has historically accounted for the increase in statewide population during the 1970s and 1980s. Many moved from Massachusetts, which added to the attainment level of education in the workforce, stimulated the economy, and provided employment opportunities. Recently, migration from Massachusetts has slowed from over 10,000 per year to about 1,500 a year over the past decade.¹ In addition to Massachusetts, new residents also moved into New Hampshire from Florida, Maine, New York, Vermont, and California.

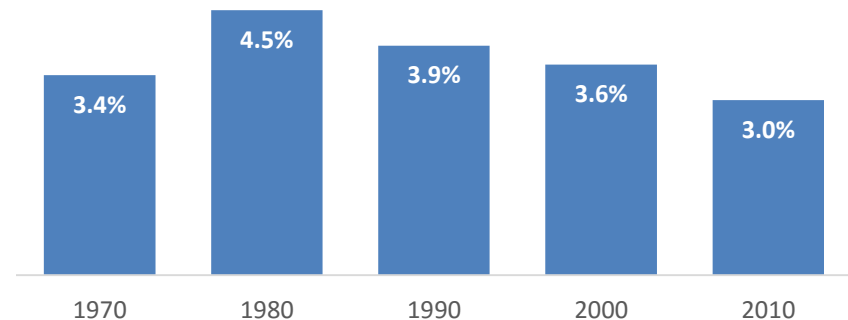
Source: *What is New Hampshire? An Overview of issues shaping the Granite State's Future.* Published by the New Hampshire Center for Public Policy Studies, September 2015.

RELATIVE SHARE OF POPULATION (MERRIMACK COUNTY)

Allentown's relative share has decreased since 1980, with the smallest growth occurring from 2000 to 2010 with 3.0%. The largest relative share occurred in 1980, with 4.5% of Merrimack County.

Overall, Allentown's relative share of **New Hampshire's** population has varied little between 1970 and 2010, with a 0.4% and 0.3% share respectively. Similar to Allentown's share of Merrimack County, the largest increase occurred between 1970 and 1980, caused by the Town's population substantial increase in growth.

Exhibit 5: Allentown's Relative Share of Population, Merrimack County



Source: U.S. Census Bureau and CNHRPC calculations

ALLENSTOWN AND SURROUNDING COMMUNITIES

PAST AND PROJECTED POPULATIONS

Compared to its neighbors, Allentown was the only community with a decrease in population from 2000 to 2014, as shown in Exhibit 6, with a decrease of over 500 residents. This decrease was also the lowest percent change in population of the abutting communities between 2000 and 2014, with -11.0%. As demonstrated in Exhibit 7, Pembroke experienced the smaller percentage of growth over the time period with 180 new residents, a percent growth of 2.6%. Bow also experienced a lower percent growth with 7.0%, however had a higher increase of 500 residents.

Examining the population projections shown in Exhibit 6, Allentown is expected to gain over 330 residents in fifteen years (2014-2030), which is one of the higher percent increases expected with 7.5%. Pembroke and Bow are both projected to have the smallest percent growth of the abutting communities between 2014 and 2030, with 3.6% and 3.7%. Deerfield is projected to see the highest percent increase in population with 14.5%. The next highest projected percent increase in population between 2014 and 2030 is estimated at 10.8% in Epsom.

Population Projection Note: the population projections used in the calculation of Allentown's housing needs was based on one of two scenarios run by the Office of Energy and Planning. The two scenarios, based upon the same county-based projection number, distributed the shares of the population into different ways. The scenario adopted in NHOEP's final projection assumed Allentown's continued decline in population while the other scenario did not. The adopted projections suggested that Allentown would have a population of 3,922 in 2015. Based on the fact that subsequent OEP population estimates saw Allentown with a population 4,326 in 2013 and 4,312 in 2014, CNHRPC used the second population projection from the OEP projections as they were more reasonable with these estimates.

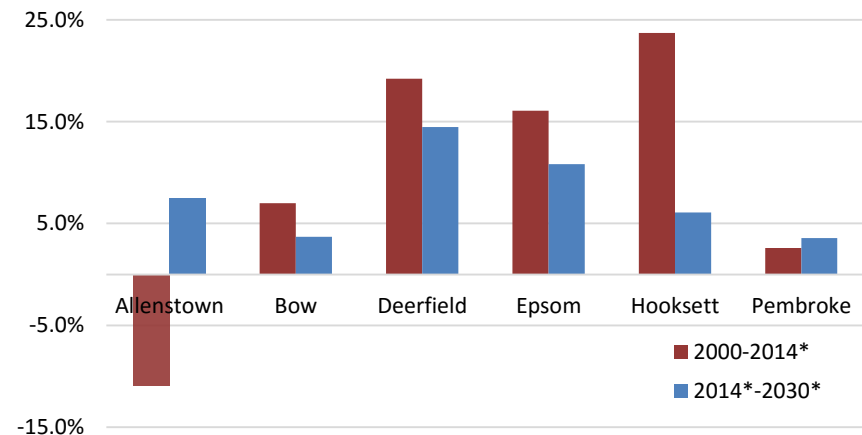
Exhibit 6: Past and Projected Populations for Allentown and Abutting Communities

	2000	2005	2010	2014*	2020*	2025*	2030*
Allentown	4,843	5,032	4,322	4,312	4,428	4,532	4,634
Bow	7,138	7,805	7,519	7,638	7,576	7,762	7,920
Deerfield	3,678	4,272	4,280	4,385	4,828	4,935	5,020
Epsom	4,021	4,512	4,566	4,667	4,947	5,069	5,172
Hooksett	11,721	13,240	13,451	14,499	14,713	15,074	15,381
Pembroke	6,897	7,352	7,115	7,077	7,011	7,184	7,330

Source: U.S. Census Bureau and NH Office of Energy and Planning

*2014 Estimate from the NH Office of Energy and Planning

Exhibit 7: Percent Change in Population, 2000-2030*

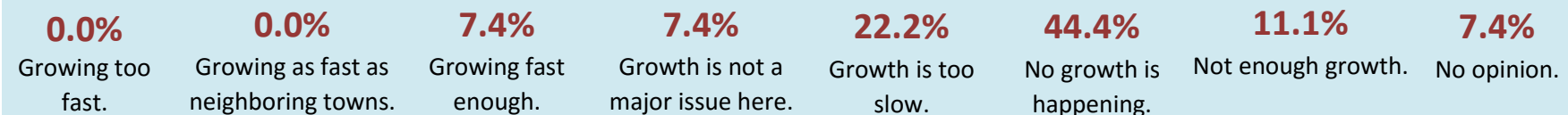


Source: U.S. Census Bureau and NH Office of Energy and Planning

*NH Office of Energy and Planning Population Estimates 2014

WHAT THE COMMUNITY SURVEY SAID...

"In your opinion, which statement best characterizes Allentown's rate of growth?"



AN AGING POPULATION

New Hampshire's population is growing older, and Allenstown is no exception. In the past decade, the number of residents forty-five and over has seen a notable increase, compared to the modest changes in the younger population. New Hampshire, along with much of the U.S., experienced a large increase in births due to the baby boom post-World War II. The baby boom now contributes to a larger adult population as baby boomers start to reach their fifties and sixties. This large age group is also expected to continue to increase as the over sixty-five population grows with aging baby boomers in the next two decades.

Exhibit 8: New Hampshire's Population by Age

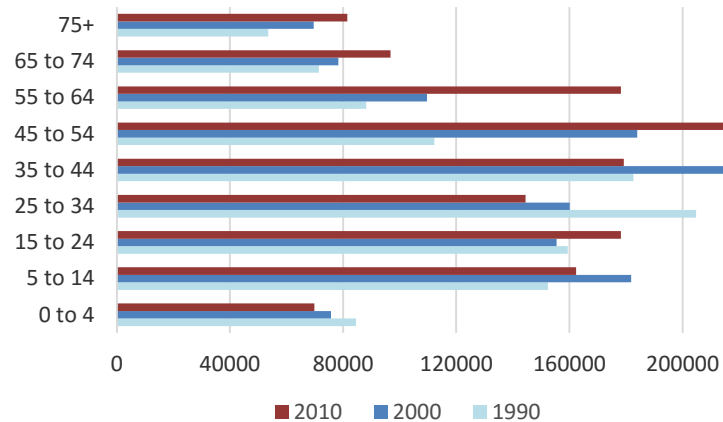
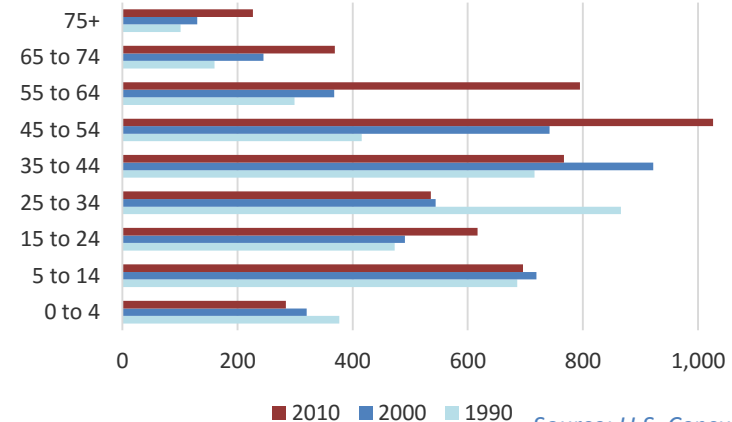


Exhibit 9: Allenstown's Population by Age



Source: U.S. Census Bureau

CHALLENGES DUE TO CHANGING DEMOGRAPHICS

Day-to-day living for an aging population is becoming more of a concern as many retirees are remaining in rural areas to be close to family or to enjoy the scenic and recreation amenities available in the Central New Hampshire Region. Recreational, housing and transportation needs change as the population ages. Providing accessible year-round outdoor and indoor recreation opportunities to older residents as they age in place is important, especially as the pattern of retiring to the South fades.² The demand for smaller houses for downsizing families will likely continue to increase as the average household size continues to decrease statewide. Transportation, and the need of public transportation as the population ages, could be especially problematic for those who must utilize different sources of transportation for everyday needs.

² New Hampshire Demographic Trends in the Twenty-First Century, written by Kenneth M. Johnson. Published by the Carsey Institute at the University of New Hampshire, 2012.

THE WORKFORCE

One of the advantages of having a strong middle aged population is a strong working population, with many in the peak of their careers and earning potential. This also means a large portion of New Hampshire's workforce will be retiring soon, potentially causing a shortfall on qualified workers available to fill their positions.

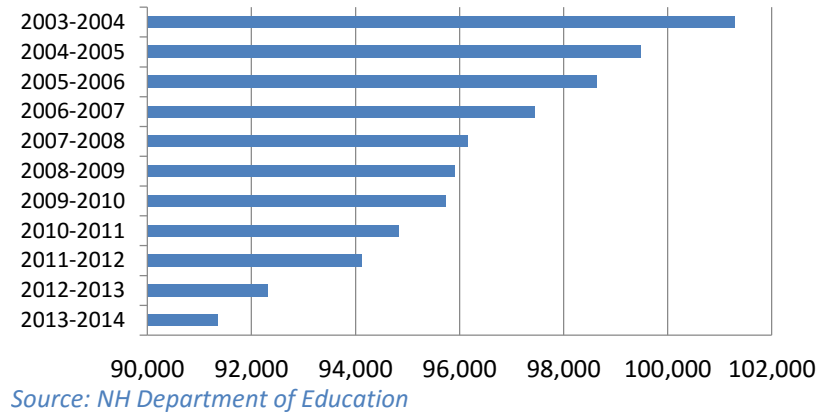
SCHOOL ENROLLMENT

ENROLLMENT TRENDS

In addition to a growing senior population, the trends also show a decrease in elementary school aged children. Statewide, elementary school enrollments have decreased almost ten percent since the 2003-2004 school year, with an enrollment decrease of nearly 10,000 students. This trend is expected to continue, especially as the percent change in population growth slows and the percent of population over 65 increases.

This statewide decrease can be seen in Exhibit 10 to the right.

Exhibit 10: State Elementary School Enrollments



ALLENSTOWN SCHOOL SYSTEM

Allenstown School Enrollment of grades kindergarten through eighth has experienced a decline in enrollment, similar to the statewide trend. Allenstown experienced a forty-three percent decrease in enrollment between the fall of 2001 and 2014, of which there had been only two years with increases in enrollment. Larger declines have been consistently occurring over the past few years, due to the drop in school aged children.

Exhibit 11: Allenstown K-8 Percent Change in Enrollment

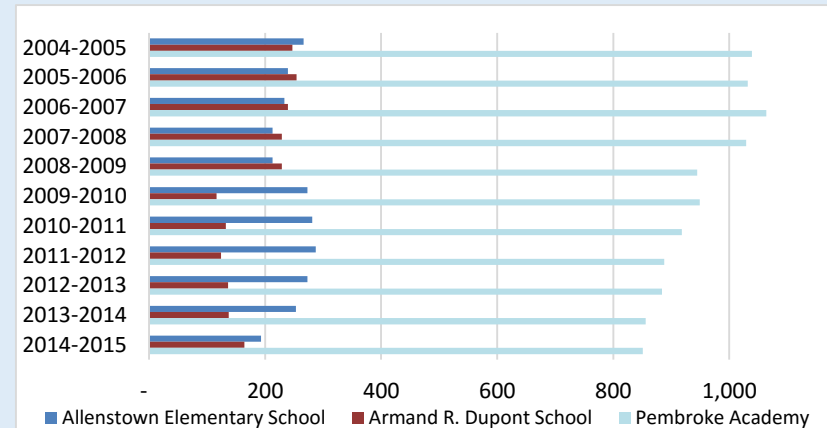
School Year	Percent	School Year	Percent
2005-2006	-3.9%	2010-2011	6.2%
2006-2007	-4.3%	2011-2012	-0.5%
2007-2008	-6.4%	2012-2013	-0.5%
2008-2009	0.0%	2013-2014	-4.6%
2009-2010	-12.0%	2014-2015	-8.5%

Source: NH Department of Education

ALLENSTOWN SCHOOL DISTRICT ENROLLMENT

Pembroke Academy, which also enrolls students from the Towns of Pembroke, Chichester, and Epsom for grades nine through twelve, has had enrollment drop nearly 18% between the fall of 2004 and 2014.

Exhibit 12: Merrimack Valley School District Past Enrollment



HOUSING

A PLACE TO CALL HOME

Exhibit 13: Allenstown's Average Household Size

Average Household Size	1980	1990	2000	2010
Allenstown	2.5	2.5	2.5	2.39
Central NH Region	-	-	2.61	2.55
New Hampshire	-	-	2.53	2.46

Source: US Census ACS, 2003 Master Plan

POPULATION DENSITY

Allenstown's persons per square mile decreased 9.4% between 2000 and 2010, which was the only community of the surrounding communities that experienced a decrease. The largest percent increase occurred in Deerfield with 18.4% between 2000 and 2010, nearly 28% more than Allenstown.

Exhibit 15: Residential Building Permits

	2010	2011	2012	2013	2014
Allenstown	6	4	2	-3	2
Bow	31	5	19	16	26
Deerfield	19	17	13	14	15
Epsom	18	15	12	14	13
Hooksett	29	43	205	35	4
Pembroke	-1	1	6	2	10

Source: NH Office of Energy and Planning

AVERAGE HOUSEHOLD SIZE

The need for housing statewide and throughout Central New Hampshire can be attributed to modest population growth and decreasing household size. Allenstown's household size has been consistent since 1980, with a decrease to 2.39 in 2010.

Exhibit 14: Persons Per Square Mile

	1970	1980	1990	2000	2010
Allenstown	133	214	226	235	213
Bow	87	141	193	250	269
Deerfield	23	38	60	71	84
Epsom	42	79	104	116	133
Hooksett	150	198	243	316	369
Pembroke	187	213	288	302	312

Sources: Allenstown 2003 Master Plan, US Census

BUILDING PERMITS

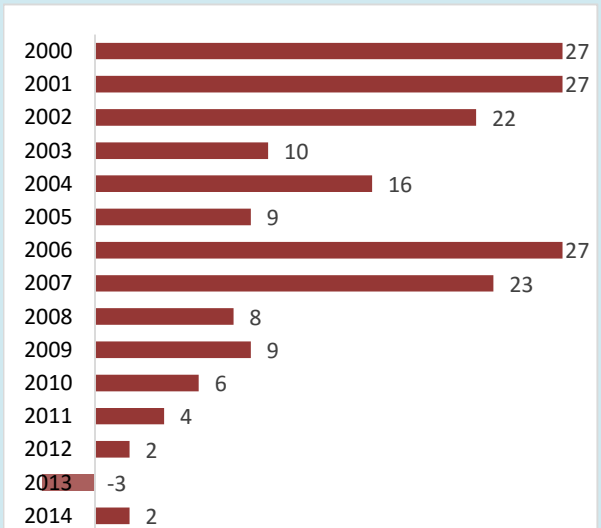
Current building trends continue to point towards slow construction gains. Of the surrounding communities, Allenstown saw the lowest difference in residential building permits with 11 between 2010 and 2014.

Note: values represent the net change of dwellings. Negative values represent a loss of dwelling units.

HOUSING NEEDS FOR AN AGING POPULATION

Much of the aging population is choosing to age in place, instead of retiring south.³ This growing trend is creating a demand for smaller housing units as families downsize and choose to remain in rural and suburban areas. As the number of older adults is predicted to increase over the next two decades, concern of accessibility for the older demographic increases as access to day to day services becomes a challenge. These challenges include mobility issues for needs such as transportation to grocery stores, doctors' offices and recreational resources. Additionally, growing concern for the high cost of living, including housing and taxes in rural and suburban areas, can be challenging for an older population living on a fixed income.

RESIDENTIAL BUILDING PERMITS⁴



³ Ibid

⁴ Building Permits for Town of Allenstown. NH Office of Energy and Planning through NH Housing. Values represent the net change of dwellings. Negative values represent a loss of dwelling units.

EDUCATION ATTAINMENT, INCOME, AND POVERTY LEVEL

EDUCATION ATTAINMENT

As of 2014, 92% of residents in Allenstown have a high school diploma or higher post-secondary education.

Nationally, New Hampshire is well known for having a high percentage of educated residents. Though many New Hampshire natives choose to stay in state, a large percent of the state's education attainment is gained through migrants moving to New Hampshire. In 2010, 36% of residents with a college degree were migrants from out of state while only 24% were born in New Hampshire.

Exhibit 16: Education Attainment for Loudon and Surrounding Communities, 2014

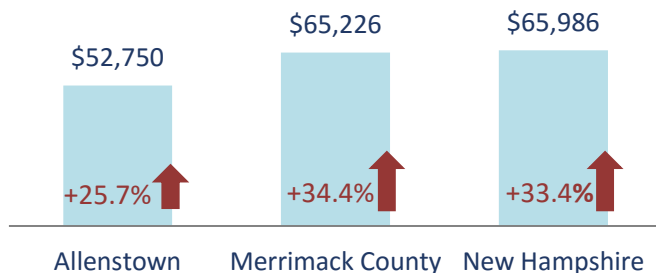
	Population Aged 25+	Less than 9th Grade	9th to 12th (no diploma)	HS Diploma or GED	Some College (no degree)	Associate's Degree	Bachelor's Degree	Graduate Degree
Allenstown	3,074	3.3%	4.7%	50.2%	19.0%	10.1%	8.9%	3.7%
Bow	5,223	0.3%	4.8%	20.2%	14.7%	10.8%	28.5%	20.7%
Deerfield	3,051	1.4%	2.3%	31.9%	18.1%	13.0%	20.8%	12.5%
Epsom	3,554	2.6%	6.2%	35.4%	18.7%	11.8%	18.6%	6.6%
Hooksett	9,320	1.9%	4.2%	28.8%	19.3%	10.6%	25.5%	9.8%
Pembroke	4,782	1.4%	5.8%	32.8%	21.0%	11.4%	17.3%	10.3%

Source: US Census Bureau

NEW HAMPSHIRE'S HOUSEHOLD INCOME

Nationally, New Hampshire ranks among one of the highest in the nation in regard to the state's median income.⁵ In 2014, the United States had an estimated median household income of \$53,482, 23.4% less than New Hampshire's median household income of \$65,986. Within the state, trends point towards higher median household income in the southern portion of the

Exhibit 17: 2014 Median Household Income and Percent Change Since 2000



Source: ACS 2010-2014

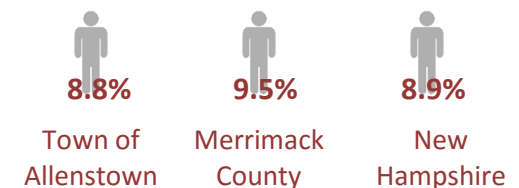
⁵Granite State Future: The Statewide Snapshot, Nashua Regional Planning Commission, June 2015.

state, similar to trends of education attainment and poverty. Allenstown had a median household income of \$52,750 in 2014, which was a 25.7% increase from the median household income reported in 2000. Allenstown's median is lower than Merrimack County, which experienced the third highest median household income in the state in 2014.

POVERTY

Statewide, poverty levels are highest for children, predominantly in the North Country and along the border with Maine. This is most likely caused by lower education and income levels in these areas.

Percent below poverty (2014)



EMPLOYMENT

LABOR FORCE

According to New Hampshire Economic and Labor Market Information Bureau (ELMI), the percent of civilians in the New Hampshire labor force has increased between 2010 and 2014 by 0.4%, with an overall increase in the labor force of nearly 3,000 residents. However, the number of civilians in the labor force has not increased consistently every year, as a decrease of nearly 840 residents occurred between 2013 and 2014. Allenstown's number of civilians in the labor force has remained relatively steady over the past four years. Between 2010 and 2014, Allenstown lost just 0.4% of its labor force, decreasing 10 people. The Town's number of employed civilians in the labor force did decrease, however, dropping 1.9% to nearly 2,170 people in 2014.

OCCUPATION AND EMPLOYERS

Within Allenstown's labor force, 2014 ACS data indicates that 89.4% are employed, which is lower than the state's employment rate of 93.5%. Of these residents, the majority (30.9%) work within the sales and office occupations field. Other common occupations include production, transportation, and material moving occupations and management, business, science, and arts occupations with 24.6% and 22.6%, as shown in Exhibit 18. It should be noted that the numbers below do not necessarily represent the types of occupations available within the Town of Allenstown, but those occupations of Allenstown residents.

Exhibit 18: Occupations of Employed Allenstown Residents, 2014

	Number Employed, 2014	Percent Employed, 2014
Management, business, science, and arts occupations	492	22.6%
Service occupations	291	13.4%
Sales and office occupations	671	30.9%
Natural resources, construction, and maintenance occupations	187	8.6%
Production, transportation, and material moving occupations	534	24.6%
Total employed persons over 16 years of age	2,175	100.0%

Source: ACS 2010-2014

UNEMPLOYMENT RATE

Compared to its neighbors, Allenstown had the highest unemployment rate in 2014 at 5.4%. Allenstown also had the highest unemployment of all years between 2010 and 2014, with the highest unemployment rate experienced in 2010 with 5.8%.

Pembroke's unemployment rate has been most similar to Allenstown's, with the exception of 2014 where Allenstown's unemployment rate rose to 5.4% and Pembroke's fell to 4.1%. Bow experienced the lowest unemployment rate all years between 2010 and 2014, while most recently having an unemployment rate of 3.3%.

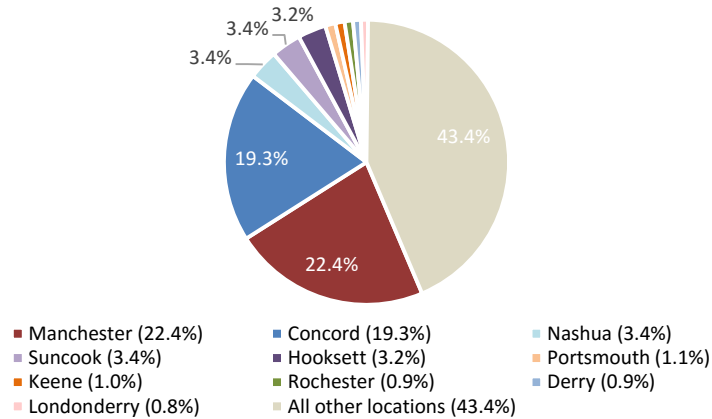
Exhibit 19: Unemployment Rates for Allenstown and Abutting Communities

	2010	2011	2012	2013	2014
Allenstown	5.8%	5.4%	5.5%	5.1%	5.4%
Bow	3.8%	3.9%	4.0%	3.9%	3.3%
Deerfield	5.2%	4.5%	5.0%	4.8%	4.0%
Epsom	5.1%	4.6%	4.7%	4.4%	3.3%
Hooksett	5.3%	4.8%	4.9%	4.3%	3.8%
Pembroke	5.7%	5.3%	5.4%	4.9%	4.1%

Source: NH Economic and Labor Market Bureau

COMMUTING PATTERNS

Exhibit 20: Place of Work

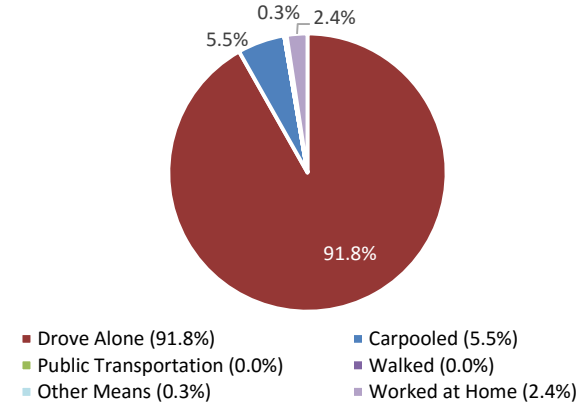


Source: ACS 2009-2013

PLACE OF WORK

As shown in Exhibit 20 above, residents of Allenstown work in various locations across the state. The majority of residents work in Manchester and Concord. Residents of Allenstown had a mean travel time to work of 27.6 minutes in 2013, which is just over New Hampshire's mean travel time of 26.3 minutes.

Exhibit 21: Means of Transportation to Work



Source: ACS 2009-2013

MEANS OF TRANSPORTATION TO WORK

With a mean travel time to work of 27.6 minutes in 2013, the majority (91.8%) of residents drove alone to work. While some carpooled, worked at home, or used other means, none used public transportation or walked. Please refer to the Transportation Chapter for additional information.

COMMUTING PATTERNS OF ALLENSTOWN'S RESIDENTS

According to the American Community Survey (ACS) data for 2013, Allenstown had nearly 2,120 employed residents. The majority of these residents were employed in a community outside of Allenstown, with 1,930 residents commuting to another community and only 71 residents employed in Allenstown. Additionally, only 5.7% of residents work outside of New Hampshire. As shown in Exhibit 20 above, the majority of residents commute to Manchester (22.4%), Concord (19.3%), and Nashua (3.4%). Additionally, an estimated 591 non-residents commute into Allenstown for work, with the majority commuting from Manchester (16.5%), Suncook (9.1%), and Concord (6.8%). Please refer to the Transportation Chapter for additional information.

TOWN TAX RATES

Exhibit 22: Allenstown's Tax Rates, 2010-2015

Year	Municipal Rate per \$1000	County Rate per \$1000	Local Education Rate per \$1000	State Education Rate per \$1000	Total Rate per \$1000
2010	\$7.61	\$2.65	\$14.62	\$2.50	\$27.38
2011	\$7.93	\$2.73	\$16.30	\$2.34	\$29.30
2012	\$9.30	\$2.51	\$10.01	\$2.39	\$24.21
2013	\$10.35	\$2.62	\$16.20	\$2.36	\$31.53
2014	\$11.66	\$3.03	\$16.81	\$2.28	\$33.78
2015	\$11.31	\$3.01	\$16.03	\$2.48	\$32.83

Source: NH Department of Revenue Administration

Exhibit 23: Equalized Tax Rates of Allenstown and Abutting Communities, 2014

Community	Net Valuation	Tax Rate per \$1000	Full Value Tax Rate per \$1000	Local School Tax Rate	State School Tax Rate
Allenstown	\$245,729,936	\$32.83	\$32.37	\$16.03	\$2.48
Bow	\$1,054,318,690	\$28.54	\$27.75	\$16.48	\$2.38
Deerfield	\$561,677,462	\$22.01	\$25.22	\$15.10	\$2.26
Epsom	\$414,878,590	\$23.82	\$23.46	\$13.95	\$2.23
Hooksett	\$1,573,447,531	\$24.72	\$22.20	\$12.94	\$2.51
Pembroke	\$586,793,797	\$28.94	\$29.82	\$16.45	\$2.38

Source: NH Department of Revenue Administration

A review of Allenstown's total tax rates between 2010 and 2015 show that the rate increased from \$27.38 in 2010 to \$32.83 in 2015. That said, the total tax rate decreased from \$29.30 in 2011 to \$24.21 in 2012. The county, state and local rates all saw various fluctuations in their values over the past six years, while the municipal rate consistently increased. Compared to tax rates reported for years previous to 2010, the total tax rate is higher than what was seen in the previous decade, with the exception of 2001 which had a total tax rate of \$29.09.

Equalized valuation, or equalization, is an adjustment of the town's local assessed values, either upward or downward, in order to approximate the full value of the Town's property. This process is due to an imbalance caused by varying local assessment levels. That being said, the full value tax rate is the equalized tax rate for a town.

Compared to its surrounding communities, Allenstown has the lowest net valuation, with a net valuation of \$245,729,936 in 2014. However, Allenstown's equalized tax rate is higher than the average of the abutting communities, with a tax rate of \$32.83 compared to an average of the abutting communities of \$26.81. Allenstown's full value tax rate of \$32.37 is also higher than the average of the abutting communities, with an average of \$26.80.

Allenstown, NH Master Plan



Base Map

Legend

Parcel Boundaries

Roads

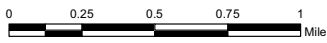
Class I and II State Maintained Roads

Local Roads

Other Roads

Class VI Not Maintained Roads

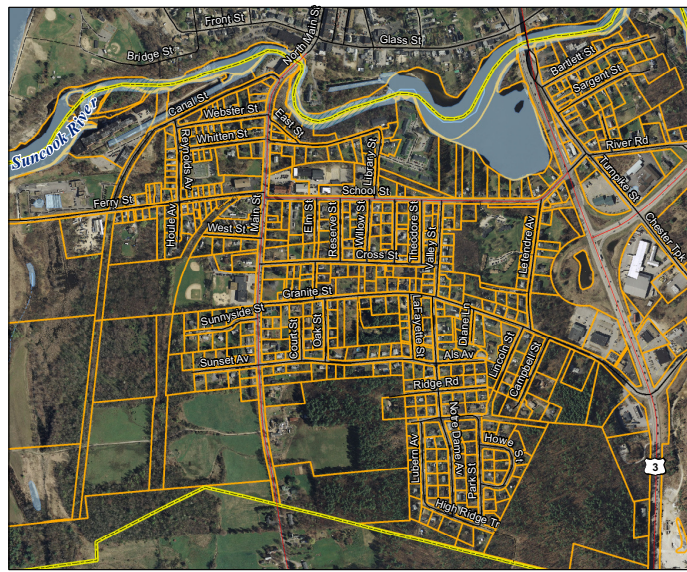
Town Boundary



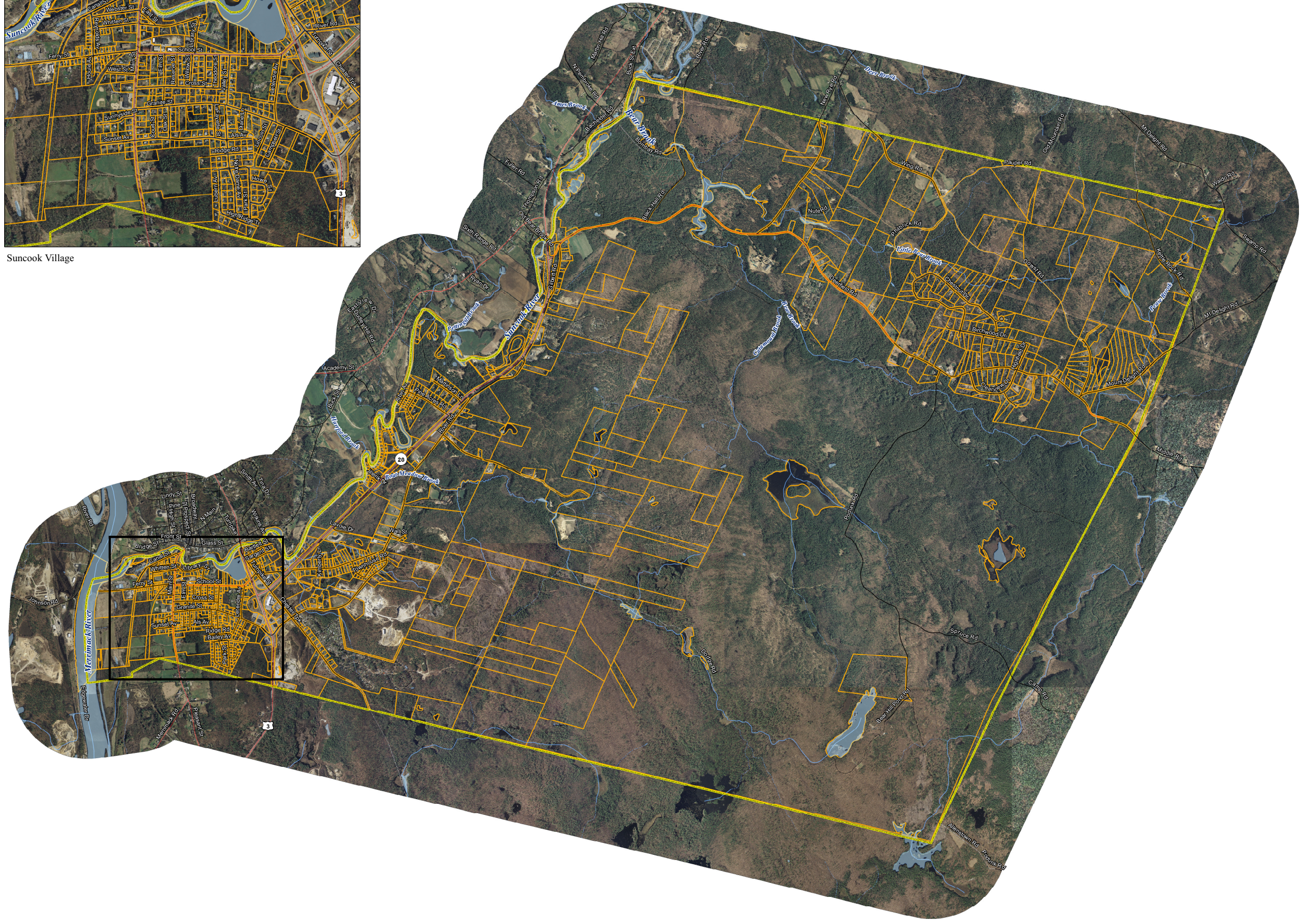
Data Sources: Tax parcel and assessing data from the Town of Allenstown; one-foot resolution 2010 Orthophoto imagery and roads data from the NH Department of Transportation; 1:24,000 source scale political boundaries from NH GRANIT.

This map is intended for planning purposes only. Not intended for regulatory or site-specific determinations.

Map created in June 2011 by the Central New Hampshire Regional Planning Commission (CNHRPC) for the Town of Allenstown.



Suncook Village



ALLENSTOWN TOMORROW

Our Vision

Allenstown is committed to supporting a high quality of life and sense of community for all residents. These commitments need to be reflected in our community programs and services as well as our facilities. Allenstown residents value their natural resources and cultural and historic heritage and want to ensure that they are preserved for future generations. Looking toward the future, Allenstown's vision builds on what we heard from residents, the demographic trends that are described in this master plan and the story that our history, community values and present-day environment tells us.

FROM ALLENSTOWN TODAY TO ALLENSTOWN TOMORROW...

Throughout the development of the master plan, engaging residents and other community stakeholders was a key goal. The visioning session and the survey gave the planning board important information on residents' opinions on many topics related to Allenstown's land use and regulations as well as other thoughts on priorities and concerns. What you see below are some broad

themes that are based on the public outreach and other stakeholder input. Allenstown residents live in Allenstown for a number of reasons, including the Town's costs of housing (over 95% ranked it as very important/somewhat important), quality of life (90%), and rural community character (83%). Not as highly ranked, but still important, was the Town's proximity to jobs (80%), cost of living (76%) and proximity to lakes, rivers, and nature (70%). Over 81% of respondents want the Town to be actively encouraging more stores and shops while 59% felt the Town should encourage more light industry. There is also strong interest (95%) in seeing additional services and restaurants (92%). While not a large majority, 61% of residents were interested in seeing more housing for 55 and over as well as additional single family units (50%).

Approximately 50% felt that tax money should be spent to protect cultural and historic resources while over 42% felt that tax money should be spent on conservation purposes. Respondents also indicated that improving maintenance of the existing transportation system is one of the most important issues to be addressed over the next 25 years.

ALLENSTOWN TOMORROW

OUR VISION

Like many other NH communities, Allenstown residents expressed concern that the rural character often viewed as central to Allenstown's identity may be lost due to additional residential growth over the next few decades. There are many types of "rural character" images that shape Allenstown – historic structures, natural forests, Suncook River, Bear Brook State Park and many treasured scenic areas. Often, it is the mix of landscapes that contributes to the concept of rural character, including current development patterns and the scenic vistas of hills, open space and forests.

Common themes emerged from a close examination of the public outreach efforts throughout the master plan development. As mentioned previously, appreciation of community values and access to natural resources were repeated, valued strengths identified by residents. The themes of connection and sustainability of what we already have are important to keep in mind as we develop not only a vision for the future but recommendations on how to achieve that vision. The following represent the major themes to be carried forward throughout this master plan.

WHAT IS RURAL CHARACTER?

When asked what residents like about their community, rural character is no doubt one of the most popular responses in many communities. While there really isn't a book definition for rural character, it's clear that there are some shared images that come to mind; forests, historic villages, farms, waterways, hills, etc. However, it also refers to a community's social structures that are created by activities and settlement patterns. **Preserving** this character is very often expressed as the highest priority in community surveys and other public outreach events. Each community has something unique about it that contributes to its rural character. "You know it when you see it or feel it" is one way to think about it and, while the definition of rural character is unique to each community, it does highlight one of the most common themes in master plan goals or vision statements. Nearly every NH community identifies rural character as an important value to preserve in the future.

ALLENSTOWN TOMORROW

OUR VISION

Improving connections:

Residents identified the need for improved connections and access for recreational activities like walking, hiking boating and biking as well as for economic development and transportation.

Continuing preservation, protection and enhancement of our open spaces, recreational trails, and water resources:

Striving to improve management of our water resources and improving access to recreational resources are all important priorities as Allenstown continues to look for opportunities to support these activities through partnerships and grant opportunities.

Responding to population changes and demographic shifts by addressing any emerging issues in housing, broadband availability, economic development and transportation:

Allenstown needs to be proactive in seeking investment in transportation improvements, broadband availability and economic development as a way to attract new opportunities and be a participant in a more visible and vibrant economy for the Central NH Region.

Keeping Allenstown's rural character while addressing the challenge of meeting the needs of residents:

This value continues to have strong appeal to residents. One of the most common desires voiced by residents was a strong interest in preserving Allenstown's rural character and its associated historical assets, open spaces and other natural resources.

Keeping fiscal responsibility a priority:

There is concern with increasing expenditures and impacts on property taxes. While residents generally supported a wide variety of objectives and recommendations as described in the other master plan chapters, there are also challenges regarding taxes and any potential new burdens. As municipal government makes public investments – in infrastructure, land protection, new programs and initiatives, keeping in mind the “bottom line” needs to be considered.

ALLENSTOWN TOMORROW

OUR VISION

OUR VISION...

“Allenstown is a connected, vibrant, and livable community.”

“Allenstown will continue to be a community that meets the needs of both its current and future residents.” -Allenstown Planning Board

What do we know from Today? What makes Allenstown a great place to live?

- “Healthy and diverse environments, Suncook Village, Bear Brook State Park, our rivers, rural character and a sense of community.” These are the values that need to be kept in mind as we plan for and accommodate the necessary growth that is important in order to maintain quality of life and services that residents need and expect.

What do we value as important amenities?

- Infrastructure - in terms of roads, water, sewer, and broadband are vital to our community.
- Our quality of life must be supported. Both in terms of employment as well as leisure and recreation.
- We need to continue to be good stewards of our cultural heritage and natural environments. There continues to be a strong emphasis on water quality for all of our watersheds, in particular our rivers. Our historic homes and scenic areas are important to preserve as part of our heritage.

How do we respond to the challenge of making needed changes?

- An aging population brings into focus new challenges as many retirees are remaining in rural areas to be close to family or to enjoy the scenic and recreation amenities available in a community like Allenstown. How we address the potential demands for smaller houses for downsizing families is important as we adapt to an aging population.
- We need to ensure that tomorrow’s workforce comes to Allenstown. Strategies must help us attract the workforce of the future.
- We welcome businesses that align with our development patterns and rural character while supporting economic growth.
- We support housing choices for those residents throughout their life cycle, from young adults, families with children, to retirees.
- We look for opportunities to work with other communities on issues of regional concern, such as watershed management, water quality, land protection, economic development and transportation infrastructure.

How do we allocate limited resources to maintain and enhance the rural character and quality of life that residents value?

- We must maintain fiscal responsibility that ensures that today’s decisions do not create hardship for future generations.
- We invest in our community through an open, transparent process prior to any decision-making.

EXISTING AND FUTURE LAND USE

For the Town of Allenstown

Vision and Mission Statement of the Chapter

Allenstown is a unique community that prides itself on its community character, its rural areas and Suncook Village, and above all, its sense of community. Land use now and in the future should protect the identity of Allenstown through balanced growth that fits the community and meets its needs.

- The Allenstown, NH Planning Board. December 2015

Demographic changes, evolving housing needs, as well as emerging social and economic trends discussed throughout this Master Plan have a direct impact on the landscape of Allenstown. Because land is a finite resource, careful use of land is a critical issue for all communities. How Allenstown utilizes its land has a direct impact on aesthetics, community character, transportation infrastructure, housing affordability, as well as the tax base.

As the purpose of the Master Plan is to guide how Allenstown develops into the future, the Land Use Chapter becomes a primary mechanism for the overall development of the community. To that end, this Chapter explores land use trends in detail, while providing topical discussions of other issues discussed elsewhere in this Master Plan. The purpose of this Chapter is to identify and explore land use trends in Allenstown, discuss strategies for managing such trends, as well as offer recommendations as to what regulatory

steps should be taken in the future to meet the housing and economic needs of the community. Major areas of concern, then, include:

- Compliance with US Environmental Protection Agency (EPA) Municipal Separate Storm Sewer System (MS4) Permit requirements.
- Balanced development into the future. This means that all development should fit in with the character of Allenstown, and that housing development continues to remain balanced, both in terms of unit type, but also in terms of population to the number of units.
- Increase the workforce by attracting young families.
- Encouraging senior housing.

- Protect natural resources and community character.
- Continue to evolve the Planning Board approval process with any eye towards transparency, efficiency and modernization.

While data can provide some background as to what might be needed, it is the desires of the residents that drive community vision. Key themes identified from the Community Survey include: an emphasis on more commercial and light industrial development; perception that there is little or no growth; large majority of residents prefer to live in a mostly rural community like Allentown; and strong interest in protecting agricultural land. The Community Visioning session's main outcomes were concern for the lack of a strong base of volunteers to support community organizations, the impact of Bear Brook State Park on Town resources, taxes and economic development, and the need for access management along Routes 3 and 28.

COMMUNITY SURVEY RESULTS

In preparation of the master plan update, a community survey was available for residents to provide input. Like many communities in the Central NH Region, Allentown has a long history of residents with strong ties and commitment to their community. Completed in 2013, the survey demonstrated a desire for commercial and industrial development along Routes 3 and 28, preferring additional retail, services and professional offices. Responders also expressed an interest in attracting more stores and shops to the Town.

Residents also expressed a desire to have development balanced with the existing rural character of Allentown.

Question 1:

In your opinion, which statement best characterizes Allentown's rate of growth?

Question 1:	Total	Percent
Growing too fast	0	0.0%
Growing as fast as neighbors	0	0.0%
Growing fast enough	2	7.4%
Growth is not a major issue	2	7.4%
Growth is too slow	6	22.2%
No Growth is happening	12	44.4%
Not enough growth	3	11.1%
No opinion	2	7.4%
Grand Total	27	100.0%

Question 2:

Please indicate where you would prefer to see commercial development? Check all that apply.

Question 2:	Total	Percent
Route 3 / Large Scale	15	57.7%
Route 28 / Large Scale	22	84.6%
Suncook Village/Small Scale Mixed Use	6	23.1%
No Opinion	2	7.7%
Grand Total	26	

Question 3:

Which of the following should the Town be actively encouraging?

Check all that apply.

Question 3:	Total	Percent
Tourism	6	22.2%
Attracting more light industry	16	59.3%
Promoting local agriculture	11	40.7%
Attracting more stores and shops	22	81.5%
Expanding/promoting existing businesses	14	51.9%
Promoting recreational events	8	29.6%
Nothing	0	0.0%
Something else	2	7.4%
Grand Total	27	

Question 4:

Which of the following commercial enterprises would you like to see within Allentown?

Question 4:	Like	Dislike	No Opinion	Response Count
Professional Offices	88.0%	4.0%	8.0%	25
Industrial Parks	60.9%	17.4%	21.7%	23
Downtown buildings with first floor commercial and upper floor apartments	52.4%	23.8%	23.8%	21
Mix of commercial and residential on one lot	25.0%	50.0%	25.0%	20
Retail	96.0%	4.0%	03.0%	25
Restaurants	92.3%	3.9%	3.9%	26
Services	95.7%	0.0%	4.4%	23
Home Businesses	47.6%	19.1%	33.3%	21
Recreational Businesses	68.2%	0.0%	31.8%	22
Motels/Hotels/Inns	40.0%	45.0%	15.0%	20
Grocery Store	87.5%	8.3%	4.2%	24
Tourism-related Businesses	57.9%	10.5%	31.6%	19
Agriculture-related Businesses	75.0%	0.0%	25.0%	20
No more commercial development	18.8%	62.5%	18.8%	16

Question 5:

What factors should be considered in evaluating development in Town? Please indicate their importance.

Question 5:	Very Important	Somewhat Important	Not Very Important	Not Important	Average Rating	Total
Preserve historic neighborhoods	42.3% (11)	38.5% (10)	11.5% (3)	7.7% (2)	1.85	26
Provide additional land area for commercial and light industrial uses	53.9% (14)	26.9% (7)	3.9% (1)	15.4% (4)	1.81	26
Preserve scenic views	44.0% (11)	36.0% (9)	8.0% (2)	12.0% (3)	1.88	25
Protect agricultural land	52.2% (12)	34.8% (8)	13.0% (3)	0.0% (0)	1.61	23
Preserve open space	30.8% (8)	38.5% (10)	19.2% (5)	11.5% (3)	2.12	26
Preserve historical buildings	48.0% (12)	32.0% (8)	16.0% (4)	4.0% (1)	1.76	25
Ensure adequate housing choices	29.2% (7)	51.2% (13)	8.3% (2)	8.3% (2)	1.96	24
Control riverfront shoreline development	48.0% (12)	28.0% (7)	16.0% (4)	8.0% (2)	1.84	25
Encourage more senior housing	33.3% (8)	33.3% (8)	12.5% (3)	20.8% (5)	2.21	24

Question 6:

What types of development do you prefer in Allentown? Please give priority order (1,2,3,etc.)

Question 6	1	2	3	4	5	6	Rating Average	Response Count
Industrial/Commercial	50.0% (13)	42.3% (11)	3.9% (1)	0.0% (0)	3.9% (1)	0% (0)	26	5.35
Residential	30.8% (8)	34.6% (9)	19.2% (5)	11.5% (3)	3.9% (1)	0% (0)	26	4.77
Downtown buildings with first floor commercial and upper floor apartments	7.7% (2)	7.7% (2)	57.7% (15)	19.2% (5)	7.7% (2)	0% (0)	26	3.88
Mix of commercial and residential on one lot	7.7% (2)	11.5% (3)	11.5% (3)	57.7% (15)	7.7% (2)	3.9% (1)	26	3.42
No development	3.9% (1)	3.9% (1)	3.9% (1)	3.9% (1)	61.5% (16)	23.1% (6)	26	2.15
Other	0.0% (0)	0.0% (0)	3.9% (1)	7.7% (2)	15.4% (4)	73.1% (19)	26	1.42

Question 7:

What made you decide to live in Allenstown? Please indicate their importance. Please leave question blank if you have no opinion.

Question 7	Very Important	Somewhat Important	Not Very Important	Not Important	Average Rating	Response Count
Rural community character	50.0% (12)	33.3% (8)	16.7% (4)	0.0% (0)	1.67	24
Job opportunities	20.0% (4)	20.0% (4)	20.0% (4)	40.0% (8)	2.8	20
Family or relatives in the area	43.5% (10)	13.0% (3)	13.0% (3)	30.4% (7)	2.3	23
Attending college	5.6% (1)	5.6% (1)	16.7% (3)	72.2% (13)	3.56	18
Cost of living in general	23.8% (5)	52.4% (11)	9.5% (2)	14.3% (3)	2.14	21
Proximity to cultural/recreation facilities	19.0% (4)	33.3% (7)	14.3% (3)	33.3% (7)	2.62	21
Quality of life	42.9% (9)	47.6% (10)	4.8% (1)	4.8% (1)	1.71	21
Proximity to job	33.3% (7)	47.6% (10)	9.5% (2)	9.5% (2)	1.95	21
Quality of schools	28.6% (6)	38.1% (8)	9.5% (2)	23.8% (5)	2.29	21
Cost of housing	50.0% (11)	45.5% (10)	0.0% (0)	4.6% (1)	1.59	22
Proximity to lakes, rivers and nature	25.0% (5)	45.0% (9)	20.0% (4)	10.0% (2)	2.15	20

Question 8:

What factors should be considered in evaluating development in Town? Please indicate their importance. Please leave question blank if you have no opinion.

Question 8	Very Important	Somewhat Important	Not Very Important	Not Important	Average Rating	Response Count
Preserve historic neighborhoods	42.3% (11)	38.5% (10)	11.5% (3)	7.7% (2)	1.85	26
Provide additional land area for commercial and light industrial uses	53.6% (14)	26.9% (7)	3.6% (1)	15.4% (4)	1.81	26
Preserve scenic vistas	44.0% (11)	36.0% (9)	8.0% (2)	12.0% (3)	1.88	25
Protect agricultural land	52.2% (12)	34.8% (8)	13.0% (3)	0.0% (0)	1.61	23
Preserve open space	30.8% (8)	38.5% (10)	19.2% (5)	11.5% (3)	2.12	26
Preserve historical buildings	48.0% (12)	32.0% (8)	16.0% (4)	4.0% (1)	1.76	25
Ensure adequate housing choices	29.2% (7)	54.2% (13)	8.3% (2)	8.3% (2)	1.96	24
Control riverfront shoreline development	48.0% (12)	28.0% (7)	16.0% (4)	8.0% (2)	1.84	25
Encourage more senior housing	33.3% (8)	33.3% (8)	12.5% (3)	20.8% (5)	2.21	24

CURRENT LAND USE

ZONING DISTRICTS

Beginning in 2011, changes in Allenstown’s zoning ordinance were a response to the goal of encouraging economic development in Town. Several new overlay districts were added, including a downtown infill overlay an agricultural overlay, and a manufactured housing park overlay district in addition to several other changes. By making these changes, a wide range of permitted land uses with varying density is now permitted from the Suncook Village area and the intersection of Routes 3 and 28, in addition to provisions to protect groundwater, minimize stormwater runoff, and manage manufactured home parks. In addition to land use changes, access management was introduced to maximize access to sites while mitigating the impact of traffic congestion and environmental protection – namely drinking water protection and floodplain management. A more detailed description of each district is provided below. Zoning and overlay districts can be found on the Allenstown’s Zoning Map as well.

OPEN SPACE AND FARMING ZONE

The Open Space and Farming Zone is the largest zone in Allenstown, as it includes 11,592 acres of land, which includes Bear Brook State Park. Following the 2003 master plan, Bear Brook Sate Park was incorporated into this zone to ensure any parcels that may be sold by the State in the future would be zoned and not subject to unregulated development. Now that the Park is included, the zone comprises the majority of Allenstown, with the exception of the southwest corner and western border abutting Pembroke.

Within the zone, single-family dwellings, farms, forestry, agricultural operations, nurseries, municipal recreation, golf courses, and home child care is permitted. Single family residences require a minimum lot size of five acres, or ten acres for two-family dwellings, with a frontage

Table 1: Zoning Districts Land Area

Zone	Acreage	Percent
Open Space and Farming	11,592	88.0%
Resdiential 1	378	2.9%
Resdiential 2	205	1.6%
Business	173	1.3%
Industrial	525	4.0%
Commercial and Light Industrial	294	2.2%
Total	13,167	100.0%

Source: CNHRPC 2015 Zoning District Data

BEAR BROOK STATE PARK

Bear Brook State Park is the largest developed state park in New Hampshire. Comprising over fifty percent of Allentown’s total land area, smaller portions of the park also reside in the Towns of Deerfield and Hooksett.

The Park offers a wide variety of recreation options for residents, including hiking, biking, horseback riding, swimming, fishing, canoeing, archery, camping, picnicking, cross country skiing and snowmobiling just to name some of the options. The Park is open year round, but only staffed during the summer and fall seasons. For additional information, please refer to the Natural Features Chapter.

of 200 feet along the street.

Exceptions may be granted for motels, campgrounds, airports, cemeteries, governmental uses, excavation, warehouses, telecommunication towers, cluster housing on lots at least 15 acres in size, group child care homes, senior and assisted housing, and unobtrusive retail sales. All structures must be located at least 20 feet away from the roads and 30 feet from remaining lot lines, with the exception of swimming pools, garages, and utility shed/greenhouse which must follow a minimum of 15, 10, and 5 feet respectively from the rear lot line.

RESIDENTIAL ZONE

The Residential Zone is broken into two different zones, R1 Residential and R2 Residential. R1 Residential are areas where homes have town water and sewer and R2 Residential are areas where homes don't have access to town water and sewer. Within both zones, single family dwellings, recreational and community center buildings and grounds, family childcare homes, senior housing, and residential gardens are permitted. Exceptions may be granted for municipal uses, public utilities, funeral parlors, professional offices, two-family dwellings, multi-family dwellings, carports, group child care centers, kindergartens, assisted living, home occupations, and restaurants less than 5,000 square feet. Livestock and motor vehicle repair services are strictly prohibited.

Any structure cannot be built beyond two stories or 30 feet high, and must be located at least 20 feet away from the streets and 30 feet from rear lot lines and 15 feet from side lot lines (with pool, garage, and shed exceptions). When Town water and sewer are available, lots shall have at least 100 feet frontage and an area of more than 10,000 square feet. If Town water and sewer are not available, lots shall have at least 200

feet frontage and an area of at least 40,000 square feet. No more than 40% of the lot may be covered by structures.

Both of these residential zones are located in Allentown's southwestern corner, of which R1 Residential covers a much larger land area than R2 Residential. The R1 zone covers 378 acres, or 1.6% of the Town's land area. The majority of the zone is located in the downtown area between the Suncook River and the Hooksett Town line west of Route 3. There are also two additional areas of R1 zone east of Route 3. As one of the Town's smaller zones, R2 occupies 205 acres, and surrounds the eastern and western borders of the R1 zone and comprises a small portion of the Hooksett border.

BUSINESS ZONE

In addition to the permitted uses allowed in the Residential Zone, this Zone permits recreational and community center buildings and grounds, family child care homes, churches, hospitals, municipal uses, funeral parlors, filing stations and automobile repair garages, garden nurseries, museums, hotels, clubs, printing plants, offices, banks, places of assembly, restaurants, businesses or utilities which are not manufacturing, and the sale of goods. Exceptions may be granted for telecommunication towers, carports, manufacturing, veterinary services, multi-mode transportation hub, and automobile sales. Livestock and businesses which emit odor, fumes, dust, smoke, or noise are not permitted.

Any structure cannot be built beyond three stories or 45 feet high and must have at least 75 feet frontage. Structures need to be erected at least 15 feet from any side lot line and at least 40 feet from the rear lot line. No more than 70% of the lot may be covered by structures. There is no minimum lot size indicated in the Zoning Ordinance.

The zone is located between Daniel Webster Highway and Chester Turnpike, with a few parcels on the west side of Daniel Webster Highway. This area comprises 173 acres, covering 1.3% of Allentown's land area.

INDUSTRIAL ZONE

This zone permits offices, lab and research center, personal services, restaurants, filling stations, printing plants, warehouses, banks, guardhouses, schools, heavy manufacturing, and sawmills. Exceptions may be granted for those industries consistent with the character of the zone and may include retail sales and livestock. Industries which emit odor, fumes, dust, smoke, or noise are not permitted.

Any structure cannot be built beyond three stories or 45 feet high and must have at least 75 feet frontage. Structures shall be erected at least 15 feet from any side lot line and at least 40 feet from the rear lot line. No more than 70% of the lot may be covered by structures. There is no minimum lot size indicated in the Zoning Ordinance.

Comprising 4.0% of the Town's total land area, the Industrial Zone is located along the Commercial/Light Industrial Zone and borders Pembroke.

COMMERCIAL/LIGHT INDUSTRIAL ZONE

This zone permits hospitals, municipal uses, schools, filling stations and automobile garages, garden nurseries, printing plants, offices, banks, restaurants, sales of goods, and lumber yards. Exceptions may be granted for telecommunication towers, sawmills, automobile sales, and livestock. Industries which emit odor, fumes, dust, smoke, or noise are not permitted in the Commercial/ Light Industrial Zone.

Any structure cannot be built beyond three stories or 45 feet high and must have at least 75 feet frontage. Structures shall be erected at least 15 feet from any side lot line and at least 40 feet from the rear lot line.

No more than 70% of the lot may be covered by structures. There is no minimum lot size indicated in the Zoning Ordinance.

The Commercial/Light Industrial Zone is located between the Chester Turnpike in the south and ends just past Pine Acres Road in the North. Totalling 2.2% of the Town, this zone borders the Suncook River along the Pembroke border in some areas to the west and borders River Road in to the east.

OVERLAY DISTRICTS

These districts are generally draped over or "overlay" the base zoning districts. They usually provide a higher level of regulation that protects certain features of the natural environment or address issues or encourage development in a certain area. Allentown's zoning ordinance contains an Infill Development District, a Mobile Home Park District, a Groundwater Protection District, and an Agricultural Conservation District.

INFILL DEVELOPMENT DISTRICT

Adopted in 2011, the Suncook Village Infill Development District supports the economic potential of the Suncook Village area by increasing density and establishing a broader list of permitted non-residential uses. As historically the Suncook Village has been under-utilized, the district provides a place for mixed use land areas that may contain a business and home on the same lot while ensuring that new development is consistent in character and scale with existing development.

Permitted uses in the district include, but are not limited to, home occupations, retail, restaurants, funeral homes, bed and breakfast, and art studios or galleries. Minimum lot size is based on building use, so that commercial activities, residential activities, first floor commercial and second and third floor residential, and first floor commercial and

second and third floor residential by owner require a minimum of 7,500, 5,000, 10,000, and 9,000 square feet, respectively. Front and rear setbacks must be at least ten feet, and at least 20 feet between buildings on abutting lots.

This district is located within the R1 Residential Zone, in the northern half bordering Pembroke and covering 118 acres. As this district covers a unique area, the exact location of the district is located in the zoning ordinance and on Allenstown's Zoning map.

