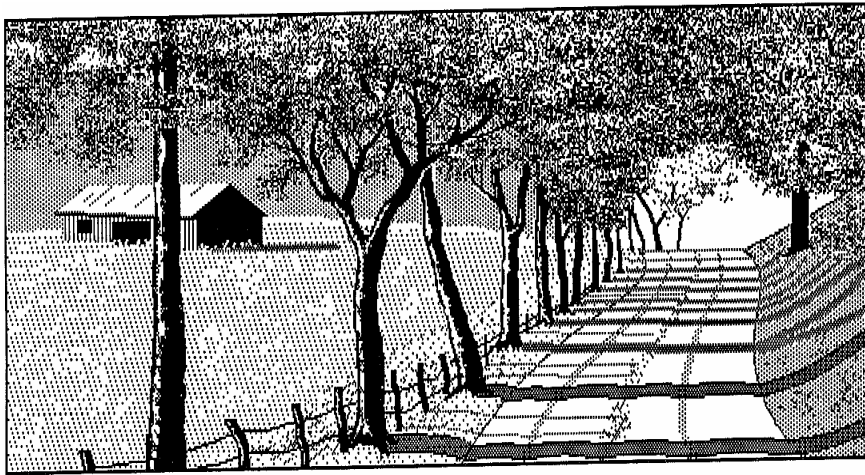


# **Master Plan Fitzwilliam, New Hampshire**



*Prepared for the Fitzwilliam Planning Board by:*

*Southwest Region Planning Commission*

*Updated 2004*

# **Master Plan for Fitzwilliam, New Hampshire**

Adopted by the Fitzwilliam Planning Board on \_\_\_\_\_, 2005

*Prepared for the Fitzwilliam Planning Board by:  
Southwest Region Planning Commission*

## **ACKNOWLEDGEMENTS**

The Southwest Region Planning Commission wishes to thank the members of the Fitzwilliam Planning Board and the department heads who have given assistance with this 2004 Master Plan Update. We would also like to acknowledge the work that was performed by Karen M. Cullen (Planning Consultant) on the 1995 Plan that we updated.

The Planning Board chose to do a community photo exercise for this update, as they felt they needed to have an understanding of how the community in general feels about the future of their town and growth and development issues. It is the residents of the town for whom this plan has been written, and with their assistance through the photo exercise they have had an opportunity to help plan for the future of their community. The Planning Board should use this Plan as a foundation for their decisions as well as for their presentations to the general public. It is the responsibility of the Planning Board to begin the process of implementing the recommendations made in this plan by putting the issues and questions before the voting public.

Southwest Region Planning Commission

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## PREFACE

The Town of Fitzwilliam has undergone many changes over the last fifty years. Significant changes in the land use patterns of the community have taken place: the decline of Fitzwilliam Depot as a transportation and industrial center, and the construction and subsequent development of Route 12 as the commercial and industrial area. While it was unclear in 1981 what the future possibility was of bringing rail service back through Fitzwilliam, it is now a foregone conclusion that it would be nearly impossible to bring that form of transportation back. As a result, significant changes in the planning of future land use patterns were needed.

Fitzwilliam adopted its first Master Plan in 1981. That document was prepared with the assistance of the Southwest Region Planning Commission, and is titled *Comprehensive Planning Program, Fitzwilliam, New Hampshire*. That document, while being a solid plan, was largely ignored by members of the Planning Board over the ensuing years, primarily due to a few assumptions made in the development of the *Plan of Development* map in 1981 that did not hold true. The land usage (zoning) was developed with little respect for that map, since it basically did not reflect what the Planning Board felt was the most appropriate type of land usage for those areas of the town shown on the *Plan of Development* map.

As a result, the Planning Board had been in need of an updated version of the Master Plan for a number of years, and the town voted to appropriate the necessary funds to have the task completed. The Board contracted with a professional planning consultant to update the plan, and the Southwest Region Planning Commission to prepare maps for the update. While this task took several years to complete, the resulting 1995 plan more accurately reflected the conditions in the community at the time and suggests a plan for the future growth of the town that is more in keeping with what the residents would like to see for the future of their community.

The Master Plan is meant to express the Planning Board's recommendations regarding desirable development of the town in the future (RSA 674:2). It serves as the foundation for the land use regulations, and as such it is of utmost importance to planning. As social, economic, and transportation conditions change over the years, land use