MANUFACTURED HOUSING PARK OVERLAY DISTRICT

Though the number of manufactured housing units in Allenstown has decreased by nearly 50% in the ten year period between 2000 and 2010, presite built and manufactured housing is regulated to ensure a balance of housing types in town. The Manufactured Housing Park Overlay District was adopted in March of 2015 as part of the adoption of a Presite Built Housing and Manufactured Housing article in the Zoning Ordinance. The purpose of this district was to provide standards and incentives for manufactured home parks while at the same time ensuring a balance of housing types throughout town. A total of 726 acres make up the overlay district accounting for 5.8% of Allenstown's land area. The overlay is situated entirely within the Open Space and Farming Zone (OSF). A Conditional Use Permit process, issued by the Planning Board, controls the development of manufactured housing parks. Incentives for manufactured home parks include greater density than the OSF normally provides (2 acres per unit as opposed to 5 acres) and clustering provisions. Standards include but are not limited to a 15 acre minimum park size with 200' of frontage, setbacks from property lines, wetlands, and other park units.

AGRICULTURE CONSERVATION DISTRICT

The Agriculture Conservation District was adopted in 2011 to ensure that the potential for agricultural uses remain in the future while

preserving community character. This district overlays the highest quality soil used for agriculture in Town and establishes setback requirements from these soils for residential land uses. Additionally the district outlines permitted agricultural uses that may not be found in the underlying zone.

Permitted uses include agriculture, farm worker dwellings, farm roadside stand, accessory structures for agricultural use, agritourism, operation of agricultural and forestry vehicles and machinery, and all other uses outlined in the underlying zone. The district also requires all homes and structures to be at least 100 feet from agricultural land and separated by a 50 foot buffer.

The majority of this overlay is scattered over the Open Space and Farming Zone, covering 4,799 acres of the Town's total land area. The district is delineated on Allenstown's Zoning Map.

GROUNDWATER PROTECTION DISTRICT

Adopted in 2011, this district was established to preserve, maintain, and protect existing and potential groundwater supply areas and surface waters fed by groundwater from contamination of pollutants. This district is located throughout various areas of the Town, with the majority in the Open Space and Farming Zone area.

All uses permitted in the underlying district are permitted within the Groundwater Protection District with the exception of development or operation of a hazardous water disposal facility, solid waste landfill, junkyard, snow dump, petroleum bulk plant, gas stations, outdoor storage of road salt or deicing chemicals, biosolids processing, and floor drains without oil and water separation. Exemptions, conditional uses, and maintenance and inspection requirements are outlined in the Town's Zoning Ordinance.

Table 2: Summary of Zoning Districts and Overlays

Zone	Summary of Permitted Uses (General, not exhaustive list)	Frontage	Density (minimum lot size)
Base Districts			
Open Space/ Farming	Residential, Farming, Agriculture, Recreation	200'	5 acres per unit
Residential 1	Residential, Community Buildings, Senior Housing, Home occupations, Assisted Living, Small Restaurant	100'-200'	10,000-40,000 sf
Residential 2	Residential, Community Buildings, Senior Housing, Home Occupations, Assisted Living, Small Restaurant	100'-200'	10,000-40,000 sf
Business	All uses in Residential Zones, Medical Facilities, Retail, Professional, Commercial, Service Industry	75'	None
Industrial	General businesses, Restaurants, Service Industry, Manufacturing, R&D, Processing, Veterinary Services	75'	None
Commercial/Light Industrial	All uses in Residential Zones, Medical Facilities, Commercial, Professional, Retail, Schools	75'	None
Overlay Zones			
Suncook Village Infill Development District	Home Occupations, Mixed-use, Retail, Restaurants, Professional, Personal service, Recreation	None	7,500-10,000 sf
Agricultural Conservation District	Agriculture, Roadside Stand, Agritourism, Underling uses.	200'	15 acres
Manufactured Home Park Overlay District	Standards and incentives for the development of manufactured home parks within the Open Space Farming (OSF) Zone. Parks must be at least 15 acres in size.	200'	2 acres per unit; 15 acre minimum lot size
Groundwater Protection District	Underlying zoning district uses excluding: Landfills, Junkyards, Biosolids processing, Gas stations	None	None

RECOMMENDED CHANGES TO THE ZONING DISTRICTS

A review of the Zoning Map, Zoning Ordinance, and public discussions indicate that several additional zoning districts, in the form of Overlay Districts, should be explored. A Historic District in downtown Suncook or at the Route 28/Deerfield Road intersection should be examined by a

Historic District Commission approved through Town Meeting. Other overlay zoning districts for the protection of river corridors, wetlands, aquifer, steep slopes and other natural features could work in harmony with the existing districts but offer more stringent regulation for the protection of the environment. Finally, revising the Agricultural

Conservation District to encompass those areas currently delineated in the OSF would better fit the current development patterns of the rest of town.

Development is encroaching on the Commercial/Light Industrial and Industrial Zones, particularly along Granite Street and River Road. There are no provisions in the Zoning Ordinance for homes in these zones. One way to limit the number of commercial or industrial parcels which get converted to residential use would be to tighten the conditions for special exceptions granted for residences within the Commercial or Industrial zones. Another option would be to modify the Zoning Ordinance to allow for homes in these areas or to modify the Zoning Districts.

SUPPLEMENTAL REGULATIONS

Allenstown's zoning ordinance also contains numerous supplemental regulations, listed below.

- Accessory Uses
- Accessory and Home Occupation
- Proposed Streets
- Surface Waters
- Obstructions
- Casual Sales
- Junk
- Exception to Height Limitations
- Restriction Governing Motel Use
- Apartment Houses and One Family Attached
- Signs
- Parking Requirements
- Lot Access
- Obnoxious Uses Barred

- Waste Disposal Sites
- Regulations
- Hazardous Uses Barred
- Uses Not Permitted
- Town Building Code Regulations
- Outdoor Flea Markets
- Accessory Agricultural Uses

OTHER TOWN ORDINANCES

Allenstown voters have also enacted ordinances that regulate development within floodplain areas, guide the development of manufactured homes, dictate the responsibility for hazardous material cleanup, dictate procedures for disposal of solid waste, and guide the development of cell towers and antennas in the most appropriate manner.

FLOODPLAIN DEVELOPMENT REGULATIONS

The floodplain development regulations allow only uses that limit any increase in base flood levels, flows, peaks, or velocity of local rivers and streams, including the Suncook and Merrimack River. These regulations also protect against the potential for flood damage, erosion, and sedimentation to the environment and/or threaten public safety. These regulations overlay designated areas subject to periodic flooding defined by the Federal Emergency Management Agency (FEMA) in its Flood Insurance Study for Merrimack County completed in 2010.

All proposed development in these areas require a building permit and must follow outlined development standards, which includes the requirement that all manufactured homes, basements, and utilities must be located at least two feet above the base flood elevation. Prohibited uses include storage of materials, substances, and grading that would impede the flow of flood waters, filling, dumping, wastewater or septic treatment facilities, unsecured tanks, junkyards,

landfills, and subdivisions that create non-developable land outside the Flood Hazard Area. Additional information can be found in the zoning ordinance. Allenstown's regulations go beyond the minimum requirements for the National Flood Insurance Program (NFIP) and are a response to recent floods.

PRESITE BUILT HOUSING AND MANUFACTURED HOUSING ORDINANCE

In addition to the provisions pertaining to manufactured home parks, as described above, this Ordinance governs the construction standards for presite built housing (commonly referred to as modular) and the placement of them, along with manufactured homes on single lots. Slabs or foundations are required, not more than one home can be placed on a lot (unless part of a park), and that all relevant building standards apply. Also, as required by state law, the Ordinance establishes that a single manufactured home or single presite built home is permitted to be on a single lot of record everywhere in town that a "stick built" single family home is permitted.

HAZARDOUS MATERIALS CLEANUP ORDINANCE

The Fire Department is to be immediately notified of any release or potential release of any hazardous material within Allenstown. The responsible party is not only required to take all necessary and available measures to stop the release of the hazardous material, but is also financially responsible for all clean-up, including that by the Town. After a hazardous waste cleanup, the Fire Department has 60 days to bill the full costs of the cleanup to the responsible party, including a description of the costs incurred.

SOLID WASTE MANAGEMENT ORDINANCE

Allenstown's solid waste is brought to the Concord Regional Solid Waste/Resource Recovery Cooperative facility and is collected curbside, at the transfer station, or through licensed transporter approved by the Board of Selectman. Curbside collection requires solid waste to be

placed in a trashcan no larger than 30 gallons in size or trash bags, weighing less than 40 pounds. Seasonal special pickups are scheduled throughout the year, including spring cleanup of appliances, fall cleanup of compostable leaves, and winter pickup of trees and wreaths. Residents wishing to recycle should bring their recyclables, already separated, to the recycling center at the transfer station. Solid waste collection for businesses, commercial and industrial enterprises is not provided.

TELECOMMUNICATION TOWERS AND ANTENNAS

This ordinance outlines the location, procedural requirements, performance standards, federal requirements, and removal of abandoned antennas and towers. Telecommunications towers and antennas are permitted by special exception in all zones except residential on any Town-owned land with the exception of conservation lands. Each applicant for an antenna or tower shall submit plans to the Planning Board, including written proof that the proposed facility complies with FCC, FAA, and any other federal government agency regulations and an inventory of all known towers within two miles of the Town border.

Performance requirements include a maximum height of 90 to 180 feet based on the number of users, a setback distance equal to 100% of the height of the tower, contain the appropriate security fencing and anti-climbing precautions, have a suitable landscaped buffer, and have a galvanized steel finisher or painted a neutral color. Finally, any antenna or tower that is not operated for a continuous period of 12 months, or is no longer needed shall be removed within 90 days of receipt of a declaration of abandonment. If not removed within 90 days, the Town may have the tower removed.

PERMANENT (POST-CONSTRUCTION) STORMWATER MANAGEMENT ORDINANCE

The stormwater management ordinance was added after the completion of the 2003 Master Plan, requiring all developments disturbing greater than 20,000 square feet to submit a permanent stormwater management plan. This plan, which needs to be stamped and signed by a New Hampshire professional engineer, should include a stormwater pollution prevention plan that outlines potential pollutant runoff locations.

Permanent stormwater management requirements included in the ordinance state that maximum effective impervious cover is not to exceed 20% of a site's land area. Best management practices should be utilized, including required discharge setbacks from water supply wells, conveyance to a minimum design storm event, and maintenance of existing surface waters and systems. Post-development peak flow rates, total runoff volumes, water quality standards, and total volume recharge standards should be followed and are outlined within the ordinance. The requirements of this Article also provide a foundation for compliance with MS4 requirements.

ADULT BUSINESS ORDINANCE

Adult businesses, defined as “sexually oriented businesses,” are regulated by this ordinance. All such businesses require an adult business license, including for employees, which is granted by the Board of Selectmen. Permitted only in the Industrial Zone, a 1,000 foot setback is required from other adult businesses, a Town boundary, a religious building, a public or private educational facility, a public park or recreational area, an family entertainment businesses, or any business serving or selling alcoholic beverages. A 750 foot setback is required from a zoning district boundary line. Additional regulations for each type of adult business is described within the ordinance.

RECOMMENDED CHANGES TO THE TOWN ZONING ORDINANCES

A review of the Zoning Ordinance identifies a number of improvements, additions, and clarifications which should be addressed at future town meetings. The Planning Board is responsible for most amendments to the Zoning Ordinance. Recommended changes are:

- Refer to current RSAs in the text;
- Revise the Agricultural Conservation District to encompass only those areas currently delineated in the OSF to better fit the current development patterns of the rest of town.
- Include more accurate descriptions of the roles and responsibilities of the Zoning Board of Adjustment, Building Inspector, and Planning Board;
- Include provisions for protection of natural features including, but not limited to, shoreland protection, buildable area, steep slopes, ledge, wetlands, buffers;
- Monitor fees for any needed revisions;
- Continue to support digital technology to increase efficiency and provide more user friendly services;
- Establish a technical review board of Department Heads;
- Update regulations as needed for MS4 compliance ;
- Provide clarification and additional details for allowing home occupations;
- Clarify non-conforming language, including expand language for nonconforming uses, nonconforming lot, nonconforming building;

- Include more details and guidelines for campgrounds and recreational facilities;
- Include language to protect the river corridors;
- Expand and improve language for junkyards;
- Include a dimensional use table including setbacks, frontage, height, impervious surface, buffers and etc;
- Include sign requirements and detailed language;
- Clarify accessory uses and accessory buildings;
- Include lighting, landscaping, fencing requirements;
- Establish provisions for the regulation of privately owned burial sites; and
- To support economic development efforts, consider allowing for minor accessory dwelling units on commercial enterprises (above or behind the principal business on site).

In addition, there are ordinances in the Zoning Ordinance that could be removed and placed in a separate publication entitled “Town Ordinances.” This would contain the Hazardous Material Clean Up and Solid Waste Management Ordinances currently found in Allenstown’s Zoning Ordinance. Other municipal ordinances, such as a noise ordinance, health and safety ordinance, Illicit Discharge Ordinance (an MS4 requirement dealing with, among other things, enforcement provisions associated with illicit discharges), etc, could also be contained in this Town Ordinance document.

LAND USE REGULATIONS

The Planning Board has also adopted Site Plan Review Regulations, Subdivision Regulations, and Excavation Regulations. These regulations support the Zoning Ordinance by further specifying conditions and procedures for new development. The Planning Board is responsible for developing, maintaining, and enforcing regulations, and they can be adopted after a duly-noticed Planning Board public hearing.

SUBDIVISION REGULATIONS

Within the regulations for subdivision of land, definitions are stated, the application procedure is outlined, and plan requirements are stated. Articles relating to conditions of scattered or premature development, improvements to existing infrastructure, and performance bonds are addressed. Additionally, the Planning Board’s application process is described here as well. The process also applies to Site Plan Applications, Conditional Use Permits, and Excavation Permits. The related subdivision checklist to be submitted by the applicant can be found on the Planning Board’s page of Allenstown’s website. The Subdivision Regulations and its associated checklist were last revised in October, 2015.

SITE PLAN REVIEW REGULATIONS

These regulations govern the review and approval of site plans for development, changes or expansion of use for non-residential uses or multi-family dwelling units. The plans are categorized as either a major site development, minor site development, or exempt site developments, based on building area and the number of dwelling units. The regulations outline the procedure for application as well as the submission and plan requirements. Design conditions to fit natural and human-made environments are described. Responsibilities, waivers, performance bonds, and recordation are also included. The related checklist to be submitted by the applicant can be found on the Planning

Board's page of the Allenstown's website. The Site Plan Regulations and its associated checklist were last revised in October, 2015.

EXCAVATION REGULATIONS

Earth removal regulations were adopted in 2008 to provide opportunity for excavation while still ensuring public health and safety, protection of natural resources and the environment, and preservation of the aesthetic features valued in Town. The regulation outlines exempt, abandoned, and prohibited excavations as well as operational standards, the application process, waivers, and the related application checklist. These regulations were last revised in October 2015 and can be found on the Planning Board's page of Allenstown's website.

PAST LAND USES

The 1965 Master Plan separated the areas in Allenstown into three areas: Urban Compact, Urban Fringe, and Rural. Although these areas were not mapped, it can be assumed that the downtown comprised the Compact Urban area, development along River Road and Route 28 comprised the Urban Fringe Area, and the remainder of the Town fell into the Rural Area.

The Rural area comprised the majority of Town, approximately 93.5%, and contained 123 homes and 16 acres of commercial and industrial categorized land. Urban Fringe comprised approximately 3.9% of the Town's land area, only containing 53 homes, of which 46 were single family. This area also contained five acres of commercial and industrial categorized land. The final area, Urban Compact, comprised the remaining 3.6% of land and contains the largest number of homes with 308 single family, seven manufactured, 36 two-family, and 25 multi-family homes. This area also comprises the largest amount of commercial and industrial land, with 20 acres.

The 1985 Master Plan separated Allenstown into general development trends instead of the acreages associated with different land use types. The largest consideration was Bear Brook State Park and the high density area that occurred between Route 3, the Merrimack River, the Suncook River, and to the edges of Town.

The 1985 Plan did include a Future Land Use Map which provided recommendations for future development. The map recommended industrial development along the majority of Route 28 and Granite Street/River Road. It also targeted the landlocked parcels between Bear Brook State Park and Route 28 as a future development area. Commercial development was recommended between Daniel Webster Highway and the Chester Turnpike while residential development was recommended near the downtown area.

Similar to the 1985 Plan, the 2003 Master Plan separated Allenstown into general development trends using digital tax maps and assessor's data from the Town. These development trends are summarized below. The mixed use was most commonly used when a business shared the same lot with a home.

2015 Land Use

The **Land Use Map** was created through an update of the 2005 CTAP Land Use coverage using 2010 aerial imagery. Using GIS technology and identification of uses on the tax maps, approximate acreage calculations were completed for Table 4. It is important to note that, depending on the data sources, there are varying sources of information on Allenstown's land and water acreage.

RESIDENTIAL LAND USE

Since the previous 2003 Master Plan, the population has declined and development has slowed and the trend is projected to continue into the near future. Over the past decade from 2000 to 2010, the total number

of housing units decreased just over four percent. Similarly, the population decreased nearly eleven percent over the same ten year period. Building trends point towards minimal additional construction. Allentown had sixteen residential construction permits and seven residential demolition permits issued between 2010 and 2013. Of these permits, the majority of construction permits were for single family and manufactured housing, while all but one demolition permit was for multi-family dwellings.

Depicted in the Land Use Table 4, residential land use was broken down into single family and duplex, multi-family, and mobile home parks. Single family households and duplexes, with the exception of undeveloped land, is the largest land use in Allentown covering 5.2% of land area. Multi-family and mobile home parks comprise a smaller portion of Town with 0.1% and 1.3%.

COMMERCIAL RETAIL

Commercial retail includes commercial establishments that sell goods rather than services. As seen on the map, these few locations are located in the vicinity of Allentown Road (Route 3). Retail covers an estimated 15 acres, which is 0.1% of the Town's total land area.

COMMERCIAL

Commercial includes establishments that sell food in a restaurant settings, services, or contain mixed uses in the same building, such as a store on the main level and an apartment located above. These uses are primarily located along Allentown Road (Route 3) and at scattered locations along Route 28. There are also a few commercial locations along Granite Street. Overall, commercial land comprises an estimated 0.5% of the total town acreage with 66 acres.

Table 3: Land Use, 2001

Land Use	Total Acres	Percent
Residential	1,883.8	14.5%
Commercial	146.7	1.1%
Mixed Use	14.9	0.1%
Industrial	30.5	0.2%
Public/Institutional	543.7	4.2%
Excavation Sites	279.2	2.1%
Bear Brook State Park	6,683.3	51.4%
Undeveloped	3,416.4	26.3%
Total	12,998.5	100.0%

Source: 2001 Master Plan

Table 4: Land Use, 2010

Land Use	Total Acres	Percent
Single Family/Duplex	686	5.2%
Multi-Family	19	0.1%
Mobile Home Parks	169	1.3%
Commercial Retail	15	0.1%
Commercial	66	0.5%
Institutional/Government	139	1.1%
Industrial	19	0.1%
Agricultural	138	1.0%
Undeveloped	11,486	87.2%
Water	205	1.6%
Other (road surfaces, accessory transportation, etc.)	225	1.7%
Total	13,167	100.0%

Source: 2005 CTAP Land Use Coverage and 2010 Aerial Imagery

INSTITUTIONAL/GOVERNMENT

This designation includes all land owned by the municipality or the state, including schools, municipal buildings, and churches. It also includes lands that are tax exempt. These sites are located along and around River Road, Route 28, and in the downtown area covering 1.1% of the Town.

INDUSTRIAL

Industrial sites in Allenstown are scattered along the southwestern portion of the town. These areas include a portion along Canal Street in the mills along the Suncook River, along the Chester Turnpike, along Bartlett Street, along and near Granite Street, and near Allenstown Road (Route 3) along the Town boundary with Hooksett. A spot of industrial land is located on Route 28 adjacent to the Suncook River. Overall, industrial land comprises 19 acres at 0.1% of the Town's total acreage.

AGRICULTURAL

Agricultural land includes farmhouses and agricultural buildings, and agricultural fields as seen on the 2010 aerials. Agricultural areas include the southwestern portion near the Merrimack River, along Route 28, along Wing Road, and on Deerfield Road. These locations encompass 138 acres of land, which is 1.0% of the Town's total acreage.

UNDEVELOPED LAND

The remainder of Allenstown's land is undeveloped. As the largest land use category in Town, undeveloped land covers 11,486 acres and is located throughout the entire town, including the majority of Bear Brook State Park. Undeveloped land also includes forests, non-agricultural fields and conservation land. Some undeveloped land is related to its natural condition, such as topography and soil conditions, that would create higher development costs in areas such as environmental permitting and needed infrastructure costs. Other

undeveloped land is restricted by conservation, which covers a large portion of the community, as shown on the **Land Use Map**.

LAND USE CONSIDERATIONS

Many factors come into play when examining how land is being used in a community. The decisions made today will impact how the land will be used in the future.

COMPARISON OF ZONING DISTRICTS WITH LAND USE

In Table 5, the Zoning District acreages were roughly compared with the Land Use acreages. The Business and Commercial/Light Industrial Zones used figures from the Commercial Land Use and Mixed Use categories. The Industrial Zone used acreages from the Industrial and Excavation Land Use categories. The Open Space and Farming included information from the Undeveloped and Public/Institutional categories. Although not exact, for residential and commercial land uses a rough comparison can be made between the Zoning Districts and existing land use:

Table 5: 2001 Zoning District Land Availability

Zone	Acres	Acres Developed (Land Use)	Acres Available
Business	129.7	161.6	221.8
Commercial/Light Industrial	253.7		
Industrial	454.7	309.7	145.0
Residential	472.1	1,883.80	-1,411.7
Open Space and Farming	4,959.5	3,960.1	999.4
Bear Brook State Park	6,683.3	6,683.3	0.0
No Data	45.4	----	----
Total	12,998.4	12,998.5	

Source: Digital Tax Maps 2001 (total acres differ slightly due to rounding); comparisons to land use database

The largest disparity is between the Residential Zoning District acreage and the Residential Land Use. The Town should consider rezoning the Residential District to be consistent with the land use patterns. Residential development has encroached on the commercial and industrial zones along River Road and Chester Turnpike through the granting of variances. Since developable land is limited, an effort should be made to curtail further residential growth in this area.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

A limited number of undeveloped properties are available for commercial or industrial development. Allenstown should encourage commercial development to the best of its ability to help strengthen the tax base and provide services, goods, and employment to Allenstown residents. Since commercial and industrial land is limited, a concerted effort should be undertaken to determine the suitability of these and other appropriate parcels and develop an active marketing campaign to target those businesses and industries best suited to locate to these parcels. A reinstated Economic Development Committee could be of great assistance to this endeavor.

BEAR BROOK STATE PARK

The Park covers over half the land area of the town, making Allenstown one of the few towns in the state with such a high percentage of public lands. The Park's 40 miles of trails provide recreational opportunities for the residents of the town as well as for the thousands of visitors from the nearby cities of Manchester, Concord, and Portsmouth, as well as many out of state visitors. Much of the wellhead protection area around the Allenstown/Pembroke public water supply is located within the park. Communication to the Town about Park activities could be enhanced by the NH Department of Resources and Economic Development, and any land use decisions in Allenstown should consider how the Park may impact those decisions.

CURRENT USE

In 1973, the New Hampshire State Legislature enacted RSA 79-A:1 and created the Current Use program, a tool landowners can use to reduce the amount of property tax they pay on open space within their property limits as well as an incentive to keep the land in its traditional use. Before the RSA, financial burdens were being placed on individuals with large open space land holdings, since property taxation was based on the highest and best use of the land. Now under the program, current use value is the assessed valuation per acre of open space land based upon the income-producing capability of the land in its current use - not its real estate market value.

Property owners can file for reduced property taxes through the current use taxation program at municipal offices where the valuation shall be determined by the municipality's assessor in accordance with the range of current use values established by the state's Current Use Board (CUB). Eligible land types include farm land, forest land, open space land, unproductive land and wetlands.

By allowing open space land to be classified as current use, it acts as an incentive for landowners not to develop property. When land is removed from Current Use, ten percent of the full and true value of the land, not the Current Use assessed value, must be paid as a Current Use Land Change tax. It is important to understand that the Current Use classification can be placed on, or removed from, land at the landowner's discretion which is why these lands vary from conservation lands. For more information on Current Use, please refer to the Master Plan's Natural Features chapter and the NH Department of Revenue Administration: www.revenue.nh.gov/current-use/index.htm.

The Table below illustrates the trend of land within current use between 2008 and 2013. Over twenty-four percent of Allenstown's land was in Current Use in 2013, which has varied little over the six year period. The

smallest amount of Current Use acreage was in 2008, with 3,004.74 acres.

Further information on the physical characteristics of the land in Allenstown can be found in the Natural Features Chapter.

CURRENT LAND USE TRENDS

Population trends have a direct link to land use trends, particularly in the single-family home (residential) type of land use. Between 2000 and 2010, Allenstown's population decreased by eleven percent, with a loss of over six hundred residents. Table 8 below shows that Allenstown is the only Town to have a decrease in population when compared to surrounding communities. Deerfield had almost a sixteen percent increase in population over the ten year period.

As the population decreases, average household size of persons per household has also been decreasing. Smaller household size seems to suggest smaller housing units in the future. The number of housing units

Table 6: Current Use by Type, 2008-2013

CU Acreage by Land Type	2008	2009	2010	2011	2012	2013
Farm Land	188.43	188.93	201.43	201.43	201.43	201.43
Forest Land	2,742.69	2,948.56	3,007.56	3,007.56	2,997.37	2,861.64
Unproductive Land	27.00	37.00	41.00	42.00	51.00	42.53
Exempt Wetland	46.62	56.62	46.62	46.62	46.62	50.56
Total CU Acres	3,004.74	3,231.11	3,296.61	3,297.61	3,296.42	3,156.16

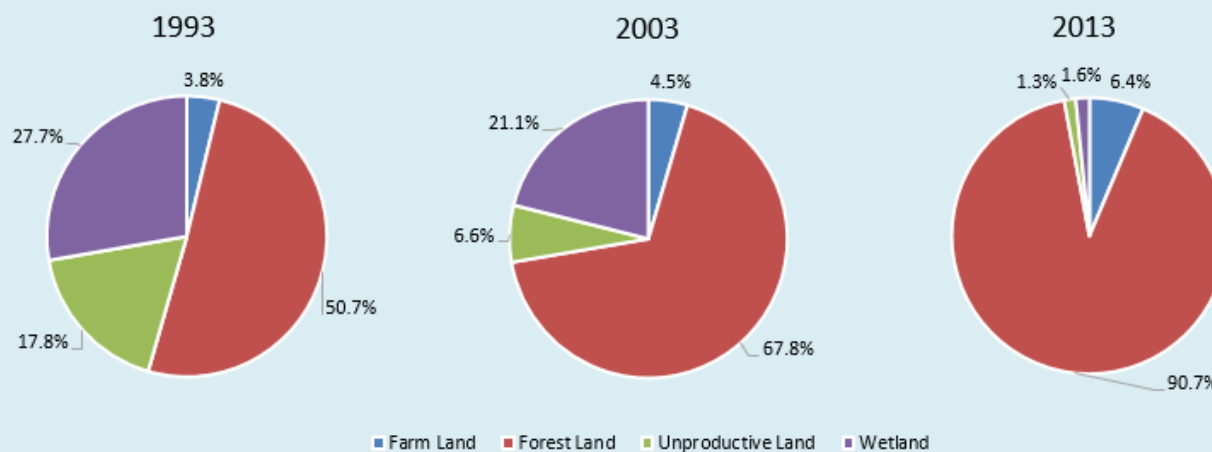
Source: NH Hampshire Department of Revenue Current Use Reports

Table 7: Land Use Tax Collected, 2008-2013

	2008	2009	2010	2011	2012	2013
Land Use Change Tax Collected	\$24,460	\$0	\$0	\$0	\$14,200	\$0

Source: New Hampshire Department of Revenue Current Use Reports

Figure 1: Current Use Type by Percent: 1993, 2003, 2013



Source: New Hampshire Department of Revenue Current Use Reports

for Allenstown is highlighted below, which overall saw a ten percent decrease in units between 2000 and 2010. The largest change in housing units is the number of manufactured units, which has decreased by nearly fifty percent, losing almost half the number of manufactured homes present in 2000 over the ten year period. Much of this was the result of the post-flood buyout that took place approximately in 2009. Additionally, the number of multifamily units increased over twenty percent, while the number of single family units only increased five percent. Compared to abutting towns, Allenstown has a high percentage of manufactured housing units and the lowest percent of single family units. In terms of housing units to population, the number - 2.4 - is consistent with what was reported in the 2010 US Census. Couple this with a 1% vacancy rate, it seems that not only are the types of units in balance, but so too are the number of units for the population. More on housing balance can be found in the Housing Chapter of this Plan

Building permits for residential housing between 2010 and 2013 in Allenstown are displayed in Table 11. The values represent net change, which accounts for residential construction and demolition. Thus, a negative value implies that more units were demolished compared to those built. Overall, the last four years have seen nine permits issued. On a regional level, Central New Hampshire has seen a decreasing trend in building permits, similar to Allenstown. The number of building permits issued in 2010 was only 22% of the number of permits issued in 2000.

Table 8: Population Increases, 2000-2010

Town	% Increase, 2000-2010
Allenstown	-11%
Bow	5.0%
Deerfield	15.6%
Epsom	13.6%
Hooksett	14.3%
Pembroke	4.8%

Source: 2000 US Census & 2010 US Census

Table 9: Dwelling Unit Change, 2000-2010

Dwelling Units	2000	2010	% Increase
Total Number of Single Family Units	763	806	5.6%
Total Number of Manufactured Units	779	396	-49.2%
Total Number of Multifamily Units	551	679	23.2%
Total Number of Dwelling Units	2,093	1,881	-10.1%

Source: US Census 2000 and 2010

Table 10: Type of Structure as Total Percent of Development, 2010

	Allenstown	Bow	Epsom	Pembroke
Single Family Units as % of Total Development	42.8%	93.7%	73.0%	62.2%
Multifamily Units as % of Total Development	36.1%	6.3%	4.7%	36.3%
Manufactured Units as % of Total Development	21.1%	0.0%	22.3%	1.5%

Source: 2010 Census

Table 11: New Residential Building Permits Issued, 2010-2013

Housing Type	2010	2011	2012	2013	4-Year Total
Single Family Homes	3	-1	1	3	6
Manufactured Homes	3	3	1	0	7
Multi Family Homes	0	2	0	-6	-4
Yearly Totals	6	4	2	-3	9

Source: New Hampshire Office of Energy and Planning

FUTURE LAND USE

DEVELOPMENT CONSTRAINTS

Certain natural features of the land must be taken into account when planning developments, such as aquifers, surface water and wetlands, locations of floodplains, and the presence of steep slopes and hydric soils.

Hydric soils are soils that are poorly or very poorly drained and are not suitable for development. Although not available in digital form for depiction on maps, the locations of very poorly drained soils strongly correlate with the locations of wetlands as determined by the National Wetlands Inventory. There is also a very strong correlation between the location of hydric soils and watercourses. In many cases, the hydric soils and wetlands drain into water bodies, streams, and intermittent streams.

Steep slopes are found throughout Allenstown. Although many are located in Bear Brook State Park, many are also located along Daniel Webster Highway at the Hooksett border, south of Deerfield Road and west of Route 28, and in the northeastern corner of Town. These features will impede development in these areas. Additionally, wetlands are concentrated in the Park but are also found in the northeastern corner, along River Road, along Boat Meadow Brook south of Dodge Road, and along the Suncook River.

Allenstown has neither steep slope (greater than 15%) nor wetlands regulations. These planning tools require developers to work around these environmental constraints, protecting both humans and the environment. The Town could consider adopting these regulations. Considering the large amount of shoreland along the Merrimack and Suncook Rivers, the Comprehensive Shoreland Protection Act regulations should be specifically listed within Allenstown's regulations.

Development constraints are also discussed in the **NATURAL FEATURES CHAPTER**.

CONSTRUCTION MATERIALS

This section identifies all known sources of sand and gravel deposits, their location, and the estimated extent of permitted excavations. The *Existing Land Use Map* illustrates the permitted excavation operations throughout Allenstown. This helps determine the impact to the natural resources on those sites and how the depleted sites should be reclaimed.

EARTH EXCAVATION

Chapter 155:E of the New Hampshire Revised Statutes Annotated was enacted August 24, 1979. Although it has been revised considerably since then, the substance of the law remains the same: the municipality, usually the Planning Board, is responsible for the regulation of excavation of earth materials to be used as construction aggregate. In Allenstown, the Planning Board, therefore, is the Regulator of excavation operations.

The law states that permits are required for any excavation operation unless the operation was active in the 2-year period before the law was enacted August 24, 1979, if it is used for highway construction, or if it is attached to a stationary manufacturing plant. Grandfathered operations (operations which produced material of sufficient weight or volume that was commercially useful in the 2-year period before August 24, 1979) are subject to the operational and reclamation standards laid out in the law, and they also must apply for a permit if they wish to expand their operation. In order for a grandfathered operation to retain its status, it must have filed an Excavation Report with the Planning Board no later than August 4, 1991. Failure to do so results in loss of grandfathered status, and a permit must be requested in order to continue work. The permit requires more stringent standards than

the ones that must be complied with in order to run an excavation operation without a permit.

Excavation operations being used exclusively for state or local highway construction do not need a permit; however, the Planning Board must have on file an agreement between the pit owner and the state or local government. This type of excavation must not operate in violation of local zoning, unless an exemption has been granted.

A permit is not required for an excavation operation that on August 4, 1989 was contiguous to or on land contiguous to a stationary manufacturing plant that was in operation as of August 24, 1979 and used earth from the excavation site. No additional permits are required for excavation sites connected to stationary manufacturing plants for which permits had been issued by state or local government since August 24, 1979. These operations are subject to the standards set forth in the permits issued to them for their operation.

Allenstown has had excavation regulations, entitled Town of Allenstown Earth Removal Regulations, in place since July 16, 2008. These regulations are in line with RSA 155:E and have been revised three times (2009, 2014, and 2015). Key highlights beyond those provisions that mirror RSA 155:E include: permits are good for three years; erosion and sedimentation controls are adopted from the Site Plan Regulations by reference; and, excavations requiring a permit must adhere to additional stormwater standards (driven by MS4 compliance) as described in the Site Plan Regulations.

TIMBER HARVESTING

The largest forest resource in Allenstown is Bear Brook State Park which covers approximately 6,700 acres of the Town. Bear Brook State Park, which covers 10,000 acres between Allenstown, Hooksett, Candia, and Deerfield, is a managed forest with the exception of 3,000 acres set

aside as a wildlife preserve. The NH Department of Resources and Economic Development selects areas of the park to be logged based on the Bear Brook State Park Management Plan. Foresters from DRED mark and tally the trees to be cut. A contractor is awarded the right to harvest the trees through a competitive bid process. The revenue from the sale of the lumber to the contractor is mostly deposited in the State's General Fund, with a small portion going to DRED's Forest Management and Protection Fund. The stumpage tax for the sale goes to the Town, just as if the timber sale had occurred on private property. On average there is one timber sale in Bear Brook State Park each year.

KEY FOCUS AREAS

Bear Brook State Park: The large acreage of Bear Brook State Park (over 51%) has a profound impact on development patterns, yet Allenstown has little control over the future use of this land. Additionally, Bear Brook can play a role in attracting people to town - both future residents and businesses. Greater lines of communication should be opened with the Department of Resources and Economic Development to identify strategies to maximize the Town's goals and potential.

MS4 compliance: At the writing of this Chapter, the EPA Permit governing what Allenstown will need to do for compliance is not yet finalized (earliest will be April of 2016). Stormwater runoff, as well as connections to the storm sewer will have to meet the guidelines spelled out in the Permit. Given this, MS4 compliance efforts will impact every aspect of what the Town does. From land use permitting requiring various stormwater management controls, to the prevention and enforcement of illicit discharges and illegal connections, to the stormwater management practices of Town facilities and properties, compliance efforts will be complex and far reaching. A plan, in addition to a Notice of Intent (NOI) will need to be completed once the Permit is effect. Additionally, annual reporting efforts will be required capturing

changes in impervious coverage (i.e. buildings, pavement and other man-made surfaces) as well as tracking enforcement and other aspects of the plan. To this end, the Town has devised a strategy to work with CNHRPC and the Town's Engineer. These efforts will be sustainable over the long run to maximize resources and ensure compliance.

Transportation and land use: As land is developed, roads need to expand to meet increased demand. Once road systems have been expanded, greater land development will occur leading to the need to upgrade roads once again. This transportation/land use cycle needs to be considered for development into the future. Being cognizant of impacts, and requiring, as needed, transportation studies and necessary off-site improvements for roadways (including sidewalks) should continue to be utilized by the Planning Board. Also, further expanding the access management program to include Site Plan and Subdivision Regulations, as well as a Memorandum of Understanding with the New Hampshire Department of Transportation will be vital efforts to minimize the impact of the transportation/land use cycle along Routes 3 and 28. Lastly, the recommendations outlined in the Transportation Chapter of this Plan should be implemented.

Balanced housing development: In terms of overall development, this Chapter, as well as the Housing Chapter, have outlined a need for a balance of housing - type and the number of units - as Allenstown grows in the future. Additionally, the Economic Chapter has articulated a need to attract young families to grow the future workforce, and, both visioning sessions as well as the survey results have indicated a desire for growth, but "balanced" growth that fits with Allenstown's character. All of this speaks to developing strategies to allow for, and encourage growth that is consistent with the community's needs and makeup. Strategies would include maximizing traditional village-type mixed use development in Suncook; possibly utilizing architectural guidelines or a historic district along Main Street to protect the historic homes;

ensuring that zoning along Routes 3 and 28, as well as Suncook reflects the character of these segments of the community; and, ensuring that housing in all parts of town is balanced and fits with its surroundings.

Development process: A final factor to consider is the continued streamlining of Allenstown's development process, notably the Planning Board approval process. A strong web presence with easily accessible information not only creates efficiency through predictability, but it also increases transparency. This results in better serving applicants, abutters, and the general public. Additionally, it also serves as an economic development tool as it allows potential developers to understand the process and regulatory requirements quickly and clearly. Allenstown should continue to transition to an online permitting application process and to make sure all necessary information is easily accessible on the Town's website. Lastly, feedback should be taken periodically from all stakeholders to assess the effectiveness, predictability, and ease of use of the website and its content.

HISTORIC/COMMERCIAL MAIN STREET AND SUNCOOK VILLAGE

Though initially a traditional, mixed-use downtown, Suncook Village has become primarily residential over the years. Main Street is bordered by homes and schools, but commercial enterprises have greatly decreased. In order for Allenstown to regain the historic, mixed-use Main Street downtown atmosphere it desires, a streetscaping program could be considered in addition to expanding the Suncook Infill District. Architecturally consistent and pleasing lighting, benches, trees, historic markers, and signs can help to bring the community together by encouraging a sense of community identity and ownership. In addition, beautifying Main Street in this way will encourage visitors, passers-by, and businesses to better appreciate what Allenstown has to offer.

COMMERCIAL AND INDUSTRIAL USES

The most noticeable commercial areas in Allentown are the strip malls along Daniel Webster Highway from the Route 28 intersection to the Hooksett border. Gas, grocery, retail, and fast food stores offer goods and services to residents and motorists alike. Close by, other uses include an excavation site and industrial businesses such as repair shops. The Suncook Business Park along Route 28 offers a convenient location for professional offices and wholesalers. Another gas station and convenience store are located near the junction with Deerfield Road. Home-based businesses are scattered throughout Town.

Allentown will need to carefully consider the type and location of businesses it wants to solicit since land is not readily available for development. In addition to supporting existing businesses and the ability to expand, prioritizing those industries identified in the Economics Chapter as “target industries” will help to maximize economic growth. Additionally, several parcels may be available which could serve many commercial and industrial purposes. Ideally, a community would have a balance of both commercial and industrial development to serve both employment and economic needs.

Allentown should focus its future commercial development in the areas which can support commercial or industrial land uses. These areas typically, but not always, include those parcels with municipal water and sewer. Siting next to existing businesses creates a destination for consumers. Pedestrian facilities such as sidewalks, crosswalks, benches, and walk signals should be installed to cater to the many people who live nearby, including linkages with Suncook Village. The Community Survey results have identified pedestrian amenities as a strong need.

Desired commercial and industrial land uses, notably, the Target Industries, should be compared with the zoning ordinance to verify

compatibility with where they are permitted, and, if necessary, revise the ordinance to maximize balanced economic growth.

RESIDENTIAL USES AND LOT SIZES

Allentown residents live in the downtown area, along Deerfield Road, or in one of several manufactured housing parks located throughout Town. Easily developable residential land is diminishing, and much of what remains is land with wetlands or steep slopes, or is landlocked. Also, as mentioned in the Housing Chapter of this Plan, a balance must be maintained. Balance must include: the number of units to the population, the type of housing (including young families and seniors), the costs of housing, and how well community character is maintained.

To accomplish the residential use and lot size goals, the Zoning Ordinance needs to be assessed for compatibility. Additionally: cluster provisions need to be revised for things such as a better ease of use and a density incentive; zone for senior housing; determine the need for architectural design standards; ensure townhouses are permitted in and around Suncook; ensure adequate infrastructure; consider a demolition delay bylaw in Suncook Village; continue to manage growth of manufacture home parks; and, track changes in building permit data, vacancy rates, and the ratio of housing to population compared with average household size.

TECHNIQUES TO SHAPE FUTURE LAND USE

WETLANDS SETBACKS AND BUFFERS

Wetlands are natural resources that are characterized by considerable development constraints. Wetlands pose development restrictions due to poor drainage, high water tables, slow percolation rates for septic systems, unstable conditions for foundations, and susceptibility to flooding. Wetlands are typically defined by three parameters: drainage, soil type, and vegetation. The National Wetlands

inventory defines wetlands by hydrology, hydric soils, and vegetation, including trees and plants that dominate wetland areas and require wet conditions to grow.

Wetlands have been viewed in the past as areas with little economic value and have been subjected to filling, draining, and dumping with little regard for the consequences. In recent times, however, science has shown that wetlands provide a number of benefits to the community. Wetlands serve a myriad of purposes: flood control, water storage and ground water recharge, erosion and sedimentation control, pollution filtration, wildlife habitat, education and recreation, and environmental health and biodiversity. Allenstown has a significant number of wetlands, particularly in Bear Brook State Park, in the northeastern corner of Town where heavy development is occurring, and around Suncook and Merrimack Rivers. Wetlands regulations should be considered to ensure that these features continue to function properly. In addition, MS4 provisions will require certain protection measures for wetlands given their functionality.

When updating the Town's current ordinances with respect to wetland buffers, the criteria established in *Buffers for Wetlands and Surface Waters: A Guidebook for New Hampshire Municipalities* can be used as a guide.

EROSION AND SEDIMENTATION CONTROL

During site preparation of a residential or commercial development, pollution loads and stormwater runoff can increase, sometimes dramatically, as sites are excavated and developed. Soil is exposed during development as vegetation is removed and excavation takes place. Bare soil particles are dislodged by rainfall and can be carried downslope as sediment to streams, lakes, and wetlands. Runoff can increase and have a greater ability to transport pollutants and constructed impervious surfaces (roofs and pavements) reduced

infiltration and can modify flow patterns. Higher runoff rates can result in flooding and erosion of previously stable streams and act as a vector for delivering much larger quantities of pollutants. Runoff is a concern locally, but also for the United States Environmental Protection Agency via its MS4 program.

Erosion control and prevention plans should be submitted for subdivisions and site plans for verification that specific conditions will be met prior to the issuance of a building permit. The review and verification process for submitted plans will also determine whether or not a Site Specific Permit is required from DES. RSA 485-A:17, known as the Alteration of Terrain Program or "Site Specific Program," requires a permit from DES for any earth disturbance greater than 100,000 square feet, or 50,000 square feet within the protected shoreline area. The permit involves both temporary erosion control measures during construction and permanent controls on the impacts of stormwater effects following construction. MS4 standards will require standards to be in place for developments that disturb 20,000 square feet and up.

The Town should ensure that required siltation and sedimentation controls are in place prior to the start of any construction activity and that they remain functional during the entire construction process. This is also required by MS4 regulations. Updates to the Site Plan, Subdivision, and Excavation Regulations in October of 2015 captured much of this. Permanent erosion and sedimentation control measures, also required in accordance with MS4 were put in place with the adoption of the Permanent (Post Construction) Stormwater Management Ordinance in March of 2010. Additional standards were put in place in March of 2015 and 2016.

At a minimum, developers and contractors need to demonstrate that they will provide pollutant control by professional planning, design, construction, and implementation of these BMPs. Designs and site

plans should demonstrate measures to retain natural vegetation where possible, especially at waterbodies, wetlands and steep slopes. Developers and contractors should not only have a commitment to integrating BMPs into overall development plans but also for monitoring practices and adjusting, maintaining, and repairing periodically and after every storm.

Provisions included in the Site Plan, Subdivision, and Excavation Regulations, as well as the Stormwater Management Ordinance implement these provisions and assist Allenstown in not only complying with MS4 requirements, but, more importantly, protecting its surface water, groundwater, and drinking water.

PROTECTION / BUFFERS / SETBACKS FROM THE SUNCOOK & MERRIMACK RIVERS

Buffers adjacent to shoreland and wetlands reduce the adverse effects of human activities on these resources by protecting water quality, protecting and providing wildlife habitat, reducing direct human disturbance, and maintaining aesthetic qualities and potential recreational value. The loss of buffers through variances/waivers and through illegal activities should be minimized. A well-educated constituency advocating the appropriate development of shorelands will more likely support and adhere to the regulations made by Town decision makers. The Town should incorporate the Comprehensive Shoreland Water Quality Protection Act provisions into the Zoning Ordinance to protect the River from impacts of future development.

AESTHETIC AND ENVIRONMENTAL STANDARDS TO AVOID CONFLICTS WITH NEIGHBORING USES

Because the appearance of Allenstown's traditional landscape, including views of simple things like farmland, forests, historic buildings and water resources, is so important to its residents, there must be a priority placed on preserving them. Planning regulations addressing lot

size, placement of buildings, signage and landscaping are typically used to address aesthetic elements of the community.

Commercial, industrial, and residential land uses often abut one another in Allenstown. Commercial and industrial development can have negative impacts on the community, ranging from increased traffic to reducing the aesthetic appeal of the community.

The existing Zoning Ordinance and Site Plan Review Regulations do not contain any performance standards related to the aesthetic, environmental, or traffic impact of commercial and industrial developments. In the future, it is recommended that such performance standards be included in the Zoning Ordinance and Site Plan Review Regulations. Performance standards or requirements that could be specifically included are:

- Minimum Landscaping and Screening Performance Standards - These standards preserve and enhance the aesthetic qualities of the community by establishing landscaping and design standards, which are proportionate to the intensity of proposed land use(s).
- Exterior Building Facade Performance Standards - These are used to protect the aesthetic character of the community and to improve the quality of development constructed, the Town should consider instituting architectural design standards in the Zoning Ordinance and Site Plan review regulations.
- Screening Performance Requirements - An important aspect of commercial and industrial development design, screening can help preserve property values of abutting parcels and reduce the overall aesthetic impact of such developments.
- Parking Performance Requirements - The Town should also consider revising parking requirements in the Site Plan Review Regulations to

include provisions for the different aspects (pedestrians, parking, landscaping, stormwater, etc) of parking lot design.

- **Signage Requirements** - Signage can have a significant impact on the character of a community. In the future, the Planning Board should review the current sign ordinance and consider instituting changes regarding to dimension, height, materials, lighting, etc. while also complying with the latest US Supreme Court Rulings.
- **Lighting Standards** - Lighting is also a critical component of commercial and industrial site design. Often, site designs employ excessive amounts of lighting, thus having negative impacts on abutting properties. Also, excessive lighting acts as a form of signage, and should not be permitted. It is recommended that the Town consider enacting specific performance standards regarding lighting for commercial and industrial sites.
- **Environmental Performance Standards** - Environmental performance standards should be developed in order to protect the long term environmental quality and overall vitality of commercial and industrial districts. The variety of permitted uses, taken together with often intensive land use patterns and an inventory of environmental resources, necessitates environmental performance standards. Specific environmental performance standards that the Town should consider adopting should include standards related to odors, noise, wetlands, steep slopes, and ground water supplies.

SUMMARY

Moving forward, Allentown has several items to consider, challenges to address, opportunities to take advantage of, and assets to protect. To begin with, MS4 requirements will need to be addressed through a town-wide approach. Things like wetlands, surface water, groundwater,

and drinking water will need to be protected. Not only for MS4 compliance but quality of life as well. Various tools, in both the Zoning Ordinance and the Planning Board's regulations (Site Plan, Subdivision, and Excavation Regulations) will play a role. Wetland setbacks, erosion control measures, and modern stormwater management practices will need to be in place. The Town will need to continue to build upon what has been done, most notably, through the creation of an Illicit Discharge Ordinance.

Streamlined, transparent, and modern approval processes, notably that of the Planning Board, need to continue to be a priority. A vibrant, informative, and easy to use website is crucial. Continuing to transfer the application process online; maintaining all meeting materials, agendas, and ordinances/regulations; and ensuring that the web site is easy to use, will ensure transparency and ease of use for applicants, abutters, and the public as a whole. Additionally, the new Technical Review Committee, whereby applicants meet with all department heads to review their application early, along with the checklist review process by the Town's Planner and Building Inspector, will continue to ensure levels of predictability for all parties. This will ensure compliance with the Town's regulatory framework while at the same time streamlining the process.

Though challenges exist, there are also opportunities to capitalize upon. As discussed in the Housing and Economic Chapters of this Plan, Allentown has a fairly balanced housing stock which lends itself to tailoring its housing market to attract the workforce of the not-so-distant-future. With aging populations and larger homes not selling, much of the state will be wrestling with the challenge of having an excessive supply that doesn't meet the demand. Allentown on the other hand, can tailor housing to fit its needs (for seniors) while at the same time trying to take advantage of an opportunity that few other towns can: attracting young families, and therefore, a workforce. Minor

changes in the Zoning Ordinance, such as updating clustering and ensuring that various types of housing will be allowed in Town, will move this to fruition quickly. Other strategies can be found in the Housing Chapter of this Plan.

Natural resources and community character go hand-in-hand in Allenstown. The presence of Bear Brook State Park, coupled with an urban Suncook Village, and suburban homes in the northeast corner of Town give Allenstown a very unique character that cannot be found in many other communities. Protecting this character is key to Allenstown's future. Efforts to promote rural and natural features, such as the OSF Zone and the Agricultural Overlay, work in concert with the Suncook Infill District to provide a foundation for protecting this character. Adding provisions such as historic preservation, expanding the Suncook Infill Development Zone, and wetland setbacks can help to solidify these strong foundations now and for years to come.

Balance is the key to the whole process moving forward. This was not only evident in the survey and visioning sessions but also in data dealing with topics such as future land use and housing. Housing for instance, will require balance in the type, cost, and where it is located in Town, while at the same time, the housing stock must be in balance with population size and growth. With regard to economics, balance would take the form of scaling the type of business within a given industry to Allenstown's character (for instance, within the healthcare cluster, a hospital or clinic may not fit but a doctor's office might). Development should also look different along Routes 3 and 28, the OSF Zone, and in Suncook. Understanding how each location facilitates and support development is key to development. In short, balance will ensure that Allenstown's future fits the needs of both its current and future residents.

RECOMMENDATIONS AND OBJECTIVES

Moving forward, a number of objectives and recommendations have been made to implement the vision articulated in this Chapter. Some of the recommendations and objectives from the 2003 Master Plan that are still relevant and are incorporated in this Plan. Recommendations and Objectives include:

RECOMMENDATIONS AND OBJECTIVES FROM THE 2003 MASTER PLAN

The 2003 Master Plan update contained several objectives and recommendations that are to be included in this Master Plan. Those include:

2003 Objective 1:

To revise, or rewrite where necessary, the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations to promote consistency within all three documents and with regulations that will further protect natural resources in Allenstown.

- Develop steep slope (greater than 15%) development regulations to protect land and buildings.
- Develop wetlands setback regulations and reference the New Hampshire Department of Environmental Services' (DES) Shoreland Water Quality Protection Act within the regulations.

2003 Objective 2:

To continue to encourage the modernization and streamlining of Planning and Zoning Board processes.

- Continue to employ a part-time Planning Board/Zoning Board coordinator position to be responsible for collecting of applications, noticing, mailings, and other clerical work.

- Research, record, and monitor grandfathered gravel operations.
- Continue the use of the Central NH Regional Planning Commission for circuit rider planning services in support of the Planning Board.

2016 Recommendations and Objectives

In addition to the goals and objectives described above as part of the 2003 Master Plan, the following are to be added as part of this update:

2016 Objective 1:

Work to comply with US Environmental Protection Agency (EPA) Municipal Separate Storm Sewer System (MS4) Permit requirements.

- Adopt an Illicit Discharge Ordinance, and other ordinance/regulation changes to comply with the permit.
- Work with CNHRPC and the Town's Engineer to develop the Stormwater Management Plan and ensure that the Notice of Intent (NOI) is properly filed.
- Ensure that all Town departments comply, as applicable.
- Continue to ensure compliance with all Permit requirements.

2016 Objective 2:

In support of economic development priorities, work to attract young families to Allenstown.

- Revise and enhance cluster ordinance provisions to make them easier for developers to use and provide greater density incentives than the current five acres. This, coupled with ensuring that there are no barriers to renovate homes across Town will also keep costs down.

- Ensure that the Zoning Ordinance allows for townhouse-style development in and around Suncook Village and the Residential Zones.
- Work to ensure there is adequate infrastructure, including sewer, water, roads, and broadband internet access.
- Continue to support outdoor recreation efforts in Allenstown.
- Work with the Allenstown School District to ensure that the school system provides innovative curriculum to serve as an attraction.
- Work with realtors to develop additional strategies, including marketing.

2016 Objective 3:

Ensure that Allenstown's land use regulations support development of a wide range of housing options to meet the needs of residents at all ages of the life cycle, including single residents, families and seniors.

- Audit housing regulations to be sure that housing options are available for residents of all ages, income and abilities.
- New development should model sustainable design and sensitively integrate into its natural setting.

2016 Objective 4:

Maintain balance between the housing stock and population while pursuing other opportunities such as strategies for aging in place and for workforce attraction.

- Maximize downtown development potential in terms of higher density, a mix of compatible uses, and infrastructure.
- Continue to manage the growth of the mobile home parks.

- Pursue demographic-specific housing strategies (seniors, workforce, etc).
- Institute phasing provisions in accordance with RSA 674:21.IV.c, for all major subdivisions and multi-family site plans.
- Consider historic preservation provisions for Suncook Village such as demolition delay bylaws and/or historic district designation.
- Track changes in building permit data, vacancy rates, household size, and the ratio of population to housing to determine if balance is maintained each year.
- Work with realtors to develop additional strategies, including marketing.

2016 Objective 5:

Ensure economic development is consistent with community character.

- Maximize downtown development potential in terms of higher density, a mix of compatible uses, and infrastructure.
- Where appropriate, consider architectural design standards downtown.
- Recruit "target industries" as described in the Economics Chapter.
- Review the Zoning Ordinance to ensure that target industries are permitted, where appropriate, and are of a scale that fits with Allenstown's community character.

2016 Objective 6:

Continue the process to modernize and streamline the permitting process.

- Continue to shift to an online application process. Periodically assess the process for effectiveness.
- Support and rely upon the new Technical Review Process to ensure department heads screen applications for issues well in advance of public hearing on applications.
- Continue to utilize the Central New Hampshire Regional Planning Commission Circuit Rider Service for application review and Planning Board support.
- Continue to rely upon the Circuit Rider and Building Inspector checklist review process for all Planning Board applications.

Town of Allenstown, NH

Official Zoning Map

March 10, 2015



Legend

Zoning Districts

- Business
- Commercial/Light Industrial
- Industrial
- Open Space/Farming
- R1 Residential
- R2 Residential

Overlay Districts

- Infill Development District
- Groundwater Protection District
- Agricultural Conservation District
- Mobile Home Park District

Roads

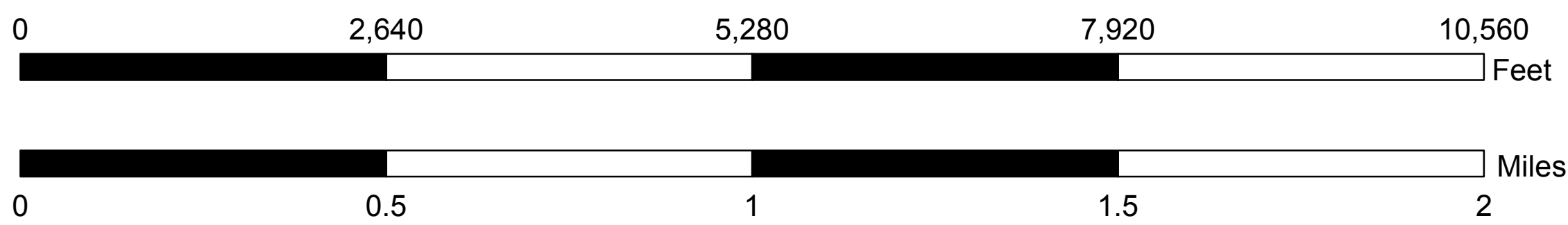
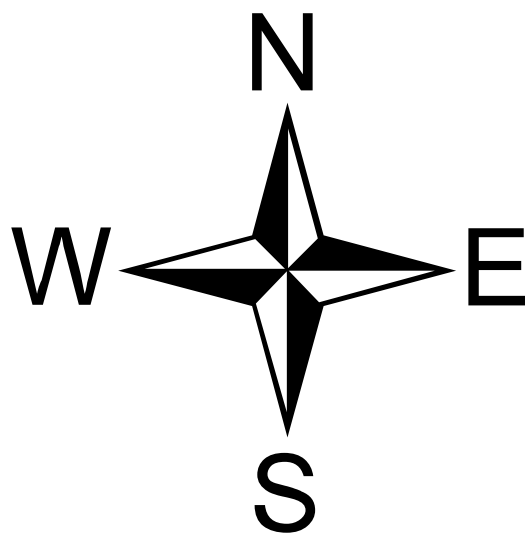
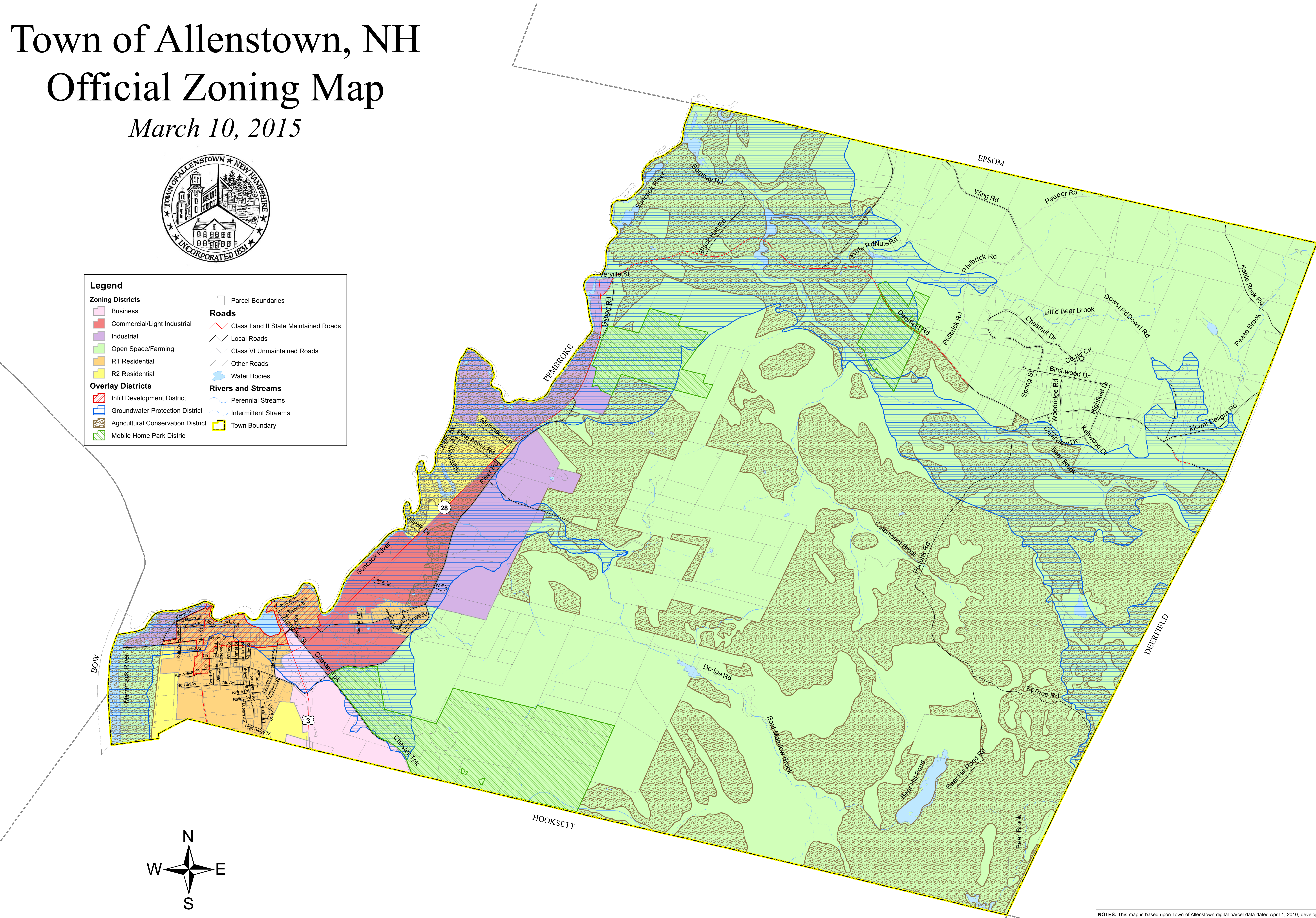
- Class I and II State Maintained Roads
- Local Roads
- Class VI Unmaintained Roads
- Other Roads

Rivers and Streams

- Perennial Streams
- Intermittent Streams

Other

- Parcel Boundaries
- Town Boundary



NOTES: This map is based upon Town of Allenstown digital parcel data dated April 1, 2010, developed by Centographic Associates, Inc. and provided by the Town. Zoning boundaries and overlay districts developed in 2010, updated in 2011 by the Central New Hampshire Regional Planning Commission. 2010 Roads data from NHDOT. 2009 Hydrography data from the NH Hydrography Dataset via NH GRANIT. Municipal boundaries from NH GRANIT.

Zoning overlay districts and an update to base zoning approved by voters in March 2011. Mobile Home Park Overlay District approved by voters in March 2015.

This map was produced by the Central New Hampshire Regional Planning Commission. Errors and updates should be directed to CNHRPC and the Town of Allenstown.

Allenstown, NH Master Plan



Land Use By Parcel

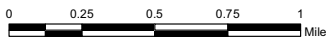
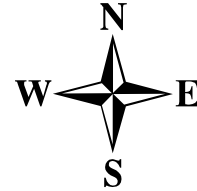
Legend

Parcels by Use Description

- Undeveloped Residential
- Single Family Residential
- Two Family Residential
- Multi-Family Residential
- Mobile Homes
- Mixed Use
- Commercial
- Undeveloped Commercial
- Industrial
- Exempt

Roads

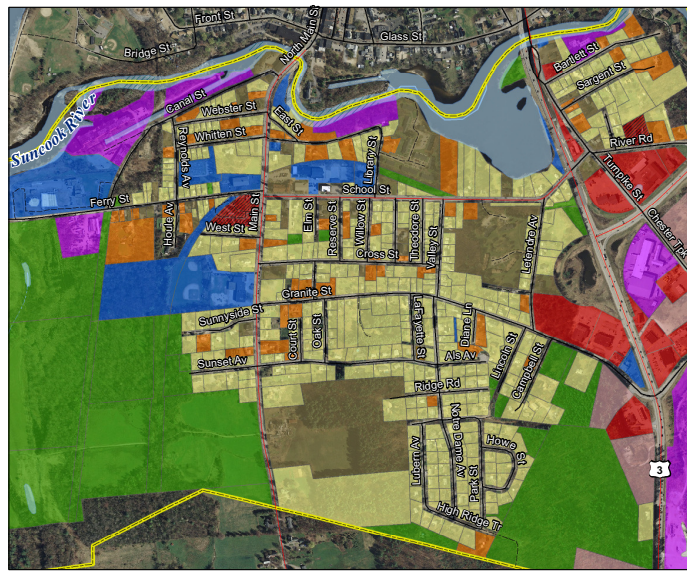
- Class I and II State Maintained Roads
- Local Roads
- Other Roads
- Class VI Not Maintained Roads
- Town Boundary



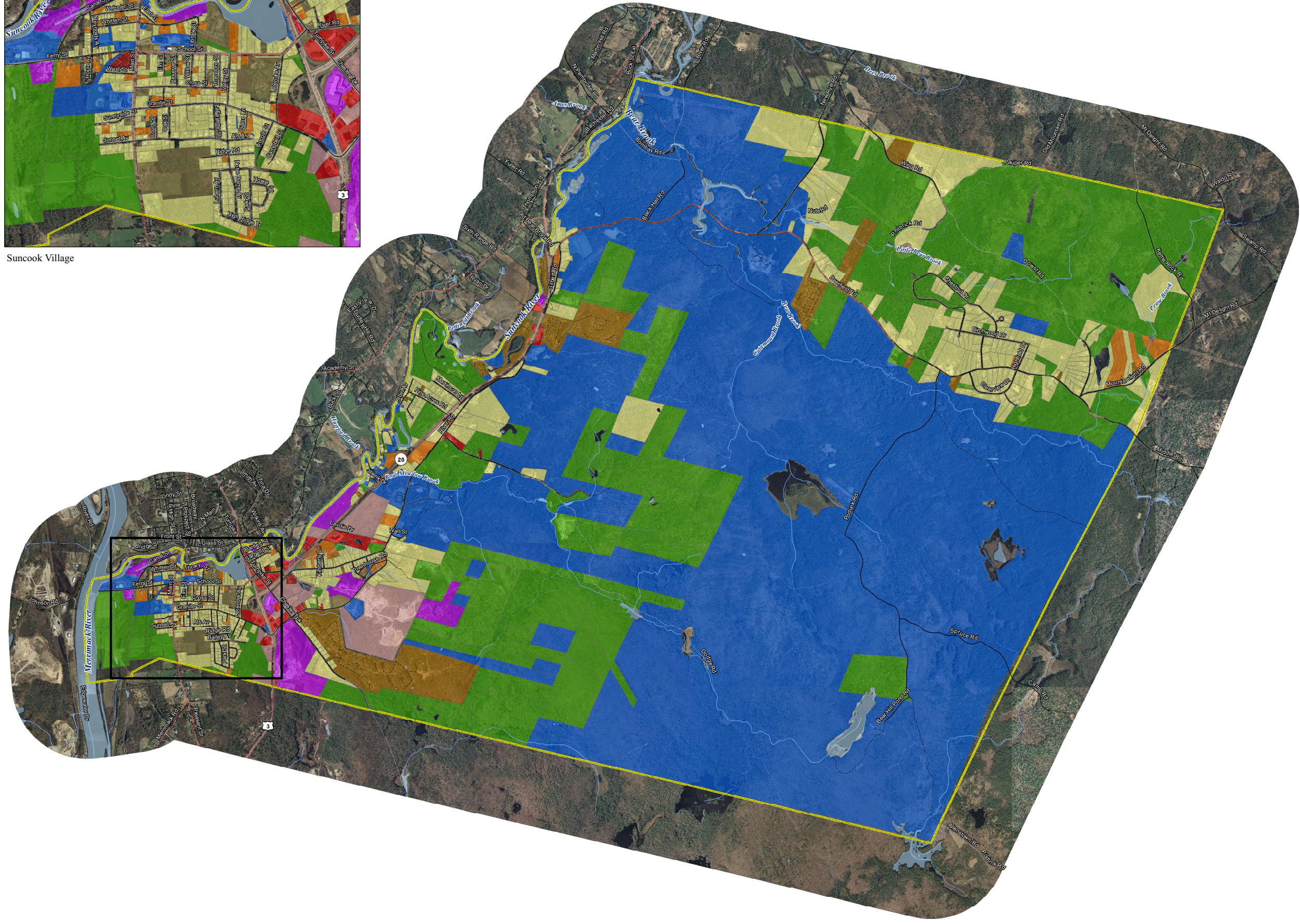
Data Sources: Tax parcel and assessing data from the Town of Allenstown; one-foot resolution 2010 Orthophoto imagery and roads data from the NH Department of Transportation; 1:24,000 source scale political boundaries from NH GRANIT.

This map is intended for planning purposes only. Not intended for regulatory or site-specific determinations.

Map created in June 2011 by the Central New Hampshire Regional Planning Commission (CNHRPC) for the Town of Allenstown.



Suncook Village



TRANSPORTATION

For the Town of Allenstown

Vision and Mission Statement of the Chapter

Promote the improvement of public roads in Allenstown; encourage a system of transportation that will meet the mobility needs of all local residents by providing for the efficient movement of people, goods, and services within Allenstown and throughout the region; maintain a commitment to the rural and historic character of the community; and provide a well-maintained and safe transportation system that meets the functional and aesthetic needs of the community, in a cost-effective manner.

A safe and efficient transportation network is an essential component for the development of a well-functioning and accessible community. Land-use and transportation are inextricably linked. Informed and thoughtful transportation planning is an essential part of guiding development in order to preserve valued features of the community while achieving and enhancing community goals. Allenstown's transportation system and its connections to the regional and state network provide access to the goods and services that residents and commerce require. It plays a large role in the development of the town, and in defining the town's character. With all future development, balancing the desires of residents to maintain Allenstown's rural character with the increasing demand on the transportation system will be vital to the Town's future.

The existing transportation network has a profound influence on the location and development of land use throughout the town. Development trends in Allenstown have traditionally been influenced by NH Route 3 and NH Route 28. Suncook Village shared with the Town of Pembroke has long been the heart of the community. The strip commercial located along NH 3 and along a portion on NH 28 has provided services to residents of Allenstown and residents of portions of Pembroke, Hooksett and Epsom. In addition, a number of small scale industrial and construction related businesses are located on NH 28 in close proximity to NH 3. Moderate to high density residential development is found in Suncook Village and in the mobile home parks near the intersection of NH 28 and on Deerfield Road. The remainder of the community

consists of Bear Brook State Park and low density residential areas north along NH 28 and along Deerfield Road.

All land use activities, regardless of scale or type require access to adequate transportation routes and are most likely to locate where access is the easiest and least costly. Due to the financial commitment required for the improvement and maintenance of an adequate transportation system and the direct relationship between land use patterns and traffic circulation, the identification and analysis of current transportation needs is crucial to the orderly accommodation of growth and development. This section of the master plan is intended to provide such an analysis, while also enabling the Town of Allenstown to fully participate in all levels of transportation planning – local, regional, state and federal.

COMMUNITY VISIONING SESSIONS

Visioning sessions were held in Allenstown in regard to the update of the Master Plan on May 14, 2015 and November 3, 2015.

Transportation specific concerns raised pertain to the need for better access control on NH 28 and the need for additional sidewalks in the community. The community is supportive of additional commercial and industrial development in the community along with redevelopment of existing underutilized or low value non-residential properties.

CHAPTER PRINCIPLES

This chapter identifies planning policies in relation to transportation patterns and infrastructure based on the following important principles:

Principle 1

An integrated approach to transportation throughout the Town of Allenstown is required with particular attention given to transportation efficiency, safety, competitiveness, social inclusion and environmental sustainability;

Principle 2

Allenstown's principal transportation assets including highways, bridges, sports venues and strategically important travel corridors should be protected and developed;

Principle 3

Investment in the Town of Allenstown's transportation infrastructure should be made in a sustainable and efficient manner in order to promote the social and economic well-being of the Town and its populations;

Principle 4

Future provision for transportation and infrastructure should be firmly integrated with the Town's overall land use strategies;

Principle 5

Enhanced quality of life for all, based on high quality residential, working and recreational environments and sustainable transportation patterns.

EXISTING TRANSPORTATION NETWORK

A key component in planning for future transportation improvements in a community is to carry out a complete inventory of the existing transportation infrastructure serving the town. As previously mentioned, Allenstown's transportation network is dominated by US 3 and NH 28; however, there are a number of different types of roads existent in the town which are equally important to the overall transportation network.

HIGHWAY CLASSIFICATION

The State Aid classification system, which is identified by NH RSA 229:5 and 229:231, establishes responsibility for construction, reconstruction, and maintenance as well as eligibility for use of State Aid funds. This classification system also provides a basic hierarchy of roadways.

Of the seven possible state classifications, Allenstown's roads fall into five of these: Class I, Class II, Class III, Class VI and private roads. Figure 1 displays roadway mileage by classification. Allenstown's road system is atypical when compared to most New Hampshire towns, where most mileage is accounted for by Class V roads.

4.06 miles of Class III state maintained roadway is located in Bear Brook State Park, while most of Deerfield Road, School Street, and Main Street/S. Main Street are state maintained Class II roads.

The state provides funding to towns for road maintenance on Class IV and V roads in the form of Highway Block Grant Aid. Table 1 shows the Block Grant Aid Allenstown has received over the last five fiscal cycles.

Table 1: Highway Block Grant Aid Payments for Allenstown

FY	Highway Block Grant Aid Payments
FY 2012	\$98,000.50
FY 2013	\$76,842.83
FY 2014	\$77,185.42
FY 2015	\$77,754.91
FY 2016	\$82,070.88*

**Estimated*

Figure 1: State Legislative Class of Roads in Allenstown

Class I: Trunk Line Highways <i>(4.13 miles)</i>
Consists of all existing or proposed highways on the primary state highway system, excepting all portions of the highways within the compact sections of cities and towns. The state assumes full control and pays costs of construction, reconstruction and maintenance of its sections with the assistance of federal aid.
Class II: State Aid Highways <i>(4.31 miles)</i>
All existing or proposed highways on the secondary state highway system, excepting portions of the highways within the compact sections of cities and towns, which are classified as Class IV highways. All sections improved to the state standards are maintained and reconstructed by the state. All other sections must be maintained by the city or town in which they are located until brought up to state standards. The same applies to bridges on Class II highways.
Class III: Recreational Roads <i>(4.06 miles)</i>
All roads leading to, and within, state reservations designated by the Legislature. NHDOT assumes full control of reconstruction and maintenance.
Class III-a: New Boating Access Highways <i>(0.0 miles)</i>
Defined as new boating access highways from any existing highway to any public water in the state. All Class III-a highways are limited access facilities defined in RSA 230:44. Allenstown does not have any Class III-a roads.
Class IV: Town and City Streets <i>(0.0 miles)</i>
Consist of all highways within the compact sections of cities and towns listed in RSA 229:5. Extensions of Class I (excluding turnpikes and interstate portions) and Class II highways through these areas are included in this classification. Allenstown is not included in the designated towns for this classification.
Class V: Rural Highways <i>(22.91 miles)</i>
This classification consists of all traveled highways that the town or city has the duty to maintain regularly.
Class VI: Unmaintained Highways <i>(6.90 miles)</i>
Unmaintained Highways: This class consists of all other existing public ways, including highways discontinued as open highways and made subject to gates and bars, and highways not maintained and repaired in suitable condition for travel thereon by the town for five (5) or more successive years.
Private Roads <i>(17.61 miles)</i>
Private Roads are not part of the town network but many be open to travel.

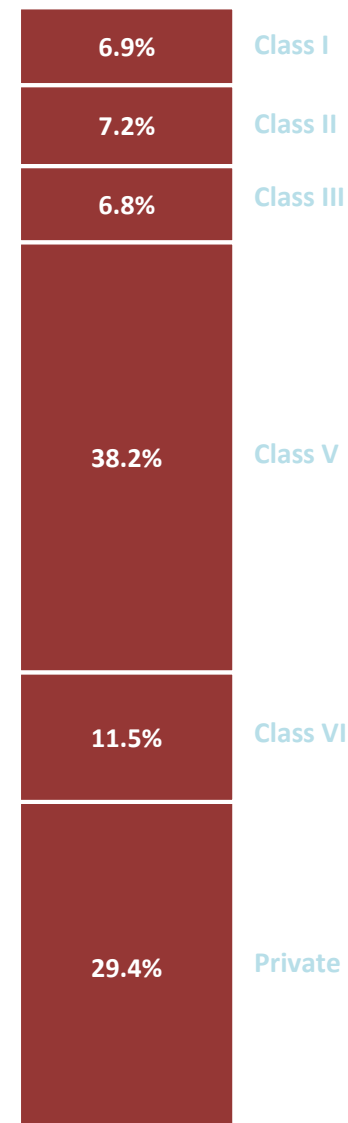
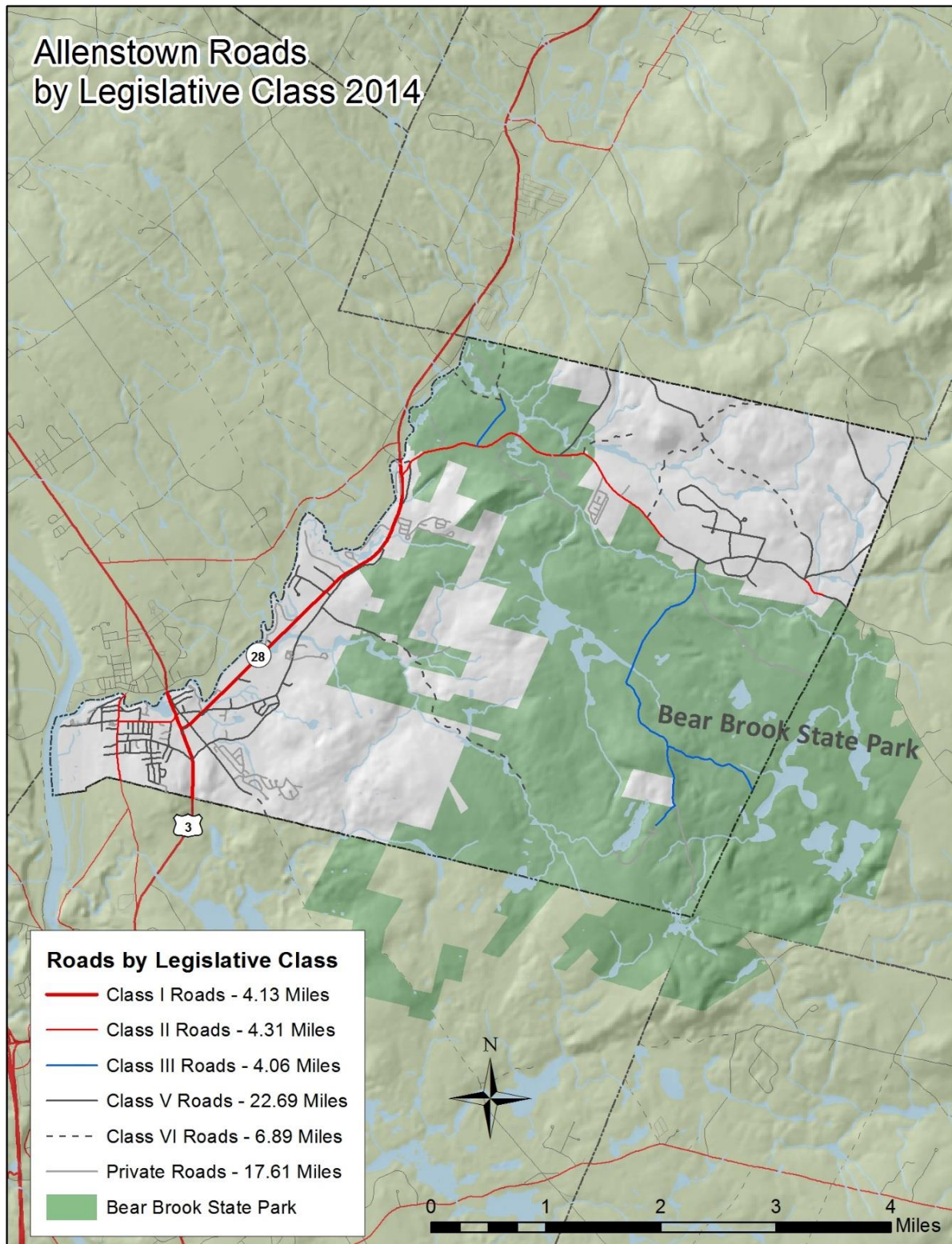


Figure 2: Map of Legislative Roads in Allenstown



Source: NHGRANIT

FUNCTIONAL CLASSIFICATION SYSTEM

The functional classification system identifies roads by the type of service provided and by the role of each highway within the state system based on standards developed by the US Department of Transportation. While the state aid classification system outlined above is the primary basis for determining jurisdiction, the following system is important for determining eligibility for federal funds.

Recognition of the principal function that a highway, road, or street is intended to serve can reduce potential conflicts between land use activities and traffic movements. For example, from a theoretical standpoint, residential development should never be permitted or encouraged to locate along major highways due to the opportunity for direct land use/traffic conflicts. The need for direct access to residential properties causes numerous left turn and crossover movements as well as ingress/egress movements, all of which slow and/or interrupt the smooth flow of traffic, while substantially increasing the potential for accidents to both pedestrians and vehicles. The five basic functional classifications are described below.

Generally, future development in Allentown should only be permitted to take place at locations where the primary road function is appropriate for the type of development proposed. As part of its Subdivision and Site Plan Review Regulations, the Planning Board should consider the functional classification of any road on which development is proposed to ensure that the proposed development is appropriate for the existing roadway function.

US 3 is classified as a principal arterial while NH 28 is classified as a minor arterial. Atypically in Allentown, all arterial and collector

roads are maintained by the NH DOT, with the exception of a 0.7 mile section of Granite Street from NH 3 to South Main Street. 4.06 miles of functionally classified local roadways are maintained by the NH DOT as Class III.

Figure 3: Functional Class of Roads in Allenstown

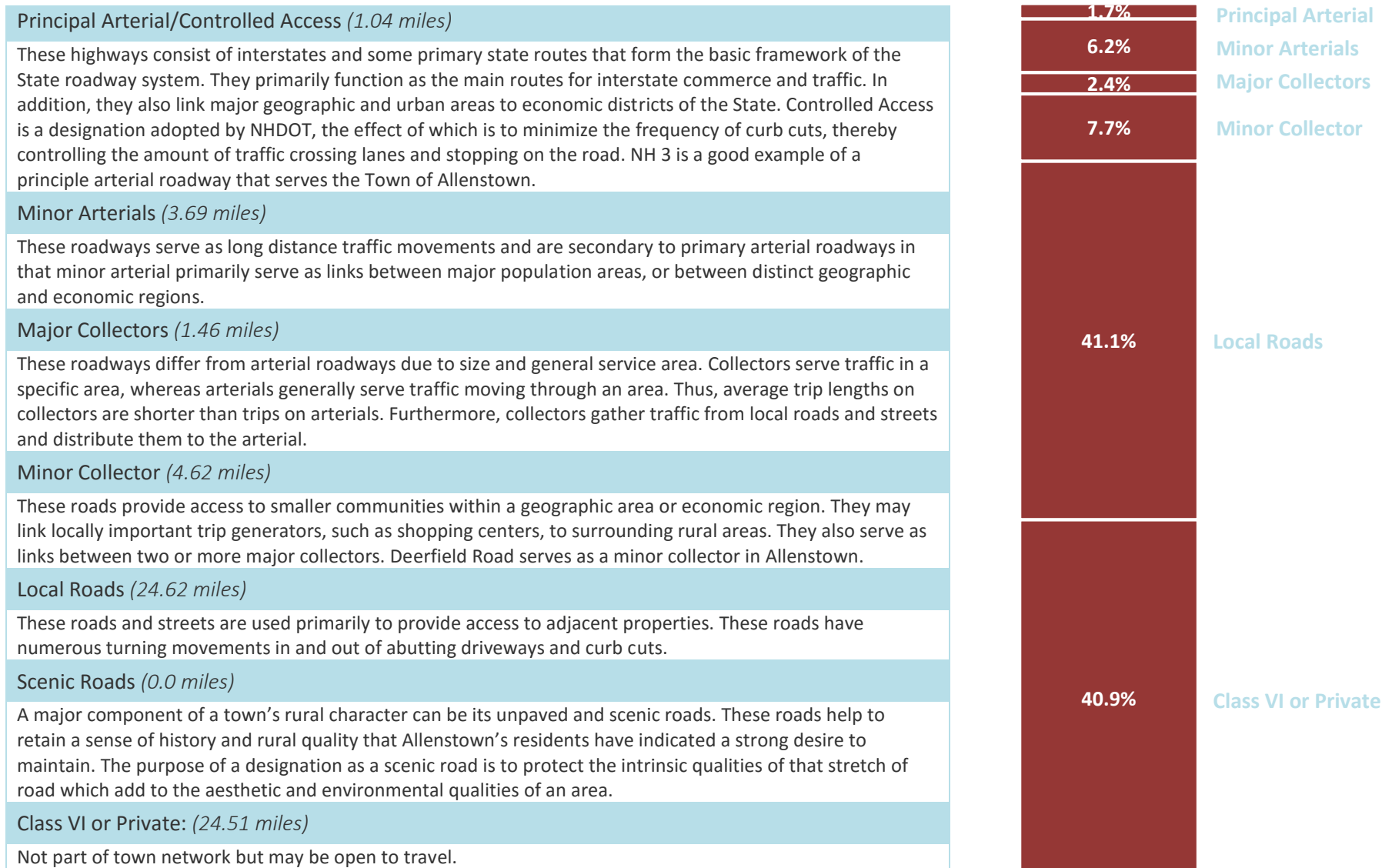
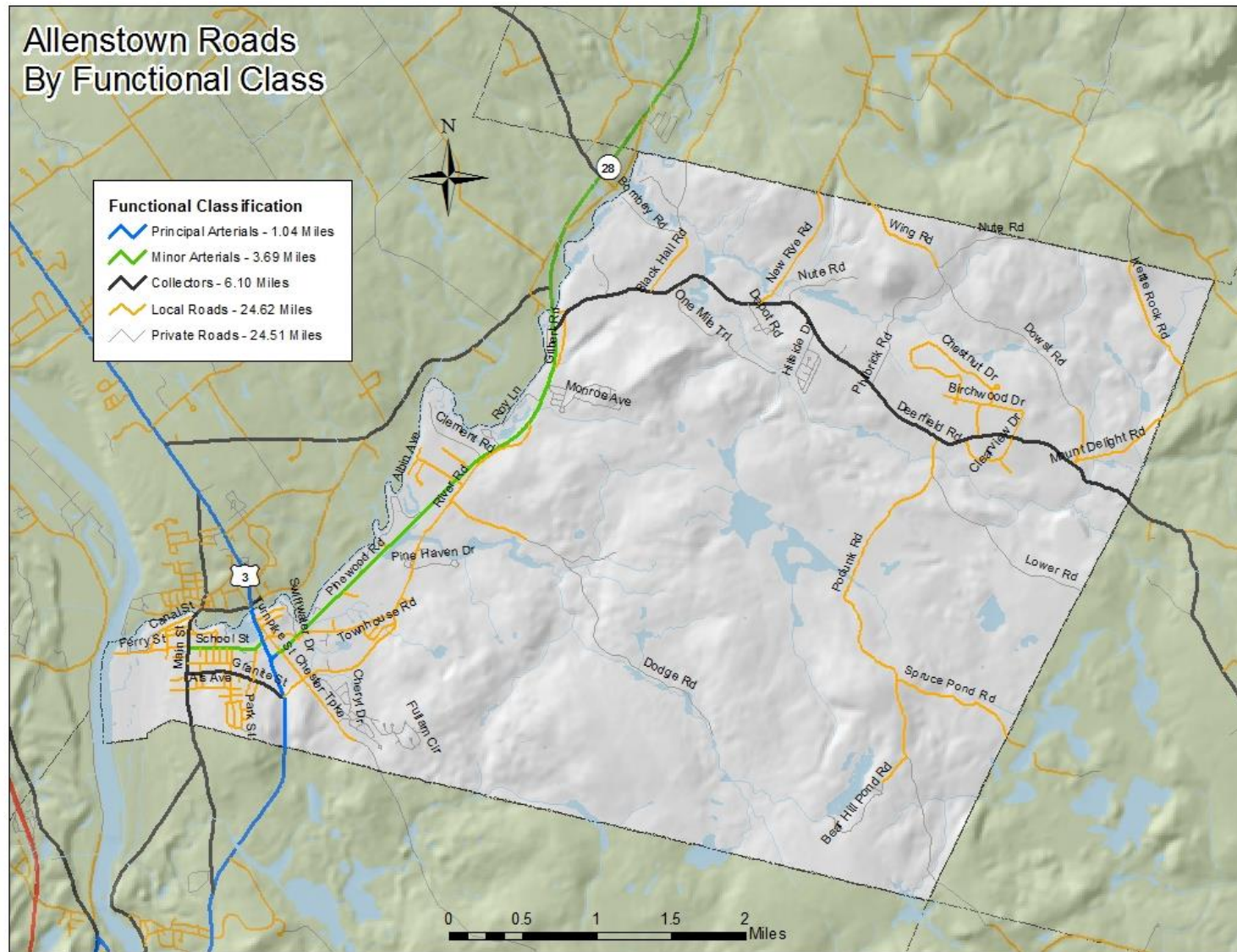


Figure 4: Federal Functional Class of Roads in Allenstown



Source: NHGRANIT

BRIDGE NETWORK

Bridges are a key component of the highway system. Bridges are the most expensive sections of roads, and a lack of adequate bridges can create transportation bottlenecks, which are often difficult to remedy.

The New Hampshire Department of Transportation (NHDOT) maintains an inventory of all bridges in New Hampshire using Federal Sufficiency Ratings (FSR), a nationally accepted method for evaluating bridges. An FSR represents the relative overall effectiveness of a bridge as a modern day transportation facility. With an FSR greater than 80 a bridge is generally accepted to be in good condition overall. A bridge having an FSR between 50 and 80 is eligible for Federal bridge rehabilitation funding. A bridge with an FSR less than 50 is eligible for either Federal bridge replacement or rehabilitation funding. These ratings are based on modern, federally accepted standards, and often historic bridges do not meet these standards.

Table TR-3 shows the bridges in Allenstown as listed on the NHDOT Bridge Summary. The classification of Structurally Deficient or Functionally Obsolete does not mean that the bridge is necessarily unsafe for use. Rather, it indicates that the bridge does not meet a particular standard, for example it is a one lane bridge or has a particular feature that is outdated.

The Bridge over the Suncook River on NH 28 is the only bridge listed as deficient in Allenstown. Improvements to this bridge are included in NH State Ten Year Transportation Plan 2017-2026 (draft dated August 26, 2015). “Bridge Rehabilitation to probably include deck replacement and painting of steel girders” is currently

Table 2: Structurally Deficient or Functionally Obsolete Bridges in Allenstown

Bridge	Location	FSR	Deficiency	Owner	ADT/ Year	Inspection Year
NH 28	Boat Meadow Brook	98.2	NA	NHDOT	8000 / 11	Apr 2013
Main Street	Over Suncook River	93.7	ND	NHDOT	3800 / 11	Jul 2014
US 3	Suncook River	84.9	ND	NHDOT	9100 / 11	Apr 2013
River Road	Boat Meadow Brook	100.0	NA	Town	580 / 11	Jul 2013
NH 28	Suncook River	65.7	SD	NHDOT	6000 / 11	Nov 2014
Deerfield Road	Bear Brook	99.7	ND	NHDOT	2300 / 11	Apr 2013
Podunk Road	Catamount Brook	74.8	NA	NHDOT	20 / 03	Apr 2013
Podunk Road	Bear Brook	95.9	NA	NHDOT	190 / 11	Apr 2013
Deerfield Road	Pease Brook	96.0	NA	NHDOT	850 / 11	Apr 2013

FO= Functionally Obsolete SD= Structurally Deficient ND=Not Deficient
NA=Not Available ADT= Average Daily Traffic

programmed for preliminary engineering in 2018-2020 and construction in 2021.

Boat Meadow Brook on River Road is the only listed a town owned bridge and has a FSR of 100.

10 | ALLENTOWN MASTER PLAN | TRANSPORTATION

TRAFFIC VOLUMES

The Central New Hampshire Regional Planning Commission (CNHRPC) collects traffic count data for the New Hampshire Department of Transportation (NHDOT) in accordance with federal guidelines under the Federal Highway Performance Monitoring System (HPMS).

Figure TR-4 displays the Average Annual Daily Traffic (AADT) volumes for 2008 – 2014, which are published on the NHDOT website at

<http://www.nh.gov/dot/org/operations/traffic/documents.htm> .

AADT is a basic measure of traffic demand for a roadway and represents the volume of traffic travelling in both directions. As stated above, CNHRPC provides traffic count data to the NHDOT, who then calculates the AADT by applying correction factors to raw data to account for weekday and seasonal variations in traffic volumes.

Of the sites routinely counted only NH 28 east of NH 3 has shown any increase in the traffic when compared to 2008. The remainder of the locations counted in the community have either shown a small decrease or no change in AADT.

ROADWAY CONDITIONS

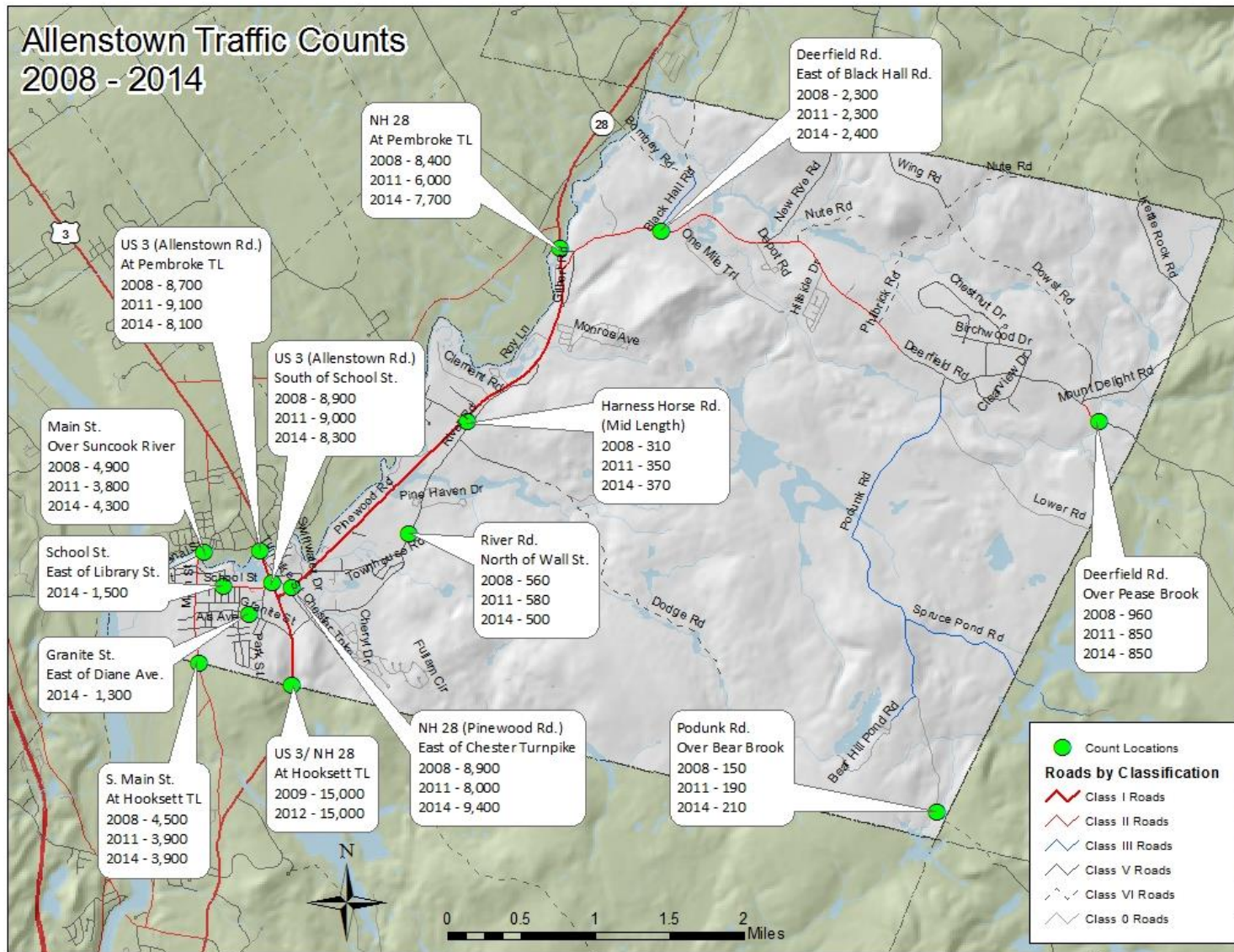
Pavement condition data from 2014 was obtained from the NHDOT's Pavement Management Section for state-maintained (Class I and II) roads and is displayed in Figure TR-5. The pavement condition is rated based on its Ride Comfort Index (RCI), which is calculated directly from the average pavement roughness measured in the left and right wheel paths of roadways. With the work recently completed on NH 3, both NH 3 and NH 28 are in good condition in Allenstown with the exception of the Suncook River

Bridge on NH 28. Fourth and fifth tier state roads, those last on the list for highway maintenance and repair, are in generally poor condition in Allenstown including Deerfield Road, School Street, and Main Street/South Main Street.

On local, town maintained roads surface conditions vary by location. Naturally, there are issues to be addressed in the Town's road network, particularly due to the increasing costs of maintenance. The Town's Capital Improvement Program should regularly include funding to support a regular repaving and maintenance schedule.

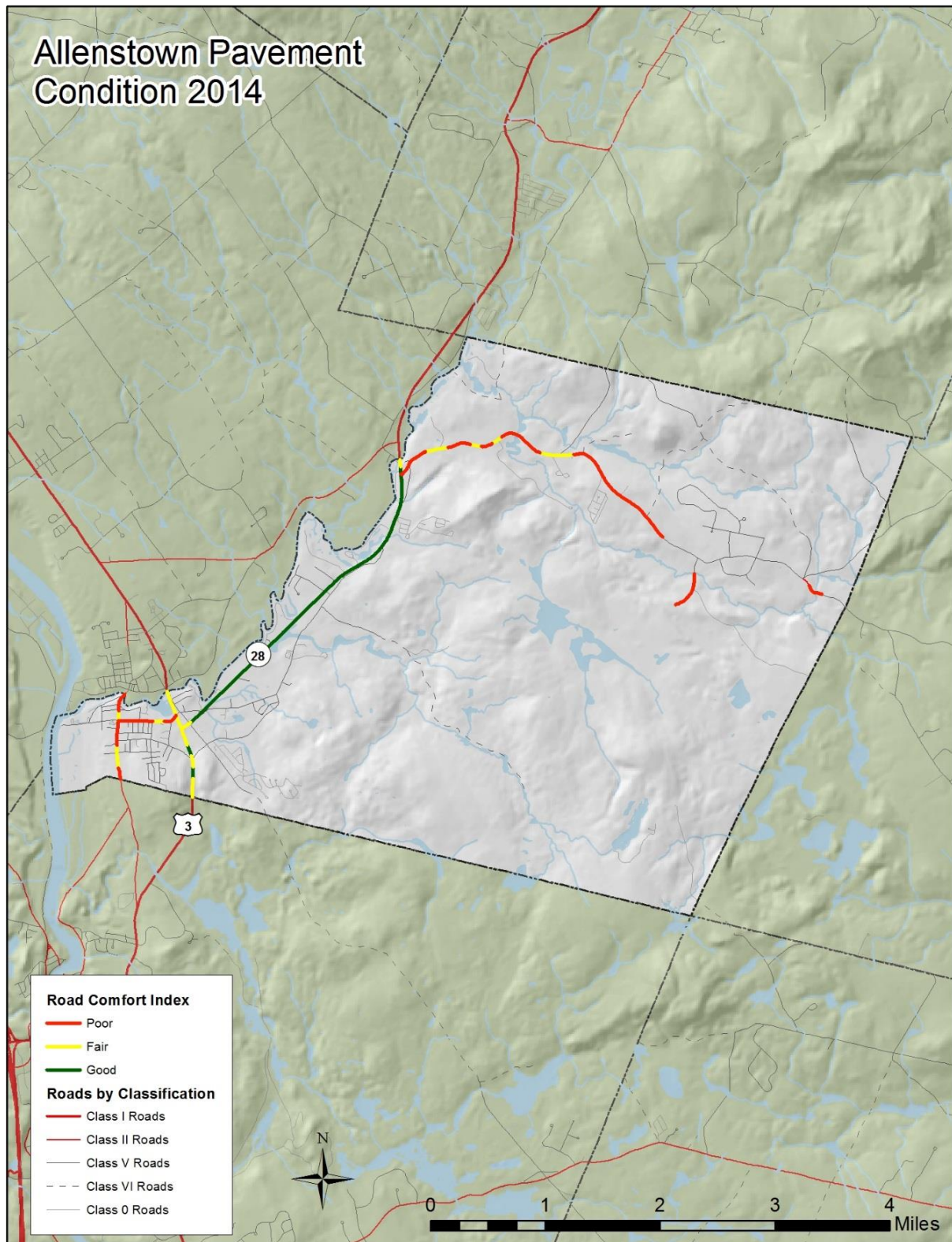
Many communities in New Hampshire have begun to establish Road Advisory Committees and implement Road Surface Management Systems (RSMS) to help prioritize road improvements and develop a transparent system for short, medium and long term improvements. The Central New Hampshire Regional Planning Commission offers a RSMS at no cost to its member communities. RSMS is basically a methodology intended to provide an overview and estimate of a road system's condition and the approximate costs for future improvements. RSMS provides a systematic approach for local officials to answer basic questions about their road system, to gauge current network conditions and to guide future improvement and investment in line with municipal Capital Improvement Programs.

Figure 6: Average Annual Daily Traffic Counts in Allenstown



Source: NHDOT, 2014

Figure 7: NHDOT Pavement Condition 2014



Source: NHDOT, 2014

MOTOR VEHICLE CRASHES

Motor vehicle crash data from 2010 – 2014 was obtained from NHDOT, who receives the data from the Department of Safety for crashes with over \$1,000 in damage. The data represents roughly 80% of all crashes with over \$1,000 in damage that took place during this time period; the remaining 20% of crashes are not locatable based on the information contained in the accident reports. Locatable crashes that occurred in Allentown were reviewed and are summarized graphically on Figure TR-6 and in summary tabular form for the most frequent locations in Tables TR-4 and TR-5.

During this five year time period, the highest proportion of accidents occurred along the most heavily travelled routes in Allentown, NH Route 3 and NH Route 28. NH Route 3 and NH Route 28 are both state maintained highways. NH 28 has a limited access plan in place with a total of 15 allowable driveways and 10 street intersections in this 3.17 mile segment of highway. NH 3 in Allentown is characterized by suburban scale strip commercial/industrial/service uses with sections of limited access highway. Access to the existing, older commercial development should be better controlled to reduce the number of accidents along this corridor. The relatively high number of accidents on this corridor is partially due to uncontrolled access from several of the existing businesses along the corridor. The lane drops in this section of highway may also be a contributing factor.

Only 28% of the accidents along the NH 28 corridor are associated with intersections and just over 55% involve collisions with other

vehicles. This is a relatively low number for the traffic volume on this street.

Deerfield Road has had a total of 16 accidents over the four year period with a traffic volume of between 2400 AADT and 900 ADT. In addition, 3 additional accidents occurred at the intersection of Deerfield Road and NH 28. This is a relatively large number of accidents on a rural road with relatively little development. Visitors to Bear Brook, who may be unfamiliar with the area, might be considered a contributing factor along with the poor condition of the road surface, and the roadway geometry. A road safety study should be undertaken along this corridor and recommendations implemented with the attention to improve the safety of this corridor.

Main Street/South Main Street was the third highest accident street in town. Given the moderate level of traffic on this street, and the relatively dense development on the northern portion of this corridor, may at least partially explain the 13 identified accidents enumerated by NH Department of Safety. A road safety study may be warranted on this corridor as well.

The accident counts at the intersections are also included in the roadway totals. It is reasonable to assume that a number of smaller accidents may also have occurred during this time period which did not require the intervention of the police department.

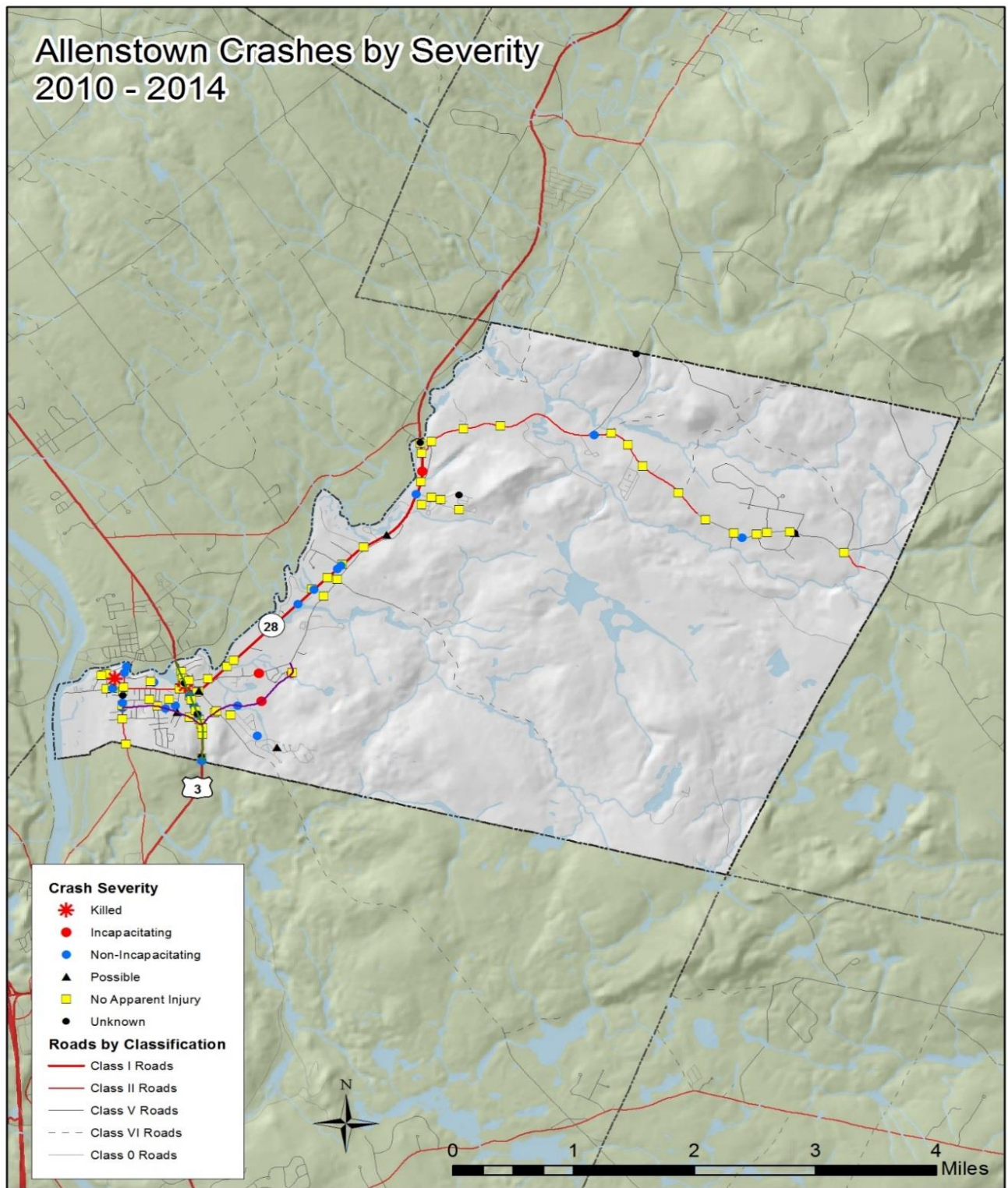
Table 3: Cumulative Accident Data

Road or Intersection (Length 0.96 miles)	Accident Type				Accident Severity						Conditions	
	Type	Description	Type Total	Intersection Related	Fatality	Incapacitating	Non-Incapacitating	Possible	Unknown	No Apparent Injury	At night	During snow, rain, or sleet
Route 3 Allenstown Pembroke TL to Hooksett TL (0.96 miles)	Collision	Other Motor Vehicle	26	7	1		7	3		15	1	7
	Collision	Bicyclist	1	1								
	Collision	Fixed Object	2	1	1							
		Other/Unknown	1								1	
Location Totals			30	9	2	0	7	3	0	15	2	7

Road or Intersection (Length 3.17 miles)	Accident Type				Accident Severity						Conditions	
	Type	Description	Type Total	Intersection Related	Fatality	Incapacitating	Non-Incapacitating	Possible	Unknown	No Apparent Injury	At night	During snow, rain, or sleet
NH 28 Intersection of Route 3 to Pembroke TL (3.17 miles)	Collision	Other Motor Vehicle	16	7			4	2	1	9	2	3
	Collision	Animal	5				1			4	4	
	Collision	Fixed Object	4			1	1			2	1	1
	Non-Collision	Spill (2 Wheel Vehicle)	1				1					
		Other/Unknown	2					1		1		1
	Collision	Bicyclist	1	1					1			
Location Totals			29	8	0	1	7	3	2	16	7	5

Source: NHDOT/NH Department of Safety

Figure 8: Reportable and Locatable Vehicle Crashes 2009 – 2013



Source: NHDOT/NH Department of Safety

Table 4: Accident Hot Spots 2010-2014

State Maintained Highways	Number of Accidents 2010-2014
US 3	24
NH 28	20
Main St/S Main St	13
School St	5
Deerfield Road	10
Town Maintained Roads	Number of Accidents 2010-2014
River Road	8
Granite St	3
Deerfield Road (town maintained section)	6
Intersection Locations	Number of Accidents 2010-2014
US 3/NH 28	8
US 3/School St/River Rd	5
NH 3/Granite Street	4
NH 28/River Rd	4
NH 28/Deerfield Rd	3

Source: NHDOT/NH Department of Safety

COMMUTING PATTERNS

The US Census Bureau's American Community Survey (ACS) is an ongoing survey that provides data every year in the form of 1-, 3- and 5-year period estimates representing the population and housing characteristics over a specific data collection period. The ACS differs from the decennial Census in that the Census shows the number of people who live in an area by surveying the total population every 10 years. The ACS shows how people live by surveying a sample of the population every year. ACS collects and releases data by the calendar year for geographic areas that meet specific population thresholds; for areas with populations under 20,000, such as Allentown, 5-year estimates are generated. The most recent release represents data collected between January 1, 2009 and December 31, 2013.

Journey to Work Commuting data from the 2009-2013 5-year estimates for Allentown were reviewed and are displayed graphically in the charts below. Most of the working population residing in Allentown works outside of the community (96%), the majority work within New Hampshire, drives to work alone (91%), and 42 percent of residents commute more than 30 minutes to work commutes an average of about 27 minutes to work.

Fifty (50) percent of all commuters travel to either Concord, Manchester or Hooksett, will 28.3 percent of all commuters fall into the "All other Locations" category. In reviewing the raw data, the "All Other Locations" are widely distributed to many communities in New Hampshire, Massachusetts, Maine, and even further afield. None of these destinations attract more than 2% of the total resident workers.

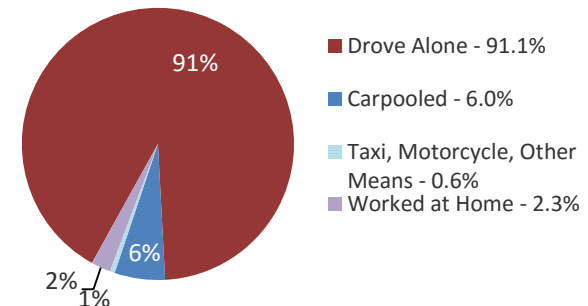
It should be noted that the category “public transportation,” is an option under “Means of Transportation to Work,” however, 0.6 percent of the population used “Taxi, Motorcycle, or Other Means” to commute. Only 2.3% worked at home which is the lowest percentage in the region.

As is typical in most New Hampshire towns, the most popular transportation option for Allenstown residents is the private automobile. Carpooling, where one or more passengers accompany the vehicle driver to a shared destination point represents only six percent of commuters in Allenstown. This percentage could be increased if a park and ride facility was created in the town.

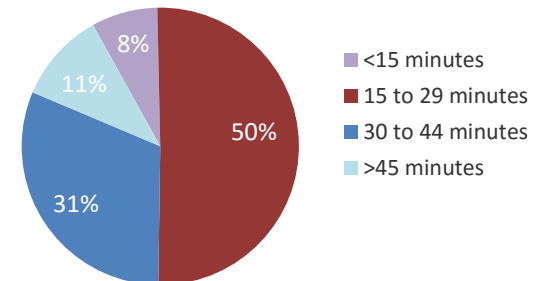
Understanding the commuting patterns of the labor force in the community can assist in planning roadway improvements that will make important travel routes more efficient, safe, and promote economic growth in a sound and coordinated fashion. Similarly, local residential roads that are not suited for heavy commuter traffic should be identified and this “through traffic” should be minimized wherever viable alternatives can be provided. Traffic counts should be reviewed and analyzed to identify roads that have shown an increase in traffic over the years. Finally, yearly traffic counts should be carried out on roads that the Town sees as a concern in order for reliable usage patterns to be analyzed.

Figure 9: Commuting Data

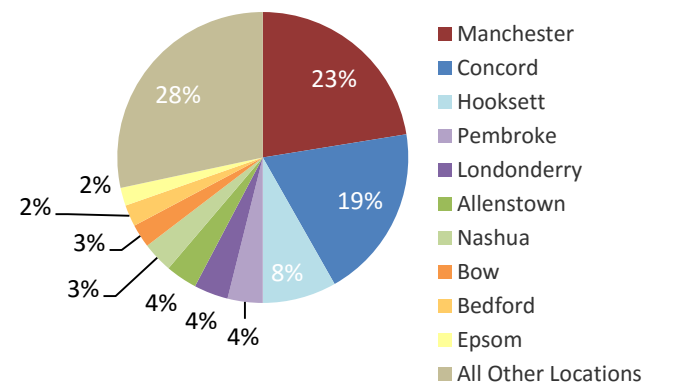
Means of Transportation to Work



Travel Time to Work



Place of Work



Source: ACS 2009-2013

DEVELOPMENT AND TRANSPORTATION

NEW DEVELOPMENT

New development is often phased over extended periods of time and the ultimate, as well as the immediate, impacts of development on traffic volumes and transportation systems should always be considered. The magnitude of new development obviously determines the traffic impacts that the development will have. Depending on existing roadway traffic volume, distribution patterns, and the physical condition of local roadways, small scale as well as large-scale development can often have significant impacts on the surrounding roadway network. By requiring transportation/traffic impact studies for new developments of a certain size or for developments located in areas where significant transportation problems are known to exist, the Town of Allenstown's Planning Board can effectively evaluate the scope of impacts associated with any new development. Through this kind of scrutiny, recommendations for project phasing, and developer participation in necessary improvements can be developed and problems of safety, congestion, and expensive upgrading of poorly planned roads can be avoided.

As federal and state assistance for local road construction has decreased (in most cases), in recent years, and will likely continue to decrease in future years, the construction, improvement, and maintenance of local roads has increasingly become the responsibility of municipalities and developers. The fact that a developer accepts the responsibility for performing all necessary "on-site" infrastructure improvements is now considered standard practice. However, where developments will have significant impact

on the transportation infrastructure in Allenstown, developers should also be responsible for addressing these issues.

The two basic methods for securing developer participation in roadway and other infrastructure improvements necessitated by new development are through negotiated development agreements and through the assessment of formula based development impact fees.

CONNECTIVITY

The functional roadway classification system provides an organized hierarchy to the Town's roadway system. However, for the roadway system to be effective, efficient, and to serve to maintain a sense of community, the roadway system needs to exhibit a sense of connectivity. Roadway connectivity refers to a street system that provides multiple routes and connections to the same origins and destinations.

One of the difficulties that the Town of Allenstown, like other municipalities, faces is development projects that come before the Planning Board exhibiting poor connectivity. This can often be seen with residential subdivisions, where the subdivisions are designed as a series of cul-de-sacs. Although the residents who live on these types of streets generally prefer this type of disconnected street system because of the resulting low volume of traffic, the impact to the community as a whole can be detrimental.

A well connected street system provides motorists, pedestrians and bicyclists better, more direct and shorter travel routes to schools, shopping and other neighborhoods. A well connected street system not only provides shorter and more efficient connections but also serves to reduce traffic congestion along the major arterial

roadways. The result is a more efficient roadway system with less need to be continually adding capacity to the Town's major roadways. A well connected street system also improves emergency response times for firefighters, police, and ambulance services. In addition to the traffic operational benefits, a well-connected street system also serves to create a sense of community as opposed to a sense of isolation that cul-de-sacs can at times create. Cul-de-sacs are an important part of communities throughout the state and where appropriate should be encouraged. However, a well-planned and connected street system should be a key element in Allenstown's transportation planning policy and accurately represented in the decisions of the Planning Board.

ACCESS MANAGEMENT

Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. It is the practice of coordinating the location, number, spacing, and design of access points to minimize site access conflicts and maximize the traffic capacity of a roadway. Current planning efforts focus on all modes of transportation including vehicles, public transit, bicycles, and pedestrians. In general, there are a number of techniques that the Town of Allenstown can use to take a proactive approach to access management.

1. Think land use AND transportation.

Before approving a subdivision or rezoning, consider what road design and improvements will be needed to support the development and link it to the surrounding area.

2. Link access regulations to roadway function.

Access requirements in your zoning and subdivision regulations should fit each roadway's functional classification. Recognize that the greatest access control is needed for those roads intended to serve longer, higher speed trips.

3. Connect local streets between subdivisions.

Give your residents convenient options for travel from one neighborhood to another by connecting local streets from one subdivision to the next.

4. Design subdivisions with access onto local streets.

Avoid lot designs with driveways that enter onto major state or county highways. Orientate business and residential driveways to local streets that feed onto the highway at a few carefully designed and spaced intersections.

8. Practice good site planning principles.

Locate entrances away from intersection corners and turn lanes. Provide adequate space on the site for trucks to maneuver and for vehicles to queue at drive-through windows without backing or stacking on the roadway. Adjacent businesses should provide shared driveways and cross access so customers can make multiple stops without entering the arterial.

9. Correct existing problems as opportunities arise.

Adopt a long range vision for improving access along older, developed corridors. Correct unsafe accesses as individual parcels expand or redevelop. Work with affected property owners to consolidate driveways and provide internal access between parcels. Fill in the supporting roadway network with local access roads as part of the redevelopment process.

10. Coordinate local development plans with NHDOT.

Share plans for subdivisions, rezonings, and site plans with affected road authorities early in the development process.

The NH DOT in 1956 created an access management plan for NH 28 and portions of NH 3 in Allenstown. The “Commissioners’ Return of Limited Access Highway Layout, Allenstown Pembroke, F-023-1(1) - P-2416” was dated May 11, 1956. Along the entire 3.62 mile stretch of NH 28 in Allenstown, private driveways were restricted to a total of 15. In addition, to the private driveways a number of public streets intersect with NH 28 including Deerfield Road, River Road (2) locations, Chester Turnpike/Turnpike Street, Harness Horse Road, Lavoie Lane, Pine Acres Road, Martinson Lane, and Gilbert Road. Private roads utilizing some of the allowable curb cuts include including Brookside Terrace, Bourque Road, Clement Road, Riverside Drive (2) locations, Fanny Drive, Roy Lane, and Jefferson Avenue. In the northern portion of NH 28 southerly of Deerfield Road the design and placement of the existing driveways and street intersections not ideal with a number of access points on both sides of the highway being insufficiently offset.

In the Commissioners’ layout a portion of US 3 was created as a limited access highway where no driveways are permitted from School Street southerly passed the intersection with NH 28 a distance of about 670 feet where no access is allowed. Older commercial development on Route 3 north of School Street and between the end of the controlled access Highway and Granite Street have driveways where access management would improve the functionality and safety along US 3.

TRAFFIC CALMING

Traffic calming is a significant challenge for most communities in the United States. This is particularly true for small, rural communities in New Hampshire where the main roadway through the town serves a dual role. Outside the town, the roadway provides high-speed travel over long distances; within the built-up area, however, the same roadway accommodates local access, pedestrians of all ages, on-street parking, bicycles, and the many other features unique to the character of a community. This convergence of roadway purposes presents both an enforcement challenge for the community and a potential safety problem for the public.

Addressing the issue through law enforcement alone often leads to temporary compliance at a significant cost. A more permanent way to reinforce the need to reduce speed is to change the look and feel of the road by installing traffic calming treatments that communicate to drivers that the function of the roadway is changing. Traffic calming has been evaluated and used extensively within low-speed urban areas in the United States but less so in rural areas where driver expectations and traffic characteristics are different.

Lowering speed limits is a well-established method of improving pedestrian safety and other non-motorized modes of travel. The minimum speed limit a town can impose on town maintained roadways is 25 miles per hour based on an engineering study. Limits can be made lower at intersections (RSA 265:63) and in school zones (RSA 265:60). Traffic calming involves road design techniques using active or physical controls (bumps, barriers, curves, rumble strips, etc.) and passive controls, such as signs and traffic regulations, to reduce vehicle speeds. Traffic calming measures

foster safer and quieter streets that are more accommodating to pedestrians and cyclists and enhance neighborhoods and downtown environments. The potential benefits of traffic calming include reduced traffic speeds, reduced traffic volumes – by discouraging “cut-through” traffic on residential streets – and often improved aesthetic quality of streets. An example of some effective and applicable traffic calming techniques include:

Speed Humps, Speed Tables, and Raised Crosswalks: All of these techniques involve raising the height of the pavement in a more subtle fashion than with a speed bump, allowing vehicles to pass over them at the intended speed of the road, but preventing excessive speeds and alerting drivers to the existence of non-motorized users.

Chicanes or Medians: These devices effectively narrow road width and slow down traffic by placing a physical impediment either in the middle of the road (median) or on the side of the road (chicane). These traffic-calming devices lend themselves to landscaping and improve the visual experience for all users of the road, as well as reducing speeds. Both techniques can provide additional safety for crossing pedestrians. Medians may serve as a refuge by allowing pedestrians to cross one lane of travel at a time, while chicanes provided at crosswalks reduce the overall distance from one side of the road to another and slow down traffic at those crossings.

Narrow Lane Widths: Many residential streets have been constructed to such a width that getting motorists to obey a 25 or 30 mph posting is extremely difficult. In addition, it can be costly to physically narrow the roadway or install various physical traffic calming measures. A low-cost way of reducing speeds is to narrow the roadway lane through the use of edge lines and centerlines. A

number of jurisdictions across the country have installed this type of pavement marking application to create 9 to 10-foot-wide lanes. Narrow lanes force drivers to operate their vehicles laterally closer to each other than they would normally be accustomed to. Slower speeds are a natural result.

Modern Roundabout: Not to be confused with a traditional high-speed rotary or traffic circle, this is an intersection treatment that forces motorized traffic to slow down to speeds under 25mph in order to negotiate a center island that can be landscaped. Such speeds allow pedestrians to safely cross around the perimeter of the roundabout and cyclists to safely become a part of the circulating traffic.

DOWNTOWN PARKING

Of concern to the community is access to parking in the downtown. Adequate parking is available in the downtown area and Suncook Village in both Pembroke and Allenstown. Improvements to the streetscape in the village, combined with aesthetic improvements by property owners, can create an atmosphere which will encourage visitors and residents to visit the downtown.

SCENIC ROADS

A major component of a town’s rural character can be its scenic roads. These roads help to retain a sense of history and rural quality that Allenstown’s residents have indicated a strong desire to maintain. RSA 231:157 allows towns by a vote at town meeting to designate any road other than a Class I or II highway as a Scenic Road. A municipality may rescind its designation of a scenic road using the same procedure.

The effect of designation as a scenic road is that, except in emergency situations, there shall be no cutting of trees with a circumference of 15 inches at 4 feet from the ground or alteration of stone walls by the town or a public utility within the right-of-way without a hearing, review, and the written approval of the Planning Board. This law does not affect the rights of individual property owners; nor does it affect land uses as permitted by local zoning.

In recognition of the fact that the state law is not very stringent, the statute was amended in 1991 to allow towns to adopt provisions other than what is spelled out in the law. These additional regulations could include giving protection to smaller trees or by inserting criteria for the Planning Board to use in deciding whether to grant permission. RSA 231:157 is an important piece of legislation for the preservation of culturally important and scenic roads in Allenstown. Its residents cherish the historic and aesthetic qualities of the Town. The Town of Allenstown should therefore consider identifying and cataloguing roads with scenic vistas and aesthetic qualities to protect and preserve the intrinsic qualities of the Town.

BICYCLE & PEDESTRIAN INFRASTRUCTURE

Residents of Allenstown value the Suncook Village as well as the rural and historic character of the town. In the community vision sessions the need for additional sidewalks was identified in the community. The recent Safe Routes to School project to add sidewalks from Parkwood Drive to the Elementary School on S. Main Street was considered a success. However, the federal requirements associated with this program made it difficult for a small community such as Allenstown to complete this process. Pedestrian facilities, such as paved sidewalks and gravel walking paths are essential features for roadways with high volumes of

traffic or high speeds. The primary purpose of sidewalks is to improve safety for pedestrians by separating them from travel lanes of roadways. In addition to this, sidewalks can also serve as a source of recreation for residents, a non-motorized mode of travel, serve to beautify an area, or stimulate economic activity in village settings.

Similar to the provision of pedestrian infrastructure, planning for a bicycle network requires a different approach from that of motorized transportation planning. Bicyclists have different needs from those of motorists, including wider shoulders, better traffic control at intersections, and stricter access management.

As the concern over air quality, traffic congestion, and other issues increases, the need and desire for a well-maintained and safe bicycle & pedestrian route system will continue to grow from a luxury into a necessity. By creating adequate local bicycle & pedestrian infrastructure, members of the community will have the ability to travel within Town for employment, shopping, and recreational purposes without driving. Areas identified in the Master Plan survey for potential bicycle & pedestrian improvements include Allenstown village with a specific focus on Allenstown Elementary School, Main Street, and the Allenstown Recreational Fields.

Deerfield Road, Main Street/South Main Street/Pleasant Street, and a portion NH 28 from Buck Street in Pembroke to Deerfield Road are also designated NH Bike Routes.

The NH Regional Trails Plan 2012 proposes a Concord to Manchester trail on the abandoned railroad right of way through Allenstown.

PUBLIC TRANSPORTATION

There is a need for more public transportation options in Allenstown especially service to and from Concord and Manchester. This is representative of the high number of Allenstown's residents who work in both locations. Important demographics to consider in discussing public transit enhancements in Allenstown are that 12.1% of the population in Allenstown is over the age of 65 (2010 US Census). Increase in demand for public transit has been established as a defined need for aging populations throughout the United States.

The Mid-State Regional Coordinating Council for Community Transportation operates a volunteer driver program that serves the region's elderly and disabled populations. The primary purpose of these trips are for essential social services and medical appointments (including long distance medical). Currently, there is no charge for both of these systems although donations are accepted.

CLASS VI ROADS & TRAILS

Class VI roads are roads that are not maintained by the Town, may be subject to gates and bars, and normally consist of a gravel or dirt surface. A Class V road can become a Class VI road if the Town has not maintained it for five years or more. Under RSA 674:41, I(c), for any lot whose street access (frontage) is on a Class VI road, the issue of whether any building can be erected on that lot is left up to the "local governing body" (Town Selectmen) who may, after "review and comment" by the planning board, vote to authorize building along that particular Class VI road, or portion thereof. Without such a vote, all building is prohibited.

Even if the Board of Selectmen does vote to authorize building, the law states that the municipality does not become responsible for road maintenance or for any damages resulting from the road's use. The purpose of RSA 674:41, I(c) is to prevent scattered and premature development. It seems that the residents of Town are in agreement with this law, as a strong view was represented during the community survey and visioning sessions that future development should be limited in remote areas of town and on Class VI roads.

The Town of Allenstown does allow the subdivision of land along a Class VI road, if the road is brought up to Class V Town road standards. The community has extensive mileage of private roads and allows additional subdivisions on existing and proposed private roads. In many communities across the nation residents on private roads have petitioned their governing bodies to convert their streets to public ways. This practice continues to increase the communities optional for fiscal impacts on the tax base as these private roads become more developed and/or need significant repair and maintenance. The Town does not currently perform maintenance on private roads and the responsibility falls onto the individual property owners.

Across the State, many communities are beginning to look at Class VI roads as candidates for designation as Class A Trails. These roads have little or no development associated with them, are scenic, have no inherent liability concerns, public access is already allowed, and also serve to connect large areas of open space, conservation, and/or agricultural lands. By reclassifying certain roadways that meet these criteria to Class A Trails, the community could be taking a step in creating a community-wide system of greenway trails.

Unlike Class VI roads that the Town does not maintain, Towns, at their option, may conduct maintenance on Class A Trails.

The Town of Allenstown has an extensive system of snowmobile trails on both public and private properties. Class A trail designation can act to preserve and protect portions of these trails.

It is important to stress that reclassification of Class VI roads to Class A Trails will not inhibit the access rights of landowners along the roadways. In the case of a Class A trail, landowners can continue to use the trail for vehicular access for forestry, agriculture, and access to existing buildings. However, under such classification, new building development as well as expansion, enlargement, or increased intensity of the use of any existing building or structure is prohibited by New Hampshire Statute. The Town and owners of properties abutting Class VI roads are not liable for damages or injuries sustained to the users of the road or trail.

Class VI roads are an important component of a Town's transportation infrastructure due to their rural character and potential recreational opportunities.

OBJECTIVES AND RECOMMENDATIONS

OBJECTIVE 1

Work within the New Hampshire Department of Transportation to ensure that the state maintained roadways within the Town of Allenstown are adequately maintained and achieve a reasonable service life.

- Actively engage with the Central New Hampshire Regional Planning Commission and the New Hampshire Department of Transportation to ensure that Allenstown's transportation needs and priorities are adequately represented in the both the Regional and the Statewide Transportation Improvement Program.
- Actively pursue State Highway Aid grant opportunities to maintain and improve the Town of Allenstown's transportation network. Examples include State Highway Aid and State Bridge Aid programs.

OBJECTIVE 2

Future development in Allenstown should be permitted to take place at locations where the primary road function is appropriate for the type of development proposed.

- As part of its Subdivision and Site Plan Review Regulations, the Planning Board should consider the functional classification of any road on which development is proposed to ensure that the proposed development is appropriate for the existing roadway function.

OBJECTIVE 3

To ensure a safe, reliable, and efficient system of bridges that will meet the transportation needs and goals of the town of Allenstown.

- The Town of Allenstown should actively support NHDOT in its effort to repair, replace, and/or upgrade bridges in the community.

OBJECTIVE 4

Utilize available traffic count data from NHDOT & CNHRPC to

identify corridors and routes that may become impacted by future development trends.

- In locations where traffic may increase, land use trends and access management policies should be closely examined, adopted, and modified to best maintain and promote an efficient transportation network.
- The Town of Allenstown should continue to work with NHDOT and CNHRPC to identify and conduct traffic counts on roads of concern in the community on an annual basis.
- NHDOT and the Town of Allenstown should work together to ensure that effective and appropriate emergency management procedures are in place for redirecting traffic through the Town.
- A regular traffic count program should be developed with the assistance of the CNHRPC to monitor changes in traffic on roads within the community over time.
- Traffic count data should be published by the Town annually and be available on the Town website.

OBJECTIVE 5

Regularly monitor road conditions in the town to ensure that road improvement projects that are strategically important to Allenstown's transportation network are adequately addressed.

- Implement a Road Surface Management System to guide the selection and prioritization of infrastructure improvements and maintenance activities, including road widening, improvements to horizontal and vertical alignments (grading and curves), drainage system improvements, and paving/resurfacing.

- Incorporate and fund a regular resurfacing and road maintenance schedule in the Capital Budget.
- Work with the Central New Hampshire Regional Planning Commission and the New Hampshire Department of Transportation to ensure that transportation projects that are eligible for Federal-Aid funding in Allenstown are adequately represented in the Regional Transportation Improvement Program and considered for inclusion in the State Ten-Year Plan for Transportation Improvements.

OBJECTIVE 6

Reduce the number of accidents in Allenstown that may be caused by unsafe road conditions or poor transportation infrastructure.

- The Town of Allenstown and NH DOT should undertake a traffic safety study along Deerfield Road and implement measures to reduce accidents along this corridor with specific attention focused on road conditions, roadway geometry, driveway sight distance, and warning signage.
- The Town of Allenstown and NH DOT should undertake a traffic safety study along Main Street/S. Main Street and Pleasant Street in Hooksett.
- The Police Chief, Fire Chief, Town Road Agent and associated staff/committees should annually review accident locations and determine enhancements that could be made to improve safety. Town Police Reports should be collected and analyzed as part of this annual review.

OBJECTIVE 7

Work with the NHDOT to improve the safety of State maintained

highways with serve commuting traffic in Allenstown including US 3, NH 28 and Main Street/South Main Street/Pleasant Street.

- Yearly traffic counts should be carried out on roads that the Town sees as a concern in order for reliable usage patterns to be analyzed.
- Request NH DOT consider developing a park and ride in Allenstown or nearby in either Pembroke or Hooksett.

OBJECTIVE 8

The Planning Board should require developer sponsored off-site improvements as part of any development that has an impact on Allenstown's transportation network.

- As a condition of the Final Approval of a Subdivision or Site Plan Application, the Planning Board, where appropriate, should require the developer to pay a proportionate share of the costs of municipal transportation related improvements, which are necessitated in whole or in part by the development. Such fees shall be limited to capital costs and shall be expended only on new or additional capital facilities. At its discretion, the Board may require the developer to construct capital improvements, as an alternative.

OBJECTIVE 9

Promote connectivity through the requirement of local street connections between existing, new and future developments.

- Where applicable, the Planning Board should require developers to provide rights-of-way and/or direct access to connect both new and existing developments thus creating

parallel access routes which will help to reduce congestion and slow the need to expand highway capacity.

OBJECTIVE 10

Establish a set of access management guidelines in order to properly plan for the traffic impacts of new developments in Allenstown.

- The Town of Allenstown should build upon the requirements of its current Land Development Regulations, and establish a set of access management guidelines in order to better plan for future development in Allenstown. These guidelines should be utilized by the Planning Board in considering proposals for new development.
- Enter into a Memorandum of Understanding with NHDOT District Engineer to coordinate permitting for access to new and redeveloped development along State maintained highways in Allenstown.

OBJECTIVE 11

To take a context sensitive approach to traffic calming techniques to make Allenstown more accessible and safer for all road users.

- Promote a "share the road" campaign to alert drivers to the possibility of pedestrians and bike users at certain locations in Allenstown.
- Investigate the use of innovative methods to increase safety, such as raised crosswalks, striped or colored crosswalks, increased signage, and clear and defined walking paths.

- Investigate the use of appropriate traffic calming measures to discourage high speeds where the potential for conflict with other roadway users exists.

OBJECTIVE 12

Prepare a downtown improvement plan for the streetscape in the Suncook portion of Allenstown in cooperation with the Town of Pembroke to both expand the existing side walk system and enhance the overall aesthetics of Suncook Village to improve the economic vitality of the village and the quality of life of the residents.

- Research and apply for grants to improve the character of downtown and extend the existing sidewalk system.
- Implement the downtown improvement plan in phases as funding is available.
- Include funding for regular streetscape and sidewalk maintenance in the Town's operating and capital budgets. Implement the downtown improvement plan in phases as funding is available.
- Promote "Suncook Village" as a destination.

OBJECTIVE 13

Identifying potential scenic routes and roads in Allenstown to ensure that the intrinsic aesthetic and historic qualities of the Town are protected and preserved.

- The Town should work with its residents to provide outreach and education about the State Scenic Road Law and its potential for preserving the historic and rural qualities of Allenstown.
- The Town should identify roads with scenic vistas and aesthetic qualities, such as traditional New England stone walls, historic buildings, natural aesthetically important fauna, and farms.
- The Town should consider designating Scenic Roads for protection.

OBJECTIVE 14

Facilitate the creation of a bicycle and pedestrian infrastructure network that allows safe, efficient and reliable transportation options in certain locations in Allenstown.

- Develop an inventory and map of sidewalks and bicycle routes in Allenstown.
- A sidewalk master plan should be developed and adopted by the Planning Board.
- New development should install sidewalks along their frontages where sidewalks are planned and construct connections linking their projects to the existing sidewalk network.
- A regular program of resurfacing and maintenance for sidewalks should be included in the Capital Improvement Plan.
- The Town of Allenstown should adopt and support the statewide and regional bicycle networks and take all available steps to help implement them within Town.

- The Town of Allentown should research funding opportunities for creating and maintaining a local bicycle & pedestrian network.
- The Town should establish a trails group to promote the development of the Concord to Manchester trail along the east side of the Merrimack River.
- Where applicable, the Highway Department should consider widening, striping, and paving the shoulders of Town roads to accommodate bike lanes.
- The Town of Allentown should work with the Police Department, the Elementary School to promote and educate the public on bicycle safety and transportation.

OBJECTIVE 15

Ensure that transportation options are available to all residents of Allentown regardless of socio-economic status.

- Coordinate with neighboring towns and communities to investigate the feasibility of having Allentown as a stop in a larger movement corridor leading to Concord.
- The Town should continue to support and promote the volunteer driver programs currently serving Allentown.

OBJECTIVE 16

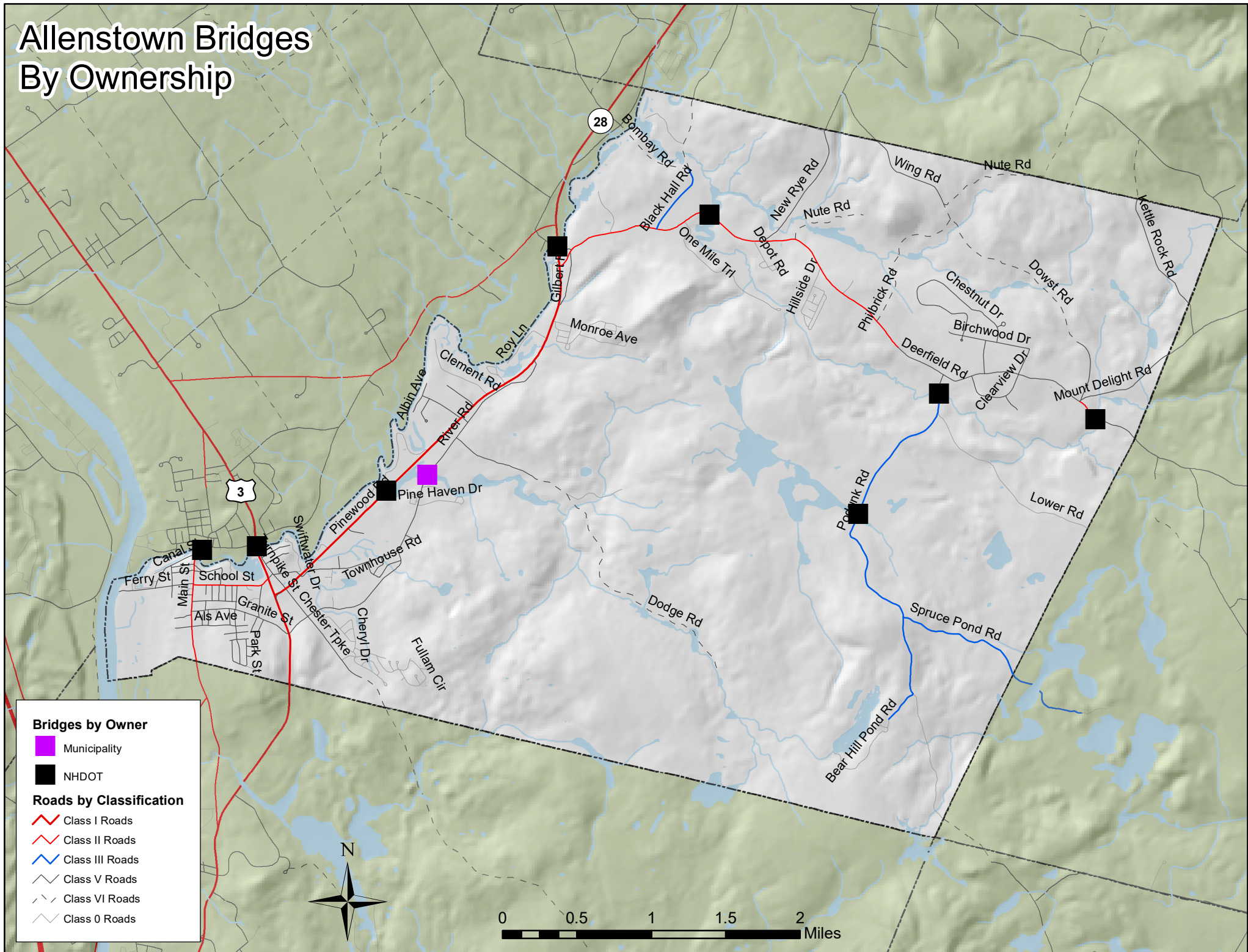
Discourage inappropriate, scattered and premature development along Class VI roads in Allentown.

OBJECTIVE 17

Encourage, support and facilitate an expanded Town Trail network in Allentown.

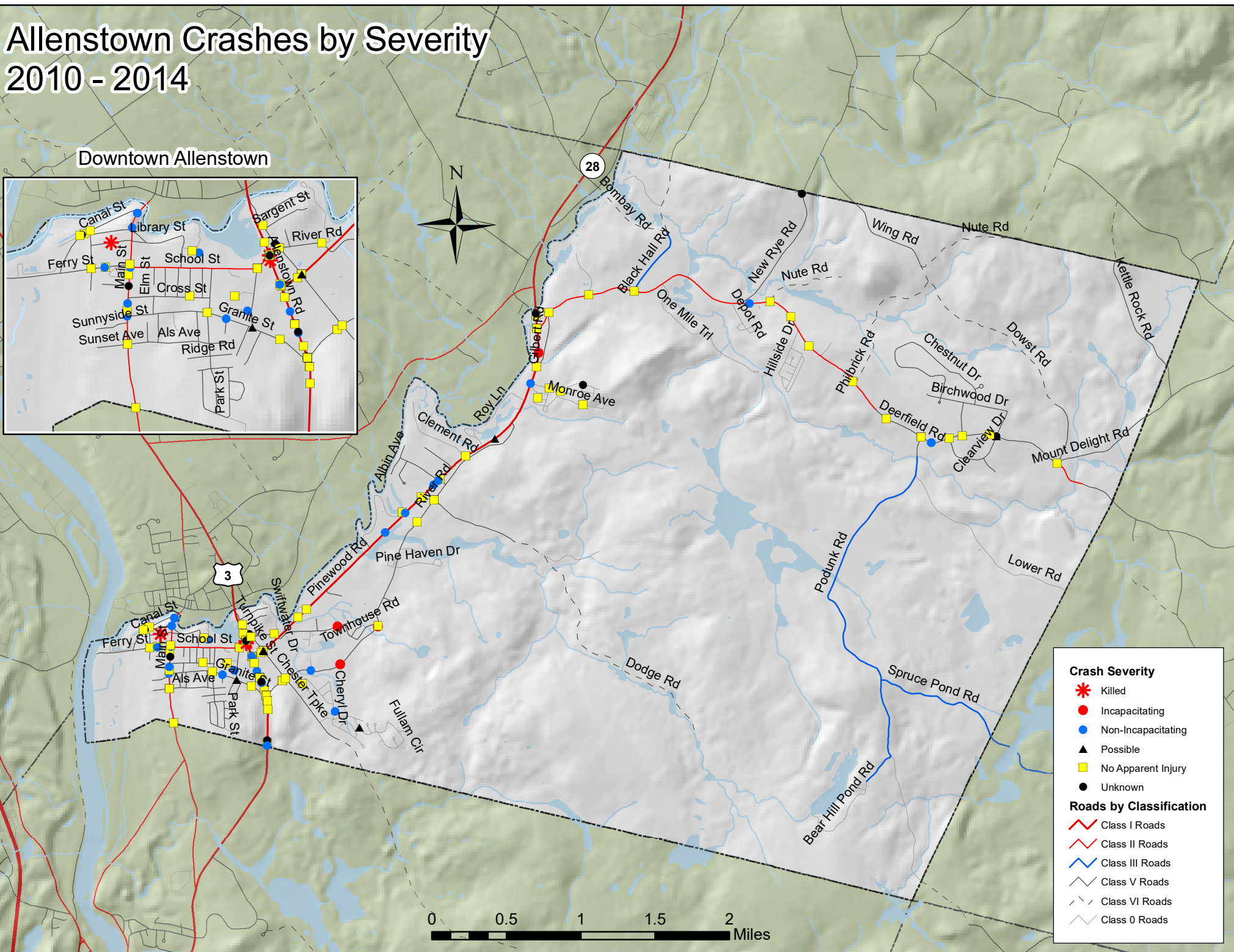
- The Town should identify Class VI roads, as well as existing paths, and areas along the various water bodies in Town, that connect open space, forest, conservation, and/or agricultural land, that would help create a greenway trail network.
- Identify for designation, as Class A Trails, some of the Class VI roads within Town by working with abutting landowners.

Allenstown Bridges By Ownership

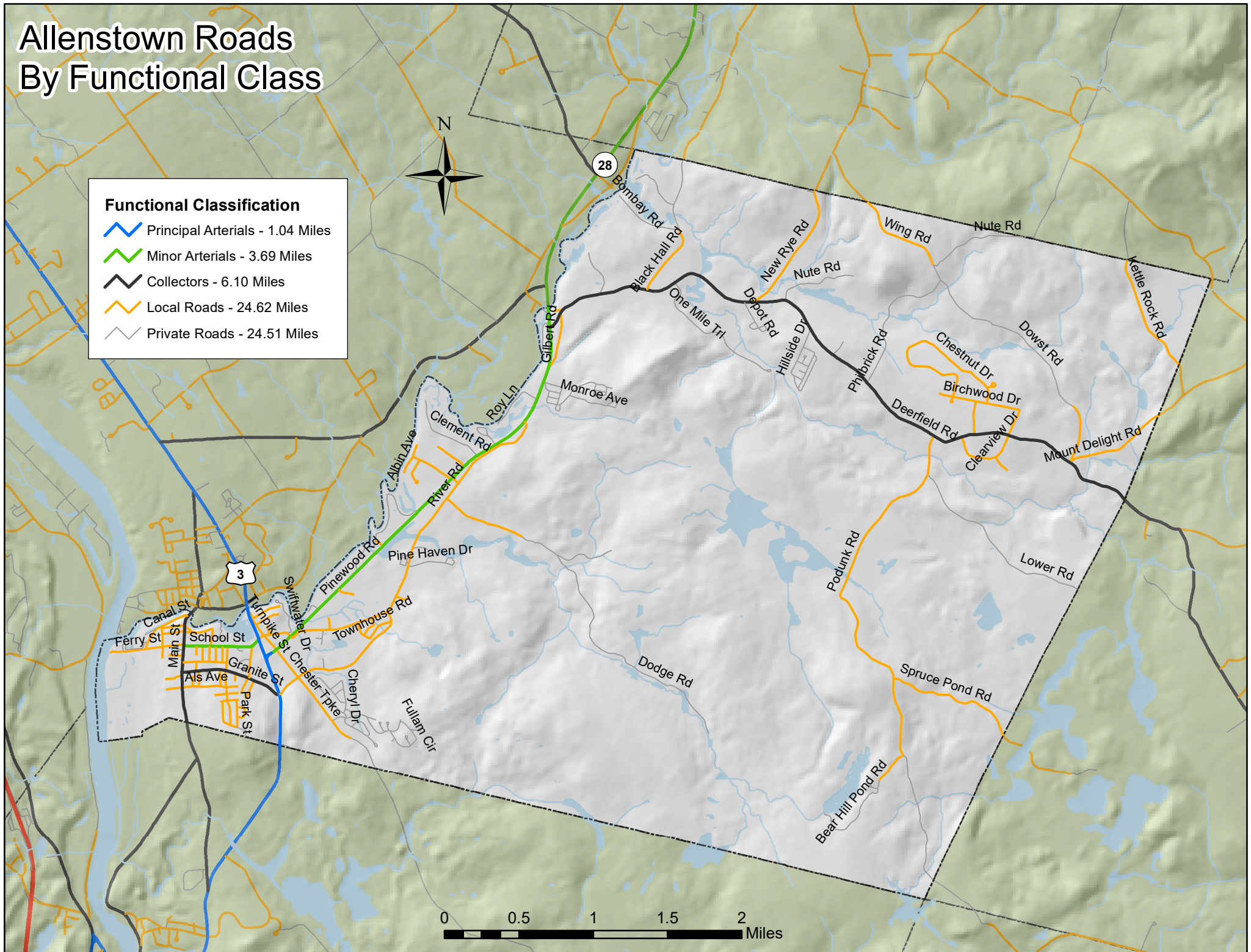
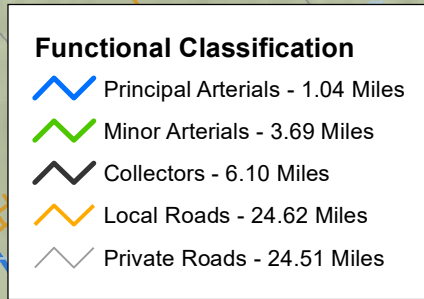


Allenstown Crashes by Severity

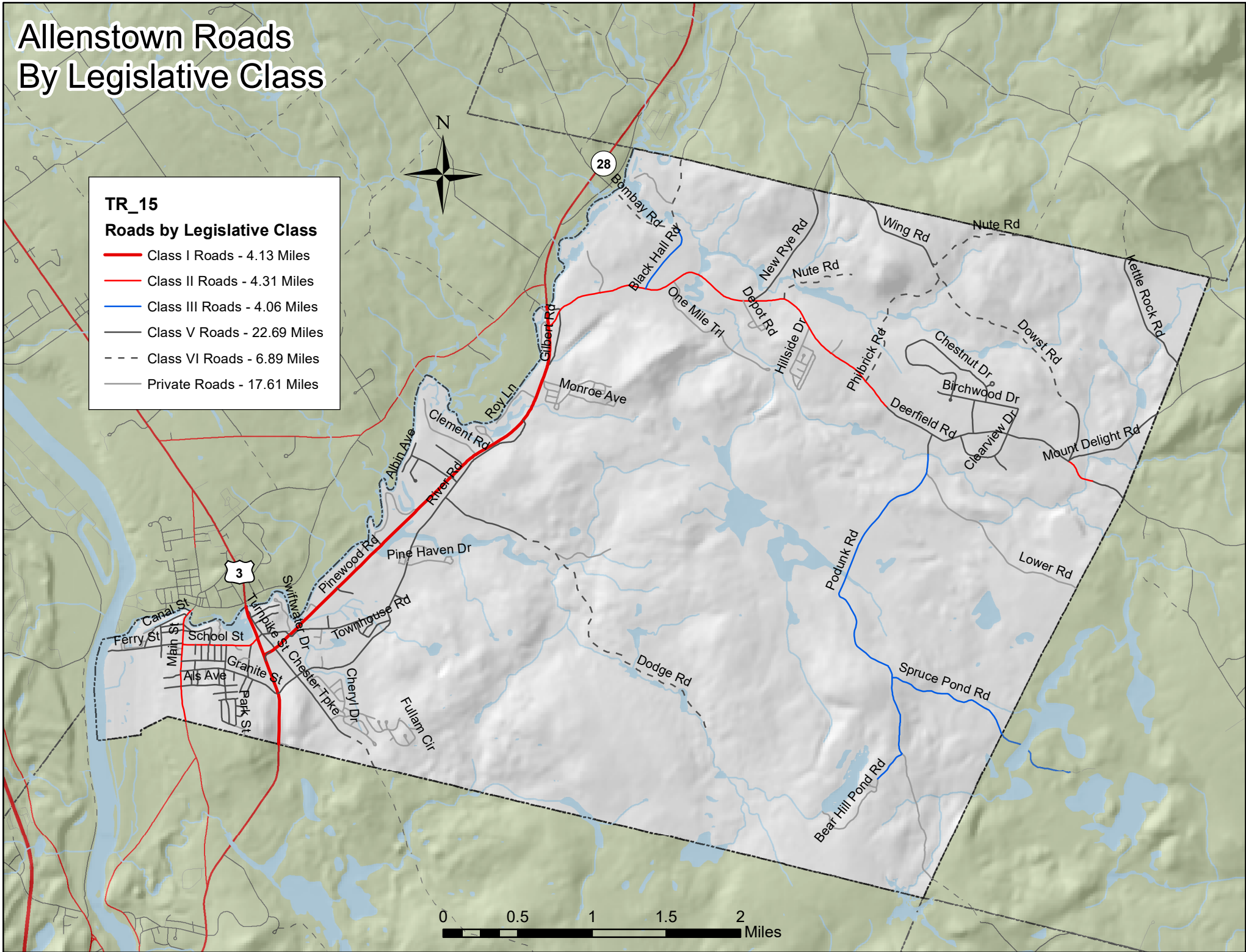
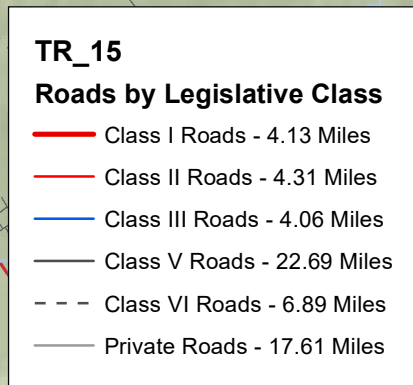
2010 - 2014



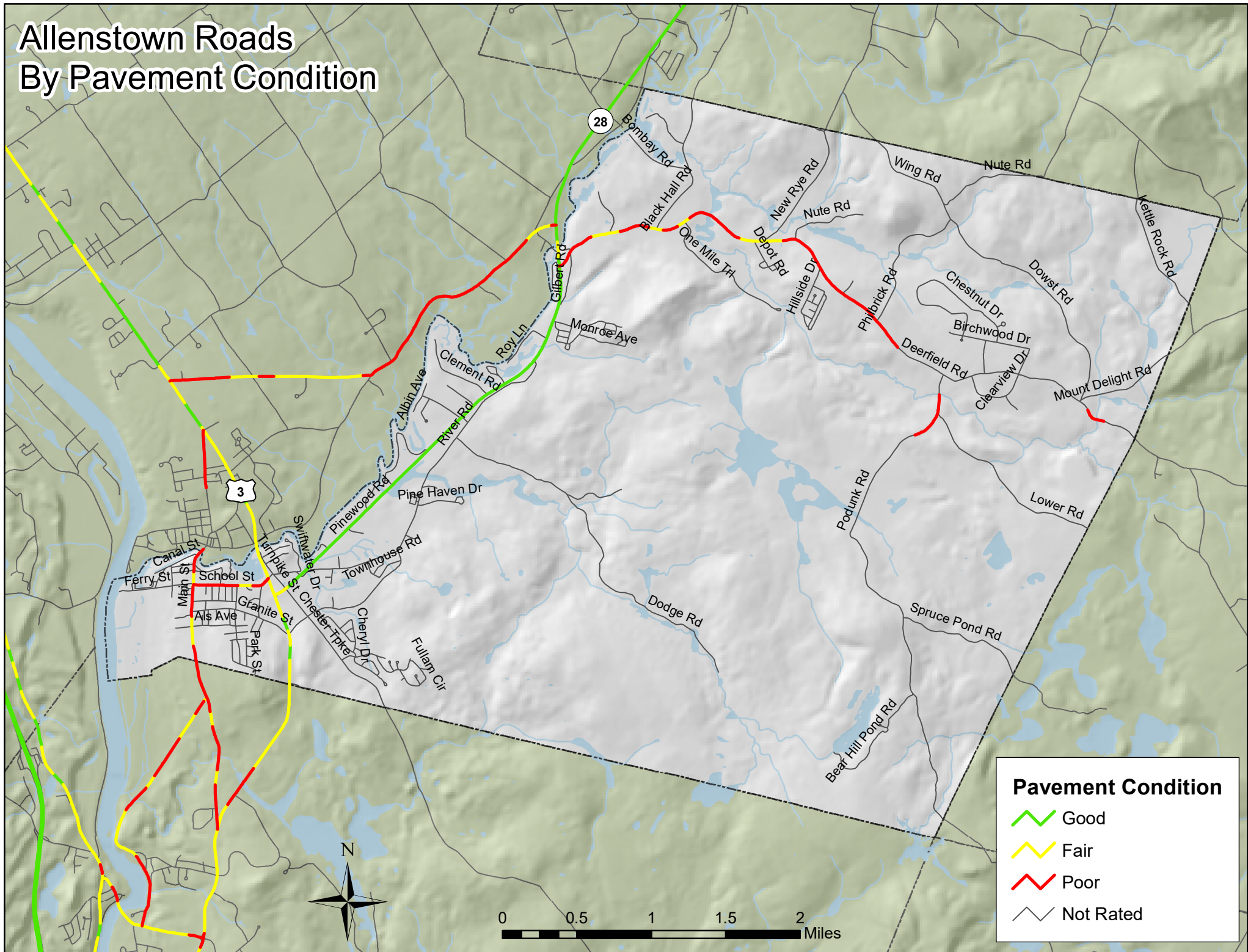
Allenstown Roads By Functional Class



Allenstown Roads By Legislative Class

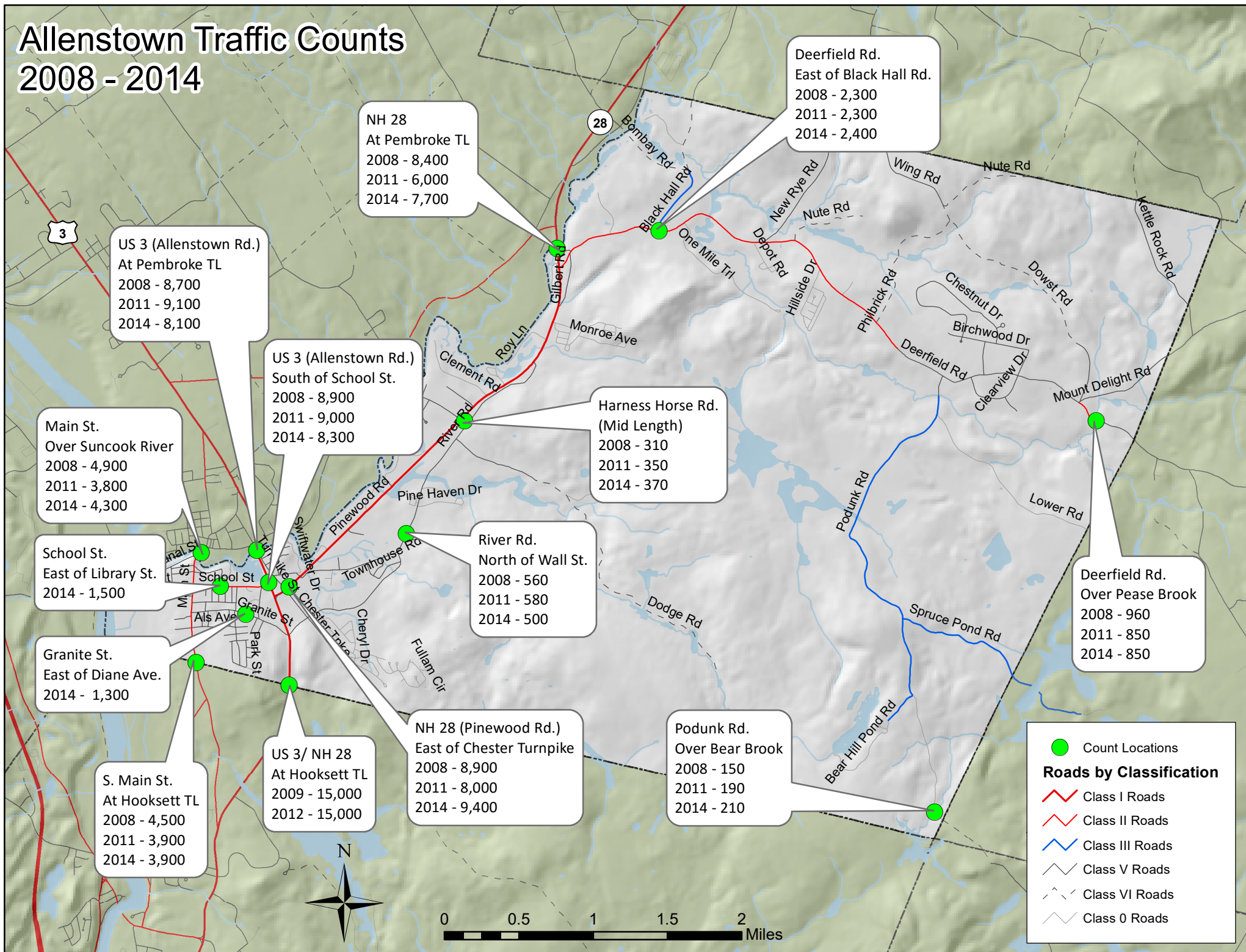


Allenstown Roads By Pavement Condition



Allenstown Traffic Counts

2008 - 2014



HOUSING

For the Town of Allenstown

Town of Allenstown Housing Vision

Retain core community values as expressed in the survey and visioning sessions while continuing to ensure a variety of housing options, both in design and levels of affordability, and pursue housing strategies that will meet changing demographic needs and attract the workforce of the future.

The purpose of the Housing Chapter is to identify Allenstown's housing inventory, short-term and long-term housing needs, and to develop long term strategies in keeping with public input, forecasted needs and the overall goals of the master plan.

The analysis and recommendations in this Chapter are focused around three main themes.

- Continue to ensure that Allenstown has a balance of housing types (including affordability) compatible with community character while meeting changing demographic needs now and into the future.
- Attract a workforce in support of economic development efforts.

- Develop strategies to help seniors age in place.

Data for this chapter are summarized from the Allenstown vision chapter and the Central NH Regional Planning Commission's Regional Plan, completed in 2014. A wide range of data sources were used to compile the information in this Chapter, including the US Census Bureau, Decennial Census and the American Community Survey, the New Hampshire Housing Finance Authority (NHHFA) and other sources as noted in the individual tables.

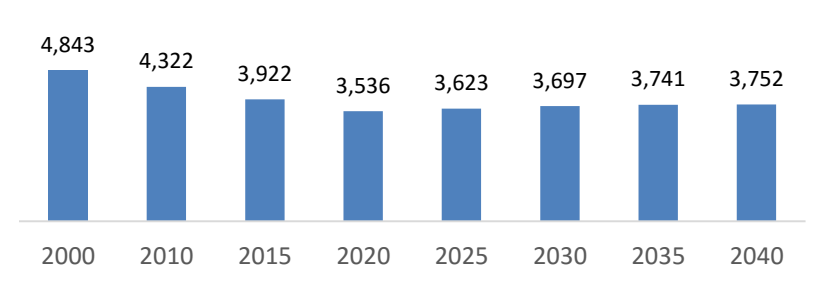
COMMUNITY HOUSING VISION

As Allenstown's demographic trends change, so does its housing needs. Housing is a critical building block that supports a successful community and contributes positively to residents' perception of quality of life. The majority of communities in New Hampshire

experienced the impact of the downturn in the housing market in the latter half of the 2000s. Sales slowed as people tended to stay in place in an effort to cope with lower property values and economic concerns fueled by the lack of job growth. Cyclically, these downturns lead to recoveries but it can be slow. In looking at past US Census data and State of New Hampshire population projection estimates, Allenstown has experienced a decline in population since the year 2000 and will continue to do so until 2020. Beginning in 2025, Allenstown is projected to experience a modest increase in population, though nothing like the decades of the 1980's and 1990's. From the standpoint of housing, Allenstown needs to ensure that not only the correct type of housing exists for the community, but the right number of units. Balancing changing demographic needs with a decline population can be a challenge. Facilitating changes in housing stock type, while at the same time being careful not to create an inventory surplus should be a priority.

Despite the concern of a continuing population decline forecast in concert with of actual declines over the past Census period, there is a significant opportunity. Data suggests that Allenstown's current housing stock is in balance with its population (Table 1). First, Allenstown has an extremely low vacancy rate, especially notable given the Great Recession and a population decline. With 99% of its units occupied in 2014, this suggests demand and need are fairly close. Secondly, the ratio of units to population is in balance with the actual household sizes reported in the Census. Third, there is more of a balance between the types of housing that make up the housing stock. One challenge is that about a quarter to a third of the population is paying more than one third of their monthly income for housing. Another is the desire for more senior housing options.

Figure 1: Population Trends for Allenstown



Source: U.S. Census Bureau, NH Office of Energy and Planning Projections, Fall 2013

Couple these challenges with the fact that Allenstown, like the region and state as a whole, will need to attract a workforce in future years to remain economically viable. This suggests that Allenstown can “build to suit” future housing needs now. To that end, this Chapter focuses on the current housing climate and strategies to protect the quality of existing housing and neighborhoods as Allenstown moves into the future.

CORE VALUES:

- Maintain and Enhance Community Character
- Encourage the community to stay engaged in Allenstown's heritage and strong sense of connection to its natural scenic qualities and rural character.
- Support a built environment that reflects the community's identity as a community with a strong civic pride in its heritage.
- Meet changing demographic needs and capitalize on opportunities for economic development.

COMMUNITY SURVEY AND VISIONING SESSION RESULTS

A survey was conducted in the spring of 2013. Two visioning sessions were also held, one on November 20, 2013, and another on May 14, 2014. Residents who responded to the Community Survey expressed the opinion that 55 and older housing should be the most highly encouraged housing type. They also expressed interest in single family homes, duplexes, and townhouse condominiums. The majority of survey responses came from residents in single family homes, 97 %, with 3% from renters. At the visioning session and in the community survey, participants felt that a mix of housing should be available in Allentown and that future manufactured home growth should be managed but permissible in certain areas of Town. Additionally, community character needs to be protected, more development and sustainable development is needed, and longevity of families in Allentown is important.

Specifically on housing, 62% prefer 55 and older housing; 50% would like to see single family housing; 27%, townhouse condominiums; and 23% duplexes. These results highlight the importance of seniors needing more options to age in place and stay in Allentown. Additionally, the visioning session participants indicated a desire to manage mobile home park expansion. Based on the survey results and the strong desire for Allentown to maintain its rural character, any new development should include sustainable design principles and be integrated into its natural setting to protect the natural environment.

“Build to Suit”

Allentown has a unique opportunity that many communities do not: the presence of a balanced housing stock and the opportunity to develop strategies to attract the workforce of the future and create new housing to meet changing demographic needs, notably senior housing and more affordable housing.

The themes that emerged from the visioning session are similar to the survey responses and can be categorized as stated below:

- Provide opportunities for more senior housing;
- Allow multiple housing types that fit Allentown’s community character;
- In general, more development is needed;
- Efforts should be made to support economic development activities;
- Walkability and sustainable development are priorities;
- Longevity of families in Allentown is important;
- Safety is a priority; and
- Manage the expansion of mobile home parks.

Question 1:

Allenstown's predominant form of housing is Single Family. What other types of housing would you like to see Allenstown encourage? (Please check all that apply).

Q. 1	Total	Percent
Multi-family apartments	2	7.7%
Apartments attached to Single family homes	3	11.5%
Townhouse/condominium	7	26.9%
Single Family Homes	13	50%
Duplex	6	23.1%
Manufactured Housing	4	15.4%
55 and Older Housing	16	61.5%
Assisted Living	5	19.2%
Housing in Mixed Use Developments	1	3.9%
Mix of housing types in residential development	3	11.5%
No opinion	2	7.7%
Grand Total	26	100.0%

Question 2:

If price were not an issue, what of the following would be the most important to you? Please rank them in order of importance with 1 being the most important and 8 being the least. Please leave blank if you have "no opinion".

Q. 2	1	2	3	4	5	6	7	8	Average Ranking	Response Count
Size of home and yard	33.3%	11.1%	14.8%	14.8%	0%	7.4%	14.8%	3.7%	5.63	27
Schools	11.1%	18.5%	7.4%	0%	22.2%	7.4%	11.1%	22.2%	4.19	27
Length of commute to work	3.7%	3.7%	22.2%	7.4%	11.1%	11.1%	11.1%	29.6%	3.56	27
Walkable neighborhood	3.7%	25.9%	11.1%	22.2%	18.5%	11.1%	3.7%	3.7%	5.07	27
Near stores and shops	3.7%	0%	11.1%	22.2%	18.5	18.5%	25.9%	0%	3.89	27
Safety	29.6%	25.9%	14.8%	11.1%	11.1%	7.4%	0%	0%	6.3	27
Parks or open space	3.7%	7.4%	7.4%	11.1%	7.4%	18.5%	25.9%	18.5%	3.37	27
Curb appeal of house/neighborhood	11.1%	7.4%	11.1%	11.1%	11.1%	18.5%	7.4%	22.2%	4	27

Question 3:

Do you spend more than 1/3 of your monthly income on housing (mortgage or rent)?

Q. 3	Total	Percent
Yes	6	24%
No	18	72%
Not answered	1	4%
Grand Total	25	100.0%

DESCRIPTION OF THE REGIONAL HOUSING MARKET

Overall, the region has seen several demographic and housing economic changes over the last decade. The region's growth has slowed. It is slightly more diverse than ten years ago, but still remains overwhelmingly white. In terms of income, the region's median household income is greater than the state or the nation as a whole. There are some areas where the population faces challenges in obtaining quality housing, in particular due to income, and among some populations of interest. Lastly, the average household size is decreasing. For more detail, please refer to the Central New Hampshire Regional Planning Commission's Region Plan, completed in 2015 (<http://cnhrpc.org/regional-planning/gsf/>).

The region's housing market itself has slowed as well. Building permits for new residential construction are down: in 2010, the number of building permits issued in the region was only 35% of the number of permits issued in 2000. In fact, of all the permits issued between 2000 and 2010, 73% were issued between 2000 and 2005. With regard to cost, both owner and rental housing are more affordable as the region is less expensive than the state and many of its other regions, but there is a segment of the population that has affordability problems. Transportation continues to be an issue for segments of the population as commute times are increasing and there are few options to driving a car.

There is a need for more housing options for many segments of the population. Choices, affordability for those on modest or fixed incomes, and the opportunity for seniors to "downsize" and age in place are key issues. These regional trends have to be contended with in every community, but they also present Allentown with the

A LINK BETWEEN HOUSING, DEMOGRAPHICS, AND ECONOMIC DEVELOPMENT

Demographics, housing, and economic development are, and will always be linked. For the region, and much of New Hampshire (as well as the New England and the Northeast as a whole), the aging workforce is a major problem for future economic viability. Part of addressing that issue is to develop housing strategies that attract demographic groups that will expand a community's workforce - something the Economic Chapter of this Plan has identified as an economic development strategy. Allentown is uniquely positioned to do this given several housing factors, including but not limited to, a current balance of housing types, affordability, location in the region, and a very low vacancy rate - 1%. In short, Allentown can "build to suit."

opportunity to position itself in the region with solutions to these challenges.

Key trends to keep in mind from the New Hampshire Housing Financing Authority's 2014 publication, ["Big Houses, Small Households: Perceptions, Preferences and Assessment:"](#)

New Hampshire's current housing supply is poorly aligned with evolving preferences among different age groups. This mismatch exists both for aging Baby Boomers and younger workers. Older residents are likely to seek to "down-size" to smaller living

arrangements, yet housing units of 3+ bedrooms far outnumber one- and two-bedroom units in the state. Given the relatively small number of young households in the state, it's unclear whether the larger units built for Boomers during their child-rearing years will draw sufficient interest from buyers in future years.

Affordability and the New Hampshire advantage. These factors have an impact on the affordability of housing in New Hampshire, something which may have been a big part of New Hampshire's attraction to new migrants from higher-priced states over the past four decades. While the median price of homes is more affordable than just a few years ago, this is not necessarily true for first-time buyers, who have traditionally provided important liquidity to the housing market. The home purchases of first-time buyers enabled those who were selling their homes to "move up" or "down-size." But younger residents now face inferior job prospects and high levels of student debt, and they are delaying marriage, and are unsure of the benefits of homeownership—including the ability to easily resell at a later date. In addition, the state's rental market has grown less affordable in recent years. The New Hampshire Housing Finance Authority's (NHHFA) 2013 rental housing survey indicated that since 2006, the median monthly gross rent rose by 4 percent (in contrast to the 40 percent drop in the monthly mortgage cost) and vacancy rates decreased, meaning renters were paying more, with fewer options to choose from. This reflects a national pattern for a growing percentage of households in rental housing.

Seniors will occupy a growing proportion of the State's housing units. New Hampshire's senior population is expected to nearly double between 2010 and 2015, from 178,000 to 323,000 people, a change that is not matched among younger age groups. As a result,

seniors will occupy a growing proportion of the state's housing units, filling one in three units by 2025. The number of senior households in the state, both owners and renters, will nearly double by 2025. While seniors generally want to age in place, this desire is complicated by several factors, including high rates of disability, lower median income and savings, declining caregiver population and other factors. The median income of the state's senior homeowners is barely half that of the state median, and their home equity has been significantly reduced by the state's housing downturn.

New construction will likely be limited in a projected era of slower population growth. The rehabilitation of the existing housing stock may become more needed, yet much of New Hampshire's housing regulations, including local planning and zoning ordinances, are not currently geared towards this segment of the market.

Housing Trends in Allentown Today

The decade of the 1980's saw a 6% growth in population, and the 1990's 4%. Between 2000 and 2010 though, Allentown

Table 1: Population and Housing Growth, 1980-2010

Growth	Population	Net Change		Housing Units	Net Change	
		#	%		#	%
1980	4,398	NA	NA	1,591	NA	NA
1990	4,649	251	5.7%	1,868	277	17.4%
2000	4,843	194	4.2%	1,962	94	5.0%
2010	4,322	-521	-10.8%	1,813	-149	-7.6%
Total Change 1980-2010	-	-76	-1.7%	-	222	13.9%

Source: US Census data

experienced an 11% decline in population. The overall effect is that between 1980 and 2000, Allenstown has lost 2% of its population. Population projections from the NH Office of Energy and Planning (<http://www.nh.gov/oep/data-center/population-projections.htm>) show a continued slow rate of decline, through 2020 with slow growth beginning in 2025.

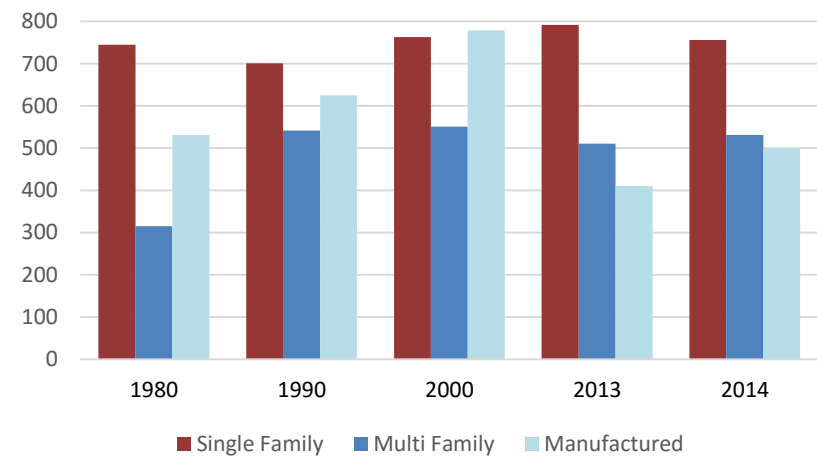
Although housing units show an overall increase between 1980 and 2010 (14%), there has been an 8% decrease in the housing stock between 2000 and 2010. The result is that the ratio of housing units to population has decreased from 2.8 to 2.4 which is more in line with the reported actual household size in the 2014 US Census ACS - also 2.4. More on this can be found in the section of this Chapter dealing with household size.

HOUSING STOCK AND SUPPLY

The amount and types of housing within a community is influenced by many factors, including land use regulations, population growth, property values and municipal services. A community's approach to land use and development often is reflected in its housing stock and supply. Following, is a summary of current trends as identified through data resources. Overall, Allenstown has experienced a steady supply of new housing since 1980, with the exception of the recent decline between 2000 and 2010. Housing additions have occurred primarily in the north east corner of town and to a lesser extent in and around Suncook Village.

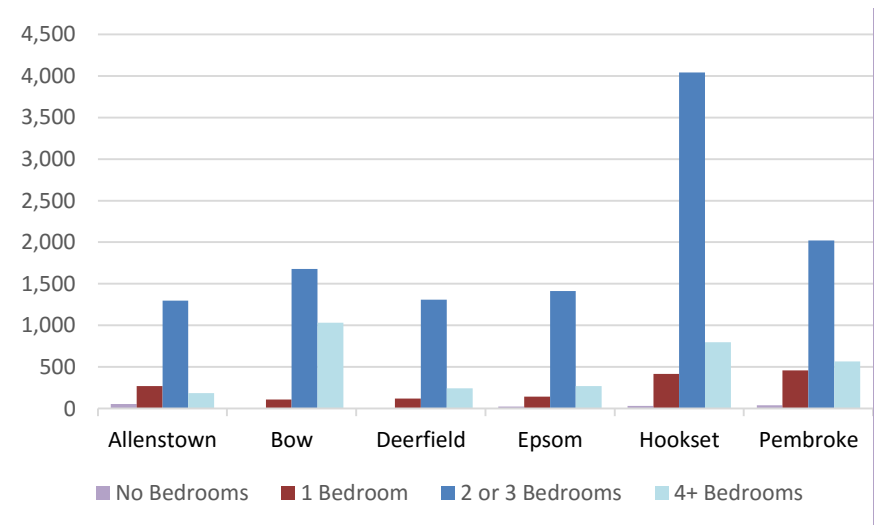
The housing unit data shown in Figure 1, below show the units by type, reinforcing the prevailing pattern of single family homes in Allenstown. In looking at the change in housing stock between 2000 and 2015, single family homes have gained a greater share of the

Figure 2: Housing Stock, By Type, 1980 - 2014



Source: ACS 2014, 2003 Allenstown Master Plan

Figure 3: Number of Bedrooms in Homes, 2014



Source: ACS 2014

overall stock (in 2000, manufactured homes occupied the greatest share). Multi-family housing has remained relatively similar resulting in the overall makeup being more balanced than it was at the turn of the century, with single family housing now making up about 40% of the stock.

With regard to vacancy, 99% of Allentown's units were occupied in 2014 (Table 3). With no seasonal units as part of the housing stock, this suggests that, overall, there is enough housing stock to meet the demand. This reinforces the data that suggests the ratio of population to actual housing units is now more in line with the actual market demands.

The age of housing in a community can be an indicator as to whether or not the housing stock can meet current needs (Table 4). In Allentown, nearly 60% of the housing stock was built between 1960 and 1999; of that, about 28% was built between 1980 and 1999. Only 1.5% of Allentown's housing stock was built in 2010 or later. The significance of this information is twofold: first, Allentown needs newer housing to diversify its overall housing stock; secondly, this represents an opportunity to develop new housing and tailor it demographically for seniors and to increase the community's workforce.

Another housing stock factor to be considered is the number of bedrooms (Figure 3). Housing units can contain one, two, three, four or more bedrooms. The number of bedrooms is tied to household size, in that people will seek housing that provides the adequate number of bedrooms they need, but no more. Given the aging population, coupled with smaller family sizes, homes with four or more bedrooms can become less desirable economically.

Table 3: Allentown Housing Occupancy, 2014

Type	Number of Homes	Percent
Occupied Units	1787	99%
Vacant Units	25	1%
Seasonal Units (part of vacant number)	0	NA
Total Permanent Units	1812	100%

Source: US Census 2014 ACS

Table 4: Age of Houses in Allentown, 2014

Age	Number of Homes	Percent
2010 or later	27	1.50%
2000-2009	150	8.30%
1980-1999	513	28.30%
1960-1979	516	28.50%
1940-1959	263	14.50%
1939 or earlier	341	18.80%

Source: ACS 2014

Two to three bedrooms have become more desirable as a result. In Allentown, there are very few four or more bedroom homes, and the overwhelming majority of its stock is in the two to three bedroom range. Also of note is there seems to be a greater share of one-bedroom units in Allentown. Collectively, the impact of having a greater share of its housing between one and three bedrooms means that the existing housing stock is better tailored to current and future demographic trends.

Allentown, in general, is in a unique place with regard to its housing stock. To begin with, there is balance amongst the types of housing available, as well as the number and size of units. Additionally, the number of bedrooms is consistent with current

and future demographic trends. The effect of this seems to be a low vacancy rate and a match between housing stock and housing need. Moving forward, Allenstown is positioned to develop additional housing strategies that can be used for workforce attraction. This is a key strategy in the Economic Development Chapter and will help set Allenstown apart from the region in terms of “why Allenstown” for regional economic development. Housing development that continues to pursue a balance between need and stock, as well demographic need will serve Allenstown well now and into the future.

HOUSING DENSITY

Housing density is calculated by dividing the number of housing units by the square mileage of the area. It is a measure of how thickly settled an area is. Allenstown’s number of square miles, excluding water, is 20.5. Table 5 shows the average number of housing units per square mile for the Town of Allenstown from 2000 to 2010. While many of the surrounding communities experienced significant increases in density, Allenstown’s decreased. The decrease in housing units, coupled with the presence of Bear Brook State Park, give Allenstown a rural feel when one is not in Suncook Village.

COST OF HOUSING IN ALLENSTOWN

This section looks at the cost of owner and rental housing in Allenstown as a way to evaluate the housing market in Allenstown. The following tables present information related to the availability and affordability of housing.

It is important to keep in mind that RSA 674:58 defines workforce housing as homes that are affordable at a 30% cost burden of a

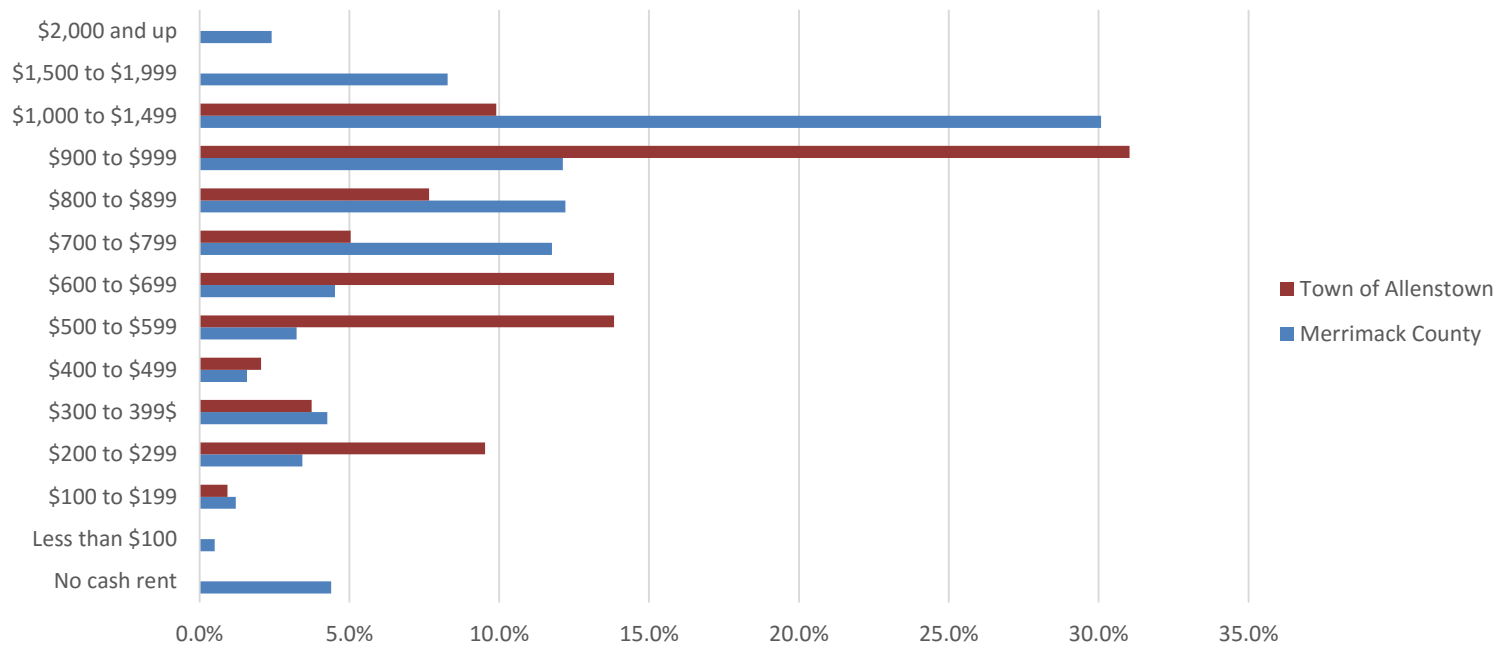
Table 5: Housing Density of Allenstown and Abutting Communities

Community	Land Area (Sq Mi)	2000		2010		Change in Density 2000-2010	Percent Change 2000-2010
		# Units	Units/ Sq Mi	# Units	Units/ Sq Mi		
Allenstown	20.5	1,898	93	1,812	88	-4	-4.53%
Bow	28.2	1860	66	2,818	100	34	51.51%
Deerfield	50.8	1227	24	1,672	33	9	36.27%
Epsom	34.5	1,396	40	1,850	54	13	32.52%
Hooksett	36.2	3,484	96	5,289	146	50	51.81%
Pembroke	22.6	2,536	112	3,085	137	24	21.65%

Source: US Census Bureau, 2003 Allenstown Master Plan

household’s gross annual income. Based on the assumption that no more than 30% of a household’s income should be spent on housing, Figure 4 illustrates that 257 units are in this category representing about 24% of total occupied rental housing units, and that 463 units, or 37%, of owner-occupied units are unaffordable. This represents a potential barrier to attracting a workforce, especially on the owner-occupied side. Cluster housing is a strategy that can be used to alleviate this issue. First, clustering allows for smaller lots which will yield more units making each unit less expensive. Secondly, smaller lots, with smaller frontages, will decrease the length, and therefore cost, of roadways and development costs. Finally, allowing for narrower roadways in developments will help to keep costs down and at the same time, keep future road maintenance costs lower for the Town. To this end, an updated cluster ordinance (currently allowed in the Open Space and Farming Zone with 1 unit per 5 acres) allowing for greater density and clustering, and accompanying Subdivision Regulation changes may be in order.

Figure 4: Gross Rent Distribution, 2014



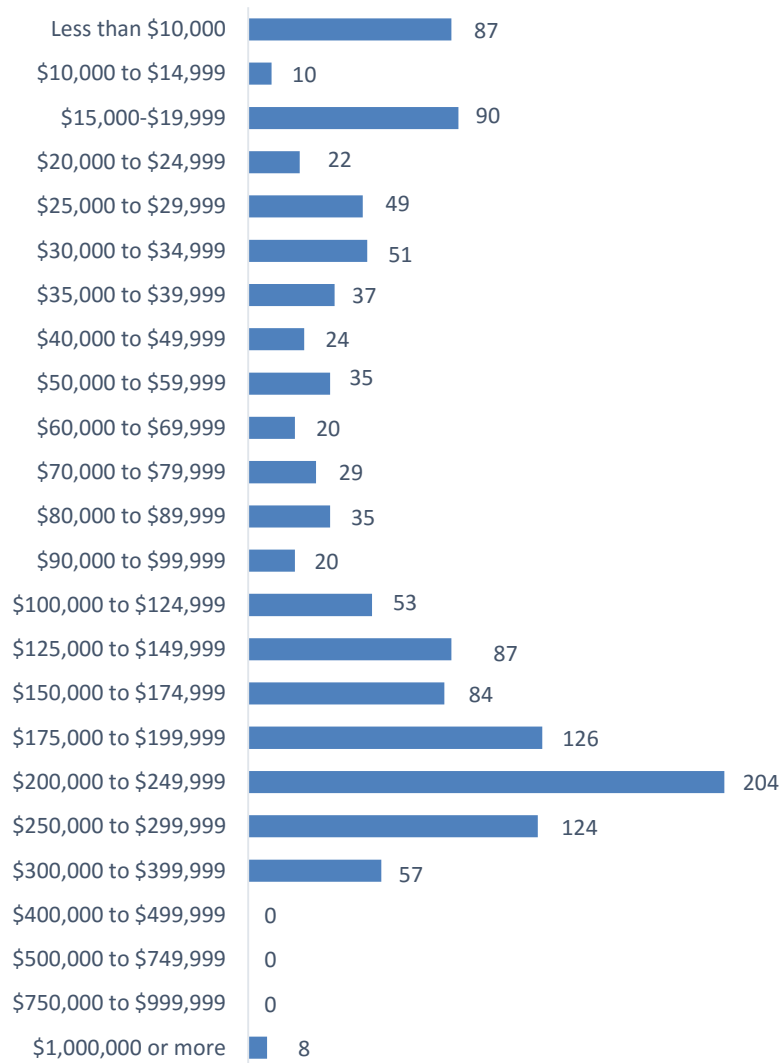
Source: ACS 2014

Table 6: Gross Rent as Percent of 2013 Household Income

	Occupied Rental Units	Household Income						
		Less than \$10,000	\$10,000-\$19,999	\$20,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000 or more
Rent < 20% HH Income	150	0	0	53	5	43	11	38
Rent 20%-29.9% of HH Income	77	0	18	14	6	6	33	0
Rent > 30% HH Income	257	0	63	135	22	37	0	0
All Renter Household	535	51	81	202	33	86	44	38
Percent not computed	51	51	0	0	0	0	0	0

Source: ACS 2013

Figure 5: Value of Owner Occupied Housing Units, 2014



Source: ACS 2014

Table 7: Owner Households by Monthly Housing Costs, 2013

Owner Households by Monthly Costs	Number of Units	Percent of Units
Monthly Costs Less than 20% of HH Income	445	35.5%
Monthly Costs 20% - 29.9% of HH Income	344	27.5%
Monthly Costs 30% or More of HH Income	463	37.0%
Percent not computed	0	0.0%

Source: ACS 2014

HOUSEHOLD SIZE

Household size and the number of new residential permits issued gives important information that directly relates to trends that impact land use decisions and the capacity of Town services. As is typical of many other trends, decreasing household size is a common occurrence in New Hampshire and is consistent with a low birth rate and an aging population. Average household size in the Central NH Region was 2.61 in 2000 and 2.55 in 2010 respectively. An average household size higher for renter occupied units in comparison to owner occupied units is not unexpected.

For Allentown, household size had been relatively stable from 1980 through 2000 (Table 8). By 2010 it had declined to 2.39. The region and state had declined as well during the same period from 2.61 to 2.55 and 2.53 to 2.46 respectively. In 2010 as in 2000, Allentown has an average household size slightly smaller than that of the state and the region.

As stated elsewhere in this Chapter, it is important to understand if the average household size reported in the Census is similar to the

actual population-to-unit ratio. In the event that the actual unit to population number is greater than the reported Census number, it suggests that the number of units may exceed the needs of the population. The result is a “housing unit mismatch” number. The greater the housing unit mismatch number, the greater the likelihood that there are more units than the population needs. The closer the number is to zero, the more it suggests a balance between housing need and supply. For Allenstown, there was a mismatch number of 0.3 in 1980, but since 1990 the number has been zero suggesting more of a balance between units and household size.

RESIDENTIAL BUILDING PERMITS

Figure 6 looks at the residential building permits by type through 2014. This slowing trend is the typical pattern seen throughout New Hampshire and the region. Of note is the fact that Allenstown has seen a negative number of multi-family permits in 2013 (demolition) and in 2014 only manufactured homes were installed. Allenstown, like the region and New Hampshire, is seeing declining growth in the wake of the Great Recession.

Table 8: Average Household Size in Allenstown

	1980	1990	2000	2010
Allenstown	2.5	2.5	2.5	2.39
Central NH Region	-	-	2.61	2.55
New Hampshire	-	-	2.53	2.46

Source: US Census Bureau 2014 ACS, 2003 Allenstown Master Plan

Table 9: Actual Population to Unit Ratio:

	1980's	1990's	2000's	2010's
Actual Units to Population Ratio	2.8	2.5	2.5	2.4
Census Reported Household Size	2.5	2.5	2.5	2.4
Housing Unit Mismatch	0.3	0	0	0

Source: US Census ('80, '90, '00); US Census ACS 2014; CNHRPC Calculations

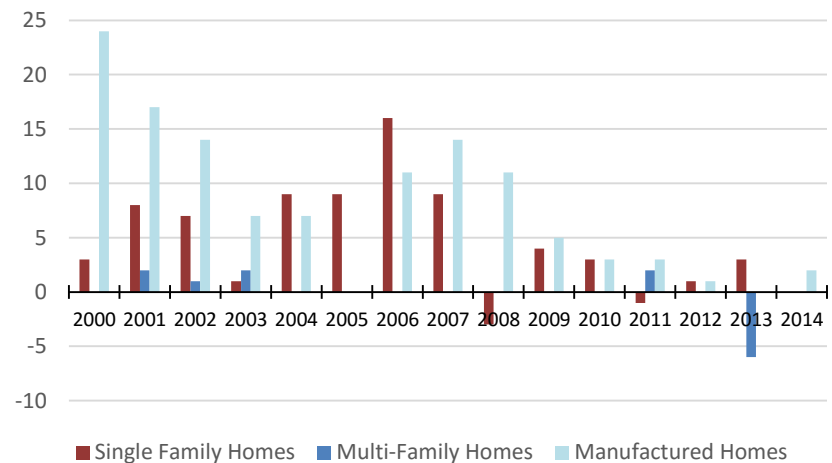
Table 10: Population per Occupied Unit in Allenstown, 2014

Unit Type	Number of Units	Average Household Size	Vacancy Rate
Owner-Occupied Units	1252	2.49	Less than 1%
Renter-Occupied Units	535	2.17	Less than 1%
Total Occupied Units	1787	2.39	-

Source: US Census ACS 2014

Figure 6: Residential Building Permits by Housing Type, 2000-2014

Source: NH Office of Energy and Planning



COMMUTE TO WORK DATA

In looking at the commute data, 96% of Allentown's workforce leaves the Town for employment. Of those who commute, half of them are commuting between 15 and 29 minutes. Nearly a third - 31% are driving 30 to 44 minutes, and 11% are working more than 45 minutes away. Only 8% have commutes of less than 15 minutes. More local employment options could serve to limit these commute times.

SUMMARY OF TRENDS

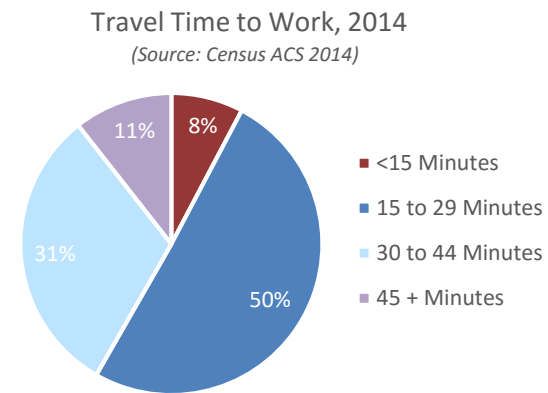
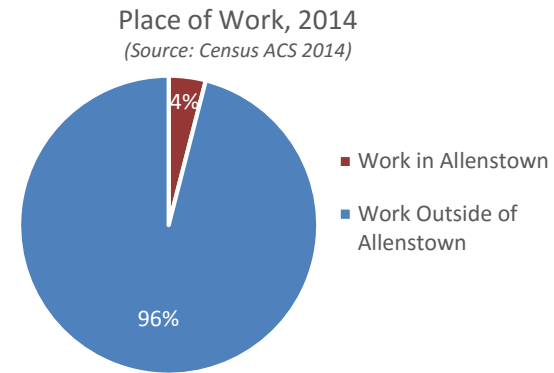
Housing through the Generations and Future Workforce: People look for different housing types as they age through the life cycle. By 2030, the population of New Hampshire is expected to increase by approximately 95,000 from the 2010 Census count of 1,316,470.

The group most likely to purchase larger homes, those aged 35-54, is expected to decline in many NH communities, including Allentown. As households become more diverse, real estate preferences tend to diversify as well. Many baby boomers are looking to downsize, and the trend of smaller household sizes have impacts on market preferences.

In addition to the ability to age in place, there is a need for expanding the workforce into the future. Housing as an economic development strategy requires the ability to attract those that are not only in the workforce today, but in the future as well. Much of this is similar to what downsizing baby boomers are looking for: smaller homes near amenities and places of employment.

There is the potential for adopting new development approaches using market and other incentives, but it is unclear whether any

Figure 7: Commute to Work Data



incentives can jump start a solution. There is an interest in more walkable neighborhoods while still maintaining the character of the Town.

In addition to 55 and older housing, ranch style housing developments have been successful elsewhere because they offer one story living with a small plot of land for gardens/open space. Cluster housing could be a solution as well, as it is consistent with the desire for single family homes, walkability, and a sense of community. Supporting these changes as a means of encouraging movement in the housing market would require a complex set of policy decisions on land use requirements, and regulatory changes to ordinance.

HOUSING NEEDS ASSESSMENT

Judging strictly on the basis of population projections, Allenstown would appear to have minimal housing needs. However, changing household composition and housing preferences, as well as efforts to attract tomorrow's workforce, are likely to affect Allenstown just as much as or more so than a slow rate of growth. Today, housing demand looks much different than it did 20 years ago. Like most mature, suburban style communities in New Hampshire and the region, Allenstown has an aging population. Characteristics of an aging population include the tendency to downsize households, creating more demand for single level housing and potentially more demand for senior housing. The trajectory of the typical subdivisions and housing demand for an older population has been changing course the last few years and is expected to continue.

With regard to attracting workforce, those starting out will also seek smaller homes, and in addition, schools can also play a role in making Allenstown a destination. Working closely with the School Board to ensure that Allenstown schools are at the forefront of education in the region will be key. Additionally, infrastructure,

notably roads and broadband internet access will play a vital role as well.

HOUSING NEEDS ASSESSMENT OVERVIEW AND HOUSING PROJECTIONS

The Housing Needs Assessment (HNA) draws on U.S. Census data and considers demographic changes and projections and their potential impact on housing need. This information can then be used to help Allenstown better plan for housing demand.

The HNA begins with a base year (2010) analysis using U.S. Census data for the number of renters over and under the age of 65 years, as well as the number of home owners of the same age. Ratios were then established between the number of people per household and the number of households in each of the four groupings (renters under 65, renters over 65; owners under 65, owners over 65). Using the ratios and population growth projections from the New Hampshire Office of Energy and Planning, an estimated number of needed owner and renter housing units in 2015, 2020, and 2025 were identified.

This section summarizes a projection of housing supply needs for the periods 2015 through 2040 in five-year increments. This forecast of housing needs is designed to inform the community about the expected demand for housing in the future. This section includes projections of the needs for both owner and renter housing. It should be noted that the further out the projections go, the less reliable they may be. Historical data for population projections by age were available from the NH Office of Energy and Planning.

The following housing forecast is based upon the Population Headship Tenure Model included in *The Evolving Environment and Housing's Future* produced by the NH Center for Public Policy Studies for NH Housing as part of the state's Housing Needs Assessment (2014). The model estimates the future need for housing using anticipated changes in household size, tenure, and age group. Headship is defined as the ratio of the number of household heads relative to the total population. For this model the headship ratio is computed for each population cohort and the total population. The projections are based upon headship rates by age group.

As mentioned earlier, the aging population has come to account for a greater share of all households in the region and state and a

INTERPRETING THE HOUSING NEEDS ASSESSMENT

The Housing Needs Assessment can serve as the starting point for a dialogue in Allenstown on:

- Who can or cannot afford to live in our community?
- Can our children afford to stay or return to the community as they mature?
- Are populations with special housing needs given sufficient housing options?
- Do our elderly residents have sufficient alternatives to remain in the community if they chose to
- Does our existing housing stock currently attract economic development? Do we want it to?

resultant decrease in household sizes. Decreased fertility rates have further reduced household sizes with fewer children per household, and young families represent a smaller share of all households than they have historically. This model accounts for these trends in household formation and home ownership trends dependent on the age of the head of household and thus presents a more accurate reflection of future housing production needs to meet demand of a changing demographic. For the Central NH Region as a whole, there is a projected need for as many as an additional 6,280 units to meet demand by 2020 from the 2010 base year. However, it should be noted that new units do not necessarily equal new structures. For example, there could be the opportunity to add a small apartment or accessory unit with a single family home. Highlights of the HNA for the Region include: a need for about a 6% increase in housing every five years between 2010 and 2025; about a 70/30 split, respectively, between owner-occupied and rental housing in 2015; and, about 47% of the rental housing needed by 2015 would be for those under 35 years of age or over 74 years of age. For Allenstown, there is a projected need for 196 units (7 per year) to meet demand by 2020 from the 2010 base year (see below).

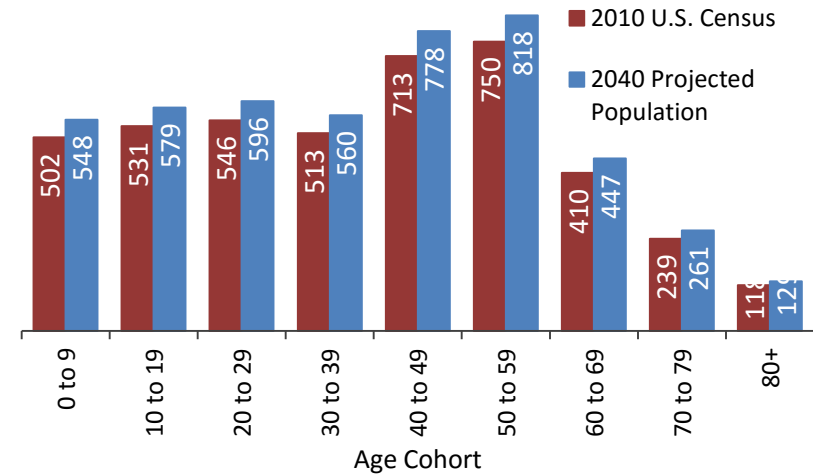
Population decline and a demolition of housing units over the past decade, along with reasonable rent and home ownership costs would suggest that, on the surface, the housing needs are generally being met. However, there are some present trends that point towards challenges in the housing supply:

- The availability of smaller dwelling units for seniors to downsize;
- Housing strategies that will expand Allenstown's employment base by attracting those entering the workforce.

- Broadband internet access;
- Transportation issues given the rural nature of the region and dependency upon the single occupancy vehicle; and
- The cost of housing for seniors on fixed incomes, disabled persons, those entering the workforce and single parents.

Shown below are the results for Allenstown, using the Housing Needs Assessment tool. As mentioned so many times in the master plan, the dominance of both a rural development pattern around Bear Brook, and a suburban pattern in Suncook Village influence the housing character of Allenstown. Coupled with population decline and housing unit demolition over the last decade and, the projected dwelling unit demand is not a large increase over the current supply of both renter and owner units, yet there should be opportunities to evaluate the existing housing supply and the emerging trends mentioned above, including workforce attraction. It's an obvious conclusion that people look for different housing types as they go through the life cycle. Downsizing seniors, along with those just entering the workforce are more likely to seek smaller housing. The group most likely to purchase larger homes, people aged 25-54, is declining and many communities are looking at ways to attract the younger workforce population. Given its location and current balance of housing, Allenstown is well positioned to pursue policies to meet future needs while attracting workforce. The challenge is looking at ways to encourage a mix of housing that continues to support the community character of the Town and maintaining balance, while introducing more housing choice for seniors and tomorrow's workforce. Strategies such as cluster housing could prove successful.

**Figure 8: Housing Needs Assessment Results - Allenstown
Population By Age**



**Figure 9: Housing Needs Assessment Results – Allenstown
Projected Dwelling Unit Demand**

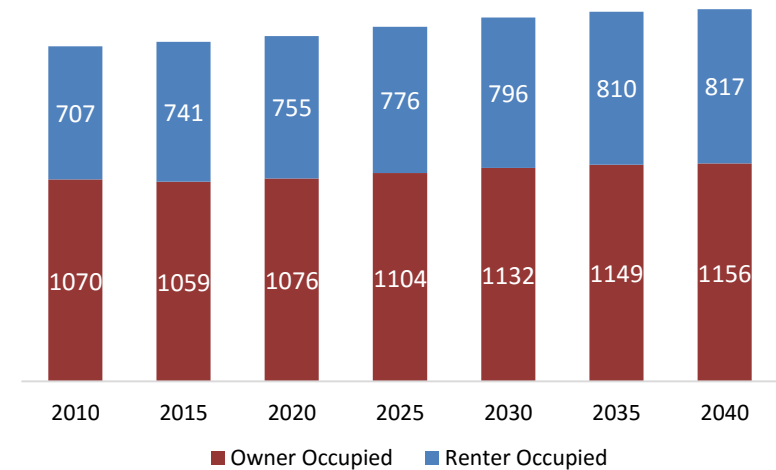
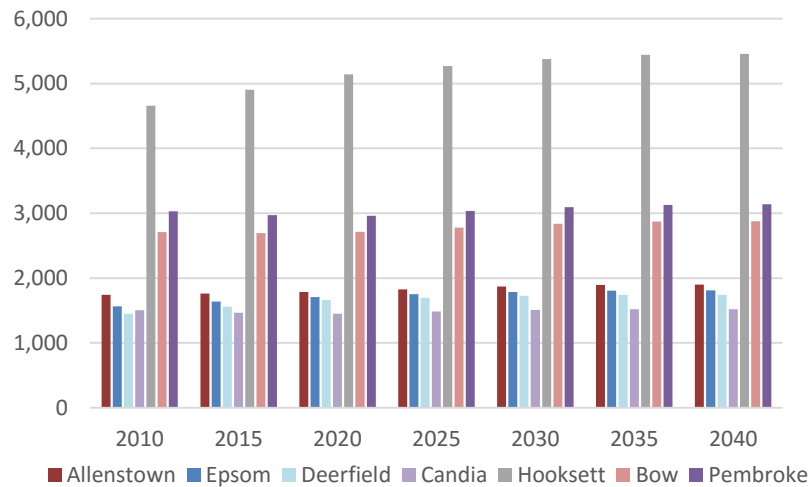


Figure 10: Housing Needs Assessment Results – Regional Housing Projections*



**Population Projection Note: the population projections used in the calculation of Allenstown’s housing needs was based on one of two scenarios run by the Office of Energy and Planning. The two scenarios, based upon the same county-based projection number, distributed the shares of the population into different ways. The scenario adopted in NHOEP’s final projection assumed Allenstown’s continued decline in population while the other scenario did not. The adopted projections suggested that Allenstown would have a population of 3,922 in 2015. Based on the fact that subsequent OEP population estimates saw Allenstown with a population 4,326 in 2013 and 4,312 in 2014, CNHRPC used the second population projection from the OEP projections as they were more reasonable with these estimates.*

Table 11: Housing Needs Assessment Results

Housing Supply Available for Year-Round	Total Ownership Stock Except Sold, Not Occ. <i>Owner Occupied</i>	Total Rental Units Except Rented, Not Occ. <i>Renter Occupied</i>	Total Stock Occupied or Available
2010	1,070	707	1,777
2015	1,059	741	1,799
2020	1,076	755	1,831
2025	1,104	776	1,880
2030	1,132	796	1,928
2035	1,149	810	1,960
2040	1,156	817	1,973
Change (2010-2040)	86	110	196
Change	3	4	7

CHAPTER OBJECTIVES AND RECOMMENDATIONS

RELEVANT 2003 MASTER PLAN GOALS AND OBJECTIVES

OBJECTIVE 1 (2003)

To promote wise affordable single family housing growth in Allenstown and continually monitor development trends.

- Produce a buildout analysis to determine those parcels still available for development.
- Produce a Capital Improvements Program to adequately plan for future expenditures of Town equipment and projects to better serve Allenstown residents.
- Develop and adopt architectural design guidelines to ensure that new development fits the character of each neighborhood.

OBJECTIVE 2 (2003)

To encourage the development of elderly housing.

- Seek grants from Concord Area Trust for Community Housing (CATCH), Community Block Grants, (NHCLF), etc. to rehabilitate and maintain the homes of the elderly and disabled residents of Allenstown.
- Attract developments tailored to seniors to locate in Allenstown.
- Communicate regularly with Concord Area Transit (CAT) and Pembroke for updates on the status of bus service options to Allenstown.

OBJECTIVE 3 (2003)

To encourage new residential growth to locate to the Bear Brook State Park area.

- Revise the Zoning Ordinance to better emphasize cluster development provisions.
- Communicate regularly with Concord Area Transit (CAT) and Pembroke for updates on the status of bus service options to Allenstown.

2016 MASTER PLAN GOALS AND OBJECTIVES

OBJECTIVE 1 (2016)

Allenstown's land use regulations support development of a wide range of housing options to meet the needs of residents at all ages of the life cycle, including single residents, families and seniors.

- Audit housing regulations to be sure that housing options are available for residents of all ages, income and abilities.
- New development should model sustainable design and sensitively integrate into its natural setting.

OBJECTIVE 2 (2016)

Allenstown's senior citizens have housing options that allow them to continue to age in their community.

- Strengthen available programs to help seniors stay in their home as they age.

- Strengthen senior center programs, work with state programs, and provide coordinated information on community services, such as Concord Area Transit and the new Community Center.
- Ensure that the Zoning Ordinance maximizes the ability to develop accessory dwelling units, 55 and older housing, and assisted living facilities, especially near Suncook Village and Route 3.
- Work with realtors to develop additional strategies, including marketing.

OBJECTIVE 3 (2016)

Work to attract Allenstown's future workforce.

- Revise and enhance cluster ordinance provisions to make them easier for developers to use and provide greater density incentives than the current five acres. This, coupled with ensuring that there are no barriers to renovation homes across Town, also will keep costs down.
- Ensure that the Zoning Ordinance allows for townhouse-style development in and around Suncook Village and the Residential Zones.
- Work to ensure there is adequate infrastructure, including sewer, water, roads, and broadband internet access.
- Continue to support outdoor recreation efforts in Allenstown.
- Work with the Allenstown School District to ensure that the school system provides innovative curriculum to serve as an attraction.

- Work with realtors to develop additional strategies, including marketing.

OBJECTIVE 4 (2016)

Maintain balance between the housing stock and population while pursuing other opportunities such as strategies for aging in place and for workforce attraction.

- Maximize downtown development potential in terms of higher density, a mix of compatible uses, and infrastructure.
- Continue to manage the growth of the mobile home parks.
- Pursue demographic-specific housing strategies (seniors, workforce, etc).
- Institute phasing provisions in accordance with RSA 674:21.IV.c, for all major subdivisions and multi-family site plans.
- Consider historic preservation provisions for Suncook Village such as demolition delay bylaws and/or historic district designation.
- Track changes in building permit data, vacancy rates, household size, and the ratio of population to housing to determine if balance is maintained each year.
- Work with realtors to develop additional strategies, including marketing.

ECONOMICS

For the Town of Allenstown

Vision and Mission Statement of the Chapter

It is in the interests of the Town of Allenstown to continue to grow and mature economically in 2016 and beyond. In order to do this, the Town needs to work to help existing businesses grow and succeed, and to attract new and desirable industry that fits with our community character. This will require the Town to maximize its opportunities for growth, while at the same time protecting what makes Allenstown “Allenstown.” To do this, we need to capitalize on various opportunities and overcome our various challenges for Allenstown to reach its potential now and in the years to come.

- The Allenstown, NH Planning Board. December 2015

This Chapter is intended to serve two purposes: first, it is the Economic Chapter for the Allenstown Master Plan. Secondly, it also serves as a stand-alone economic development plan for the economic development efforts of the Town of Allenstown. It was developed by the Allenstown Planning Board with the assistance of the Central New Hampshire Regional Planning Commission (CNHRPC). The Chapter was developed utilizing the following:

- Data from the CNHRPC Regional Plan update.
- Data from the Central and Southern New Hampshire Comprehensive Economic Development Strategy (CEDS)

including a regional Strength, Weakness, Opportunity and Threats (SWOT) analysis and a regional industry cluster analysis.

- State of New Hampshire Labor Market Information Bureau industry projections.
- Feedback from the Allenstown Master Plan Visioning Sessions held November 20, 2013 and May 14, 2014.
- Community survey feedback information.

The effect of drawing on all of these sources is a plan that draws on both the perspectives of the community, but also latest economic

data and economic projections in an effort to determine where Allenstown is in terms of its current economic situation – including the regional economy – and what opportunities exist to strengthen that situation.

COMMUNITY VISIONING SESSION

On November 20, 2013 and May 14, 2014 visioning sessions were held in support of the Master Plan development process. Discussions looked at how development as a whole impacts the community, but also, how economic development impacts the Town, community character, and, how the Town impacts economic development. The opinion of the participants were that development, including economic development must fit the nature of the Town and that there is opportunity for greater economic development, including recreational/tourism economic development. The full results can be found in the Appendix of this chapter.

SURVEY RESULTS

A survey was conducted in support of the Master Plan update process. This information, taken along with the visioning session information, paints a picture beyond what the data can provide. It helps articulate community desires. From an economic standpoint, the survey identified that several industries are desired in town, including: retail, restaurants, services, professional offices, and grocery stores. Also, it spoke of desires to see greater growth, including economic growth, on Routes 3 and 28, as well as Suncook Village. Like the visioning sessions, all development must fit the community character, and this includes economic development. The full results can be found in the Vision Chapter of the Master Plan and a web link is available in the Appendix of this chapter.

CEDS AND REGIONAL PLAN DATA

The Central and Southern New Hampshire Comprehensive Economic Development Strategy (CEDS), along with the CNHRPC Regional Plan update, provided much of the baseline data used in the economic analysis portion of this Chapter. Demographic changes were drawn from the Regional Plan update while economic trends, most notably the industry cluster analysis and Strength, Weakness, Opportunity and Threat (SWOT) analysis were drawn from the CEDS. Key findings suggest that population growth is slowing, the region is getting older, and the cluster analysis suggests five key industry clusters are strong around the region. The full results can be found in the Appendix of this chapter.

DOCUMENT OUTLINE AND FORMAT

Part of the Planning Board's goal with this Chapter was to create a document – and a plan – that would be more “action orientated” than a traditional plan. Although extensive data can be found at the end of the Chapter, the Action Plan was put in the front to serve as the focal point of the document. Moving on from there are the complete list of goals and objectives, followed by the economic and demographic data. It is intended that this plan will be user-friendly and encourage action as opposed to more analysis and historic discussion of the Allenstown's historic economy.

ECONOMIC DEVELOPMENT PLAN OF ACTION

PLAN OF ACTION

The Goals and Objectives were drawn from the data, public feedback, and the direction of the Planning Board. Each Goal or Objective, its corresponding Recommendations, the entity that will

implement the recommendations, and recommended timelines follow. It is intended that this chart will serve as the Town's Economic Development Plan of Action.

Table 1: Projects, Timelines and Responsible Parties

Goal/Objective	Recommendations to Implement Goal/Objective	Responsible Parties*	Time Lines
1. To promote ordinances and regulations which encourage greater economic stability and financial growth within Allentown (2003 Master Plan)	a. Develop a Capital Improvements Program (CIP)	PB	May-16
	b. Draft and enact ordinances and regulations that will provide more incentives to businesses, thus making Allentown a more attractive business destination	PB	Mar-17
	c. Provide economic incentives (such as provide sewer and water, tax breaks (expand RSA 79E zone; establish RSA 162N ERZ designation), develop a chamber of commerce, promote businesses on a website and develop pamphlets) to commercial and industrial businesses that will employ more local residents of the Town	PB, BOS, EDC, OTHERS	Ongoing, begin May 2016
	d. Institute strategies and policies, such as modernizing town services or creating fees for services, that lessen the individual tax burden on town residents	BOS	Ongoing, begin May 2016
2. To strengthen and promote the level of education of Allentown residents (2003 Master Plan)	a. Provide bussing for students to Pembroke Academy	SB	By fall 2017
	b. Institute dropout prevention and intervention programs for Allentown students, particularly for Pembroke Academy students	SB	By fall 2017
	c. Examine the possibility for expanding on the inventory of the existing library and updating its technology	SB	By fall 2017
	d. Establish a grant committee to seek grants from the state and federal governments to provide economic and educational programs or assistance (such as job training, vocational workshops, job placement programs, educational grants and application assistance) to low income families	SB	By fall 2017

Goal/Objective	Recommendations to Implement Goal/Objective	Responsible Parties*	Time Lines
3. To strongly encourage the modernization of the delivery of town services which would maximize their productivity and efficiency (2003 Master Plan)	a. Develop a GIS system for the Suncook Waste Water Treatment Plan to automate response and computerize the records	SD	1-Jan-18
	b. Encourage the procurement and development of the latest technologies for the Police and Fire Departments, Town Hall Offices, and Highway Department	BOS	1-Jan-18
4. Attract young families to Allenstown	a. Engage school system to further develop strategies to meet current and future education needs.	SB	By fall 2017
	b. Continue to ensure a range of housing needs are met in Allenstown	PB	Ongoing, begin May 2016
	c. Establish a Recreation Committee to expand Town recreation opportunities	BOS	By fall 2017
5. Expand infrastructure	a. Identify funding sources for sewer and water upgrades	SD, PWW	Aug-16
	b. Develop and implement plans for sewer and water upgrades	SD, PWW	1-Jan-18
6. Expand broadband	a. Participate in Broadband Speed Test www.iwantbroadbandnh.org	BOS	May-16
	b. Utilize resources available at the newly formed Broadband Center for Excellence at UNH available at http://www.unhbcoe.org/	BOS	Ongoing, begin May 2016
	c. Through CNHRPC, UNH and other initiatives, monitor what other opportunities may arise and participate as applicable	BOS	Ongoing, begin May 2016
	d. Create/maintain a map of broadband access in town	PB	By fall 2017
7. Improve access on Route 28	a. Establish Access Management Provisions in the Site Plan and Subdivision Regulations	PB	Mar-17
	b. Establish a Memorandum of Understanding with NHDOT regarding access management and State driveway permitting	BOS	By fall 2017
	c. Develop access management plan exploring the possibility of an access roadway or other alternative access.	PB/BOS	May-16
8. Revitalize brownfield sites	a. Participate in the Central New Hampshire Brownfields Advisory Committee	PB/BOS	Ongoing, begin May 2016

Goal/Objective	Recommendations to Implement Goal/Objective	Responsible Parties*	Time Lines
9. Establish workforce training	a. Engage local schools to develop approaches to workforce training	EDC/SB	By fall 2017
	b. Seek to establish internships with local employers and local high school students	EDC/SB	By fall 2017
	c. Engage New Hampshire Technical Institute to develop strategies for job training	EDC/SB	By fall 2017
10. Revive and expand the role of the Economic Development Committee	a. Reestablish EDC and expand membership to include a majority of business owners. Schedule meetings at times to ensure strong attendance.	BOS	Ongoing, begin May 2016
	b. Participate in the Central New Hampshire Regional Planning Commission's Comprehensive Economic Development Strategy (CEDS) program on a regular basis	EDC	Ongoing, begin May 2016
	c. Explore marketing strategies and develop an information packet for prospective businesses	EDC	May-17
	d. Empower the EDC to act as nimbly as possible by: 1) Develop a not-for-profit development corporation to engage in development activities. 2) Seek funding for Town Meeting for economic development activities – i.e. develop a “fund” for the EDC to implement the components of this Chapter and subsequent Economic Development Plans/Chapters. 3) Seek Town Meeting approval for the authority to engage outside economic consultants, as needed, to implement this and future Plans	BOS/EDC	Mar-17
	e. Review this Chapter, and develop a new economic development plan (to be the new Economic Chapter in the Master Plan) every 5 years or as they see fit	EDC	January, 2021
	f. Develop a mission statement capturing EDC's purpose, including, the potential following items: 1) Advocate for existing businesses 2) Engage potential new businesses 3) Facilitate inter-town coordination and cooperation with regards to economic development activities 4) Implement other economic development activities as specified in this Chapter and subsequent Plans	EDC	May-16

Goal/Objective	Recommendations to Implement Goal/Objective	Responsible Parties*	Time Lines
11. Establish a greater web presence	a. User-Friendly website; Contact list; All documents listed for all approvals and permits; Data about the town (demographics/economic/transportation); Available tracts of land	EDC	Ongoing, begin May 2016
	b. Tie into regional web presence initiatives (i.e. links from CNHRPC and other regional entities)	EDC	Ongoing, begin May 2016
	c. Develop a “brand” for Allentown	EDC	May-16
12. Prioritize sites for economic development	a. Inventory under-utilized commercial and industrial sites	PB/EDC	Ongoing, begin May 2016
	b. Identify development constraints, including zoning and access, for each property	PB/EDC	May-17
	c. Establish a pre-certified site program	PB/EDC	Fall 2018
	d. Engage owners in redevelopment process	PB/EDC	Ongoing, begin May 2016
	e. Apply for a Plan New Hampshire design charrette to identify more specific site redevelopment potential	EDC	Ongoing, begin May 2016
13. Support existing businesses	a. Engage local businesses on a regular basis regarding their needs and challenges (roundtables, surveys, etc.)	EDC	May-17
	b. Share information on available tax incentives (such as RSA 79E and 162N)	EDC	Ongoing, begin May 2016
	c. Establish and update a business list every two years	EDC	Fall 2018
	d. Review Site Plan Regulations and Zoning Ordinance to ensure business expansion is maximized	PB	Ongoing, begin May 2016

Goal/Objective	Recommendations to Implement Goal/Objective	Responsible Parties*	Time Lines
14. Recruit target industries: Retail Trade, Information, Education/Healthcare/Social Assistance, and Arts/Entertainment/Recreation/Accommodation/Food Services	a. Update application packet for RSA 79E and publicize	EDC	Fall 2016
	b. Establish Local Economic Revitalization Zones, per RSA 162-N.	EDC	Fall 2016
	c. Assess the Zoning Ordinance, Site Plan Regulations and Subdivision Regulations to ensure effectiveness by exploring the following: i. <u>For the Zoning Ordinance</u> : 1. Desired economic uses are permissible and, to the maximum extent possible, situated in locations that capitalize on nearby assets and infrastructure (internet, roads, etc.) 2. Economic uses “fit” Allenstown’s character. 3. That the Home Occupation use is maximized and supported by relevant infrastructure to the maximum extent possible. 4. Buffers between residential and commercial uses are adequate. ii. <u>For the Site Plan Regulations</u> : 1. It is clear when a site plan review is required. 2. The scope of review “fits” with what is being proposed (i.e. that major and minor subdivision are dealt with appropriately) iii. <u>For the Subdivision Regulations</u> : 1. That there are no issues with regard to commercial subdivision vs. residential iv. <u>For all regulations and ordinances</u> : 1. Opportunity exists for mixed-use development, including a clear process 2. That ordinances requiring regulations to include certain provisions are provided for (such as cluster subdivisions). 3. That definitions amongst all three documents are consistent. 4. That the processes are clearly specified. 5. That all three documents are listed on the Town’s website.	PB/EDC	Ongoing, begin May 2016
15. Maximize "Recreational Economy"	a. Identify funding for Boat Ramp at Merrimack River /Suncook Ramp	PB/EDC	Ongoing, begin May 2016
	b. Better use, marketing, and access to Bear Brook State Park	PB/EDC	Ongoing, begin May 2016

* BOS = Board of Selectmen; EDC = Economic Development Committee; PB = Planning Board; ZBA = Zoning Board of Adjustment; SB = School Board; SD = Sewer Department; PWW = Pembroke Water Works

FUNDING SOURCES

Funding for the various projects can be broken into several categories: Federal Grants, State Grants and Incentives, Not-For-Profit Grants, and Local (i.e. Town of Allenstown) Incentives. Potential funding sources for the various projects and recommendations include:

FEDERAL GRANTS:

- Economic Development Administration (EDA)
EDA grant investments fall under the following categories: Public Works, Economic Adjustment, Partnership Planning, Trade Adjustment Assistance for Firms, University Centers, Research and National Technical Assistance, and Local Technical Assistance. An important component to consider with EDA funding is that many of the programs require that a particular project be part of a regional Comprehensive Economic Development Strategy (CEDS). At the writing of this Chapter, CNHRPC is currently engaged in the development of a CEDS for the Region and is currently soliciting projects from communities within the Region. Allenstown should ensure that any economic development projects are located in the CEDS once complete. EDA's full complement of programs can be found here: <http://www.eda.gov/>
- US Department of Agricultural Rural Development (USDA)
USDA Rural Assistance provides many grants and the full list can be found on their website here: http://www.rurdev.usda.gov/RD_grants.html

Grant categories include Business and Cooperative Assistance Grants (12 grant programs), Housing and Community Facilities

Grants (9 grant programs), and Utilities Grants (15 grant programs).

STATE GRANTS AND INCENTIVES:

- Community Development Finance Authority (CDFA)
The Community Development Finance Authority (CDFA) was established by legislation (RSA 162-L) in 1983 to address the issues of affordable housing and economic opportunity for low and moderate income New Hampshire residents. Today it administers several programs and manages several grant programs. CDFA administers nearly \$57 million in funding resources, which includes a combination of state tax credits and federal Community Development Block Grant, Neighborhood Stabilization, and Energy Reduction Funds. Their website illustrates their full complement of programs here: <http://www.nhcdfa.org/>

Community Development Block Grant Program. The primary purpose of the CDBG program is the development of viable communities by providing decent housing, suitable living environments, and expanding economic opportunities, principally for low and moderate income people. The program is sponsored by the US Department of Housing and Urban Development (HUD). CDFA distributes CDBG grants to New Hampshire's cities, towns, and counties. A nonprofit agency may also apply through its municipality or county as a sub-recipient of CDBG money. All eligible municipalities and counties can apply for up to \$500,000 in CDBG funds per year.

Tax Credit Program. Also known as the Community Development Investment Program (CDIP), CDFA gives a 75%

state tax credit against a donation made to any approved project. The tax credit may be applied against the New Hampshire business profits tax, business enterprise tax, and/or the insurance premium tax. The donation also may be eligible for treatment as a state and federal charitable contribution. In most cases, businesses only pay about 11 cents on the dollar for their contribution. It lets businesses vote with their dollars about which programs mean the most to them and their communities.

Neighborhood Stabilization Program. The Neighborhood Stabilization Program (NSP) is designed to address the effects of abandoned and foreclosed properties in certain communities and neighborhoods in order to put them back into service for the benefit of rehabilitation and extended affordability. NSP communities work with the private sector to obtain abandoned properties and, in many cases, rehabilitate the homes and make them available to low-to-moderate income residents.

Housing Futures Fund. The Housing Futures Fund (HFF) awards grants, through the Tax Credit Program, to assist community-based nonprofit housing organizations. HFF grants are intended to build the capacity of participating nonprofits to investigate opportunities, secure financing, and test innovative new solutions for area residents. The HFF provides operational grants and technical assistance to its grantees (nonprofit housing organizations). The operational grant program enables grantees to focus on housing development and educational outreach to individuals and families in need of quality affordable housing. The technical assistance aspect of the HFF program is implemented by the New Hampshire Community

Loan Fund. It provides grantees with several areas of assistance including: supplying needed capital and related technical assistance for projects undertaken for which financing from other sources is unavailable, enhancing the grantees technical capacity, and affordable housing advocacy efforts to create a political climate that is user-friendly for nonprofit affordable housing developers.

Job Retention Fund. The CDFA Job Retention Fund helps New Hampshire businesses without access to existing credit or equity resources. Loans are made to qualified economic development entities (EDEs), such as the ten Regional Development Corporations, to meet the immediate needs of area businesses. These EDEs then make loans or offer lines of credit to be used solely to assist businesses in keeping open and operating.

Money from the CDFA Job Retention Fund has been used to retain employment in a variety of sectors across the state. Financing made to Country Hearth & Home in Conway saved five full-time positions and created three new ones. A loan to Rescue Welding in Somersworth preserved five jobs. A line of credit to the Pease International Tradeport helped capitalize on money-saving rebates which retained 40 jobs and created eight new ones.

- NH Department of Resources and Development (NHDRED)
DRED is the primary state government economic development agency: <http://www.nheconomy.com/>

Economic Revitalization Zone Tax Credits (ERZ Tax Credits; RSA 162N). The local community, working with NHDRED, can apply to

have a portion of the community designated as an Economic Revitalization Zone. RSA 162N governs the requirements - some of which are economic distress. Once the zone is set up (via application from the Town to NHDRED), an employer looking to move into the zone can then apply to NHDRED for up to \$40,000 off of their state business taxes.

Grants. Community Development Block Grant: This assistance can be in the form of a grant to the municipality for a public infrastructure improvements on behalf of an expanding business or a loan to the business itself. The maximum amount of funding available for any given project is \$500,000, regardless of size of the community applying for the grant. All grants are one-year duration, and one job must be created for each \$20,000 in CDBG funds granted. The key to this federal program is that a minimum of 60 percent of the jobs created must be filled by low and moderate-income persons. For more information, visit the NH Community Development Finance Authority website.

Job Training Fund: Talent development is a major component of New Hampshire's economic vitality and businesses large and small realize the importance of a skilled and educated workforce. That's why the New Hampshire Job Training Fund was created, designed to enhance worker skills and help companies stay competitive in the global marketplace.

Loans. Industrial Revenue Bonds: This program is only for companies that manufacture or produce tangible personal property in New Hampshire. At least 75 percent of bond proceeds must be spent on core manufacturing space and equipment. Storage, office and R&D space must be excluded

from this calculation. To be cost effective, loans must be between \$1.5 and \$10 million. The interest rate is about 70 percent of prime and can be used for the purchase of land, buildings and capital equipment.

Other Programs. Loan Guarantees: For companies that need credit enhancement, the state offers the Capital Access Program, Working Capital Line of Credit Guarantee and Guarantee Asset Program.

Import/Export Loans: The state also offers Foreign Buyer Credit, Export-Import Bank of the United States and other sources.

SBA 504 Program: This loan program is designed to work in conjunction with commercial banks to provide 90 percent long-term, fixed-rate financing for small to medium-sized businesses in owner-occupied buildings that provide employment opportunities.

NOT-FOR-PROFIT GRANTS:

- Capital Region Development Council (CRDC)
CRDC is a local not-for-profit economic development organization. Their primary purpose is to assist business with funding, but they also provide cleanup funds for brownfields. A brownfield is a site that, through actual or perceived contamination is difficult to develop (they are present in nearly every NH community). With regard to small business loans, a role for the Town of Allentown could be to make companies aware of the opportunity.

CRDC's programs can be found here: <http://www.crdc-nh.com/> and include:

- Small Business Loans.
- Brownfields cleanup grants and loans.

LOCAL INCENTIVES:

- RSA 79E

If the provisions of RSA 79E are adopted by Town Meeting, the Board of Selectmen have the authority to delay any *increase* in taxes for property owners in the Downtown if they replace or substantially rehabilitate their property. Its goal is to encourage the rehabilitation and active reuse of under-utilized buildings.

How it works:

- In a municipality that has adopted this enabling legislation, a property owner who wants to substantially rehabilitate a building located in a designated district may apply to the local governing body for a period of temporary tax relief.
- The temporary tax relief, if granted, would consist of a finite period of time during which the property tax on the structure would not increase as a result of its substantial rehabilitation. In exchange for the relief, the property owner grants a covenant ensuring there is a public benefit to the rehabilitation.
- Following expiration of the finite tax relief period, the structure would be taxed at its full market value taking into account the rehabilitation.

GOALS AND OBJECTIVES DEVELOPMENT PROCESS

OBJECTIVES AND RECOMMENDATIONS FROM THE 2003 MASTER PLAN

The 2003 Master Plan contained four objectives (and subsequent recommendations). Of those four, three of them are still relevant given changes on the ground in Town. The first objective, which sought to control growth in Town, is no longer relevant given the fact that the development pressures that existing at the time are no longer present. The biggest indicator of this is that the Town lost approximately 11% of its population between 2000 and 2010 according to the US Census. With that in mind, the remaining three objectives are relevant and should still apply to activities in this Plan. Those objectives are:

- i. *To promote ordinances and regulations which encourage greater economic stability and financial growth within Allenstown;*
 1. *Develop a Capital Improvements Program;*
 2. *Draft and enact ordinances and regulations that will provide more incentives to businesses, thus making Allenstown a more attractive business destination;*
 3. *Provide economic incentives (such as provide sewer and water, tax breaks, develop a chamber of commerce, promote businesses on a website and develop pamphlets) to commercial and industrial businesses that will employ more local residents of the Town; and,*

4. *Institute strategies and policies, such as modernizing town services or creating fees for services, that lessen the individual tax burden on town residents.*
- ii. *To strengthen and promote the level of education of Allenstown residents; and,*
1. *Provide bussing for students to Pembroke Academy;*
 2. *Institute dropout prevention and intervention programs for Allenstown students, particularly for Pembroke Academy students;*
 3. *Examine the possibility for expanding on the inventory of the existing library and updating its technology; and,*
 4. *Establish a grant committee to seek grants from the state and federal governments to provide economic and educational programs or assistance (such as job training, vocational workshops, job placement programs, educational grants and application assistance) to low income families.*
- iii. *To strongly encourage the modernization of the delivery of town services which would maximize their productivity and efficiency.*
1. *Develop a GIS system for the Suncook Sate Water Treatment Plan to automate response and computerize the records;*
 2. *Encourage the procurement and development of the latest technologies for the Police and Fire Departments, Town Hall Offices, and Highway Department; and,*
 3. *Computerize the library resources and records.*

OBJECTIVES AND RECOMMENDATIONS 2016

In addition to the three 2003 Objectives and Recommendations described above, and additional 12 Goals and Objectives along with numerous associated Recommendations were identified. Whereas the 2003 Objectives and Recommendations were drawn from the 2003 Master Plan, the 2015 Goals, Objectives, and Recommendations were developed by the Planning Board based upon data and community feedback (survey and visioning sessions) found in this document.

SUMMARY OF THE VISIONING SESSIONS AND SURVEY RESULTS

On November 20, 2013 and May 14, 2014 two visioning sessions were held with the community. Additionally, a survey was conducted in the spring of 2013. In general, the participants felt that Allenstown has a good quality of life due to a rural feel. There is opportunity to expand the economy and to maximize the recreational economy, most notably via Bear Brook State Park. People want more economic development but feel that economic development, like all development, must fit with the community. Housing was a concern (single family and 55+) as was infrastructure and quality of roads. Industries such as retail, restaurants, services, professional offices, and grocery stores were all desired. Development was desired more on Routes 28 and 3. All of these factors tie into economic development.

Though the full results and notes of the meetings as well as the full survey results can be found in the Appendix of this document, some of the highlights include:

- Advantages of locating a business in Allenstown:
 - Small town feel.

- Recreational opportunities.
- At cross roads of Route 3 and 28; between Manchester and Concord.
- Challenges to doing business in town:
 - Lot Access and curb cuts along Route 28.
 - Development that “fits” Allenstown
 - Infrastructure, including sewer and roads a challenge.
- Ways to address challenges:
 - Increase recreational infrastructure (trails, boat launch).
 - Capitalize on the recreational economy.
 - Find ways to fund infrastructure needs.
 - Reestablish and maximize efforts of the Economic Development Committee.
- Other public input issues to consider:
 - Several commercial enterprises desired:
 - Growth desired along Routes 3 and 28.
 - Housing choice an issue (including 55 and older).

STATE OF THE ECONOMY & DEMOGRAPHICS

STATE AND REGIONAL ECONOMIC AND DEMOGRAPHIC TRENDS

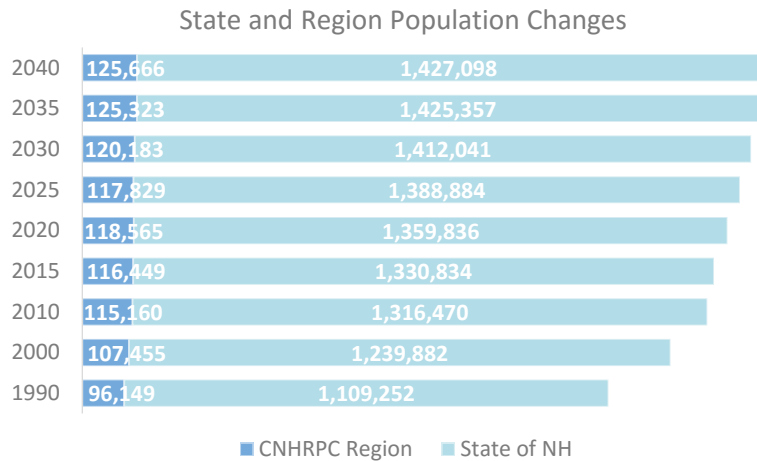
Overall, the region has a greater median household income than that of the state and the nation. Additionally, there is a greater share of the economy that makes up “goods producing” jobs - i.e. manufacturing. In terms of population growth, the region makes up a small share of the state’s population base, and, although like the state, it is projected to grow more slowly than in past years, the percentage of that growth seems to be slower than the state. Finally, the region, like the state, has the greatest shares of its population within the 50 to 74 age range. Of particular concern is that those under the age of 14 is fairly small which suggests a smaller workforce pool in the future.

Table 2: Select Demographic Characteristics

Component	Nation		State		Region	
	#	% of Overall	#	% of Overall	#	% of Overall
Total Employed 2012	142,921,687	-	701,315	-	44,025	-
Unemployment Rate 2012	14,781,681	5.9%	41,133	5.5%	3,097	4.9%
Service Producing Employment 2012 (Private Sector)	127,932,823	89.5%	436,858	87.1%	37,548	85.3%
Goods Producing Employment 2012 (Private Sector)	14,988,864	10.5%	90,404	12.9%	6,477	14.7%
Median House Hold Income (2012)	\$51,371	-	\$63,280	-	\$68,387	-

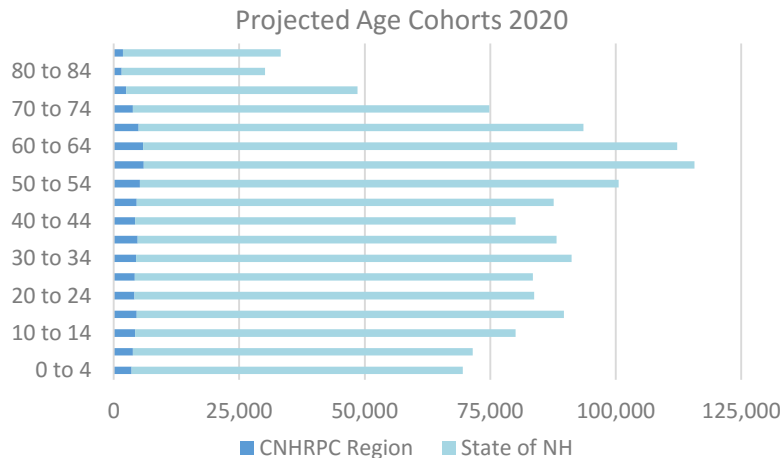
Source: NH Labor Market Bureau & CNHRPC Calculations

Figure 1: State and Region Population Changes



Sources: US Census; CNHRPC Calculations; 2014 NHOEP Population Projections

Figure 2: Projected Age Cohorts



CEDS REGIONAL INDUSTRY CLUSTER ANALYSIS

Regional economic trends are best assessed using an industry cluster analysis. Camoin Associates of Saratoga Springs NY, an economic consulting firm, completed the analysis in the spring of 2011 for the CNHRPC area. The method used was the Location Quotient Analysis (LQ). What an LQ assesses is the importance of an industry to a particular area compared to a larger area. For the Camoin analysis, the region and the nation were the two areas of comparison. For the analysis, a value of 1.00 demonstrates that the employment concentration in a particular industry is roughly the same locally and nationally. An LQ greater than 1.00 indicates an industry with a high degree of concentration relative to a certain area. An LQ less than 1.00 indicates that the industry's share of local employment is less than that industry's share of the national employment. The full assessment document is available in the appendix of this Chapter.

The Regional Industry Clusters identified in the analysis identified the four following clusters*:

- Business and Financial Services (ICS Codes: 52-54) with an LQ of .097. Top 10 businesses in this cluster include:
 - Life Insurance Carriers
 - Lawyers
 - Health Insurance Carriers
 - Insurance Agencies and Brokerages
 - Property and Casualty Advice
 - Investment Advice
 - Engineering Services
 - Portfolio Management

- Custom Computer Programming Services
- Administrative Management and General Management Consulting Services
- Medical Services (ICS Code: 33, 44, 54, 62 & 63) with an LQ of 1.13. Top 10 businesses in this cluster include:
 - General Medical and Surgical Hospitals
 - Nursing Care Facilities
 - Home Health Care Services
 - Pharmacies and Drug Stores
 - Other Residential Care Facilities
 - Outpatient Mental Health and Substance Abuse Centers
 - Homes for the Elderly
 - Specialty (except Psychiatric and Substance Abuse) Hospitals
 - Residential Mental Retardation Facilities
 - Continuing Care Retirement Communities
- Arts and Entertainment (ICS Code:) with an LQ of 0.73. Top 10 businesses in this cluster include:
 - Independent Artists, Writers and Performers
 - Hotels (except Casino Hotels) and Motels
 - Fitness and Recreational Sports Centers
 - Golf Courses and Country Clubs
 - Racetracks
 - All Other Amusement and Recreation Industries
 - Radio Stations
 - Motion Picture Theaters (except Drive-Ins)
 - Skiing Facilities

- Museums
- Information Technology (ICS Code:) with an LQ of 0.67. Top 10 businesses in this cluster include:
 - Custom Computer Programming Services
 - Computer Systems Design Services
 - Instrument Manufacturing – Measuring & Testing Electricity/Elect. Signals
 - Wired Telecommunications Carriers
 - Data Processing, Hosting, and Related Services
 - Telephone Apparatus Manufacturing
 - All Other Miscellaneous Electrical Equipment and Component Manufacturing
 - Analytical Laboratory Instrument Manufacturing
 - Power, Distribution and Specialty Transformer Manufacturing
 - Other Computer Related Services

*Although they were not identified as clusters with “regional” importance, it is also important to point out that both Manufacturing and Retail are significant within certain communities within the region.

Taken together, these industries represent the core of the region’s economy. Though some of these industries may have varying needs, a lot of what can be done to: 1) help these industries grow and expand; and, 2) attract new and supporting industries will be the same. For instance, access to information and a streamlined permitting process will benefit all of them.

ALLENSTOWN'S DEMOGRAPHICS AND ECONOMY

DEMOGRAPHICS

Demographics and economics are intertwined: a push/pull relationship exists between the two. Demographics drives the workforce and innovation, while the market demands which drive the economy are driven by demographics. Although the demographics are discussed in more detail elsewhere in the Master Plan, Table 3 and Table 4 highlight a few of the key factors when looking at economic development. Table 3 explores Allenstown's key demographic change between the two latest census periods - 2000 and 2010 - while Table 4 compares a few key demographics with the region.

Taking the data together, it seems that Allenstown saw its current, but more importantly, its future workforce decline. In terms of age, Allenstown is slightly younger than the region, but it is likely that this will change in the years to come given the decline in population under the age of 15. Allenstown has a greater share of its population with an Associate's degree or some college, though the rest of the region has a greater share of those with a Bachelor's degree or greater. Allenstown's unemployment rate is greater than the region and the median income is less suggesting a greater need for more jobs and more jobs with higher earning potential. There was also an increase in poverty that coincided with an increase in the Median Household Income suggesting there is more economic inequality. In terms of commute time, Allenstown is similar to that of the region, suggesting it has a favorable geographic position in relation to the region's economy.

Table 3: Select Allenstown Demographics

Demographic Measure	2000	Change Year	# Change	% Change
Population	4,854	4,318 (2013)	-536	-11%
Under 15	1,128	723 (2013)	-405	-36%
18 to 65	3,008	2,861 (2013)	-147	-5%
Over 65	513	424 (2013)	-89	-17%
Unemployment Rate	2.4%	5.4% (2014)	-	3.2%
Median Household Income	\$41,958	\$54,737 (2010)	\$12,779	30.5%
Poverty Rate	4%	6% (2013)	141	2%

Source: US Census 2000 & US Census ACS 2013; NH Labor Market Bureau

Table 4: Select Allenstown Demographics Compared to Region

Demographic Measure	Allenstown	CNHRPC
Population (2010)	4,322	115,174
Median Age (2010)	41	42.5
% Associates/Some College (24 Years of Age or Older, 2012)	34%	32.5%
% BA or Graduate Education (24 Years of Age or Older, 2012)	13.5%	34.8%
Median Household Income (2010)	\$54,737	76,615
Unemployment (2010)	6.6%	4.9%
Average Commute Time (2010)	28.9 Minutes	28.1 Minutes

Source: US Census 200 & 2010; NH Labor Market Bureau; US Census 2008-2012 American Community Survey; & CNHRPC Calculations

Allenstown has a slightly younger workforce with a different education background than that of the region and it seems there is room for growth in terms of income (getting closer to the region Median Household Income) and employment (narrowing the unemployment gap). A major challenge will be to overcome the loss in the under-15 population. Innovation drives economic growth, and a vibrant workforce, including an influx of young creative workers, drives innovation. It is for these reasons that young families need to be attracted to Allenstown.

Despite Allenstown's demographic challenges, there are some assets that can be capitalized upon to attract families with younger children. Recreation and quality of life, which are abundant in Allenstown are draws. Bear Brook State Park is a crucial asset in that regard. An extremely favorable teacher-to-student ratio can be attractive, and, couple this with some innovative education approaches (internships, ties to trades, etc.), and the school system can be a vital draw. Proximity to Concord, Manchester, and the "spine" of southern New Hampshire's economy, I-93, are all assets that can and should be highlighted. Location, quality of life, and school potential all can be used to attract younger families in an attempt to bolster Allenstown's workforce in the years to come. Together, these represent many reasons to be confident in Allenstown's future.

ECONOMIC BASE

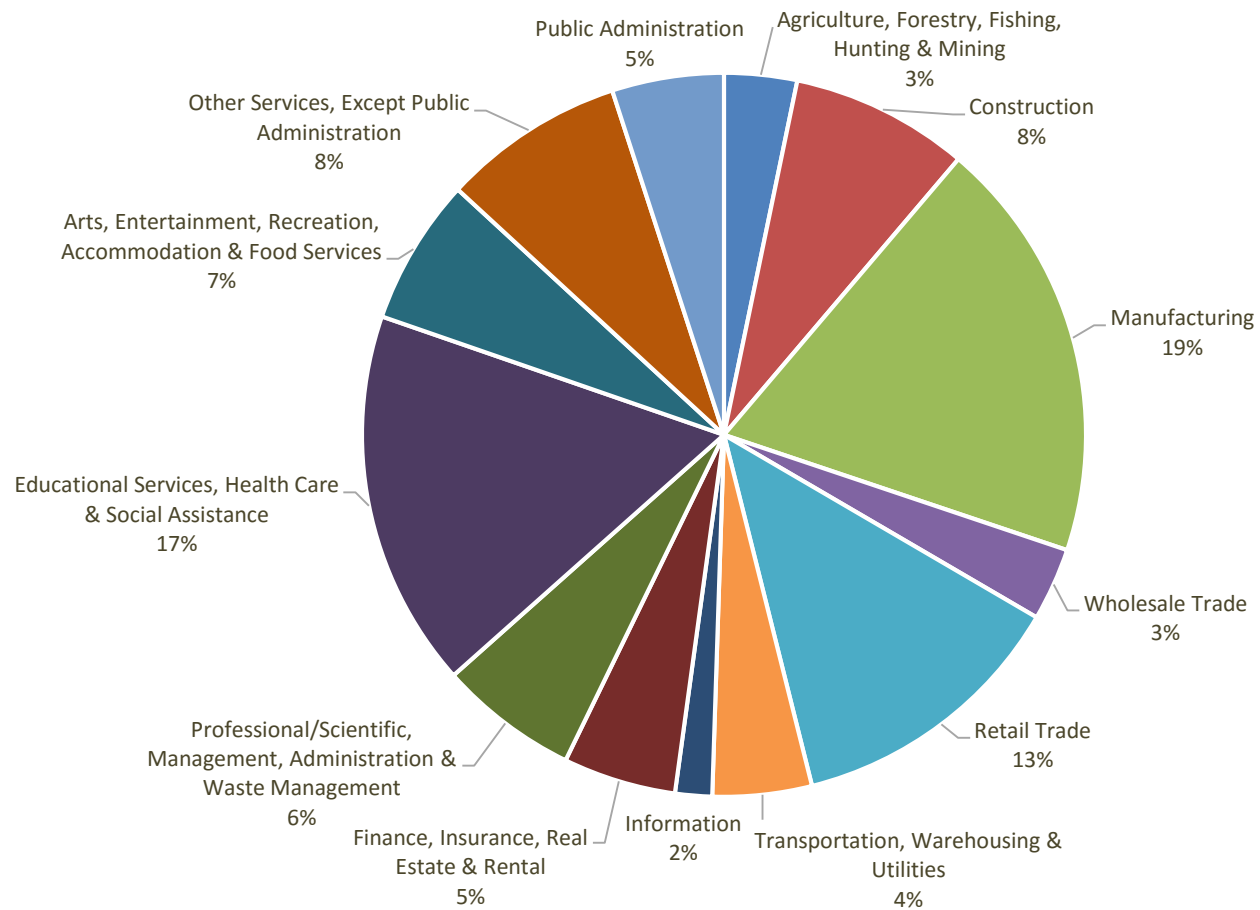
Allenstown's economic base has seen change over the years. Historically, the community has had a varied economy based on a combination of both farming and industry. Full details regarding Allenstown's historic economy can be found in the Appendix of this chapter.

Today's economy, while still diverse, has some notable characteristics. First, the leading industries in town in 2013 per New Hampshire Economic and Labor Market Information Bureau data, in order of importance, were Manufacturing (19% of the jobs in Town), Educational/Healthcare/Social Assistance (17%), Retail Trade (13%), and Construction (8%). In looking at the change in industry employment from 2010, these numbers reflect an increase in Transportation/Warehousing/Utilities, Information, Other Services, and Education/Healthcare/Social Assistance. Retail, Wholesale, Construction, Finance, Manufacturing, and Professional industries all saw declines over the same period. In all, the economy is still somewhat diverse, key industries like Manufacturing, Construction, and Retail shrunk, while another key industry, Educational/Healthcare/Social Assistance grew. Also of note is the rapid growth of newer industries such as Transportation/Warehousing (a potential key target given an increase in online shopping), as well as Other Services, and Information Technology. These changes represent opportunities to continue to diversify the economy as it grows.

A final observation is that the Labor Market Area (LMA) saw different levels of change than did Allenstown. Allenstown is part of the Concord New England City and Town Area (NECTA). In looking at Figure 5, the NECTA saw less decline between 2010 and 2011, as well as 2011 to 2012 than did Allenstown, but between 2012 and 2013 the NECTA saw a greater decline than did Allenstown. This suggests that over the course of a year, a notable portion of the NECTA's labor force was unemployed and looking for work. Such a situation suggests that Allenstown may be able to attract workers and their families to Town given the presence of the right jobs.

The following figures capture the essence of Allenstown's economy:

Figure 3: Allenstown Industry Employment 2013



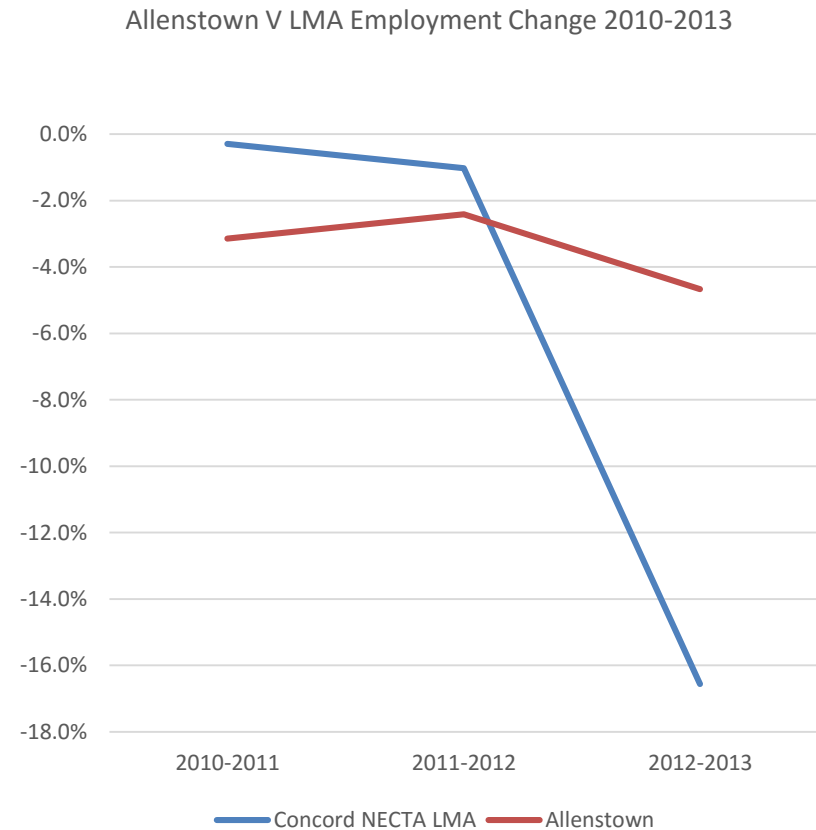
Source: US Census American Community Survey Estimates 2013

Figure 4: Change in Allenstown Industry Employment 2010 to 2013



Source: US Census American Community Survey Estimates 2010

Figure 5: Allenstown Employment Trends VS Labor Market 2010-2013



Source: US Census American Community Survey Estimates 2010-2013

One final factor to consider is Allenstown's share of the Region's Industry Clusters. As evident by Figure 6, industry clusters such as Government, Manufacturing, Management, and Transportation/Warehousing make up a greater portion of Allenstown's economy than they do for the Region as a whole. This suggests that there may be room for expansion in other industries. Of note are: Retail (as Allenstown already has a significant number of jobs in this sector), Arts/Entertainment/Recreation (given the presence of Bear Brook), and Wholesale.

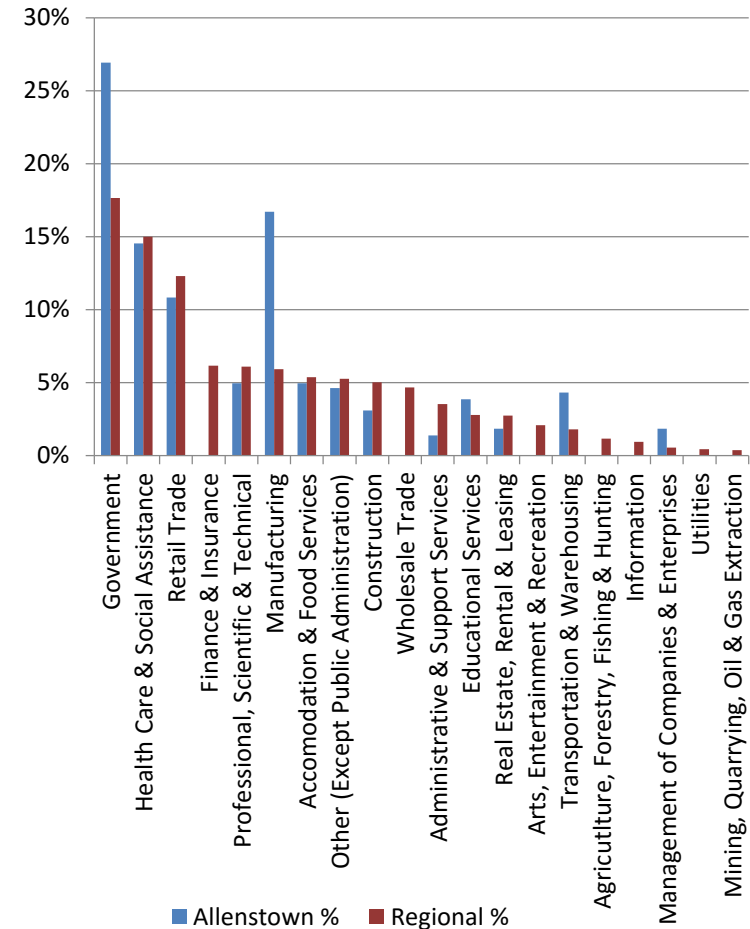
COUNTY ECONOMIC PROJECTIONS

As the first step in developing strategies for economic development is to understand what industries the region is currently strong in, it is also important to understand what the projected performance of those industries will be. In short, the question to answer is: "to what extent can we rely on our key industries in the future?" To answer these question is to get a sense as to how the economy of tomorrow might look and, to develop strategies around that potential future.

The State of New Hampshire, specifically, the Economic and Labor Market Information Bureau, conducts analysis of the economy and develops economic projections at the state and county level.

Though the projections are not done at the Planning Commission level, the majority of the CNHRPC area is within Merrimack County and the county level projections can be used to get a pretty good projection for the region. Merrimack County industry projections from 2010 to 2020 are as follows:

Figure 6: Percentage of Industry in Economy - Allenstown VS Region



Source: 2011 Camoin Associates Industry Cluster Analysis Central NH Region, 2011 & NH Employment Security.

Looking at the projections, it seems that amongst the Region's clusters, all but Internet Technology and Manufacturing are projected to experience growth. This suggests that there will be opportunity to strengthen and/or expand the economy within most of the key industries and it is reasonable to expect that they will expand. The implications are not that retail and manufacturing should be "ignored" or that they are "undesired;" quite the contrary. They represent a significant part of the Region's economy: service and tourism are tied to retail, and Internet Technology also plays a role in the success of other businesses as it represents vital infrastructure. Moving forward, replacing copper internet conduit with fiber optic conduit in an effort to ensure that the region has adequate broadband coverage may will be vital. As for manufacturing, although historically there has been decline in the industry from the 1990s onward there is information that suggests a turnaround may be starting (note that the projections the State has done is based on longer historical trends as opposed to a two or three year set of data). Table 6 below presents this information.

The growth of all of these clusters should be encouraged, and, as mentioned earlier, the recommendations and projects are, for the most part, will help all industry clusters grow.

Table 5: Overall Merrimack County Employment Projections

Industry	2010 Estimated Employment	2020 Projected Employment	2010-2020 Numeric Change	Growth Rate (%)
Total Employment	80,051	88,026	7,975	10
Total Self-Employed and Unpaid Family Workers	6,419	6,689	270	4.2
Goods-Producing Industries	9,627	10,235	608	6.3
Service-Producing Industries	64,005	71,102	7,097	11.1

Source: NH Labor Market Bureau & CNHRPC Calculations

Table 6: Cluster Projections

Regional Industry Cluster	2010 Estimated Employment	2020 Projected Employment	2010-2020 Numeric Change	Growth Rate (%)
Businesses Services	1775	2145	370	20.9
Finance	3955	4310	355	9
Health Care and Social Assistance	12183	15358	3175	26.1
Arts & Entertainment	1532	1700	168	11
Internet Technology	557	557	0	0
Retail	9317	10028	711	7.6
Manufacturing	5513	5267	-246	-4.5

Source: NH Labor Market Bureau & CNHRPC Calculations

Table 7: CNHRPC Manufacturing Change 2005 to 2012

Year	Number of Job Sites	# Change	% Change	Number of Jobs	# Change	% Change
2012	158	2	1.3%	4119	38	0.9%
2011	156	0	0.0%	4081	160	4.1%
2010	156	1	0.6%	3921	-119	-2.9%
2009	155	-9	-5.5%	4040	-480	-10.6%
2008	164	-4	-2.4%	4520	-127	-2.7%
2007	168	-3	-1.8%	4647	-342	-6.9%
2006	171	-3	-1.7%	4989	-431	-8.0%
2005	174	-	-	5420	-	-

Source: NH Labor Market Bureau & CNHRPC Calculations

CEDS SWOT ANALYSIS RESULTS

As part of the development of the Comprehensive Economic Development Strategy Document (CEDS), a Strength, Weakness, Opportunity and Threat (SWOT) analysis was conducted. Arnett Development conducted the SWOT, and, although the CEDS region includes five towns from the Southern New Hampshire Planning Commission Region, Central is heavily represented with 20 communities. The SWOT was conducted by sending surveys out to each community and conducting the analysis based upon responses and other metrics. The full SWOT analysis report can be found in the Appendix of this document.

In general, the Region as a whole has several assets, including quality of life, proximity to many desirable locations throughout the State and all of New England, as well as an educated workforce and a higher overall income. Challenges stem from an ageing workforce and telecommunications coverage (both cell phone and broadband internet). A summary of the findings includes:

Strengths:

- Labor Availability
- Well Educated Population
- Highway Access
- Business Friendly Environment
- Business Costs (real estate, wage rates)
- Critical Mass of Firms (health, finance, trade)
- High % of Self-employed & Work-at-home
- Natural Environment / Outdoor Activities

Weaknesses/Threats:

- Communication / Information Bandwidth
- No Research University
- Few Nearby Amenities
- Little Public Transit
- Physical Infrastructure Limitations
- Community – Entrepreneur Connection

Opportunities:

- Local Schools Involvement
- Local Business Involvement
- Cross Marketing (towns, firms, brokers)
- Available Sites Inventory
- Entrepreneur Relations
- Access to Development Information
- Website Development & Improvement

Recommendations:

- Don't Chase
- Grow Your Own
- Engage Local Entrepreneurs & Investor

- Support & Incubate
- Emphasis on Streamlining Local Processes
- Emphasis on Skills Training & Work Readiness
- Pursue Broadband & Cellular Upgrade
- Improve Website(s) Utility & Content
- Increase Business Development Services & TA
- View through a Regional Lens
- Take Regional Approach... Create Regional Brand

Though the analysis is done regionally, the findings do impact Allenstown individually. While implementing this Chapter, the Town should be aware that the weaknesses and threats of the region must be overcome locally as well as regionally; additionally, regional strengths and opportunities can and should be capitalized on at the local level as well. Understanding these issues and being cognizant of them can help Allenstown use regional draws and perhaps differentiate itself in how it deals with regional challenges setting up attractive contrasts within the region.

OTHER CHALLENGES

BROWNFIELDS

The United States Environmental Protection Agency (EPA) defines a brownfield as a site that has challenges for development, or redevelopment, due to actual or perceived contamination. In Allenstown, like any community with a history of commercial and industrial use and a mixed use downtown, the possible presence of brownfields exist. Impacts due to the presence of such sites includes economic, environmental, and social. In order to effectively address such sites, they need to be assessed as to if, and what type of

contamination may be present. Once this has been completed, reuse planning and clean up can take place.

The Central New Hampshire Regional Planning Commission secured a grant from the EPA in 2015 to conduct assessment and reuse planning work. It is the purpose of the assessment process to determine whether or not suspected sites truly are contaminated, and, if so, how they are to be cleaned up and reused. A Brownfields Advisory Committee made up of representation from around the region, will select properties and projects to spend these funds on. Allenstown should maintain a presence on the BAC to assess potential sites which can lead to cleanup efforts resulting in not only economic development, but also better quality of life for residents. Additionally, cleanup of brownfield sites has the potential to further the Town's compliance efforts with the EPA Municipal Separate Storm Sewer System permit (MS4) by potentially removing contaminants.

INFRASTRUCTURE

In the Twenty First Century, not only are sewer and water important, but so too are highway infrastructure and broadband internet access. While these items are discussed in more detail elsewhere in this Master Plan, a brief discussion here will serve to solidify their tie to economic development.

1. Sewer System: The current capacity of the Allenstown Sewer Treatment Plan is 1.05 Million Gallons Per Day (MGD). It is expected that the Sewer Department will be applying for a new permit by the end of 2015 to request the capacity is raised to 1.5 MGD. The purpose would be to expand both service lines as well as capacity.

2. Water System: Pembroke Water Works provides municipal water service to the Town of Allenstown. As of November, 2015, there is approximately room for a 20% increase in the number of users. With the National Guard facility in Pembroke coming on line soon, there may be a need for expansion of the facility to increase capacity.
3. Broadband Internet Access: Broadband internet access is vital to connect local businesses to the global economy. A website is all but essential to success to reach out to customers, market products, and provide communication capabilities. Twenty years ago internet access was more of a luxury; today it is vital.

Internet access needs to be able to accommodate large amounts of data moving to and from a location. It is not merely enough to “have” internet. It must be adequate to meet a business’ needs based on its location. For Allenstown, based on the 2014 Central New Hampshire Broadband Plan, there are a limited number of providers. This keeps costs higher and may eliminate competition which is needed to encourage a provider improve their product. Furthermore, while most of Allenstown is served, there are varying levels of service and a few minor pockets without access. Given these factors, Allenstown should work to ensure that broadband internet access meets the community’s needs.

4. Transportation Network: Allenstown has several issues to contend with regarding the transportation network in Town. Full details and specific recommendations can be found in the Transportation Chapter of the Master Plan. First, two state bridges, one on Route 28 over the Suncook and the other on

Podunk Road over Catamount, are structurally deficient. The Town should work with the State to ensure these are priorities for upgrade.

With regard to local roads, nearly 40% of the roads have “poor” pavement conditions. These roads will need to be upgraded and repaired.

A final issue is that there is a high number of accidents on Route 3 and Main Street given their length. The Town, working with the Police Department, should seek out ways to make these streets safer.

5. Access on Route 28: Route 28 is a limited access highway with a small number of “curb cuts” available from the New Hampshire Department of Transportation (NHDOT). These curb cuts are driveway access points permitted by NHDOT for individual lots. Given the limited availability of such permits, Allenstown should seek alternative ways to access properties to maximize economic development. Access management, access roads, and other strategies can be used to provide alternatives to NHDOT curb cuts.

CONCLUSION AND ANALYSIS

In light of the information, including the data, survey, and visioning session components, it is safe to say that Allenstown may have some challenges, but there also exists enormous opportunity and potential to expand the economy, both in terms of the industry clusters, but also in terms of industry uniquely suited to Allenstown, notably a greater use of Bear Brook State Park to capitalize on the Recreational Economy. Several industries are also desired by

residents, but there is a concern that development must be consistent with Allenstown's character. This economic growth potential, coupled with Allenstown's location at the crossroads of Routes 3 and 28, between Manchester and Concord, and situated close to I-93 all provide unique opportunity for Allenstown.

In terms of challenges, the two largest are demographics and infrastructure. With regard to demographics, Allenstown experienced an 11% decline in population between 2000 and 2010, notably those under the age of 18. This is problematic as it leads to a decline in workforce, community volunteer base, and economic innovation. Such a situation can compound over the years. In terms of infrastructure, sewer and water are adequate now, but in the future, expansion may be needed - for sewer in particular. Roads and broadband internet access represent the final set of infrastructure challenges. About 40% of the roads in Town are "poor" and in need of upgrade, including two State of New Hampshire bridges. Broadband internet access is needed in corners of Town to ensure consistent coverage.

Allenstown has several tools at its disposal to overcome the various challenges and maximize potential and opportunity. First and foremost, a strong and active Economic Development Committee (EDC) is needed to take ownership of the community's economic development efforts. Tools at the EDC's disposal include, but are not limited to: marketing, zoning, tax incentives, and the identification of infrastructure funding. Also, capitalizing on those segments of the regional industry clusters that are strong in Town will help stabilize and expand economic growth. In all, the EDC can work to implement a variety of tools outlined in this document that can strengthen those businesses already here and attract others to

Town. The end results will include, but not be limited to, more jobs, more services, revitalization, and, above all, a strong vibrant community.

APPENDICES

SWOT & DEMOGRAPHICS CHALLENGE STRATEGIES

Table 8, captures some strategies for addressing SWOT Challenges, Capitalizing SWOT Opportunities, and overcoming demographic challenges. These strategies influenced many of the Goals, Objectives and Recommendations developed in this document.

TARGET INDUSTRY ANALYSIS

This document has assessed various industries in various ways to identify their attributes or potential strengths for Allentown's economic development. Part of assessing these industries is to determine which industries have multiple attributes. These industries then can be thought of as "Target Industries." Table 9 attempts to track the different analyses in this document by identifying each attribute by name and table/figure number and which industries maintain that attribute. When the presence of three or more attributes is identified, a checkmark has been placed in the final column to identify the industry as a Target Industry. For example, in the first column, Figure 3 (Top 5 Industries in the Local Economy), Construction, Manufacturing, Retail Trade, Education/Healthcare/Social Assistance, and Other Services Except Public Administration all share the attribute of being in the top five locally. In looking at last column on the right each industry with three or more attributes is identified as a "Target Industry." These include: Retail Trade, Information, Education/Healthcare/Social Assistance, and Arts/Entertainment/Recreation/Accommodation/Food Services

Table 8: SWOT & Demographic Challenge Strategy Worksheet

SWOT Component/Demographic Challenge	Strategy
General Population Decline (Demographics)	Attract young families
Decline in Under 15 Population (Demographics)	Attract young families
Education of Workforce (Demographics)	Engage School System, including NHTI for strategies such as internships, job training, etc.
Broadband Internet Access (Threat)	Use Cable Franchise Agreement Process; work with regional broadband initiatives
Infrastructure Upgrades (Threat: Sewer/Water)	TIF, Bonds, Trust Funds, Grants
School Involvement (Opportunity)	Engage School System, including NHTI for strategies such as internships, job training, etc.
Business Involvement/EDC (Opportunity)	Set up Economic Development Committee with major representation from businesses
Marketing (Opportunity)	Develop Marketing Strategy
Access to Development Information (Opportunity)	Utilize website for easy information dissemination
Site Inventory (Opportunity)	Develop list of sites; pre-approve sites for development

Table 9: Target Industry Analysis Worksheet

	Figure 3	Figure 4	Section VI.e	Figure 6	Table 6	
Industry	Top 5 Industry in Local Economy (2013)	Historic Growth (2010 to 2013)	Regional Industry Cluster	More Significant to Region than Town (2011)	Projected to Grow (2010-2020)	Target Industry? (3 + criteria)
Agriculture, Forestry, Fishing, Hunting & Mining						
Construction	X			X		
Manufacturing	X					
Wholesale Trade				X		
Retail Trade	X	X			X	√
Transportation, Warehousing & Utilities		X				
Information		X	X	X		√
Finance, Insurance, Real Estate & Rental			X		X	
Professional/Scientific, Management, Administration & Waste Management				X	X	
Educational Services, Health Care & Social Assistance	X	X	X		X	√
Arts, Entertainment, Recreation, Accommodation & Food Services			X	X	X	√
Other Services, Except Public Administration	X	X				
Public Administration				X		

HISTORIC BUSINESSES

The Town of Allenstown was granted in 1721 to the children of Governor Samuel Allen and their heirs and was incorporated in 1831. Part of Bow was annexed in 1815 and a portion of Hooksett in 1853. The result was an interesting geography that included portions of Suncook Village along the river and numerous acres of farm and forest land to the east. Like most communities, this geography shaped Allenstown's economy.

According to the 2003 Allenstown Master Plan, good soils and the river resulted in the development of mills and farms. Additionally, two town centers developed: one in Suncook Village and another where Deerfield Road intersects Rt. 28. Industries included textile, brick making and lumber industries, among others. Like Manchester and many communities along the river, economic and population growth went hand-in-hand with influxes of French Canadians and other immigrants settled to work in the factories. Allenstown's economy of the past included:

Buck Street Island Sawmill and Box Manufactory

The Reuben C. Moulton sawmill and manufactory of trunks, boxes, doors, screens, and other wood work was owned and occupied by Reuben Moulton. They were operated in part by water power and in part by steam power. Samuel Martin was the former owner of the sawmill which had been built by Norris Cochran, James Martin, and William Knox.

Buck Street Island Fulling Mill

The Ephraim C. Robinson fulling mill was located on the westerly side of the Buck Street Island just below the bridge. He built the fulling mill and occupied it while working at his trade of clothier for

many years. In 1848, he deeded the mill to his son Andrew J. Robinson. In 1849, William Knox, Norris Cochran, and James Martin bought one half of the mill and privilege, and Moses Martin and William L. Morse bought the other half. The mill privilege seemed to be mainly owned by Samuel Martin. In the spring of 1894, it was sold to R.C. Moulton.

Grist Mill and Ax and Hammer Handle Manufactory (Charles Fisher)

The Charles Fisher ax and hammer handle manufactory and grist mill were located on the first floor. The second floor storage held twenty-five hundred pounds of grain. In 1900, twelve railroad cars of grain were shipped out of the facility. The factory was formerly used for a twine factory by Thomas B. Wattles and Thomas Bond, and was built by Norris Cochran and Samuel Martin. The site of the building was built by Moses Martin and William L. Moore, and used by them as a bedstead manufactory, and for woodwork. This was the site of grist mill taken down.

Swan's General Store

The Swan's General Store was located across from the Suncook Valley Railroad Station. It also served as a post office and gas station for some time. It was built in the mid-1800's and was owned and operated by William P. Swan Sr. It was a great gathering place for those waiting for the train. The people would sit on the porch and sometimes eat cheese and crackers while swapping stories or discussing important matters.

Kendall Post Office

The Kendall Post office is one of the earliest in Allenstown. It was operated by B.J. Kendall from 1850 to 1860 and is located on Deerfield Road.

Phenix Stage Coach

The Concord based Phenix Stagecoach traveled tri-weekly from the Phenix Hotel in Concord to the seacoast and returned tri-weekly. The driver was Harrison “Sandyman” Brown Marden, born August 9, 1820 in Allenstown. In addition to transporting passengers, he would carry mail to post offices along his route. The stage route to Allenstown was North Pembroke Road, to Bombay Bridge, Bombay Road, and Deerfield Road. The stage stopped at the Burgin Tavern on Deerfield Road.

Burgin/Ela Tavern

In exchange for surveying land, the Masonian Proprietors gave Walter Bryant, a Newmarket Surveyor, a large parcel of land in Allenstown. Mr. Bryant built upon this land and eventually gave the land and buildings to his daughter and her husband Hall Burgin. The Burgins operated a large and well-known tavern for many years. Hall Burgin served in town office and managed many affairs for the town. The town records were kept in the tavern. Eventually, this property went to the Ela family, most likely through marriage. Mr. Ela continued the Burgin tradition and maintained the town records. In 1895, the property burned damaging and destroying many of the town records. The remaining documents were recovered or recorded by John Dowst.

Tilton Tavern

The tavern was owned and operated by Mark and Sally Tilton from 1792 to 1836. Mr. Tilton served as one of the first Selectmen in Allenstown, as postmaster until 1836, and owned a portion of the Buck Street Mills. The tavern was a local gathering place and was used for livestock auctions. The property was sold to Tobias Rand, a shoemaker, in 1836, and it was no longer operated as a tavern.

Later day use incorporated some notorious activities, twice used as a still for the production of moonshine. It is presently a private residence.

Bailey’s Quarry and Bailey’s Sawmill

Bailey Granite Works, owned by Charles A. Bailey, was one of Allenstown’s leading industries. The quarry opened in 1874 and covered about twenty-five acres. The granite was known for its fine quality and was used for building, curbing, paving, and bridge work. In 1900, the company employed 125 men constantly from April to December. During the same season, twenty-two hundred carloads of granite were shipped. Granite specimens can be seen at Weston Observatory, Coolidge Mill, and Amoskeag Manufacturing Company. In addition to the granite quarry, Mr. Bailey owned a thriving lumber business. The main sawmill was located close to Chester Turnpike and the Suncook River. Most of the lumber was cut in the Bear Brook area using portable sawmills. The main sawmill and shop was destroyed when a boiler exploded.

Catamount Quarry

On the northwest side of Catamount Hill within Bear Brook State Park lies an old abandoned granite quarry. The quarry is approximately 50 feet by 150 feet. The quarry provided granite for the stone arch bridge, dam, and mill stone. Very little is known about its ownership or operation. Most likely, it was too small a commercial operation to gain much attention. The quarry was not listed in the following publications or maps: The Commercial Granites of New England, T. Nelson Dale, 1923, The Geology of New Hampshire, C.H. Hitchcock, New Hampshire State Geologist, 1858 Map of Merrimack County by H.F Walling, 1892 Map of Merrimack County.

Brickyard

Suncook Brickyards had deep beds of glacial clay. Valuable beds of clay, with 20 to 30 feet thickness, occur in the highest terrace for four miles north from Hooksett, upon the east side of the Merrimack, in the communities of Allenstown and Pembroke. The clay was extensively used for brick making. Suncook became the center of brick manufacturing. By 1880, brickyards near Suncook produced 5.5 million bricks per year. Philip Sargent, 1822-1898, was a local brick manufacturer. He came from a long line of brick makers. He first assisted his father Sterling Sargent and later became a partner in the business. The younger Mr. Sargent ran the business for quite a while alone and then went into partnership with his brother Warren. They ran a thriving and profitable business for over thirty years.

Ela's Grove (Strafford County Christian Conference)

The annual Strafford Conference of Christian Churches was held at Ela's Grove and extended to the Meeting House. The Grove was located on the west side of Catamount Pond. At times, as many as four thousand people attended and eight hundred teams were on the grounds.

Suncook Water Works and Reservoir

The first plans for a water supply were made in 1891. The process was slow and the charter was amended in 1896. Finally, in 1913, the town of Pembroke obtained an act of legislature enabling it to furnish water to Pembroke, Allenstown, Epsom, and Hooksett. Pleasant Pond in Deerfield was chosen for the primary source of water. Bear Hill Pond in Allenstown was chosen for the auxiliary system. The reservoirs are located on Bear Hill and remain intact. Presently, artesian wells furnish the community water supply.

Suncook Valley Railroad/Blueberry Express and Allenstown Depot & Blodgett Station

The Suncook Valley Railroad was chartered in New Hampshire on July 1, 1863. The line was completed and began operating in 1869. The train made its first run to Pittsfield in December of 1869. The first passenger train arrived at Allenstown Depot & Blodgett Station the morning of December 6, 1869. The Suncook Valley was then able to help out the small towns by bringing their products to markets and locations where they were needed. Lumber, milk, cargo trains, vegetables, and the wonderful blueberries were early cargo, which was how the train got its nickname, the "Blueberry Express". The Suncook Valley would pick up passengers from Barnstead Center, Pittsfield, Epsom, and Short Falls and transport them to Allenstown Depot & Blodgett Station in Allenstown. The school children going to the Catholic and public school would be picked up at the Blodgett Station to head back home.

With the new forms of transportation of buses and trucks, the usefulness of the train was becoming obsolete. The Suncook Valley was in trouble. The contract with the Postal Service for deliveries and picking up mail was keeping the train going. The last train passed through Allenstown Depot & Blodgett Station on April 22, 1949. In 1952, the train was purchased by Samuel M. Pinsley, who then decided to abandon the line. The last run was made in the winter of 1952.

China Mill

By 1868, the Buntin site had evolved into a hub of commercial and cultural activity. The China Mill was incorporated in 1867 and built at the mouth of the Suncook River the following year. It stands 5 stories tall and measures 510 feet long and 72 feet wide. When

opened, the power was generated by the river, two turbine water wheels with 1,500-horse power and two corliss steam engines with 1,500-horse power. To operate this facility in 1900, it required 3,000 tons of coal and 6,000 gallons of oil. To produce 18,000,000 yards of cloth, it used 3,000,000 pounds of cotton per year. The company employed 500 females and 300 males with an annual payroll of \$158,000. Neighborhoods built by the China Manufacturing Company were known as "China Village", "The Street of Bosses", and "The Street of Superintendents." Today, the China Mill is operated by Kennebunk Weavers for the manufacturing of coverlets and throws.

C.P. Morse Company

The C. P. Morse Company was built next to Hayes Hall. Charles P. Morse sold furniture, stoves, bedsteads, and caskets. He manufactured the bedsteads and caskets at his Buck St. Island factory. In addition, Mr. Morse offered undertaking services. In the 20th century, the Leblanc family assumed proprietorship and carried on both traditions, eventually building Suburban Furniture.

Hayes Hall

Suncook was considered to be one of the most industrially, culturally and socially progressive communities in New England. During 1876, many concerts, performances, and fairs were held at Hayes Hall. The Hayes Building and Hayes Hall stood adjacent to C.P. Morse. The design and floor plan resembled Mechanics Hall in Worcester, Massachusetts. The first floor of the Hayes building was occupied by Bartlett's Billiard Hall, Oyster House, and Dining Room. The Hall was located on the second floor of the structure. In 1876, the Town of Allenstown voted to discontinue use of the Old Meeting House and agreed to hold all future meetings at Hayes Hall.

The Hall assumed a different role in community life. By 1877, theatrical presentations became fewer and were mostly conducted by community organizations. Simultaneously, Bartlett's Opera House opened in Pembroke (Suncook Village), hosting numerous grand performances by professional traveling companies. Later day uses of the Hayes Building and Hall included an ice cream parlor, movie theater, and Knights of Columbus Hall. The structure was destroyed by fire in 1971.

Sargent Home

The Sargent home was built by Philip Sargent, brick manufacturer of Allenstown. Mr. Sargent was born in Allenstown on August 16, 1822. He married Phoebe Williams of Pembroke on December 31, 1849. As a young man he learned brick making, and when he reached the age of 21 joined his father's company. He was very successful and remained in the business until 1896. At the beginning and height of the industrial revolution, brick making was a chief industry in Allenstown. Bricks were supplied for the building of the Amoskeag Mills in Manchester as well as the building of the Pembroke and Allenstown Mills. In the late 1870's, Mr. Sargent built a fine brick residence. The bricks used to construct this home were made in his own yards located along the clay banks of the Merrimack River.

Site of the Former Suncook House/DL Jewell House/White Rabbit Inn

This home was the Mill Agent's residence, occupied by Col. David Lyman Jewell. He married Ella Louise Sumner on May 31, 1865. In 1868 Col. Jewell came from Newton Massachusetts to become mill superintendent for the Suncook and Pembroke Mills. Following the death of the mill agent, he was appointed to the post. The China

Mill opened, and in 1870, he assumed the same position, efficiently functioning as agent of all three corporations. David Lyman Jewell was at the forefront of leadership within the village. He belonged to many organizations, with Jewell Lodge being named in his honor. In addition, Col. Jewell was the Captain of the party steamer "Favorita". He had an undaunted zest for life which is apparent in town records and newspaper articles. This structure has evolved through many stages in time. Oral tradition claims it as "The Suncook House," an early tavern in the village. Today it bears little resemblance to the original building. Postcards depict a simple colonial structure of the Federal period. According to Mary H. Sargent-Head, her father Major Sterling Sargent built this house.

In 1842, her father sold the home to the Suncook Mills Co. It was used as the Agents House for a number of years. Many architectural changes have occurred, with the most recent being completed in the early twentieth century during the colonial revival period. Although all early traces are no longer apparent within, this home stands as a magnificent example of the colonial revival period, lending itself majestically to the federal period.

Evans School House

The Evans School was built on land purchased by school district No.1 from James Swan in July, 1844. The building erected had two separate entrances, one for boys and the other for girls. In the early 1920's, the building ceased to be used as a school house, but was still owned by the school district until 1940. During the late 1930's, the building was used by the Civilian Conservation Corps (CCC). In 1975, Robert and Harriet Cunha purchased the building from Herbert Garrett.

Library

The Library on Main Street was built by the Works Progress Act (WPA). The library architecture and floor plan were commonly used by the WPA. Over the fireplace hangs a photograph of the first Allenstown Librarian, Mrs. John D Sweatt, dated 1894. In the 1934 Town Report, the Library Trustees reported an income of \$208.15 and an expenditure of \$203.99 leaving a balance of \$4.15. In the several Town Reports prior, there were warrant articles to appropriate funds for a library. In the 1935 Town Report, the Library Building Committee reported the completion of the building, and stated "...The building and its appointments are of such a character that the citizens of Allenstown will take a lasting pride in it."

The current librarian, Georgette Plourde, advises that the first library was located in a small building on what is now Bear Brook Road. Sometime after that, the library was relocated to the home of Mrs. Sweatt, which is now the old Gosselin home, just north of the Allenstown Elementary School.

Economic and Population Downturn of the Early 1900's/Lumbering Industry/1914 Fire

The decline of population in the eastern portion of town continued to occur from the onset of the Industrial Revolution until the final economic blow in 1914. In May of 1914, a tremendous forest fire swept through the Bear Brook area. It began in the vicinity of the Allenstown Railroad Station, near Bombay Bridge. The fire was sparked by a passing train. It virtually destroyed thousands of acres of standing and cut timber. This was the end of the lumbering industry and community life as area residents knew it. Many homes were lost and others abandoned due to lack of work. Many people

migrated to the Suncook area. This rendered the Bear Brook area a wasteland for many years to come.

In summary, Allenstown has had a diverse economy over the years. Its geographic location and makeup, most notably the river and soils, has shaped the face of that economy. Although not as large as surrounding communities, Allenstown has enjoyed a diverse economy for years. Despite recent economic decline those factors that have made Allenstown “Allenstown,” will shape the face of the economy in both the near and long-term future.

VISION SESSION NOTES

Visioning Session Notes

November 20, 2013

I. What makes Allenstown “Allenstown?”

- Access to Rivers
- Proximity to Manchester, Concord, Bear Brook State Park
- Downtown Suncook and the mills
- Small community
- Family-orientated community
- Longevity of certain families in town – people stay here for generations
- Outdoor activities:
 - o Hunting
 - o Hiking
 - o Mountain Biking
 - o Snowmobiling

II. What are your thoughts on development in Allenstown?

- More development needed
- Additional development needs to be efficient and sustainable within the community
- Re-use what we have
- Capitalize on what types of development fit the community; ensure that growth fits with what “is” Allenstown
- Support a strong Economic Development Committee
- Manage the growth of mobile home parks

III. What do you like about living in Allenstown?

IV. What things would you like to see?

- Sewer and water expansion
- More things for kids

- Gym
- Ice skating
- Follow-through on existing projects
- Small coffee shop
- More community involvement***
- Sewer and water expansions
- More sidewalks
- Safe Routes to School is a good program but is difficult to administer.
- Better engagement of State and Congressional decision makers about the challenges of:
 - o Expanding needed infrastructure
 - o Administering federal grants

V. Other Issues:

- Make sure zoning can allow for industries that support recreation activities such as home businesses including food sales for houses along the snowmobile trails or fishing along rivers edge.

Visioning Session Notes

May 14, 2014

Topics discussed were free-flowing and broad. The visioning session started at 6:45 PM and ended at 8:00.

In attendance:

- John Currier
- Charles Currier
- Jason Tardiff
- Chad Pelissier

- Chris Roy
- Larry Anderson
- Matt Monahan
- Michael Tardiff
- Craig Tufts

Visioning Session findings:

- Volunteer base and community organizations are dissipating.
- Housing values are down.
- School class size down; has an impact on taxes.
- Job market is down.
- Business-friendly approval process can help.
- High taxes can prevent economic development.
- Sewer capacity was a real problem - this has been resolved.
- The EDC needs to be refocused and re-energized.
- Regional web presence can work with a local web presence.
- Bear Brook State Park can be a problem for economic development: taxes, land, police coverage in particular. Town needs to find a more effective way to capitalize on visitors.
- Bear Brook State Park is used by a lot of people. Allenstown should ask the State to provide the numbers of visitors.
- Bear Brook State Park response for police, fire and medical, even if the incident takes place in the Deerfield portion of the park. Fire calls are few and far between, but are very time consuming.
- Snowmobilers leave from Bear Brook State Park. Local riders fuel up locally.
- State gets money from Bear Brook State Park from May to September.
- Bear Brook State Park roads are a problem.
- The Town needs to explore ways for better business/economic development opportunities focusing on Bear Brook State Park.
- Bear Brook State Park also represents a loss in potential tax revenue. Can the State provide assistance in lieu of taxes?
- There is both a need and an opportunity to share with the outside world that Allenstown is more than just Route 3 and Route 28.
- How do we get people in the park during the summer? ATVs, etc.
- Lot access/curb cuts are a challenge on 28. Need more access management. Could curb cuts and buildable land be mapped?
- A service/side road could help provide access to parcels on 28. To make this a reality, make sure the zoning supports this, develop an engineering study to lay the road out, establish a TIF district to build and look at bringing in sewer and water.

- Negotiate with the state about helping with curb cuts and possibly providing money for infrastructure because of the impact of Bear Brook State Park.
- Use Economic Development Administration/Economic Development District for infrastructure improvements on 3 and 28.
- Sewer commission has been trying to identify and secure money for improvements but it has been difficult. Grants can help but they can also be difficult to get.
- Look at DOT plans for an access road on 28.
- With Bear Brook State Park, it may be beneficial to look at other towns in the state and see how they have capitalized on parks in their communities, such as Jericho State Park in Berlin.
- PTO, Senior Center and Historic Society could be good sources for future visioning sessions.

Summary: Growth, housing, demographics and schools are the biggest issues in Allenstown. These issues drive the quality of life in the community, as well as drive each other. Taxes, services, and economic opportunity are all also tied in as well.

BUSINESS LIST

Business	Address	Size (Employees)
ABC Glass Co.	7 School St	1 to 4
Advanced Excavating & Paving	166 Granite St	10 to 19
AL McDonnell Co	6 River Rd	1 to 4
Allenstown Aggregate	169 Granite St	10 to 19
Allenstown Animal Hospital	9 River Rd	5 to 9
Allenstown Elementary School	30 Main St	50 to 99
Allenstown Fire Department	1 Ferry St	20 to 49
Allenstown Highway Department	161 Granite St	5 to 9
Allenstown Library	16 School St	1 to 4
Allenstown Park & Recreation	8 Whitten St	1 to 4
Allenstown Pizza Market	43 Allenstown Rd # 5	10 to 19
Allenstown Police Department	40 Allenstown Rd	10 to 19
Allenstown Self Storage	286 Pinewood Rd	1 to 4
Allenstown Tax Collector	16 School St	1 to 4
Allenstown Town Hall	16 School St	5 to 9
Amp Netconnect	31 Birchwood Dr	1 to 4
Apex Kitchens	15 Dowst Rd	1 to 4
Armand R. Dupont School	10 1/2 School St	20 to 49
ATS Lock & Safe Co.	58 River Rd	1 to 4
Aubuchon Hardware	77 Turnpike St	5 to 9
Bear Brook Stables, LLC	334 Deerfield Rd	1 to 4
Bear Brook State Park	157 Deerfield Rd	10 to 19
Beaudet Automotive Ctr	52 Main St	1 to 4
Best Betts Pools		1 to 4

Business	Address	Size (Employees)
Big Jim's Bargain Outlet	78 Turnpike St	5 to 9
Bi-Wise Market	39 Allenstown Rd	20 to 49
Bruce Theriault Complete Auto	1 Allenstown Rd	1 to 4
Casella Waste Systems	104 River Rd	1 to 4
Changing Gears	11 Martinson Ln	1 to 4
Changing Times Unisex Salon	50 River Rd	1 to 4
Circle K	RR 3 & Granite	5 to 9
Community Publications		5 to 9
Complete Coverage Wood Priming	288 Pinewood Rd	1 to 4
Curves	43 Allenstown Rd	1 to 4
Cuts & Colors	85 Allenstown Rd	1 to 4
Ed & Apos Auto Repair	108 Granite St	1 to 4
Elegance Beauty Salon & Hair	50 Pinewood Rd # 3	1 to 4
Excel Body & Frame Inc.	108 Granite St	1 to 4
Family Dollar Store	48 Allenstown Rd # 2	5 to 9
Fort Mountain Land & Timber Co	168 Granite St	20 to 49
Friends Diner	85 Allenstown Rd	10 to 19
Gaftek	108 Granite St	1 to 4
Gelinas Tile Co.	36 River Rd	1 to 4
GMS Hydraulics Inc.	1 Allenstown Rd	5 to 9
Grand Graphics	10 Howe St	1 to 4
Hampshire Vanguard Tech Associates	Route 28 & Lavoie Dr	1 to 4
Hank & Al's Small Engine Repair	168 River Rd # A	1 to 4

Business	Address	Size (Employees)
Hilltop Hairstyling	27 Notre Dame Ave	1 to 4
HK Auto & Equipment & Repairs	185 Granite St	1 to 4
Holiday Acres Mobile Home Park	1A Parkwood Dr	1 to 4
Holiday Acres Water Department	52 Fullam Cir	5 to 9
Jai Mar & Sons Bread	9 Heritage Dr	5 to 9
John's Truck Svc & Welding Co.	1 Allenstown Rd # 2	1 to 4
Johnson's Flower & Garden Ctr.	20 River Rd	1 to 4
Keith's Truck Svc	124 Granite St	1 to 4
Kennebunk Weavers, Inc.	25 Canal St	10 to 19
Kutter Korner	43 Allenstown Rd # 2	1 to 4
Lee Robert (logging)	34 Birchwood Dr	1 to 4
Liftech Automotive Equipment	189 River Rd	1 to 4
Magic Images	3 Pine Acres Rd	1 to 4
Mailways Mail Advertising	10 Bartlett St	20 to 49
Martel's Self-Care Products	68 School St	1 to 4
Materials Research Furnaces	Route 28 Lavoie Dr	10 to 19
Mega-X3	3 Allenstown Rd	1 to 4
Meme's Deli & Sandwich Shop	85 Allenstown Rd	1 to 4
Michael G. Gfroerer Attorney	4 Park St	1 to 4

Business	Address	Size (Employees)
Museum-Family Camping	157 Deerfield Rd	1 to 4
NEF Capital Group, LLC	65 Pinewood Rd # 4	1 to 4
NH Exteriors	50 Pinewood Rd # 6	50 to 99
NH Hydro Association	25 Canal St	10 to 19
Noble Computers	5 Martinson Ln	1 to 4
Northeast Logistics	3 Chester Tpke	5 to 9
Olympic Pizza	42 Allenstown Rd	5 to 9
Pal Realty Inc.	50 Ridge Rd	1 to 4
Pembroke Pump Station	Deerfield Rd	1 to 4
Pento Custom Sounds & Svc.	108 Granite St	1 to 4
Pento Motorsports	108 Granite St # 3	1 to 4
Pharmacy Express	68 School St	5 to 9
Pine Haven Boys Ctr.	133 River Rd	20 to 49
Precious Metal Auto	68 Dodge Rd	1 to 4
Primerica Financial Svc	65 Pinewood Rd # 7	1 to 4
Professional Physical Therapy	2 Bartlett St # 1	1 to 4
Quantum Life Healing	65 Pinewood Rd	1 to 4
Recycling Mechanical	50 Ferry St	5 to 9
Rite Aid	46 Allenstown Rd	10 to 19
Sandy's Classic Touch	47 Allenstown Rd	1 to 4
Someday's Floral Design	20 1/2 River Rd	1 to 4
South Region State Parks	157 Deerfield Rd	1 to 4
Spotlight Pet Sitting, LLC	1 Swiftwater Dr # A	1 to 4
St. John the Baptist	12 School St	1 to 4
Su Mar Industries, Inc.	18 Bartlett St	5 to 9
Subway	66 School St	5 to 9

Business	Address	Size (Employees)
Suncook Family Health Ctr.	50 Pinewood Rd	10 to 19
Suncook River Convenience Ctr.	270 Pinewood Rd	5 to 9
Suncook Senior Center	10 School St	5 to 9
Suncook Wastewater Treatment	35 Canal St	5 to 9
Sunray Builders	2 Bunny Ln	10 to 19
Sunrise Baptist Church	44 Pinewood Rd	1 to 4
Sunrise Trucking Corp	156 Granite St	1 to 4
Tardiff Contracting & Landscaping	43 River Rd	5 to 9
TCB Inc.	50 Mount Delight Rd	5 to 9
Tender Years Daycare	3 Chester Tpke	10 to 19
Thomas Hodgson & Sons, Inc	25 Canal St	50 to 99
Tiny Toes Family Child Care	36 Als Ave	1 to 4
Tri-Town Family Dental Center	50 Pinewood Rd	20 to 49
Twin Oaks Campground	80 Pinewood Rd	1 to 4
VB Maintenance	32 Granite St	1 to 4
We Care Assisted Living Home	12 Cross St	1 to 4
Woodridge Trucking LLC	258 River Rd	1 to 4

Source: New Hampshire Economic & Labor Market Information Bureau

Survey Results

<http://www.allentownnh.gov/>

CNHRPC CEDS

<http://cnhrpc.org/regional-planning/ceds/>

CNHRPC Cluster Analysis

<http://cnhrpc.org/regional-planning/ceds/>

NATURAL FEATURES

For the Town of Allenstown

Vision and Mission Statement of the Chapter

We must protect our natural features now and into the future to maintain Allenstown's quality of life.

- *The Allenstown, NH Planning Board. December 2015*

Since the 2003 Master Plan update, the sentiment of conservation and preservation of natural resources continues to have strong support. Responses to the community survey indicated that preservation of open space was very important or important. Nearly half indicated that they would favor buying land for conservation purposes. This Chapter examines Allenstown's assets and offers methods to preserve the undeveloped open space and agricultural lands.

Bear Brook State Park, over 51% of Allenstown's total acreage, is owned by the State of New Hampshire and is managed jointly by the NH Department of Resources and Economic Development's Division of Parks and Recreation and Division of Forest and Lands. While any significant changes in the Park need Legislative approval, the fact is that the Park is not permanently protected and may one

day be something other than an undeveloped, recreational tract of land. This large area is convenient to I-89, I-93, and the seacoast and may be looked at by the state for its development potential in the future. One objective of this Chapter is to better integrate Bear Brook State Park into the Town's planning process and to communicate the concerns of the Town to the State. Included in the Open Space and Farming Zone since 2009, establishing zoning for Bear Brook was an important first step (more can be found in the Land Use Chapter regarding zoning).

The Suncook and Merrimack Rivers form the western border of the Town. No public access currently exists for use of the rivers, except below the Suncook Waste Water Treatment Plant. Damaged in a storm several years ago, the previous boat access ramp needs to be repaired. Additionally, parking, landscaping, and other aesthetic

efforts would greatly enhance what is already one of the best access points on the Merrimack River.

Another major concern will be efforts to comply with the soon-to-be effective United States Environmental Protection Agency's Municipal Separate Storm Sewer System (MS4) permit. MS4 permit requirements are primarily focused on illicit discharges to the storm sewer as well as stormwater runoff. All areas of Town government will be impacted, from Town-owned property, to land use permitting efforts (Planning Board permitting), to the Zoning Ordinance as a whole. Failure to comply with such provisions will result in fines and other possible penalties.

This Chapter will allow Allenstown to explore the opportunities available for the protection and preservation of its natural features and MS4 compliance. It also lays out strategies to ensure these recommendations come to fruition.

COMMUNITY SURVEY RESULTS

In preparation for the Master Plan Update, a community survey was available for residents to provide input. Like many communities in the Central NH Region, Allenstown has a long history of residents with strong ties and commitment to their community. Completed in 2013, the survey demonstrated residents' appreciation of conserved land and recreation and the importance of protecting Allenstown's natural resources. Responders expressed the importance of protecting river and stream quality and drinking water supplies.

Question 1:

Should the Town spend tax money on conservation purposes?

Q. 1	Total	Percent
Yes	11	42.3%
No	9	34.6%
Unsure	6	23.1%
Grand Total	26	100.0%

Question 2:

Do you feel the Town should invest in the development and improvement of access points to the Suncook and Merrimack Rivers?

Q. 2	Total	Percent
Yes	14	53.9%
No	9	34.6%
No opinion	3	11.5%
Grand Total	26	100.0%

WATER RESOURCES

The ***Groundwater Resources Map*** details the water resources as noted here in this section, including wetlands, hydric soil locations, floodplains, aquifer transmissivity, dams, registered public water supplies and underground storage tanks.

WATERSHEDS

Within New Hampshire, there are five major watersheds. Allenstown, and the rest of the Central NH Region, is within the Merrimack River watershed which stretches from the White Mountains down to Newburyport Massachusetts, and comprises an estimated 40% of the state. The Merrimack River watershed is comprised of multiple smaller watersheds, of which Allenstown is located within the watershed belonging to the Suncook River.

A watershed is a geographical area where all of the groundwater or surface runoff collects in the same location.¹ This includes precipitation, surface water, groundwater, wastewater discharges, and non-point source pollution from natural and urban areas. Water bodies within a watershed can include streams, rivers, ponds, and lakes.

PONDS

Used by residents and tourists, ponds provide scenic beauty and recreation resources, such as boating, fishing, and beach access. Maintaining the health of Allenstown's ponds is critical for future residents, visitors, and future generations to continue to use these

¹ Definition provided on EPA Website.
<http://water.epa.gov/type/watersheds/whatis.cfm>

Table 1: Ponds in Allenstown

Pond Name	Size	Notes
Bear Hill Pond	33 acres	Serves as a tributary to Boat Meadow Brook.
Catamount Pond	16 acres	Also called Bear Brook Pond and serves as a tributary to Bear Brook.
Hall Mountain Pond	25 acres	Located within Allenstown, Hooksett, and Candia. Serves as a tributary to Bear Brook.
Smiths Pond	9 acres	Swampy pond.
Hayes Marsh	N/A	Impounded in Bear Brook State Park as a Fish and wildlife Management Area. Includes an earthen dam.

resources. Table 1 summarizes the ponds found in Allenstown, of which many are located in Bear Brook State Park.

RIVERS

With headwaters from Barnstead, the Suncook River meanders in a southwesterly direction forming the border between Allenstown and Pembroke. This border stretches six miles through Allenstown from the intersection of Route 28 and North Pembroke Road to the confluence of the Suncook and Merrimack Rivers. Historically, the Suncook has been dammed at three locations on this stretch: (1) the Buck Street Dam near the Route 28 and Deerfield Road intersection; (2) the Webster Mill Dam behind the Post Office on Glass Street; and (3) the China Mill Dam at Main Street in downtown Suncook Village.

The Merrimack River, formed upstream by the confluence of the Pemigewasset and Winnepesaukee Rivers in Franklin, flows past Allenstown for one-half mile. The river is the far western border of the town. On the opposite side of the river are the towns of Bow and Hooksett. The section of the river flowing past Allenstown is regulated by large dams upstream at Garvins Falls and downstream at the Hooksett Hydro Dam.

Flooding is of the upmost concern in Allenstown, as flooding along the Suncook River has occurred in recent years, causing severe damage to property within the floodplain. Currently, water levels of the Suncook River are monitored through a river gage located in North Chichester, which also provides predictions of flood levels during high water events. This gage can be monitored 24-hours a day online at the USGS website. A second gage was installed along Route 28 at the Pembroke and Allenstown town boundary in 2011, but is not available to be monitored online.

BROOKS

A brook is a small stream, of which there are many located in Allenstown. Brooks feed larger water bodies and often contain impoundments. The majority of brooks in Allenstown are located within Bear Brook State Park, feeding many of the park's ponds or converging into the Suncook River. Brooks located within Allenstown include Catamount Brook, Little Bear Brook, Boat Meadow Brook, Bear Brook, and Pease Brook.

AQUIFERS

An aquifer is defined as a subsurface area that is water bearing. The amount and size of voids present in the layers of soil and gravel underground dictates how much groundwater is able to pass

Allenstown experienced extreme flooding in May of 2006 and then again in April of 2007. In both events, mandatory evacuations were enforced in vulnerable areas of Town.

The flooding in 2007 left a total of 61 homes damaged and 14 condemned. These residences were located on Riverside Drive, Jill-Erik Road, Albin Avenue, Clement Road, Bourque Road, and Jasper Drive.

Since these flooding events, Allenstown has completed major mitigation projects focused around the Suncook River's floodplain. A total of 32 houses were purchased and demolished, converting the parcels to conservation land. By removing residents from the floodplain, the impact caused by potential flooding has decreased.

through and/or be stored. The two main types of aquifers, bedrock and stratified drift, vary in composition and the amount of water accessible. Stratified drift aquifers are typically used for public water supplies in New Hampshire, including industrial, commercial, and domestic uses.

According to studies by the US Geological Survey, 27% of Allenstown (5.4 square miles) is underlain by stratified drift aquifers. The highest yielding aquifer is located near the convergence of Bear Brook and the Suncook River in the northern corner of town. A municipal well owned by Pembroke Water Works currently draws from this aquifer, and supplies water to Allenstown and Pembroke residents. Other locations with high yielding aquifers

are along Boat Meadow Brook, along the Suncook River, and in the floodplain of the Merrimack River.

WETLANDS

The definition in the New Hampshire Code of Administrative Rules for the State of New Hampshire Wetlands Board for Wt 101.01 Freshwater Wetlands is: "Freshwater wetlands means those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

Wetlands are also defined as poorly or very poorly drained soils by the Natural Resources Conservation Service. Very poorly drained soils have a layer of muck or peat overlaying mineral material such as sand, silt and clay. The thickness of the muck or peat may vary depending on the soil forming process. The soil series and land types commonly associated with very poorly drained soils include marshy (Mh), Mixed Alluvial (Mn), Muck and Peak (MU), Saco (Sa) and Scarboro (Sc). Poorly drained soils are slightly better drained due to a thinner layer of muck or peat and include the following soils - Augres (AgA, AgB, AuB), Rumney (Ru), Limerick Variant (Lm), Ridgebury (RdA, RdB, RbA, RdB).

Wetlands have been viewed in the past as areas with little economic value and have been subjected to filling, draining, and dumping with little regard for the consequences. In recent times, however, science has shown that wetlands provide a number of benefits to the community. Wetlands serve a myriad of purposes: flood control, water storage and ground water recharge, erosion and sedimentation control, pollution filtration, wildlife habitat,

education and recreation, and environmental health and biodiversity.

- 1) Flood Control - Because of wetland soils and vegetation, wetlands act as a giant sponge during periods of high run-off or flooding and then release this stored water slowly during drier periods. Therefore, flood levels are lowered during heavy rains and levels are maintained during drier months. Wetlands often absorb water that would otherwise run directly downstream and cause increased flooding and property damage. However, wetlands may vary in their flood control and water storage.
- 2) Water Storage and Groundwater Recharge - The water absorbed in the wetlands can move up by means of evaporation, laterally by flowing in streams, and downwards, thus recharging groundwater. All three movements may occur simultaneously, but one movement may dominate over the others depending generally on the season and such factors as rate of evaporation and plant uptake. Wetlands over stratified sand and gravel deposits have the highest yielding wells. Water will percolate down through the sand and gravel more than glacial till and will recharge ground water supplies.
- 3) Erosion and Sediment Control - Because wetlands absorb and slow down the rate of runoff, the water's erosive powers are lowered. Dense vegetation also acts as natural catches for any eroded materials. However, the general cause of erosion control is the reduced rate of runoff.
- 4) Pollution Filtration - Wetland vegetation absorbs pollutants such as organic material, bacteria, nitrates, and phosphates

found in water. Nitrates are converted to atmospheric nitrogen or into plant nutrients. Phosphates are used in plant tissue. However, not all pollutants are absorbed by vegetation. In addition, wetland vegetation has a limited absorption ability and should not be overloaded with pollutants, as high levels of pollutants present numerous severe health hazards and can render such areas useless.

- 5) Wildlife - Wetlands offer a wide variety of vegetation. The diversification of vegetation, therefore, consists of many producers in natural food chains and provide food for numerous animal species. The wetland vegetation and water provides food, habitats, and breeding grounds for a wide variety of wildlife, fish, and endangered species such as black gum trees.
- 6) Education and Recreation - Wetlands provide natural areas of enjoyment for all ages as they offer innumerable flora, fauna, and wildlife habitat. Also, wetlands provide excellent opportunities to study successional patterns and the effect of pollution or land use.
- 7) Environmental Health and Diversity - Generally, only wetland plants can tolerate the high levels of water and only certain types of animals and wildlife can tolerate such an environment. Because wetlands offer a diversity of vegetation and animal life, they create a more stable environment in the surrounding area.

Allenstown contains over 898 acres of wetlands, which are classified into three different wetland types (found in Table 2).

Allenstown’s acreage of wetlands is comprised of many small and medium sized wetlands throughout Town. Large areas of wetlands

Table 2: Wetland Types

Type of Wetland	Description
Palustrine	Forested areas less than two meters (6.6 feet) in water depth and salinity less than 0.5%.
Lacustrine	Somewhat wooded areas with over two meters (6.6 feet) in water depth. Can include flooded lakes and can experience considerable wave action.
Riverine	Wooded areas with over two meters (6.6 feet) in water depth and salinity larger than 0.5%. Water is usually flowing, with the habitat contained within a channel.

Sources: National Wetlands Inventory GIS Database

can be found along Catamount Brook and Boat Meadow Brook, located in the Central area of the Town. These areas, along with the majority of wetlands in Allenstown, are located within Bear Brook State Park. The location of these wetlands can be seen on the ***Groundwater Resources Map***.

Wetlands are regulated primarily at the state level by the DES Wetlands Bureau. While permitting is required by the state for construction within a predetermined distance from a wetland, a local ordinance has been established to protect wetlands. Unlike Allenstown’s surrounding communities, Allenstown has no separate ordinance that protects wetlands, but does require a stormwater management plan for disturbances over 20,000 square feet with a 50 foot wetland buffer. Establishing a wetland ordinance, with setbacks, will provide additional protection and aid in complying with MS4 requirements.

Table 3: Wetland ordinances of Allenstown and Abutting Communities

Municipality	Ordinance Title	Wetland Buffer Details
Allenstown	No separate ordinance	A stormwater management plan is required for disturbances over 20,000 square feet – and requires a 50 foot buffer around wetlands as part of the plan.
Bow	Wetlands Conservation Overlay District	Setbacks are: prime – 150 feet; surface waters, bogs, wetlands with poorly drained soils – 75 feet; vernal pools – 50 feet; other wetlands <0.25 acres – 30 feet, agriculture and logging allowed under certain conditions as well as other uses such as passive recreation; if construction, forestry or agricultural activities within 100 feet of any wetland, special care to avoid erosion and siltation, could require erosion control plan.
Deerfield	Section 210: Wetlands Conservation District	All buildings, septic tanks, and leach fields must follow a 75 foot buffer for lots in existence prior to the districts adoption and 100 feet for those created after. The district was adopted on March 14, 2006.
Epsom	Article II Zones and Districts	All building structures in all zones set back no less than 50 feet from wetlands.
Hooksett	Article 18: Wetlands Conservation Overlay District	Prime wetlands require a 100 foot buffer. Wetlands of one or more acres in size comprised of very poorly, poorly, and/or somewhat poorly drained soils require a 40 foot setback and 75 foot for septic tank or leach field. Erosion control and treatment of runoff must be provided for construction within 100 feet of wetland boundary.
Pembroke	143.72 Wetlands Protection Overlay District	Buffer ranges from 20 to 50 feet depending on structure and no septic closer than 75 feet. Wetlands defined as any size adjacent to surface water, vernal pools over 500 square feet and other wetlands over 1000 square feet.

DAMS

Dams provide a vast array of benefits, which include their role in sustaining many lands which provide recreation opportunities for locals and tourists, emergency water supply storage, and stormwater detention.

In New Hampshire, dams are placed into four categories, all based on potential damage downstream if failure of the dam occurs. High hazards dams, of which Allenstown has none, are those that, if

failed, would inundate home and other structures downstream and likely cause loss of life. Allenstown also has no significant hazard dams, which are those that would cause major property damage downstream if failed. Low hazard dams are labeled if failure would cause minor property damage downstream, and non-menacing structures are those that cause no threat to life or property if failed. There are five low hazards and six non-menacing dams within Allenstown, many that are located in Bear Brook State Park.

Table 4: Dams in Allenstown

Hazard Class	Dam Name	River/Brook	Type	Status	Owner
Low	Bear Hill Pond Dam	Boat Meadow Brook	Earth	Active	DRED
Low	Catamount Pond Dam	Bear Brook	Timbercomb	Active	DRED
Low	Hall Mountain Marsh Dam	Bear Brook	Concrete	Active	NH Fish & Game
Low	Hayes Marsh Dam	Catamount Brook	Earth	Active	NH Fish & Game
Low	Buck Street East Dam	Suncook River	Concrete	Active	NH Water Resources Council
Non-menacing	Pembroke Water Works Dam	Boat Meadow Brook	Earth	Active	Pembroke Water Works
Non-menacing	Old Reservoir Dam	Boat Meadow Brook	Stone/Earth	Active	Pembroke Water Works
Non-menacing	Wasson Farm Pond Dam	Unnamed Stream	Earth	Active	Private
Non-menacing	Philie Recreation Pond Dam	Unnamed Stream	Earth	Active	Private
Non-menacing	Cold Spring Pond Dam	Cold Spring Brook	Timbercomb	Active	NH Fish & Game
Non-menacing	Archery Pond Dam	TR Bear Brook	Earth	Active	NH Fish & Game
NA	Pumping Plant Dam	Boat Meadow Brook	Timbercomb	Ruins	Pembroke Water Works
NA	Fire Hole Dam	TR Boat Meadow Brook	Earth	Ruins	Pembroke Water Works
NA	Pease Brook Dam	Pease Brook	Earth	Not Built	Private
NA	Cold Spring Brook Club Pond Dam	Cold Spring Brook	Timbercomb	Ruins	Merrimack Fish & Game Club
NA	Fluerry Farm Pond Dam	TR Boat Meadow Brook	Earth	Ruins	Fleurry Farm
NA	Pease Brook Dam	Pease Brook	-	Ruins	Private
NA	Catamount Brook Dam	Catamount Brook	Earth	Ruins	DRED

Source: NH DES Onestop, 2014

Dam failure and deficiencies typically occur as a result of general aging and inadequate maintenance, including overtopping, structural failure, and cracking. Dam maintenance and repair is the responsibility of the owner, which commonly have little knowledge of the condition and inadequate funding for proper repair.

HYDRIC SOILS

As defined by the USDA, hydric soils are a soil that formed under conditions of saturation, flooding or ponding long enough during the growing season to develop anaerobic conditions in the upper part. Landscapes that have a high water table, floodplains that are seasonally flooded, and depression areas that collect and store runoff are all likely to have wet and potentially hydric soils. Locations of hydric soils are valuable to be aware of as presence of hydric soils is one third the requirement to a jurisdictional wetland. Also, hydric soils impact agriculture production and limit ability to install off-site waste disposal systems.

The most recent soil data for New Hampshire was collected in the late 2000s, classifying soils based upon drainage class, and by the frequency and duration of wet periods under similar conditions similar to those which the soil was formed. There are six soil classes available, which can direct the soils performance for crops, forestry, wildlife, recreation and other uses. Allenstown's soils are classified by acreage in Table 5.

The majority of soils in Allenstown are well drained with over 4,633.2 acres, nearly 40% of Allenstown's total land acreage. Sand makes up 3,305.8 acres, or 28% of Town. Well drained soils have the ideal amount of water without having features of wetness. Water is also available to plants for growth, but not to inhibit growth of

Table 5: Soil Acreages by Drain Class in Allenstown

Soils Type by Drain Class	Acreage
Loamy, moderately well-drained/well-drained (Group IA)	1,882
Sandy Loam, moderately well-drained/well-drained (Group IB)	4,633.2
Sand and Gravel, excessively drained/moderately well-drained (Group IC)	3,305.8
Diverse soils (Group IIA)	585.8
Poorly Drained (Group IIB)	903.2

Source: NH Granit

roots. Sandy soils on the other hand allow water to pass through and are vital for building and septic tanks. For more information on soil drainage class, please refer to the attached document:

http://cteco.uconn.edu/guides/re-source/CT_ECO_Resource_Guide_Soils_Drainage.pdf

WATER QUALITY PROTECTION ORDINANCES

Much of the water throughout Allenstown is protected and preserved through local ordinances, such as floodplain development, groundwater protection, and stormwater management. For additional information on ordinances related to protecting natural resources, please refer to Allenstown's Land Use Chapter. Also, since the adoption of the 2003 Master Plan, the Conservation Commission has been reestablished. This will enable Allenstown to utilize the Conservation Commission during a Conditional Use Permit process for wetland crossings in the event such an Ordinance is developed.

WATER USE AND COMSUMPTION

WATER SUPPLIES

Water supply, which is essential for residents, businesses and local agriculture, is typically collected and distributed through two different methods: a public water system or a private water system. Typically public water systems are found in densely populated areas, and provide water via piping for a large area with a high number of homes and businesses. Private water supply systems, also known as individual wells, usually service one area, typically a home or business.

Just under 26% of Allenstown's households and businesses are served by individual wells. These wells typically withdraw groundwater from stratified drift aquifers located underground and treat the water onsite to ensure drinking water quality standards. The majority of wells in Allenstown are located in the northeast corner of Town, with other private wells serving areas along the Suncook River. In the past ten years between 2004 and 2014, a total of 39 new or replacement wells have been installed in Allenstown, show below by year.

The majority of Allenstown, just under 75%, is served by public water systems. Some public water systems may source water from groundwater similar to a well, while others may source water from a larger waterbody capable of providing a large of enough volume of water for the system's needs. In Allenstown, public water is supplied through Pembroke Water Works. Also serving the communities of Pembroke and Hooksett, municipal water is tapped from wells located near the Suncook River. There are twelve public water supplies in Allenstown, of which seven are active.

Table 6: Wells Installed 2004-2014

Year	Number of Wells
2014	0
2013	1
2012	3
2011	1
2010	4
2009	3
2008	1
2007	6
2006	11
2005	7
2004	2

Source: DES Onestop, 2015

Table 7: Registered Public Water Systems

Name	Road	Population Served	Service Connections
Olde Towne Mobile Home Park	Deerfield Road	243	97
Catamount Hill Mobile Home Park	Presidential Drive	383	153
Holiday Acres Mobile Home Park	Granite Street Extension	309	312
Spruce Pond/Americorps	Bear Brook State Park	35	2
Twin Oaks Campground	Pinewood Road	125	47
Suncook River Convenience Store	PineWood Road	60	1
Mega X Service Station	Allenstown Road	25	1

Source: DES OneStop, 2015

Private systems are susceptible to the same pollutants as public water systems, however, there are no state requirements regulating the quality of the water gathered through private systems. Common, naturally and un-naturally occurring contaminants may be present in private water supplies through bedrock fractures and surrounding groundwater and should be regularly tested.

POINT SOURCE POLLUTION

Point source pollution is defined as any single identifiable source of pollution, such as a pipe or ditch. This includes sources such as industrial factories, sewage treatment plants, pulp and paper mills, and automobile manufacturers.

Point source pollution is a concern to local residents and business owners as much of the pollution can contaminate groundwater and surface water gathered by household wells or public water system wells that are used for daily activities. Contamination of point source pollution has many different routes of entry. Leaking above and below ground storage tanks, which typically hold gas, heating oil, and other petroleum products, can pollute groundwater and surface water by soaking through the ground surface. Floor drains that do not properly treat contents before being released can spread pollutants, such as a floor drain in an auto body shop that collects oil and other chemicals and is released to soak directly on the ground surface. Dry wells, burying wastes, and inadequate septic systems can also cause contamination.

As Allenstown's public water supply is sourced from wells, point source pollution can be a potential threat. To help prevent the contamination of groundwater, New Hampshire has taken many

precautionary steps in the form of regulation of potential contaminants.

For example, DES requires that an Underground Injection Control (UIC) permit be obtained for anyone who is discharging anything other than normal household waste to an on-site sanitary disposal system. DES also regulates floor drains, of which sensitive areas are not allowed to discharge to the on-site septic system, dry well or ground surface. Above and below ground storage tanks may also be regulated dependent upon the size, contents, and use of the tanks.

Nationally, point source pollution is controlled through the National Pollutant Discharge Elimination System (NPDES) permit program that provides permits to qualifying applicants allowing discharge directly into surface waters. There are two facilities in Allenstown with DES permits; Allenstown Wastewater and OXY USA, Inc., both of which discharge into the Merrimack River. There are also many other communities in Central New Hampshire that hold permits.

Another national requirement to consider is that Allenstown will need to comply with the soon-to-be adopted Municipal Separate Storm Sewer System (MS4) permit. MS4 impacts all aspects of Town administration and governance and requires that storm sewers are separate from sanitary sewers. It also stipulates controls to prevent illicit discharges and illegal hookups. Lastly, it addresses stormwater runoff into surface waters and point source pollution. Many things must be done to comply, some of which require land use controls to be put in place. Specific actions to comply with MS4 requirements are broad and far reaching and are addressed elsewhere in this Chapter and this Plan.

UNDERGROUND STORAGE TANKS

The purpose of the Underground Storage Tank Program (UST) at DES is to prevent and minimize contamination of the land and waters of the state due to the storage and handling of motor fuels, heating oils, lubricating oils, other petroleum and petroleum contaminated liquids, and hazardous substances. Established rules and regulations apply to all non-residential UST systems having a total regulated substance storage capacity of more than 110 gallons and non-residential tank systems having an on-site use heating oil storage capacity of more than 1,100 gallons.

In Allentown, there are 20 businesses that have permits for underground storage tanks. Of the 19 businesses, a total of 5 have active tanks while many have closed tanks. The majority of tanks are located in the southwestern portion of the Town and along Route 28.

The potential for leakage from the underground storage tanks is always a possibility. DES retains a list of known leaking underground storage tanks (LUST) which have not been inventoried in this Chapter.

AUTO/SALVAGE YARDS

Auto and salvage yards have the potential for polluting surrounding watersheds, through stormwater runoff and not properly disposing of used chemicals and substances. For example, many floor drains discharge onto the ground or inject into a well system, such as a septic tank, leading chemicals (i.e. oil, antifreeze, cleaners, etc.) directly into the watershed. This pollution impacts not only wildlife

STORMWATER RUNOFF

Stormwater runoff occurs when water from intense rain and snowmelt flows over land instead of soaking into the ground. As the water flows, it picks up contaminants, including sediment, suspended solids, nutrients, heavy metals, pathogens, toxins, and other floating materials that then pollute the water body or groundwater the runoff enters.

Increases in stormwater can increase flooding in the watershed, creating new flooding patterns, channel erosion, and potentially causing harm to surrounding habitats. Flooding also can cause damage in developed areas where there is not adequate stormwater management.

Stormwater infrastructure consists of a system with pipes and inlets, redirecting stormwater to a nearby stream, river, or main wastewater channel to be treated and released. Even though more urbanized communities are more at risk for stormwater runoff, the increase of projected extreme storms and events could cause current culverts, ditches, and dams to be undersized causing impacts on the infrastructures performance and design life.

As discussed throughout this Master Plan, compliance with USEPA MS4 permit requirements will be a significant focal point for the Town. Stormwater regulation, in addition to other water quality concerns, is a vital aspect of Allentown's MS4 compliance efforts.

habitat but also groundwater sources. Currently, there are no auto body businesses or salvage yards in Allenstown, however; many communities surrounding Allenstown do have these businesses.

NONPOINT SOURCE POLLUTION

Another threat to Allenstown's water quality is nonpoint source (NPS) pollution, also known as polluted runoff. Nonpoint source pollution (NPS) is pollution that cannot be traced back to any specific source; it is the accumulated pollution resulting from everyday activities and is caused by heavy rain or large amounts of snow melt moving on or through the ground.

Its effects are magnified by impervious surfaces, such as building roofs and paved surfaces. Water cannot infiltrate these surfaces, causing more water to run off over the land. As water washes over the land, it picks up oil, deicers, pesticides, nutrients, sediment, and other pollutants that have been placed into the environment by everyday activities. The runoff water flows into storm drains or directly into water bodies, carrying the pollutants that have been deposited. As little as 10% impervious surface on a lot can begin to negatively impact a waterway. Thus, the more intensively used a piece of land is, the more nearby waterways can be negatively affected by polluted runoff.

Protection from nonpoint source pollution is often a challenge. Low impact development (LID) is one method used to reduce nonpoint source pollution, and focuses on preserving natural landscapes and treating runoff before contamination. Methods of LID design can include rain barrels, rain gardens, and permeable pavements

The greatest threat to Allenstown's waterways is perhaps nonpoint source pollution in the downtown/Suncook area and off of Route 28. Surrounded on two sides by the Suncook and Merrimack Rivers, the compact downtown, with its miles of road and parking lot asphalt and buildings, is a concentrated area of NPS pollution that runs off into these rivers or storm drains directly, or into the aquifer which underlies the Town indirectly. Because the area is already built up, there are fewer options available for protecting the water supply.

WATER TESTING

Whether water supply is provided through a public system or private well, it should be treated to drinking level standards defined as safe for consumption. While water distributed through a public system is first treated in a drinking water treatment plant that is regulated by state permit, personal household wells are not. With a well system, household water treatment systems are used to treat well water to drinking water standards so to protect from contaminants caused by point source and nonpoint source pollution.

In addition to contaminants mentioned previously, common, naturally occurring contaminants, such as arsenic, radon, and iron, may be present in private water supplies due to New Hampshire's geologic profile. A recent report published in 2013 on Water Supply Infrastructure and Protection by DES estimated about 55% of private well systems in New Hampshire exceed the state's radon limits and 20% exceed EPA's arsenic contamination levels. Arsenic, which has no odor or color in water, occurs in one in five wells drilled in NH. As well water testing in private household is not required, education and awareness of water quality testing is critical

for Allenstown residents as many use individual household wells for their water supply.

LAND RESOURCES

CONSERVATION AND TAX EXEMPT LANDS

In this context, tracts of land in conservation can be permanently protected from future development as part of the parcel's deed or they can be under temporary conservation for a limited period of time. As shown in the table below, Allenstown has no parcels which have been placed under conservation. However, Bear Brook State Park contains conserved land, owned by NH DRED.

Table 9: Conservation Lands

Conservation Land	Held by	Acres	Permanently Protected?	Public or Private Ownership
Allenstown Town Forest	Town	15.0	No	Public-Town
Bear Brook State Park	NH DRED	6564.4	No	Public-State

Source: 2001 Digital Tax Maps; Subcommittee Input; Bear Brook State Park Management Plan, 1994

There are many sources of funding present that help manage and maintain these conserved lands. Some of these sources are listed below:

- The Land and Community Heritage Investment Program (LCHIP): <http://www.lchip.org/>

- Water Supply Land Protection Grants: http://des.nh.gov/organization/divisions/water/dwgb/dwspp/land_acqui/
- Farm and Ranch Lands Protection Program: <http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/farmranch/>
- National Park Service: <http://www.nationalparkservice.org/>
- Other NRCS Programs

BEAR BROOK STATE PARK

Bear Brook State Park (BBSP) covers nearly 10,000 acres of land. Most of the park is located in Allenstown (6,564), with smaller acreage in Candia (290), Deerfield, (1,938) and Hooksett (793). As the largest developed state park in New Hampshire, the Park receives several thousand visitors yearly for hiking, mountain biking, and horseback riding on the trails, as well as for day use of the beach and picnic area on Catamount Pond. The New Hampshire Fish and Game Department has a waterfowl management area in Hayes Marsh. The Park also boasts two public archery ranges and has several stocked fishing ponds. During the winter, the Park is a popular destination for cross-country skiers and snowmobile riders.

It is hard to overstate the importance of BBSP to the Town of Allenstown, both in terms of defining community character and providing recreation opportunity. The Park covers over half the land area of the Town, making Allenstown one of the few towns in the state with such a high percentage of public lands. The park's 40 miles of trails provide recreational opportunities for the residents of

the Town as well as for the thousands of visitors from the nearby cities of Manchester, Concord, and Portsmouth, as well as many out of state visitors. BBSP is known regionally as one of the best locations for mountain biking in New England. Much of the wellhead protection area around the Allenstown/Pembroke public water supply is located within the Park.

CURRENT USE

Property owners can file for reduced property taxes through the Current Use Taxation program. The current use value is the assessed valuation per acre of open space land based upon the income-producing capability of the land in its current use— not its real estate market value. This valuation shall be determined by the Town’s assessor in accordance with the range of current use values established by the Current Use Board (CUB) and in accordance with the class, type, grade, and location of land. Owners of parcels of land which are not anticipated to be used for a different type of use in the future can apply at the Town Office for the following categories:

- “Farm land” means any cleared land devoted to or capable of agricultural or horticultural use as determined and classified by criteria developed by the Commissioner of Agriculture, Markets, and Food and adopted by the CUB.
- “Forest land” means any land growing trees as determined and classified by criteria developed by the State Forester and adopted by the CUB. For the purposes of this paragraph, the

CUB shall recognize the cost of responsible land stewardship in the determination of assessment ranges.

- “Open space land” means any or all farm land, forest land, or unproductive land as defined by this section. However, “open space land” shall not include any property held by a city, town or district in another city or town for the purpose of a water supply or flood control, for which a payment in place of taxes is made in accordance with RSA 72:11.
- “Unproductive land” means land which by its nature is incapable of producing agricultural or forest products due to poor soil or site characteristics, or the location of which renders it inaccessible or impractical to harvest agricultural or forest products, as determined and classified by criteria developed by the CUB. The CUB shall develop only one category for all unproductive land, setting its current use value equal to that of the lowest current use value established by the CUB for any other category.
- “Wetlands” means those areas of farm, forest and unproductive land that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

A land use change tax shall be levied when the land use changes from open space use to a non-qualifying use.

Table 10: Current Use Acreages by Land Type, 2006-2015

CU Acreage by Land Type	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Change 2000 to 2014		Average	
Farm Land	187.43	188.43	188.43	188.93	201.43	201.43	201.43	201.43	205.42	149.07	-38.36	-20.47%	-3.84	-2.05%
Forest Land	2,533.76	2,859.55	2,450.79	2,589.76	2,648.76	2,648.76	2,644.07	2,524.34	2,474.34	2,166.10	-367.66	-14.51%	-36.77	-1.45%
Forest Land with Documented Stewardship	272.90	291.90	291.90	358.80	358.80	358.80	353.30	337.30	383.30	480.20	207.30	75.96%	20.73	7.60%
Unproductive Land **	25.00	27.89	27.00	37.00	41.00	42.00	51.00	42.53	42.53	137.71	112.71	41.30%	11.27	45.08%
Wetlands***	55.17	56.62	46.62	56.62	46.62	46.62	46.62	50.56	50.49	163.53	108.36	196.41%	10.84	19.64%
Total CU Acres	3,074.26	3,424.39	3,004.74	3,231.11	3,296.61	3,297.61	3,296.42	3,156.16	3,156.08	3,096.61	22.35	0.73%	2.23	0.07%

Sources: Allenstown Annual Reports

Table 11: Land Use Change Tax Collected, 2005-2014

Year	Land Use Change Tax Collected
2006	\$0.00
2007	\$0.00
2008	\$0.00
2009	\$0.00
2010	\$0.00
2011	\$0.00
2012	\$0.00
2013	\$169.84
2014	\$0.00
2015	\$0.00

Sources: *Allenstown Annual Reports and Town Files*

Table 12: Current Use Acreages Statistics, 1990-2001*

Acreage Statistics	Total Acres in CU	Removed from CU	Receiving 20% rec. discount
2006	3,074.26	58.42	292.7
2007	3,424.39	0	701.82
2008	3,004.74	419.65	720.82
2009	3,231.11	0	716.09
2010	3,296.61	0	598.09
2011	3,297.61	0	598.09
2012	3,296.42	1.19	0
2013	3,156.16	140.26	0
2014	3,156.08	0.08	522.82
2015	3,096.61	13.12	1,919.22

Sources: *Allenstown Annual Reports;*

**discrepancies exist in the Town Reports*

As shown from the amount of land use tax collected over the past 10 years, few parcels have dropped the current use status. In fact the total collected by the Town is only \$169.84.

AGRICULTURAL RESOURCES

Prime farmland soils, soils of statewide importance, and soils of local importance to Merrimack County are depicted using data from the 1965 Soil Conservation Service (now Natural Resources Conservation Service, the NRCS Survey). A comprehensive update to the Merrimack County Soil Survey by the NRCS was completed in approximately 2007. This update included a change from the alpha-categorization of soils, as shown here, to a numeric categorization. Please refer to the attached **Soils Map** for more details.

Prime farmland soils are described nationally as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and are also available for these uses.

Categorized soils of statewide importance have properties that exclude them from the prime farmland list. However, they are important to agriculture in the State of New Hampshire. They produce fair to good crop yields when properly treated and managed. As a general rule, erosion control and irrigation practices are necessary to produce high-yield crops.

Soils of local importance are identified by county agencies within the state. These soils also support the production of food, feed, fiber, forage, and oilseed crops. These soils produce fair to good crops when managed properly.

Table 13: Active Farms in Allenstown

Name	Location	Products or Use
McNamara Farms	7 Main Street	Dairy cows
Blake's Farm	River Road	Corn, vegetables

Source: 2003 Master Plan Subcommittee input

The previous is a list of identified active farms in Allenstown which are extremely important to protect from development or other change of use.

The best agricultural soils in Allenstown are located in the fertile floodplain of the Merrimack and Suncook Rivers. While the downtown areas rest on the majority of these soils, several large undeveloped parcels that are privately owned could potentially serve as farms.

The presence of not only historic farms, but quality soils led the Planning Board to propose an Agricultural Conservation overlay district to voters in 2009 who then enacted the change. The District seeks to preserve farms and quality soils for farming into the future. The details regarding the District can be found in the Land Use Chapter of this Plan.

FOREST RESOURCES

The largest forest resource in Allenstown is Bear Brook State Park which covers approximately 6,564 acres (from the Bear Brook State Park Management Plan) of the Town. The NH Department of Resources and Economic Development selects areas of the park to be logged based on the Bear Brook State Park Management Plan. Foresters from DRED mark and tally the trees to be cut. A contractor is awarded the right to harvest the trees through a competitive bid

process. The revenue from the sale of the lumber to the contractor is mostly deposited in the State's General Fund, with a small portion going to DRED's Forest Management and Protection Fund. The stumpage tax for the sale goes to the Town, just as if the timber sale had occurred on private property. On average there is one timber sale in Bear Brook State Park each year. Some privately-owned lots conduct timber harvests, although the majority of the forestry activities are undertaken by the state at the Park.

GEOLOGIC RESOURCES

The **Land Use Map** of the **EXISTING AND FUTURE LAND USE CHAPTER** depict the location of permitted gravel operations and slopes greater than 15%. This suggests that Allenstown will continue to be involved in the gravel pit, excavation, and quarrying industry into the future. There are three active gravel pits in Allenstown. One of them is grandfathered and does not require a permit. The other two gravel pits do require a permit and at the time of this writing have active permits in place.

SURFICIAL AND BEDROCK GEOLOGY

Allenstown has varying topography, ranging from the flat floodplains along the Suncook and Merrimack Rivers to the hilly regions of Bear Brook State Park. Four named promontories were identified in Table 14.

Table 14: Hills and Mountain

Name	Description or Location
Hall Mountain	925'
Bear Hill	800'
Catamount Hill	700'
Pinkney Hill	700'

Sources: CNHRPC 1999 Natural, Cultural and Historical Resources Inventory

ECOLOGICAL RESOURCES

NH NATURAL HERITAGE INVENTORY (NHI)

Several outstanding plant and animal species have been identified in Allenstown since the 1930s, as well as one outstanding natural community, and recorded NHI program's database. It is known that other species and communities do presently exist in Allenstown, and efforts should be made to report the information to the NHI.

- Small Whorled Pogonia
- Sweet Goldenrod
- Bald Eagle
- Great Blue Heron rookery
- Blanding's Turtle

Strong anecdotal references have been made to the existence of timber rattlesnakes in Bear Brook State Park, although no formal report has been filed.

CORRIDORS

Corridors and greenways are not only used by people for recreation or transportation, but also by wildlife to travel from one habitat to another. Maintaining viable and undeveloped corridors ultimately measures the biological success of the animals, particularly larger mammals, within an area.

The Bear-Paw Regional Greenway has identified a greenway corridor in the northwest corner of Allenstown which would connect with Bear Brook State Park and also form a network of corridors connecting Northwood Meadows State Park, Pawtuckaway State Park, and other private conservation lands. Bear-Paw Regional Greenway is a land trust established by local resident volunteers. Their mission is to establish a series of greenways comprised of private and public lands that connect large conservation areas and safeguard important wildlife habitat and travel routes, scenic resources, and recreational opportunities. Bear-Paw provides assistance to municipalities and community groups to identify and protect important lands and in locating funding sources for land conservation.

Currently, the Towns of Epsom, Deerfield, Northwood, Strafford, Nottingham, Raymond, and Candia are members of Bear-Paw. While Allenstown is unique in the amount of conservation land it already has (in the form of Bear Brook State Park), there are valuable corridor opportunities presented in the northwest corner of the Town which should be explored, particularly given the remoteness of the area from town services. Membership in the Bear-Paw Regional Greenway could help the Town to preserve these corridors.

Natural Communities

Other special, mostly undisturbed lands are essential for the biological diversity of plants and animals. The more biodiversity found within an area, the more valuable and self-sustaining the community becomes from both ecological and economic perspectives. The following natural communities are important in Allenstown:

- Suncook River (fish, birds)
- Bear Brook State Park (large mammals, reptiles, songbirds)
- Hayes Marsh (birds)

VIEWSHEDS

Two viewsheds have been identified in Allenstown. One just south of Wing Road offers 360 degree panoramic views of the surrounding Park and countryside. The second identified view can be found from Catamount Pond and looks south toward Catamount Hill. In Allenstown, scenic view preservation is less of an issue because of the large amount of undeveloped acreage in most directions.

AIR RESOURCES

Downtown Allenstown is located one mile downwind of the Bow Power Plant, a coal-fired electricity generation station. The smoke plume from the plant is visible from all areas of Town. Residents of the downtown area have been concerned about adverse health impacts due to the chronic exposure to the emissions. In August 2002, the NH Department of Environmental Services installed an air quality monitoring station at Memorial Field in Pembroke. This station monitors the air for toxic contaminants, sulfur oxides, and particulate matter every 12 days. The NH Department of Health and Human Services, under cooperative agreement with the US Agency for Toxic Substances and Disease Registry, completed a health study of residents in Pembroke and Allenstown in 2002 and updated it in 2007:

<http://des.nh.gov/organization/divisions/air/pehb/ehs/ehp/documents/suncook.pdf>.

The study measured air quality for a period of several days. Results of the study suggest that the wind blows directly from the Power

Plant to Suncook Village (northwest to southeast) and that Eleven Pollutants of Interest were registered at various periods of time. All of the eleven Pollutants of Interest on average, are not expected to result in adverse health effects of the general public, though they could be unhealthy for sensitive groups such as active children and adults, seniors, and persons with respiratory disease (such as asthma).

Shortly after the study was completed, the Bow Power Plant had upgraded the scrubber technology and smoke stack with the intent of eliminating more of the pollutants emanating from the plant. Given that the updated study was completed just before the plant upgrade, another study should be completed to determine if the levels have decreased. Another factor is that the plant may be phased out over the course of the next several years. Allenstown should engage NH Department of Health and Human Services to request a revised study and develop strategies for mitigation now, but also to prevent the regression of any air quality gains that may come from the new stacks or plant closure in the future as the facility is repurposed.

NATURAL FEATURE AND RESOURCE CONCERNS

In summary, Allenstown is blessed with abundant natural resources but these resources are under threat. The greatest environmental challenges we face as a community are:

- Potential air pollution from the Bow Power Plant. The downtown is located immediately downwind of the plant. The NH Department of Health and Human Services completed a health study of residents in Pembroke and Allenstown in 2002 and updated it in 2007 regarding the impact that pollution from the plant could be having on the health of Allenstown residents. Allenstown should engage NH Department of Health and Human Services to request study.
- Contamination of water resources. There are a few gas stations in Town as well as dozens of small automotive repair shops. While these companies provide a service to residents, they also threaten to release gasoline containing MTBE into the aquifers that all Town residents rely upon for drinking water. As the Town tries to attract new light manufacturing companies to Allenstown, every effort should be made to ensure that these new companies do not pollute the water, land, or air.
- Loss of agricultural lands. Allenstown has few agricultural lands and those that are left are at risk for development. Targeted agricultural easements are needed to preserve these lands. The highest priority should be to protect agricultural lands next to the Merrimack River.
- No public access to the Suncook River. The Suncook River has historically been the heart of Allenstown. However, there is currently no public access to the River. Unless Town residents can enjoy this resource, they are unlikely to respect and care for it. Currently, a boat access ramp exists at the end of Ferry Street, though it was severely damaged in a storm event several years ago. This boat ramp should be repaired and a small park or picnic area should be established on the parcel as well. An additional Town-owned parcel on Riverside Avenue should also be explored for its potential to serve as additional public access to the River.
- Non-point source pollution in downtown Allenstown. The downtown area of Allenstown is densely settled with impervious surfaces (e.g., pavement, buildings) covering a large proportion of the land area. Stormwater runoff can wash pollutants and bacteria into the Suncook River during storms. Stormwater runoff is an important issue everywhere but it is especially important in the downtown area because of the large amount of impervious surface and the age of the storm sewer infrastructure.
- MS4 compliance. The Town of Allenstown will need to take steps to comply with the requirements of the United States Environmental Protection Agency's Municipal Separate Storm Sewer System Permit, or MS4, in 2016. The Permit is expected to be in effect in April, 2016 at the earliest. Steps have already been taken to work towards compliance, though other components remain. Steps to date include: Zoning Ordinance, Town Ordinance, Site Plan Regulations, Subdivision Regulations, Excavation Regulations, and the beginnings of the Stormwater

Management Plan. MS4 compliance will not only ensure that Allentown meet its legal obligations with EPA, but it will also help to ensure clean surface and groundwater in the future. MS4 compliance is the primary priority for this Chapter in 2016.

PROPOSED REGULATORY PRESERVATION MEASURES

There are many techniques available to assist with conserving natural resources. Regulatory protection measures are an important part of a Town's preservation toolkit.

PRIMARY METHODS

Although all of the methods listed in this Chapter can be used by Allentown, the techniques listed in this section are the most important regulations to develop. They should be among the first considered by the Planning Board and the Town to address Allentown's immediate conservation planning issues.

MS4 COMPLIANCE EFFORTS

Area: various

The pending Illicit Discharge Ordinance being considered by the Board of Selectmen in 2016 (Town Ordinance CO 217) is required by MS4. This ordinance will prevent illicit discharges, and over time, mitigate any that currently exist. Changes to the Permanent Post Construction Ordinance, the Groundwater Protection Ordinance, as well as the Site Plan, Subdivision, and Excavation Regulations, will establish additional required MS4 land use controls that will enhance stormwater management to prevent problems in the future. These efforts, coupled with the finalization of the Stormwater Plan, will ensure compliance with MS4, but will also protect surface and groundwater for the future.

AESTHETICS-BASED LAND USE REGULATIONS

Area: Entire Town

Because the appearance of the community, including views of simple things like tree-lined streets, mixed farm land, forests, historic buildings and water resources that largely define Allentown's traditional landscape is so important to the fabric of the community, there must be a priority placed on preserving them. Planning regulations addressing lot size, placement of buildings, signage, as well as landscaping are typically used to address aesthetic elements of the community.

ENVIRONMENTAL SCIENCE-BASED REGULATIONS

Area: Entire Town

Environmental science-based land use regulations are based directly upon measurable characteristics of the land-base of the community, rather than on possibly arbitrary standards established by people. Regulations based on the characteristics of the land may reflect the actual ability of the land base to sustain development and are often easier to defend against legal challenges than those arbitrarily created.

URBAN GROWTH DISTRICTS

Areas: Downtown

An urban growth district allows the community to define one or more areas where growth and development will be concentrated. This typically includes a downtown area and, sometimes, existing areas with higher concentrations of development. Desired growth will take place inside of the district, thus preserving open space in other parts of the Town. Development within the urban growth area can still be regulated by various zoning standards, but density

regulations should be adjusted to accommodate a denser development pattern.

CLUSTER (OPEN SPACE) DEVELOPMENT ZONING

Areas: Woodridge Road and developments along Deerfield Road

An answer to the sprawling land patterns created under conventional cookie cutter subdivisions is one approach to subdivision design for rural areas, as outlined in the book entitled *Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks*, by Randall Arendt (Island Press, 1996). Under this approach, use existing minimum lot sizes as the basis for conventional residential density on the best soils, with reduced densities according to declining soil quality. Conservation areas may include wetlands, steep slopes, aquifer recharge zones, and floodplains.

LARGE LOT FORESTRY AND AGRICULTURAL ZONING

Areas: Merrimack River Floodplain, east of Granite Street, and North of Deerfield Road

Planning theory states that dividing developing land, or potentially developing land, into larger lots will slow development and preserve open space and rural character. The goal of these two types of zoning is to provide large enough blocks of land that they can be managed for a specific resource value. If this technique is used, lot sizes that truly reflect the amount of land needed to allow for commercially viable use of the land and are related to the reality of the use of the land in the area must be established.

OVERLAY DISTRICTS

Areas: (varies, Downtown)

Overlay zoning districts can be used by communities to define and apply special regulations to a particular resource. Once resource areas of concern are identified, the Planning Board must establish what kind of special regulations apply to that particular resource.

Ground Water Protection Districts	Historic Districts
Mountain Conservation Districts	Forestry Districts
Steep Slope Districts	Agricultural Districts

FLEXIBLE ZONING

Areas: Downtown and Route 28

Flexible zoning is an alternative to traditional fixed zoning regulations. It allows for more latitude in adapting proposed land use changes to the desires of the community, the wishes of the developer, and the characteristic of the resource base. Extra care must be taken in designing these regulations, to ensure that both the intent of the zoning and the conditions that must be met to qualify for it are clear to the Planning Board, developer, and residents.

OPEN SPACE/VILLAGE DESIGN PLANNING

Area: Deerfield Road Development

Rather than filling all available space with similar-sized houses centered on uniformly sized lots, this development strategy focuses the construction in a smaller portion of the total land being developed, and provides for permanent protection of the open space not used for construction. The land selected for permanent open space protection should be designed to fulfill the open space interests of the entire community.

NON-REGULATORY PRESERVATION MEASURES

Volunteer efforts to conserve land are recognizable and are often more appreciated than regulatory requirements. Hand in hand, regulatory and non-regulatory methods work together to serve the community's preservation interests.

CONSERVATION EASEMENTS

Area: Northeast corner of Town (North of Deerfield Road)

A conservation easement is a permanent, legally binding agreement that ensures that certain uses will never be allowed on that property. Typically conservation easements prevent development of land uses such as construction, subdivision, and mining but allow uses such as agriculture, forestry, wildlife habitat, scenic views, watershed protection, and education. The agreement exists between a willing landowner and a qualified recipient, which can be the Town or State government or various conservation organizations. Each conservation easement is tailored to the interests of the landowner, the receiving entity, and the unique characteristics of the property. The land can be sold or deeded by the original owner and subsequent owners, but an easement is binding to all future owners.

AGRICULTURAL CONSERVATION EASEMENTS

Area: Floodplain

Conservation easements can be written to accommodate the special needs and interests of farms. In Allentown, landowners of the remaining agricultural parcels in Town (specifically McNamara's and Blake's farms) should be contacted to discuss the benefits of easements.

MANAGEMENT AGREEMENT

Area: Entire Town

These management agreements focus on a particular open space value and a management agreement can be custom tailored to any specific situation.

RIGHT-OF-WAY FOR TRAILS - The Town may protect open space along a recreational trail corridor area. The right-of-way could be arranged and exist as a legal agreement between the Town/nonprofit organization and the owner of the land where the trail is located.

WILDLIFE CORRIDORS - Open space can be protected for its value in allowing wildlife to travel from one place to another safely. Working with maps indicating where certain species can be found, probable travel corridors could be recognized. Once areas are recognized, the Town could then create plans to acquire, protect, or manage these important corridors.

BUFFERS BETWEEN USES - Buffers between incompatible land uses can ensure that development and growth within the Town does not have a negative impact on the rural and scenic qualities that the Town values.

POTENTIAL FUNDING SOURCES FOR CONSERVATION PROJECTS

While the list of choices for funding conservation and preservation endeavors is ever-changing with respect to local, regional, state, and federal grant programs, municipal "income" opportunities remain relatively stable. In addition, a municipal dollar-match is most often required in order to obtain any type of grant funding.

MUNICIPAL CONTRIBUTIONS TO THE CONSERVATION FUND

Many Towns have created a separate Conservation Fund or an open space acquisition fund, through vote at Town Meeting, specifically for the purpose of paying for land acquisition or easements. Money for these funds may come from Town budget appropriations, land use change taxes, or proceeds from managing or selling Town property, just to name a few.

APPROPRIATION FROM TOWN BUDGET - The Town can regularly set aside money for a Conservation Fund in their annual Town budgeting process. The land use change tax allocation to the Conservation Fund is an additional tool provided by a vote at Town Meeting.

PROCEEDS FROM MANAGING OR SELLING TOWN PROPERTY - Towns that have property or resources that they manage often can provide income to the Town as well as the Conservation Fund. This is frequently done through timber harvest operations on mature forest land owned by the Town. The proceeds from the sale of Town property can also be dedicated to the Conservation Fund.

BOND ISSUE - The Town may agree to borrow money for a conservation project through a municipal bond issue.

TOWN SURPLUS FUNDS - The Town can apply funds, if they are available, that are left over from prior years' budgets to fund conservation projects.

TAX LIENS - When the Town acquires property because the owner has not paid all of the taxes on the property, the Town can keep and manage the land and include it in as part of the Town's conservation plan. On the other hand, if there is little resource value in the land, it could be sold and the revenue placed into the Conservation Fund.

FINES - Fines imposed for misuse of Town property could be allocated to the Conservation Fund by a vote at Town Meeting.

LAND AND COMMUNITY HERITAGE INVESTMENT PROGRAM

This state fund and program is designed to assist communities that want to conserve outstanding natural, historic, and cultural resources. There is a requirement that the towns match the State money from this fund with a 50% match from other sources, which can include an "in kind" match, as well as funds from other sources.

STATE OF NEW HAMPSHIRE FUNDING SOURCES

The Departments of Environmental Services, Agriculture, Transportation, Resources and Economic Development, and many other state agencies offer grants on a matching basis to assist with conservation-related projects. Although not in a centralized listing, research can yield a number of grant opportunities to help offset the municipal costs of a project.

FEDERAL FUNDING SOURCES

There are many potential funding sources at the federal level. Depending on the type of project to be undertaken, the federal government has an updated register of hundreds of grant programs located in the Catalog of Federal Domestic Assistance, currently at www.aspe.os.dhhs.gov/cfda/ialph.htm. The US Department of Agriculture office in Concord offers numerous free or low-cost services to municipalities.

IN-KIND SERVICES OR MINI-GRANTS FROM QUASI-PUBLIC ENTITIES

The UNH Cooperative Extension and the Central NH Regional Planning Commission offer a variety of free or very low-cost services to municipalities within their respective areas. They may be able to

provide technical assistance to help a town pursue grant funds, research potential grant opportunities, or perform training or site inspections.

GRANTS FROM FOUNDATIONS

The Town would need to research available grants and develop proposals to seek funding to conserve a particular piece of property or type of resource within the Town. Funding could be sought from foundations at the local, state, regional, and national level.

COOPERATIVE VENTURES WITH PRIVATE ORGANIZATIONS

When the interests of the Town to conserve open space correspond with the interests of a private organization, the potential for a cooperative partnership to protect land exists. This tactic will require some creative thinking and introductory discussions by Town officials with area organizations who have, or could develop, an interest in conserving open space.

SUMMARY

The natural features section of the master plan focuses heavily on Bear Brook State Park, as it must, given the area of Town consumed by the Park. The natural features section recommends that the Town work to improve the impact the Park has on the Town by pursuing additional state funding to reimburse the Town for park-related services expenses and coordinating with neighboring communities to increase bargaining power with the state. The section also recommends that the Town work to educate residents about the Park and work to connect the Park to the local system of greenways and wildlife corridors.

Although Allenstown is unusual in regards to open space preservation due to the amount of open space land in the Park, it is important to coordinate future development, particularly in the Deerfield Road area, to maximize the value of the Park as a piece of the regional greenway. Participation in the Bear Paw Regional Greenway would solidify this effort.

MS4 compliance is a major area of concern for Allenstown in 2016 as well as the future. Efforts should be made to work toward compliance as soon as the permit is in effect. Much has been done to ensure that Allenstown is well positioned. Continuing to work toward compliance should be an immediate priority, as well as maintaining future compliance.

Wetlands remain an issue as well. Allenstown has minimal protections in place for the protection of wetlands. Instituting a wetland protection district, including setbacks and a Conditional Use Permit process for crossings that involves comment by the Conservation Commission, would ensure that wetland impacts are as minimal as possible. It will also assist with MS4 compliance.

Through the community visioning process, residents indicated that access to the Suncook and Merrimack Rivers was important, and this Chapter makes recommendations relative to accomplishing that goal. A primary way to achieve this is to repair the boat launch at the end of Ferry Street, and possibly, establish a park nearby. Identification of other access locations should also be pursued.

RECOMMENDATIONS AND OBJECTIVES

Numerous recommendations, both from 2003 and 2016, can be used to implement the vital aspects of the Master Plan. This Section explores both the previous recommendations made in the 2003 Master Plan, and presents additional recommendations emerging from this current Master Plan process. Recommendations and Objectives include:

RECOMMENDATIONS AND OBJECTIVES FROM THE 2003 MASTER PLAN

The 2003 Master Plan update contained several objectives and recommendations that are to be included in this Master Plan. Those include:

2003 OBJECTIVE 1:

To educate residents about the natural resources available in Allenstown.

- Develop and distribute educational pamphlets on water resources.
- Develop and distribute educational pamphlets on the Town Forest, and on Bear Brook State Park's impacts on the Town.
- Work with the state to purchase and install "Welcome to Allenstown – Home of BBSP" signs.
- Encourage environmental education in the Allenstown school system, focusing on the natural heritage in Bear Brook State Park.

2003 OBJECTIVE 2:

To preserve Allenstown's natural resources (air, water, forest, agricultural lands) through smart growth planning.

- Support the reestablished Allenstown Conservation Commission.
- Encourage conservation easements on properties in the northeastern corner of Town where wetlands occur and which are remote from established town services.
- Coordinate development in the northeast corner which does not isolate the Park or fragment the land and encourage easements in those developments.
- Join the Bear-Paw Regional Greenways to enhance the greenway and networking opportunities in the northeast corner of Allenstown.

2003 OBJECTIVE 3:

To provide for better access to Allenstown's natural resources for all Allenstown residents.

- Develop Suncook River access for non-motorized boating and swimming on Town-owned land.
- Promote the Boy Scouts or another youth or volunteer group to map and plan activities for the Allenstown Town Forest.

2003 OBJECTIVE 4:

To improve the impact Bear Brook State Park has on Allenstown.

- Pursue increased state financial support to the Town for services provided in Bear Brook State Park.

- Research what other towns with significant amounts of state land are doing to address the impact of the parks within their town (eg, Pillsbury State Forest, Pisgah State Forest).
- Coordinate with Deerfield, Epsom, Hooksett, and Candia to establish a regional approach dealings with the State about Bear Brook State Park.
- Seek more local control over the uses of Bear Brook State Park.

2016 RECOMMENDATIONS AND OBJECTIVES

2016 OBJECTIVE 1:

Update Suncook Air Quality Study.

- Work with the State to request an air quality updated study.
- Take any actions recommended in the study to protect the air quality of Suncook, as well as the health of residents.

2016 OBJECTIVE 2:

Comply with MS4 Permit.

- Complete Stormwater Plan draft plan in 2016.
- Submit Notice of Intent in 2016.
- Finalize all regulatory, Zoning, and Town Ordinance changes by March of 2017.
- Implement Stormwater Plan upon completion.
- Provide annual updates in accordance with MS4 Permit.
- Continue to fund MS4 compliance efforts on an annual basis.

2016 OBJECTIVE 3:

Update Cluster Ordinance.

- Revise Cluster Ordinance to make it more streamlined and user friendly.
- Provide for density incentives and improved cluster development.

2016 OBJECTIVE 4:

Repair Ferry Street Boat Ramp and Establish Park.

- Identify funds to repair ramp, and establish a park.
- Repair boat ramp.
- Create park.
- Explore other boat ramp/river access points in Allenstown.

2016 OBJECTIVE 5:

Develop a Wetland Protection Overlay District.

- Identify wetland overlay district boundaries.
- Prepare for 2017 Town Meeting.
- Include wetland buffers.
- Include provisions for Conditional Use Permitting for wetland crossings, administered by the Planning Board with input from the Conservation Commission.

Ground Water Resources Town of Allenstown Master Plan Update

Legend

 Public Water Supply

Aquifer Transmissivity

-  0 - 1,000 sq. ft./day
-  1,000 - 2,000 sq. ft./day
-  2,000 - 4,000 sq. ft./day
-  >4,000 sq. ft./day

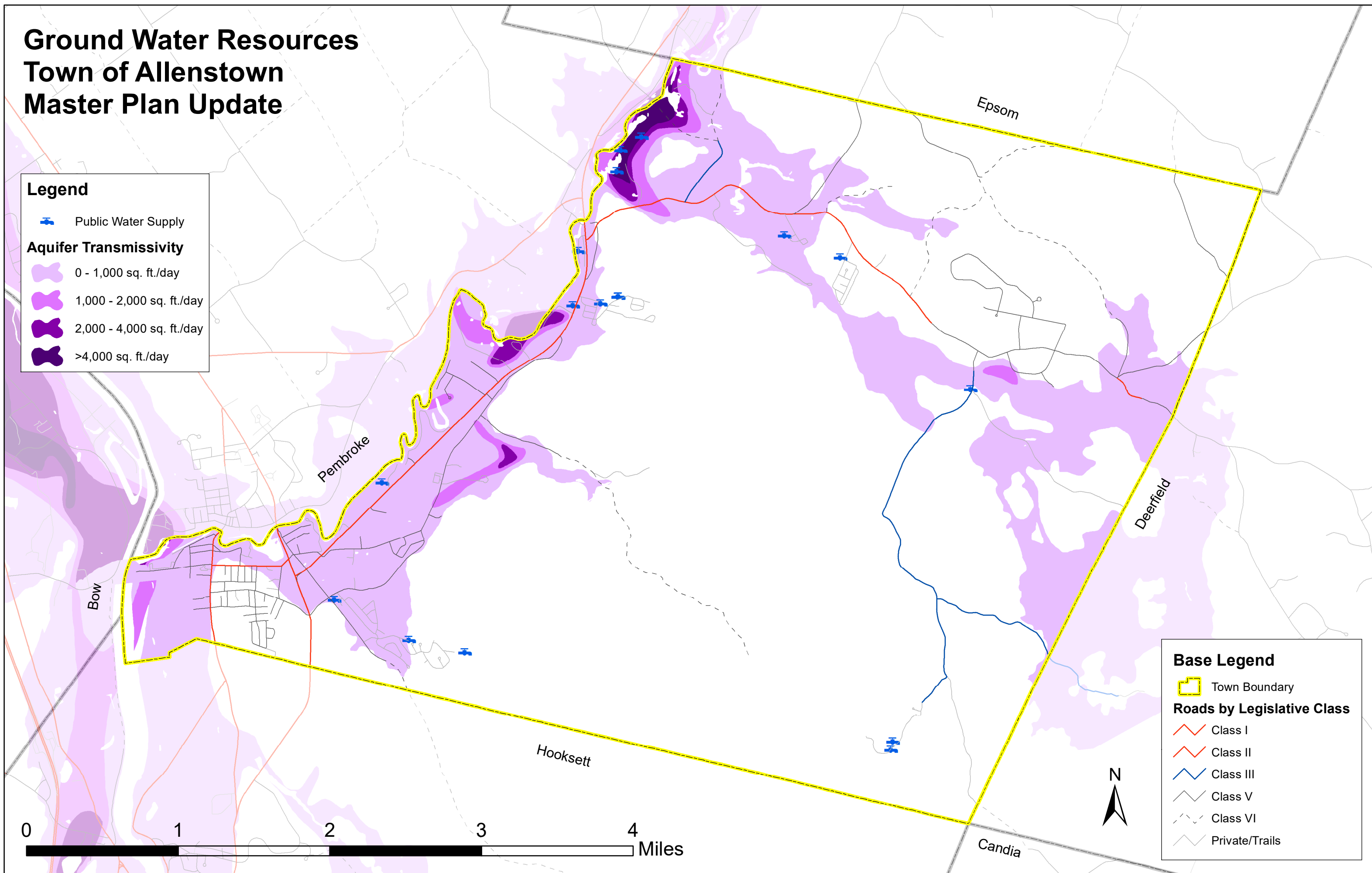
Base Legend

 Town Boundary

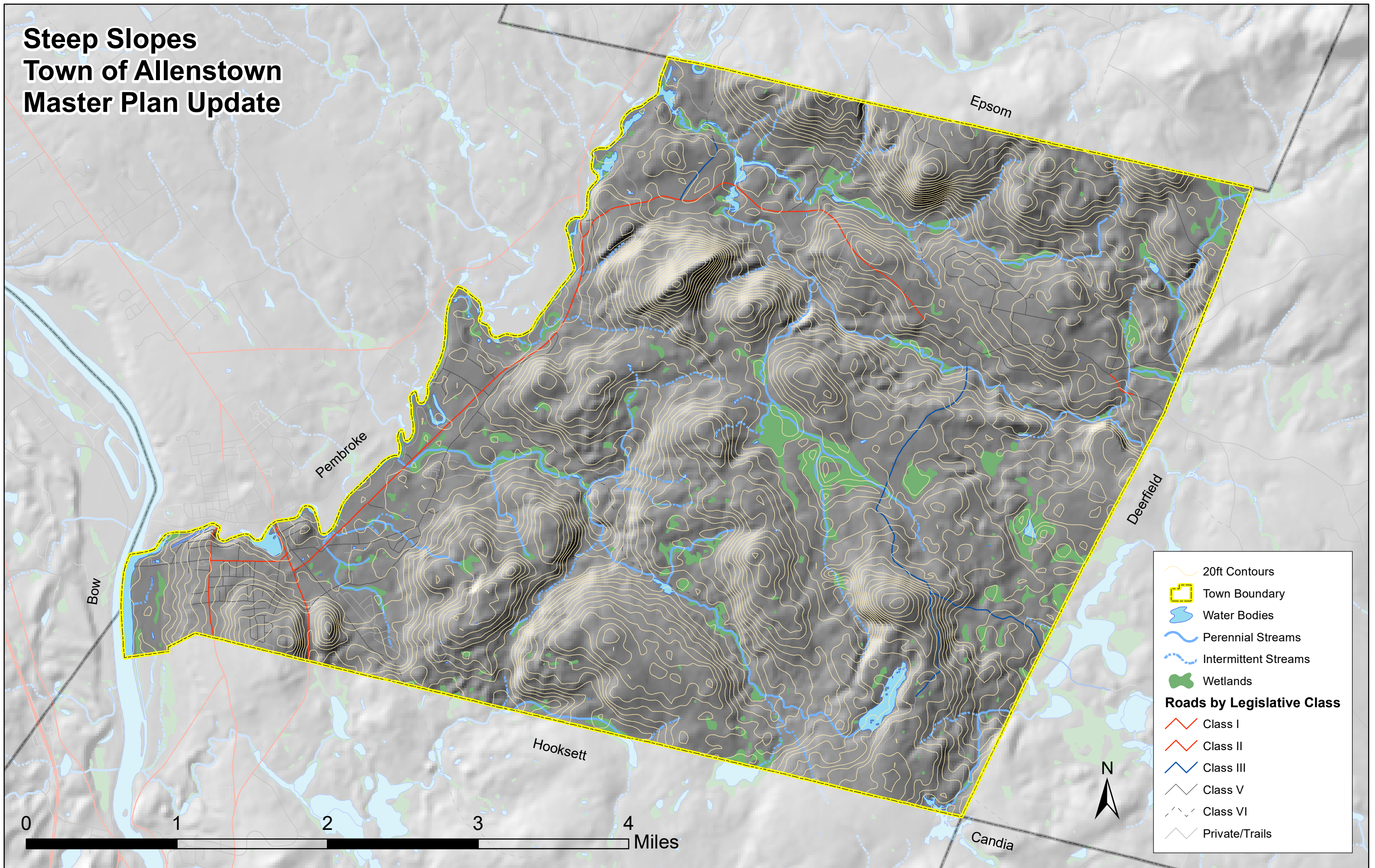
Roads by Legislative Class

-  Class I
-  Class II
-  Class III
-  Class V
-  Class VI
-  Private/Trails

0 1 2 3 4 Miles



Steep Slopes Town of Allentown Master Plan Update



Soils Map

Town of Allenstown

Master Plan Update

Legend

 Conservation Lands

Prime Farmland Soils

 Agawam very fine sandy loam, 0 to 8 percent slopes - 165.7 Acres

 Ninigret fine sandy loam, 0 to 3 percent slopes - 15.1 Acres

 Occum fine sandy loam, occasionally flooded - 64.1 Acres

 Paxton fine sandy loam, 3 to 8 percent slopes - 16.2

 Scituate-Newfields complex, 3 to 8 percent slopes - 14.0 Acres

 Woodbridge fine sandy loam, 3 to 8 percent slopes - 49.1 Acres

Forestry Soils

 Group IA - 1,882.0 Acres

 Group IIA - 585.8 Acres

 Group IB - 4,633.2 Acres

 Group IIB - 903.2 Acres

 Group IC - 3,305.8 Acres

Base Legend

 Perennial Streams

 Intermittent Streams

 Water Bodies

 Wetlands

 Town Boundary

Roads by Legislative Class

 Class I

 Class II

 Class III

 Class V

 Class VI

 Private/Trails

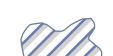


0 1 2 3 4 Miles



Surface Waters Town of Allenstown Master Plan Update

Legend

-  Watershed Boundaries
-  Water Bodies
-  Perennial Streams
-  Intermittent Streams
-  Wetlands
-  100yr Floodplain

Surface Water Coverage

Allenstown Total Area - 13,167

Wetlands - 898 Acres, 6.8%

Water Bodies - 202 Acres, 1.5%

100yr Floodplain - 942 Acres, 7.2%

Base Legend

-  Town Boundary

Roads by Legislative Class

-  Class I
-  Class II
-  Class III
-  Class V
-  Class VI
-  Private/Trails

0 1 2 3 4 Miles



ENERGY

For the Town of Allenstown

Vision and Mission Statement of the Chapter

Allenstown recognizes both the need and the opportunity to identify and support energy alternatives that result in both a clean environment as well as economic efficiency. Clean and sustainable energy approaches enhance the quality of life for Allenstown residents now and in the future.

Energy and its impact on our communities in areas such as municipal expenditures, economic development, land use planning, and transportation is increasingly of interest to residents, local officials and business owners. Reliable, affordable sources of energy are critically important to our quality of life and the stability of the economy.

This Energy Chapter presents a framework that can be used to support Town efforts in the areas of energy use, efficiency and planning. The use of energy for electricity, heating, and transportation is tied to community planning, individual lifestyles, natural resource conservation, and environmental quality. The purpose of this Chapter is to provide some background on energy usage and issues and to identify strategies and tools for energy

conservation, energy efficiency, and efficient development. After a brief introduction to the role of energy in planning, there is a summary of New Hampshire's energy profile and sources as well as a series of recommendations for achieving the overall vision of a resilient, efficient community through programs, operational practices, ordinances and regulations. There is also limited data on Allenstown's energy profile, municipal energy consumption and an overview of potential opportunities for usage and cost savings, energy efficiency improvements and renewable energy options.

Many municipalities in New Hampshire, including Allenstown, are taking action to reduce energy consumption, improve energy efficiency, and investigate renewable energy sources by developing energy chapters in the master plan. New Hampshire **RSA 269:1(n)**

was adopted in 2008, authorizing municipalities to incorporate an energy section into their master plan that “includes an analysis of energy and fuel resources, needs, scarcities, costs, and problems affecting the municipality and a statement of policy on the conservation of energy.”

In 2011, Allenstown also participated in several energy projects that became available from federal funding through the Office of Energy and Planning (OEP). These projects were funded through OEP’s Energy Technical Assistance Program (ETAP) and included energy assessments of municipal buildings and a series of recommendations for energy efficiency improvements.

THE ENERGY LANDSCAPE

Energy efficiency and renewable sources of energy continue to emerge as topics in discussions of energy usage and costs. Many view them as solutions to high energy costs and supply concerns as well as a response to environmental sustainability.

An important concept to remember is that New Hampshire is part of a region and really a world market when it comes to energy. Since 1997, ISO-NE (Independent System Operator of New England) has been managing the regional electricity demand and supply in New England; what we can do as a state and region is influence overall use and fuel choice.

Energy is a very broad topic and also has some specific terms that need to be understood, particularly in the area of renewable energy. Below is a list of definitions that clarify some of the terms used in this Chapter.

1. **Energy conservation** means reducing the overall use of energy, particularly wasted energy (such as installing programmed thermostats that turn on the heating or cooling only when a building is occupied).
2. **Energy efficiency** refers to the ability to produce the same output or benefit using less energy in the process (such as replacing an incandescent light bulb with a fluorescent one). Anywhere energy is used, there are opportunities to increase efficiency.
3. **Renewable energy** describes energy sources and systems that produce power from sources that are unlimited or can be cyclically renewed, such as solar, wind, geothermal, or biomass. Non-renewable energy sources are those with a finite supply, such as oil, natural gas, or coal.
4. **Renewable Portfolio Standard (RPS)** was established in May 2007 as RSA 362-F and requires the state’s electricity providers - with the exception of municipal utilities -- to acquire by 2025 renewable energy certificates (RECs) equivalent to 24.8% of retail electricity sold to end-use customers. The RPS includes four distinct standards for different types of energy resources; these are classified as Class I (largest class and includes new and existing renewable facilities), Class II (solar), Class III (existing biomass and landfill gas facilities) and Class IV (existing, small hydro with certain restrictions). See www.puc.gov for a detailed explanation of the classes. What an RPS does is establish a base level of demand but allows the market to determine which renewable energy resources will meet that demand. Initially proposed as a mechanism to support renewable energy

development in competitively restructured electricity markets, the RPS model today is now seen to serve other functions such as encouraging fuel diversity and economic development.

5. **Renewable Energy Credits or Certificates (RECs)** – are sold separately from the underlying physical electricity and are tracked, traded and sold in the market. As renewable generators produce electricity, one REC is created for every 1 megawatt-hour (MWh) of electricity placed on the grid. RECs represent the “attributes” (environmental, social, and other non-power qualities of renewable electricity generation) of renewable electricity generation from the physical electricity produced, serving as “currency” for renewable energy markets. Since RECs only represent the non-power attributes, they are not subject to delivery constraints.
6. **Alternative Compliance Payments (ACPs)** are made to the state by utilities for every megawatt hour of energy for if their renewable energy quotas are not met. These alternative compliance payments are essentially an assessed fee to those utilities and competitive electricity providers that have not complied with the RPS. If RECs are not available or prices exceed the alternative compliance price, the electrical supplier will often elect to pay the fee, i.e., the alternative compliance payment.

Typically, it makes sense to strive for energy conservation first as using less energy has minimal costs and is fairly straightforward to implement. Improving energy efficiency can also reduce energy use, although it does not always result in lower consumption (for instance, a person who buys a more fuel efficient car may drive the

same number of miles, thereby saving energy and money or he or she may drive *more*, which costs the same but does not reduce the amount of fuel used). Finally, constructing renewable energy systems, particularly those where the energy is used on-site, is a valuable strategy for long term energy cost savings and reduction in pollutant emissions.

STATEWIDE ENERGY USE OVERVIEW

Some Quick Facts from U.S. Energy Information Administration, May, 2015

- Nearly half of all New Hampshire households relied on fuel oil for heat in 2013.
- New Hampshire is second only to Maine in the proportion of its net electric generation that comes from biomass, mainly wood and wood byproducts.
- Seabrook, the largest nuclear power reactor in New England, provided 52% of New Hampshire’s 2014 net electricity generation.
- New Hampshire's renewable portfolio standard requires 24.8% of electricity sold in the state to come from renewable energy resources by 2025. Of New Hampshire's 2014 net electricity generation, 17% came from renewable energy.
- Energy use in the Central NH Region parallels patterns throughout the state and the northeast. New Hampshire relies on a number of different types of energy supplies – each with its own unique costs.

- New Hampshire relies on external sources of energy for nearly 90% of its total energy consumption.
- Population growth has slowed but is still increasing. Household changes are also leading to changes in how energy is used – computers, phones, TVs. Any gains in efficiency may be partially offset by the increasing electric demand associated with the number of devices and appliances per household.
- Energy costs and supply are dynamic; costs are not fixed.
- Demand patterns for energy may decrease, BUT expenditures are increasing due to rising fuel prices.
- Decisions concerning energy supply and usage directly impact individual energy bills and the overall economy.

The biggest challenge in understanding New Hampshire's energy profile is to correctly describe the flow of energy - from its supply, utilization and final usage - as there can often be a misunderstanding of the relationship between energy, generation, consumption, and the final disposition of energy once part of the supply has been converted to electricity and distributed to consumers.

Using 2010 data available from the U.S. Energy Information Agency (EIA), the chart below analyzes statewide energy flow and summarizes the key concepts of New Hampshire's energy profile.

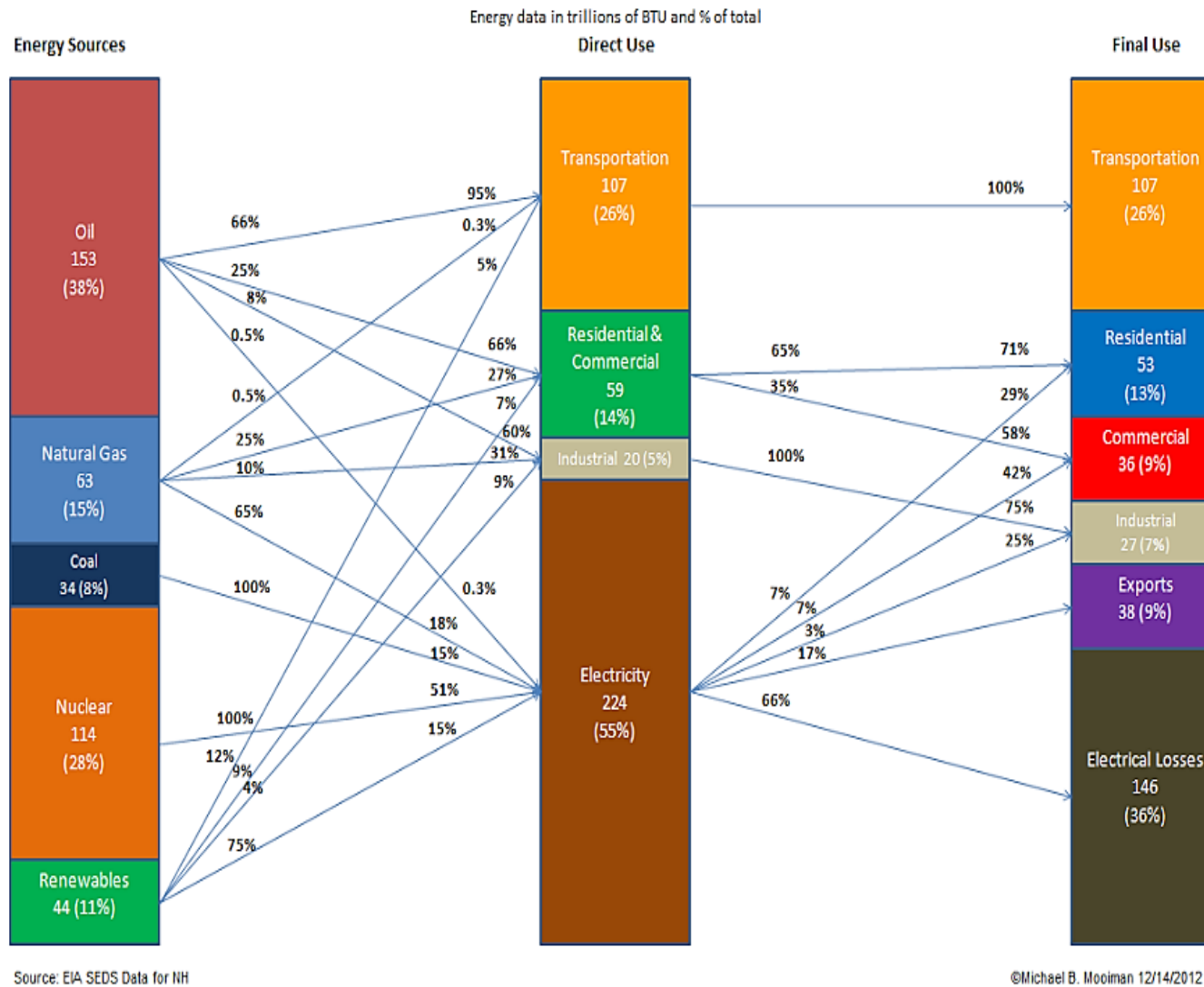
Looking at the column to the left, energy sources, one can see that the largest slice of the energy supply, 38%, came from crude, oil

based fuels. The other fossil fuels, natural gas and coal, made up 15% and 8% respectively. Overall, fossil fuels provided 60% of the state's energy sources. Nuclear energy supplied about 28% of the overall total. Renewables – hydroelectric, wood, waste and ethanol in gasoline, represented 11% of the total. It should be noted that a small amount of electricity was purchased from out of state in 2010, but the amount was less than 0.5% and was not included in these figures.

As we follow these arrows for the first two columns, some highlights from the data are:

- 25% of natural gas is used in the residential and commercial sectors.
- 65% of natural gas supply is used to generate electricity and it represents 18% of the primary energy supply used to generate electricity.
- 66% of energy usage for heating households and businesses comes from oil.
- 25% of the oil supply to the state is used to heat these households and businesses.

Figure 1: 2010 New Hampshire Energy Sources and Uses Analysis



Source: Dr. Michael Mooiman, Franklin Pierce University, Energy in NH Blog

- 15% of the total energy supply for generating electricity is from renewables; 75% of the renewable energy supply is used to generate electricity.
- 100% of coal and nuclear supply is directed towards electricity generation, making up 15% and 51% respectively of the supply for generating that electricity

The last column of this chart looks at final use or what happened to all the energy. For electricity, it's important to note that two thirds of the energy that went into production was lost as waste heat. It is sometimes a surprise that electricity generation produces so much waste. One interesting note on this last column is that 17% of the electricity generation is actually exported out of state.

Some notable points from this last column are:

- 71% of energy for our homes came from mostly fossil fuels for direct heating and hot water applications. The remainder of the energy to our homes is from electricity usage.
- 58% of energy use for businesses was from heating and 42% is electricity.
- 36% of energy supplied was lost as waste heat during the generation and transmission of electricity, 9% was exported out of state and transportation consumed 26% of the energy supply.

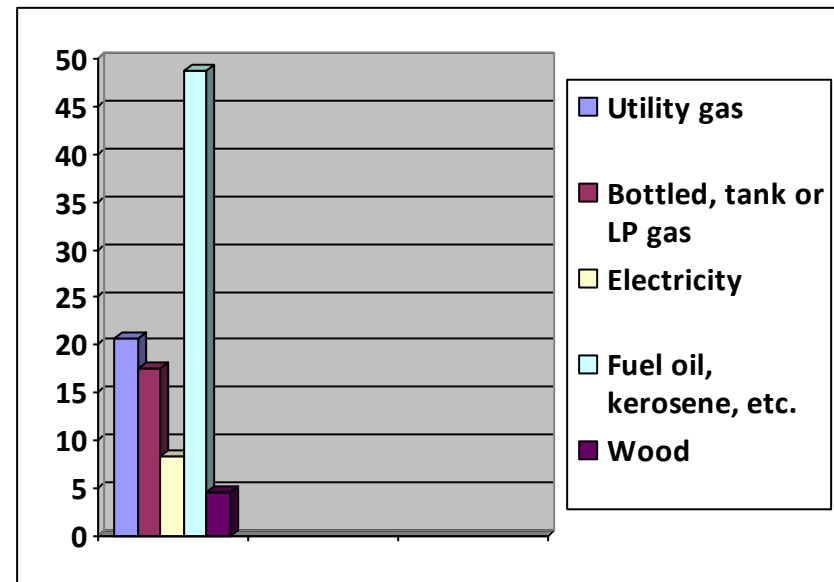
Now that there is a clearer view of energy flows in New Hampshire, a brief discussion of some of the sources follows.

Table 1: 2009 – 2013 House Heating Fuel, by Type, Allenstown

House Heating Fuel		
Type	Number of Households	Percentage
Utility gas	354	20.7
Bottled, tank or LP gas	302	17.6
Electricity	144	8.4
Fuel oil, kerosene, etc.	836	48.8
Wood	78	4.5
Total # of Units	1,714	

Source: American Community Survey

Figure 2:



Source:

PLANNING POLICY CONTEXT

Energy planning continues to receive increasing attention at the policy level due to rising energy costs and the relationship between energy use, economic activity, and environmental impacts. The principles of “smart growth” support energy conservation and efficiency through thoughtful community design. Compact development patterns, open space preservation, and multi-modal transportation options are core elements which contribute to energy-conscious development while preserving traditional rural character.

When communities are designed so that residential areas are convenient to businesses, services, and amenities, residents are able to complete daily tasks in fewer trips and using less fuel. Compact development allows for greater density while reducing the miles of roadway, water and sewer lines, and other infrastructure needed to serve homes and businesses. Providing pedestrian, bicycle, and ride sharing facilities means that people have less energy-intensive options for getting around town. Efficient building construction can significantly reduce energy use and operating costs for the life of the building. Finally, local renewable energy production puts property owners in direct control of their electricity, heating, and hot water generation without consuming additional non-renewable fuels. Local regulations can support, encourage, or require any of these elements to create a more energy-conscious community.

At the state level, energy planning is tied both to land use planning and to expected changes in our climate. A Climate Change Policy Task Force was convened in 2008 and developed a statewide

[Climate Action Plan](#) in 2009.¹ According to the New Hampshire Climate Action Plan,

The most significant reductions in both emissions and costs will come from substantially increasing energy efficiency in all sectors of our economy, continuing to increase sources of renewable energy, and designing our communities to reduce our reliance on automobiles for transportation. In essence, a response to climate change and our economic future are inextricably tied to how we produce our energy and how much energy we use. Future economic growth in New Hampshire as well as mitigation of, and adaptation to, a changing climate will depend on how quickly we transition to a new way of living that is based on a far more diversified energy mix, more efficient use of energy, and development of our communities in ways that strengthen neighborhoods and urban centers, preserve rural areas, and retain New Hampshire’s quality of life.²

The Plan calls for long-term reductions in greenhouse gas emissions of 80% below 1990 levels by 2050, with an interim goal to reduce emissions by 20 % below 1990 levels by 2025. A total of 67 specific recommendations are made to achieve that goal. They include: direct energy savings in buildings, transportation, and electricity generation; natural resource protection; supporting regional

¹ *The New Hampshire Climate Action Plan: A Plan for New Hampshire’s Energy, Environmental and Economic Development Future*, March 2009, available at http://des.nh.gov/organization/divisions/air/tsb/tps/climate/action_plan/nh_climate_action_plan.htm.

² Ibid., p. 1.

initiatives; public education and workforce training; and adaptation to existing and potential climate impacts.

To complement the Climate Action Plan, in 2012 the NH Energy and Climate Collaborative published [New Hampshire's Energy, Environmental, and Economic Development Benchmark Report](#).³

This report evaluates baseline conditions and trends relating to the energy, economic, and environmental goals enumerated in the Climate Action Plan, using benchmark data from 2005-2009. Data was collected on twenty-four specific indicators in six categories (economy, jobs, and emissions; efficient buildings; sustainable energy; smart growth; government leadership and action; and adaptation). This will be used in the future as periodic Report Cards are issued with comparisons to the baseline data.

Also in 2012, the New Hampshire Office of Energy and Planning issued the [New Hampshire Building Energy Code Compliance Roadmap](#).⁴ This document outlines the steps required to achieve the national and state goal of 90% compliance with the energy code by 2017. The Roadmap calls for actions on a number of levels, including:

- leadership and policy;
- outreach and education;

³ *New Hampshire's Energy, Environmental, and Economic Development Benchmark Report*, June 2012, available at <http://nhcollaborative.org/benchmarkreport/>.

⁴ *New Hampshire Building Energy Code Compliance Road Map*, April 2012, available at <http://www.nhenergycode.com/live/index.php?go=roadmap>.

- resources and funding;
- verification and enforcement; and
- measurement and evaluation.

An Energy Code Collaborative has been formed to implement the Roadmap and act as a resource for communities.

Locally, many New Hampshire communities have taken steps to reduce energy use, improve energy efficiency, and take advantage of renewable energy sources. The Innovative Land Use Planning Techniques Handbook, available on the NH Department of Environmental Services website,⁵ contains model ordinance and regulatory language for municipalities to implement a variety of measures addressing sprawl, environmental, and energy concerns. As well, nearly 100 communities have formed local energy committees (LECs) to advise municipal officials and educate the public about energy issues. Many communities have undertaken municipal building energy assessments, master plan energy chapters, energy-related capital improvement planning, and other actions to achieve energy savings.

STATEWIDE ENERGY USE OVERVIEW

Statewide, 38.8% of energy use is for electricity, while 33.8% is for transportation and 27.4% goes toward heating buildings. Figure 3 shows the breakdown by sector from 2009. For heating, residential

⁵ Available at http://des.nh.gov/organization/divisions/water/wmb/repp/innovative_land_use.htm.

buildings use the largest share of energy, followed by the industrial and commercial sectors. Municipal energy use is included in the commercial sector. New Hampshire's fuel mix is largely imported. Just over half of the energy used in the state comes from petroleum, followed by nuclear energy, natural gas, coal, and wood, as shown in Figure 4.

Per capita energy use in New Hampshire increased in the 1990s and early 2000s;⁶ however, 2009 figures from the US Energy Information Administration indicate that energy use had slightly declined, and that New Hampshire residents rank 44th in the nation for per capita energy use, at 229 million British Thermal Units (BTUs) per year.⁷ Nonetheless, the national Energy Policy Act of 2005 (EPAct) called for states to set goals for 25% below 1990 consumption levels. On a per capita basis, for example, the 2012 goal would be 178.9 million BTUs, still well below 2009 consumption levels.⁸ Based upon this and the New Hampshire Climate Action Plan's reduction goals, there is an immediate need to tackle energy reductions beginning at the local level.

REDUCING MUNICIPAL ENERGY USE

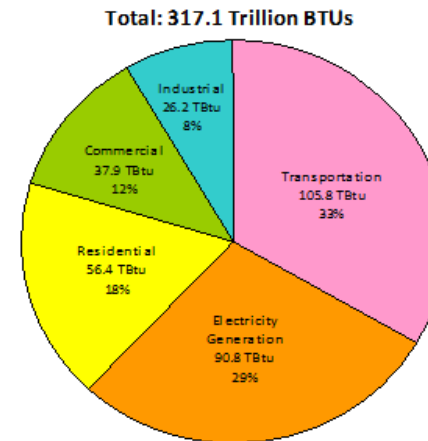
⁶ Rockingham Planning Commission, 2008. Regional Master Plan Energy Chapter, Available at <http://www.rpc-nh.org/PDFs/projects/energy/Energy%20Chapter%206-4-08.pdf>.

⁷ US Energy Information Administration, New Hampshire Quick Facts, available at http://tonto.eia.doe.gov/state/state_energy_profiles.cfm?sid=NH.

⁸ US DOE Energy Efficiency & Renewable Energy New Hampshire Energy Summary Fact Sheet, available at http://apps1.eere.energy.gov/states/energy_summary_print.cfm?state=NH.

The first step toward reducing municipal energy use is to establish a baseline from which to compare. Allenstown has begun the process

Figure 3: NH Net Energy Use by Sector, 2009

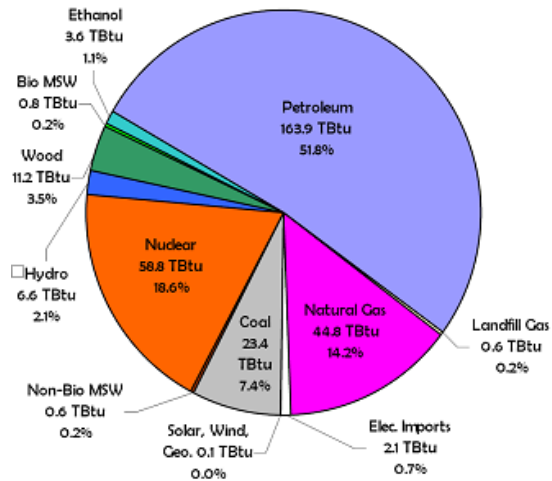


Source: US Energy Information Administration State Energy Data System, [HTTP://WWW.EIA.GOV/STATE/SEDS/SEDS-DATA-COMPLETE.CFM](http://www.eia.gov/state/seds/seds-data-complete.cfm)

Figure 4: Net Energy Use, 2007

2.

Net Energy Use (excludes energy to generate exported electricity) 2007: 315.8 TBtu



Source: NH Office of Energy and Planning. New Hampshire Energy Facts 2007: Summary and Snapshot. From <http://www.nh.gov/oep/index.htm>.

of benchmarking its energy use by taking an inventory of lighting, electrical, and heating fuel usage for several key municipal facilities. With these data as a starting point, the Town will be able to measure the effectiveness of future energy reduction efforts. These data are a snapshot of a recent twelve-month period that demonstrates annual municipal energy demand and the cost for energy expended by the Town for these facilities. The buildings used in the analysis were chosen by the Town due to their level of use and availability of data. A complete energy inventory of all facilities, including the wastewater treatment facility, the library, and the schools, is recommended for future benchmarking. Municipal vehicle fuel usage (DPW trucks, police cruisers, fire vehicles, etc.) should also be monitored and analyzed as part of the Town's total energy inventory.

Table 2 displays annual energy costs and Table 3 shows usage and building efficiency. Using the most recent available data over a twelve-month period, the inventory indicates that the Town of Allenstown is currently spending over \$18,000 annually to heat and light the targeted municipal buildings and facilities, at a total average cost of \$1.61 per square foot. Cost per square foot, or cost use intensity, does not in itself indicate the relative efficiency of the buildings, but rather shows which buildings cost more or less to operate. The Town Hall has a very high cost use intensity (\$3.91/sq. ft.) relative to other facilities due to its historic architecture, years of adaptive use, and attendant inefficiencies. According to a building energy assessment by Peregrine Energy Group in 2010, the Town Hall would require major renovations in order to significantly improve its energy efficiency while retaining its historic features.

Table 2: Annual Municipal Energy Costs for Targeted Facilities, 2011

Facility	Electricity Cost	Natural Gas Cost	Total Cost	Sq. Ft.	Cost per Sq. Ft.
Street Lights*	\$23,296	N/A	\$23,296	N/A	N/A
Fire Station	\$4,962	\$3,068	\$8,570	8,580	\$1.00
Town Hall	\$3,376	\$4,140	\$7,516	1,920	\$3.91
Police Station	\$5,473	\$1,673	\$7,146	3,580	\$2.00
Recreation Center (2 bldgs)	\$1,589	\$1,627	\$3,216	1,456	\$2.21
Highway Garage**	\$2,380	\$0	\$2,380	2,592	\$0.92
Highway Dept. Office	\$563	N/A	\$563	764	\$0.74
Old Allenstown Meeting House	\$166	N/A	\$166	1,505	\$0.11
Gazebo	\$161	N/A	\$161	N/A	N/A
Total:	\$18,670	\$11,048	\$29,718	18,477	\$1.61

Table 3: Annual Municipal Energy Use for Targeted Facilities, 2011

Facility	Electricity Use (KWh)	Natural Gas Use (Therms)	Total Use (MMBTUs)	Sq. Ft.	kBTU per Sq. Ft.
Fire Station	52,277	3,176	496	8,580	58
Highway Garage**	17,829	2,500 (gal)	436	2,592	168
Town Hall	26,223	3,380	427	1,920	223
Police Station	61,193	1,092	318	3,580	89
Recreation Center (2 bldgs)	10,627	1,014	138	1,456	95
Highway Dept. Office	3,134	N/A	11	764	N/A
Old Allenstown Meeting House	50	N/A	N/A	1,505	N/A
Total:	171,333	8,662	1,826	20,397	126

Source: Town of Allenstown and Peregrine Focus Energy Inventory Tool

*Street light data for calendar year 2010. All other data for calendar year 2011.

**Highway Garage heated with waste oil – figures are approximate. N/A = Not applicable.

MMBTU = Million British Thermal Units, a common unit of energy measurement. kBTU = Thousand British Thermal Units. Note: Gazebo and Street Lights are billed as outdoor lights by PSNH, and usage is not readily available.

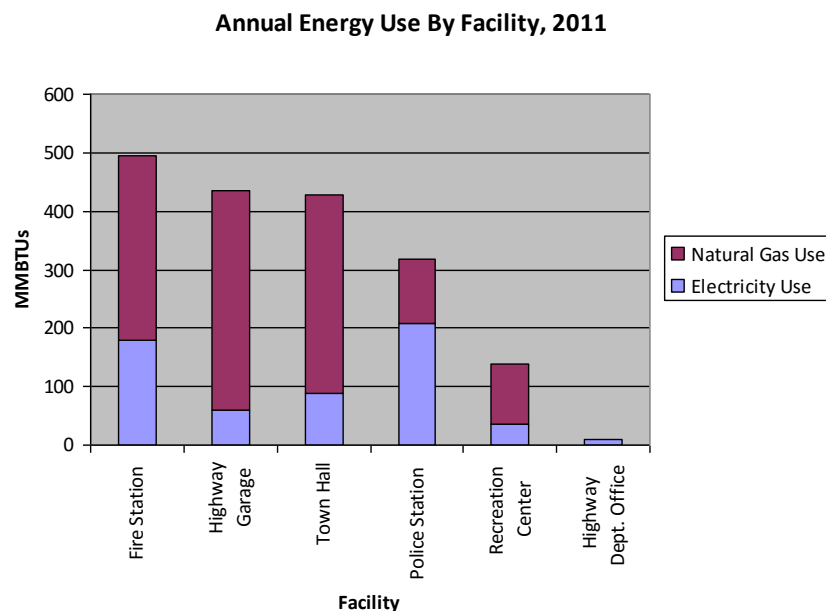
Table 3 and Figure 5 compare energy use by facility. Energy use is displayed both in native units (kWh, gallons, or therms) and totaled in a common energy unit, million British thermal units (MMBTUs). Site energy intensity is expressed as thousand Btu (kBTU) per square foot. This table illustrates the energy intensity of each targeted facility. The total energy usage for the facilities is 1,826 MMBTU, which, over the total building square footage of 20,397, results in a total average energy intensity of 126 kBTU per square foot. Again, the Town Hall has a very high energy intensity (223 kBTU/sq. ft) due to its historic nature. This is approximately three times the statewide average for municipal administration buildings, at

approximately 75 kBTU per square foot.⁹ After the Town Hall, the least efficient facility is the Highway Garage at 168 kBTU per square foot. This is higher than average for similar buildings across New Hampshire (which tend to be closer to 85 kBTU/sq. ft.).

According to data collected by Peregrine Energy Group under the Energy Technical Assistance Program (ETAP) in 2010-2011, Allenstown's other targeted facilities have average or below average energy intensity compared to similar municipal buildings in New Hampshire. Additional energy savings are always possible; however, payback periods for improvements may be very long and the investments may not be cost effective if measured in the short term. Peregrine Energy Group completed building assessments for the Town in December, 2010 and August, 2011, and made a number of recommendations for both short- and long-term improvements.

⁹ According to Peregrine Energy Group data collected through the Energy Technical Assistance and Planning (ETAP) program in 2010-2011.

Figure 5: Annual Energy Use for Targeted Facilities, 2011



Source: Town of Allentown and Peregrine Focus Energy Inventory Tool

The Town has already completed most of the short-term and low-cost recommendations. The Police Department in particular has paid close attention to energy efficiency and made numerous improvements. The longer-term improvements, particularly at the Town Hall, would require a major reinvestment in the facilities and would need to be done as part of wholesale renovations. As municipal facilities are maintained, upgraded, or expanded, energy improvements should be considered and total life cycle costs (ongoing operational costs) associated with more efficient systems should be analyzed. Often, new and very efficient systems or equipment may cost somewhat more up front, but savings are paid

back over time with the lower energy use associated with their operation.

RECENT MUNICIPAL ENERGY ACTIONS

The Town of Allentown has already begun to take steps to conserve energy and increase efficiency at municipal facilities. As mentioned above, the Police Department has taken the initiative to make a number of improvements in recent years. Staff there have replaced windows, added insulation, completed lighting changes, and installed programmable thermostats, thus reducing energy costs significantly. Likewise, in other municipal buildings, programmable thermostats have been installed, lighting has been upgraded to more efficient fixtures in recent years through PSNH's retrofit program, windows and doors have been weather sealed.

Allentown has had its municipal facilities assessed for their potential to incorporate renewable energy systems to supplement energy needs. While the report showed limited opportunities given current system costs and financing options, the economics may change in the future, and this could be an avenue to explore further.

Town officials have begun working with several neighboring towns through the Suncook Valley Association on joint purchasing alternatives and the potential for sharing services. One potential outcome of this initiative could also be a joint energy purchase. By aggregating several municipalities' demand, each Town could realize significant cost savings. While such an agreement would not reduce energy use or increase efficiency, it is one strategy for reducing Allentown's energy costs in the short term.

On the local policy level, Allenstown has a couple of provisions that support energy conscious development. A Cluster Development option is included in the Town's Zoning Ordinance as a special exception within the Open Space and Farming zone. This allows new subdivisions to be designed so that homes are built closer together and blocks of open space are preserved. With smaller lot sizes and a more compact design, cluster developments can save energy on construction, infrastructure, and service provision. They also result, ideally, in a network of permanently conserved open space that is protected from future development and provides natural ecosystem services necessary for stormwater recharge, floodplain storage, wildlife habitat, and the like.

Second, the Town adopted a Suncook Village Infill Development Overlay District and RSA 79-E, a revitalization tax credit, in 2011. Within the designated area, certain development standards are relaxed to encourage more intensive development in the Village. Historic buildings are encouraged to be revitalized using the tax credit program under RSA 79-E. These ordinances not only support local economic development, but they also promote compact development and the adaptive reuse of buildings, which can reduce energy spent on transportation, construction, and the expansion of public infrastructure.

All of the actions taken to date by the Town and the School District demonstrate Allenstown's interest and commitment to reducing energy use and costs. It is clear that effective facility management and the responsible use of public funds are a priority for municipal managers. With additional energy data benchmarking and continual monitoring, the results of such efforts will be measurable. The Town

has also taken steps to encourage energy-conscious development through its Zoning Ordinance.

ADDITIONAL ENERGY OPPORTUNITIES

There are a number of actions that Allenstown can take to monitor and trim energy use and costs, promote energy-conscious development, and educate the public about energy savings and renewable energy systems. A comprehensive strategy could include municipal policy and operational changes, land use regulation revisions, and concerted outreach efforts. A wealth of informational resources and model programs exist around the state which can be readily tailored to suit the Town of Allenstown's desires and objectives. A resource summary is provided at the end of this Chapter.

The community's land use regulations should also be reviewed for their adaptability and sensitivity to the effects of climate change. The Suncook River region and the state of New Hampshire have already seen an increase in severe weather events in recent years, and scientific evidence indicates that severe storm events will become more frequent over the coming decades. Infrastructure and land uses should be designed to handle such events to minimize damage and as part of the Town's hazard mitigation strategy.

The following recommendations list ideas for actions the Town could consider in its continuing efforts to reduce energy consumption and promote clean energy alternatives. Recommendations address actions both within the municipal government and within the wider community.

Municipal Operations: The Town has already taken steps to reduce energy consumption and costs; however, additional strategies could include:

- Regularly track and monitor energy consumption and report annually in the Town Report
- Purchase of more fuel efficient vehicles, or conversion to cleaner burning fuels such as biodiesel where possible
- Streetlight retrofits and removal of unnecessary lightposts
- Purchase of most energy efficient equipment when replacing appliances or systems
- Reduction of solid waste through purchasing choices (choosing less packaging, reusing items, etc.), recycling, and composting
- Establishment of a town-wide no-idling policy to reduce vehicle emissions, and/or purchase of technology such as idling retrofits that provide auxiliary power while engines are off to reduce emissions
- Installation and promotion of pedestrian, bicycle, carpooling, and public transportation facilities, in coordination with state and regional programs (such as NH Rideshare, PATH, and Safe Routes to School)
- Installation of renewable energy production systems (solar, wind, geothermal, biomass) at municipal facilities, if they become cost effective

Policy: If the Town wishes to go further, certain revisions or additions to Allenstown's existing ordinances and regulations could strengthen the Town's approach to energy and development. For example:

- Consider changing the cluster subdivision to a permitted use in the Open Space and Farming District, rather than allowing them only by special exception; and consider revising the ordinance to provide some density incentive OR consider requiring it within the district for all subdivisions over a certain size
- Consider allowing accessory dwelling units in all residential districts (currently only allowed in the Infill Development District), including free-standing accessory dwelling units to accommodate above-the-garage apartments or separate cottages, as a way to increase residential density without additional land development
- Consider adopting a Dark Skies ordinance for outdoor lighting that includes standards for energy efficient fixtures
- Consider adopting RSA 72:61-72 to offer tax exemptions for renewable energy installations
- Consider modifying the Subdivision Regulations to require energy efficient building siting and design for passive solar gain, wind protection, and appropriate landscaping (see Innovative Land Use Planning Techniques Handbook)
- Consider adopting a comprehensive Green Building Ordinance which sets energy performance standards for new and

substantially improved construction (see Innovative Land Use Planning Techniques Handbook)

- Consider establishing the Town as a Property Assessed Clean Energy (PACE) District, in accordance with RSA 59-F, to pave the way for future PACE programs
- Include energy improvements for municipal buildings and vehicle fleets in long-range capital improvements planning discussions, and prioritize such improvements during the annual budgeting process

Public Outreach: In order to effectively share energy information resources with the public and encourage reductions in private energy use, there are several steps that the Town of Allenstown could take:

- Establish a Local Energy Committee made up of volunteers who would advise municipal leaders and work on public outreach efforts
- Develop a page on the Town website for energy-related information, including energy saving tips, tax incentive information, guidance on Dark Skies outdoor lighting, water-saving landscaping, available financing and rebates, and other resources
- Place informational materials in a central location, such as at the Town Library, where residents may pick up hard copies of fact sheets and brochures

- Organize periodic public workshops or events where residents and business owners can learn about topics such as weatherization, renewable technologies, and financing mechanisms
- Participate in regional energy committee meetings, workshops, and events to share knowledge and collaborate with counterparts in nearby communities

This is not intended to be an exhaustive list. No single strategy will lead Allenstown to achieving its energy goals. The pursuit of both small and large changes will be necessary to reach the desired level of savings. It is also important to note that policy shifts, planning considerations, and behavioral changes are just as important as making system or equipment improvements.

SUMMARY

The overall goal of this chapter is to provide a general analysis of Allenstown's municipal energy use and to identify strategies for the Town to pursue energy conservation, efficiency, clean energy options, and energy-conscious development. The Town has already begun to take steps toward reducing energy consumption and costs. Additional opportunities exist for the Town to continue its efforts, including changes to land use policy documents, municipal operations, and public outreach. By implementing such changes, Allenstown can save energy and taxpayer dollars, reduce pollutant emissions, and create an even more livable community.

As global energy costs continue to rise and clean energy technology options become more feasible, both the private and public sectors

will find energy-saving options more plentiful. A wide range of financial and informational resources exist to help municipalities, business owners, and residents make changes in their energy consumption. Taken together, these actions will contribute to statewide energy reduction goals and increased energy independence, while creating economic and environmental benefits.

OBJECTIVES AND RECOMMENDATIONS

OBJECTIVE 1

To reduce municipal energy usage and costs and improve energy efficiency in municipal operations.

- Actively monitor municipal energy usage and costs to track progress resulting from energy saving initiatives and produce an Annual Energy Use Reduction progress Report for the Board of Selectmen and SAU.
- Develop departmental energy policies to save energy through behavioral changes (such as programming thermostats, turning out unnecessary lights, and turning off electronic equipment when not in use).
- Develop building improvement plans to increase the energy efficiency of municipal buildings, and incorporate planned improvements into the municipal budgeting process.

OBJECTIVE 2

To encourage and support energy-conscious development throughout the Town of Allenstown.

- Create Zoning Ordinances that address the installation and operation of wind, solar, external wood burning stoves and other energy/heating methods.
- Review and revise existing land use regulations as necessary to provide for energy-conscious development, such as outdoor lighting and incentives for green building design.
- In accordance with the Transportation Chapter Objectives and Recommendations, prioritize development projects with options for energy efficient transportation modes, such as bicycle and pedestrian facilities, access to public transportation, ride sharing, proximity to community amenities, shared parking and driveways, and a highly connective road network.

OBJECTIVE 3

To educate Allenstown residents and business owners on energy conservation, efficiency, and renewable energy topics.

- Provide information on the Town of Allenstown website and at the library for residents and business owners on home energy saving strategies, renewable energy system installation, business energy programs, available financing, tax credits, and green building design.
- Sponsor periodic public workshops or events on energy conservation, efficiency, and renewable energy, and/or notify the public of regional events.
- Consider establishing an Energy Committee to advise the Town on energy matters and provide resources to residents and business owners relating to energy improvements.

RESOURCES

In making energy improvements, Allentown will need to access a variety of funding resources. Broadly speaking, funding sources can come from 1) grants, 2) incentives, 3) loans, or 4) municipal appropriations. Grant programs are occasionally available through state or federal funding sources, typically through the Office of Energy and Planning (OEP).

Incentive programs are typically offered by utility companies. For example, Unitil offers rebates and incentives for energy efficient equipment and lighting replacement to municipal and commercial customers. Installed products are typically paid for on monthly energy bills over time with the savings realized by the improvements. Other incentives (for the private sector) include rebates, in-home energy audits and tax breaks, and can be available at the federal or local level.

Loans can be obtained from public, private, and non-profit institutions. For example, the New Hampshire Community Development Finance Authority (CDFA) provides very low-cost loans to municipalities through its Municipal Energy Reduction Fund (MERF) which are structured out of energy savings. Private banks may also offer loans that can be used for energy upgrades, and may be the best option available when grant-backed public or non-profit loan programs expire.

Finally, municipalities may choose to raise funds for energy improvements through one-time appropriations, the establishment of capital reserve funds, or the issuance of bonds. Allentown could consider the establishment of a capital reserve fund to pay for

municipal energy projects. The Capital Improvements Program (CIP), which is updated annually, should incorporate anticipated upgrades, improvements, and new facilities when necessary and feasible that will result in energy conservation, increased efficiency, and sustainable energy generation.

ADDITIONAL REFERENCE MATERIALS

The resources listed below provide additional information guidance on model ordinance language, design standards, and other concepts of energy conscious development. This list was largely drawn from one developed by the Rockingham Planning Commission, which is available on their website at <http://www.rpc-nh.org/energy-resources.htm>.

ENERGY RESOURCES FOR COMMUNITIES

INNOVATIVE LAND USE PLANNING TECHNIQUES HANDBOOK

The [Innovative Land Use Planning Techniques Handbook](#) provides background information, legal references, and model ordinance and regulation language for a number of innovative land use tools available to communities. Model language for energy efficient development, stormwater management, infill development, agriculture incentive zoning, access management, and landscaping is included in the guide. Produced by the NH Department of Environmental Services, in cooperation with the NH Association of Regional Planning Commissions, NH Office of Energy and Planning, and the NH Municipal Association.

NH CLIMATE ACTION PLAN

Released in 2009, the [New Hampshire Climate Action Plan](#) was developed by the statewide Climate Change Policy Task Force in coordination with the NH Department of Environmental Services. The Plan sets a long-term goal for the state to reduce greenhouse gas emissions to 80 percent below 1990 levels by 2050, and an interim goal of 20 percent below 1990 levels by 2025. The Plan focuses on economic opportunities, increasing energy security, and improving environmental quality. A total of 67 recommendations are made in order to achieve the reduction goals.

NH STATE ENERGY PLAN

In 2002, the Governor's Office of Energy and Community Services, now known as the Office of Energy and Planning, drafted the 10 year [State Energy Plan](#). It identified the concerns of a growing population, increasing energy demand and the need for affordable energy to expand the economy. The plan addresses electricity and natural gas while excluding deliverable fuels such as home heating oil (No. 2), propane and kerosene despite them being noted as important. The single most cost effective means identified in the plan to address energy concerns is to improve energy efficiency. It also serves as a great guide for municipalities to follow in addressing their energy concerns.

NEW HAMPSHIRE GUIDEBOOK ON ENERGY EFFICIENCY AND CLIMATE CHANGE

The "[New Hampshire Guidebook on Energy Efficiency and Climate Change](#)" was developed in spring 2007 by the [NH Carbon Coalition](#), a nonpartisan organization focusing on global warming solutions. The plan is largely based off of the Vermont Energy and Climate Action's excellent [Town Energy and Climate Action Guide](#). This first volume serves as an aid to fledgling energy committees to help

them get started. Subsequent volumes of the guidebook will focus in greater detail on energy audit software, establishing reduction targets, highlight successful projects, identify funding sources, and discuss the technological changes.

ICLEI

[ICLEI- Local Governments for Sustainability](#) is the foremost organization offering structured programs that can be customized to individual community needs. They offer guidance for communities to inventory current energy use, adopt an emissions reduction target, draft an action plan, implement the plan and evaluate the progress. Their Clean Air and Climate Protection (CACP) software tool is useful to conduct a community wide energy audit. It reviews transportation, residential, commercial, and industrial energy use.

EPA ENERGY STAR PROGRAM

The US Environmental Protection Agency (EPA) offers municipal services through their [Energy Star Challenge](#). Their focus is on the energy consumption of buildings and they have developed the Portfolio Manager software package to conduct energy audit. The software assigns buildings into one of five classes, analyzes historical energy use and normalizes the data to allow buildings to be benchmarked or compared to one another. Through their Energy Star Community Challenge, communities can sign on to the campaign to reduce the energy consumption by 10%. The EPA Region 1 offices in Boston are coordinating the community programs and as of fall 2007, four New Hampshire communities including Dover, Rochester, Somersworth and Nashua have signed onto the program along with the NH state government.

SIERRA CLUB-COOL CITIES

The Sierra Club has adjusted their focus towards combating global warming. Through this change they have created the [Cool Cities Campaign](#). Municipalities who adopt the U.S. Mayors Climate Protection Agreement can become members of Cool Cities. The campaign provides guidance on what municipalities and residents can do to reduce their greenhouse gas emissions.

US MAYORS CLIMATE PROTECTION AGREEMENT

US Mayors [Climate Protection Agreement](#) began in 2005 by Mayor Greg Nickels of Seattle Washington. The mayor urged mayors from around the country to take local action to reduce global warming pollution. Since 2005, over 680 mayors representing 3 provinces and all of the 50 states have signed on to the agreement. The agreement has spurred the US Mayors Climate Center in 2007 to oversee the coordination of ICLEI with the Agreement and municipalities who have adopted the agreement. In New Hampshire the cities who have adopted the resolution include Dover, Hanover, Keene, Manchester, Nashua, Portsmouth and Rochester.

NH ENERGY COMMITTEE

Internet portal to facilitate the interaction between Local Energy Committees across New Hampshire. Website is Wiki based and Local Energy Committees are encouraged to update information on the website pertaining to their committees. Website address is www.nhenergy.org.

CLEAN AIR-COOL PLANET TOOLKIT

[Clean Air - Cool Planet](#), a non profit organization based in Portsmouth New Hampshire, has created a community program to

assist municipalities to reduce their greenhouse gas emissions. One of the highlights of their program is the Community Toolkit. The toolkit is a conglomeration of over 30 success stories of municipalities taking action. Highlighted programs include community owned wind turbines, performance contracting experiences, LED streetlights, expanded alternative transportation, and pay as you throw waste management solutions. They offer communities valuable resources to enable communities to duplicate the successful experiences of others.

PERFORMANCE CONTRACTING

In 1993, the New Hampshire legislature created RSA 21-I:19-d which allows a municipality to sign a performance contract with an energy service company (ESCO). A performance contract allows costs of energy efficient upgrades to be financed through the ESCO and paid off over time through the energy savings. There is no upfront capital costs associated to the town for such programs. Performance contracts also protect municipalities by requiring the ESCO to meet a certain reduction of energy use. If this level is not reached, the ESCO is required to pay the difference in the energy bill. It is a win-win situation allowing municipalities to become more energy efficient, reduce their energy costs and protect itself from increase costs. The City of Concord, for example, has entered into a performance contract to manage energy services.

PROPERTY TAX EXEMPTION

New Hampshire RSA 72:61-72 permits municipalities to offer a [Property Tax Exemption](#) on solar, wind, and wood heating systems. These systems include solar hot water, solar photovoltaic, wind turbine or central wood heating systems (not stovetop or woodstoves). Sixty two cities and towns in New Hampshire have

passed an article or resolution permitting the exemption within their locality. A list of communities who have adopted exemptions can be found on the NH Office of Energy and Planning's [Renewable Energy Program](#).

EPPING, NH GREEN BUILDING ORDINANCE

In 2007, the town of Epping New Hampshire became the first municipality in the state to pass an ordinance often referred to as a [Green Building Ordinance](#). It established a requirement for nonresidential development to be constructed in a manner that increase energy efficiency and utilizes renewable energy. It was largely based off of the NH Office of Energy and Planning's energy efficiency model ordinance and the US Green Building Council's LEED certification criteria.

COMMUNITY CHOICE AGGREGATION

New Hampshire's electric industry functions underneath a deregulated market. This allows the commodity of electricity to be separated from the regulated transmission and distribution services. RSA 53-E allows for residents, business and municipalities to aggregate their electric load together to form a Community Choice Aggregate (CCA). A CCA is a regional entity formed through the legislative body of a municipality, whose purpose is to offer energy services to its members. The Nashua Regional Planning Commission is currently in the process of forming a CCA with over ten municipalities in its planning region. For more details, visit <http://www.nashuarpc.org/energy/collaboration.html>.

NH PARTNERSHIP FOR HIGH PERFORMANCE SCHOOLS

The [NH Partnership for High Performance Schools](#) is an initiative within the Jordan Institute whose mission is to enhance the health

of people and the environment in ways that make economic sense. The Partnership strives to improve energy efficiency of public schools in the state to increase attendance, improve teacher satisfaction and retention, and reduce operating costs, liability exposure and environmental impacts. With 70% of the NH public schools over 36 years old, many communities can utilize the services of the organization as they build new facilities and retrofit older ones.

NH CARBON CHALLENGE

The [NH Carbon Challenge](#) began in 2006 with a purpose to help individual residents reduce their greenhouse gas emissions. Community Energy Programs can utilize their materials, available via internet download, to create a residential campaign. They also have a great speaker series that can help educate the community on what they can do to reduce greenhouse gas emissions.

BUILDING CODES

All of the elements of the New Hampshire State Building Code are available on the NH Department of [Safety's State Building Code Review Board website](#). These include the 2009 codes and amendments adopted by the Review Board.

The International Code Council offers information on the [2012 International Energy Conservation Code](#) (IECC) and the [International Green Construction Code](#) (IgCC).

[ENERGY STAR for Homes Version 3 Guidelines](#) can be found on the energystar.gov website.

FUNDING SOURCES

UTILITY PROGRAMS

In 2002, the Public Utility Commission began the Systems Benefit Charge (SBC) on electric bills. The SBC is a use based charge on electric bills which funds two energy efficiency programs which are run through the local utilities. The two programs are the [Low Income Assistance Program](#) aimed at subsidizing cost for eligible households and [Energy Efficiency Programs](#) for residential and commercial customers. They brand their programs underneath the NH Saves name. One of the more notable programs for municipalities is the [Smart Start program](#) offered through PSNH and Large Business Services program by Unitil. These programs allow municipalities to upgrade electric lighting to more efficient technology and pay for the upgrades over time through the energy savings.

DATABASE OF STATE INCENTIVES FOR RENEWABLE ENERGY (DSIRE)

[DSIRE](#) is a state by state collection of financial incentives and rules/regulations pertinent to renewable energy projects. It lists some of the programs highlighted above such as the property tax exemption and the utility programs, but in greater detail. Additionally, topics regarding NH Renewable Portfolio Standard and US Department of Energy's Alternative Fuels which are not included in the Community Tools are listed on the DSIRE website.

USDA HIGH ENERGY COST GRANT PROGRAM

The US Department of Agriculture (USDA) offers annual grants between \$75,000 and \$5 million through their [High Energy Cost Grant Program](#). The funding began in 2001 and has gone through four rounds of disbursement. It is open to a wide range of

applicants including individual residents and municipalities. The grant is able to pay up to 100% of the costs of the project. Past projects include transmission and distribution upgrades for rural areas but as of FY07 there has been an increase level of renewable energy and energy efficiency projects.

NEW ENGLAND GRASSROOTS ENVIRONMENTAL FUND

The [New England Grassroots Environmental Fund](#) is a nonprofit organization helping communities with grassroots environmental initiatives by offering small grants to fund such projects. In the past these projects have included maps for conservation lands, creation of urban gardens and municipal energy efficiency programs. The latter of the three is a relatively new undertaking and the Fund is encouraging energy committees to seek funding to help in their pursuits.

NH RENEWABLE ENERGY FUND

In 2007, the state legislature passed a Renewable Portfolio Standard (RPS) bill and it was subsequently signed by Governor Lynch. The RPS requires a certain percentage of renewable energy be purchased by electric supply companies. It also created a Renewable Energy Fund. Funds generated by the Renewable Energy Fund are earmarked for the expansion of renewable energy projects within the state.

MUNICIPAL ENERGY REDUCTION FUND

The NH Community Development Finance Authority (CDFA) offers low-cost loans through the revolving [Municipal Energy Reduction Fund](#). This fund is available to help municipalities improve the energy efficiency of their municipal buildings, street lighting, water

and sewer treatment facilities, and where appropriate, electrical distribution systems. The goal is to reduce energy usage and costs.

NH DES USED OIL MANAGEMENT PROGRAM

The [Used Oil Management Program](#) offers annual grants of up to \$2,500 to assist with the establishment of residential used oil collection centers. Such grants may also be used to help fund the installation of a waste oil heating system in a municipality, and annually to help with maintenance costs to service the systems.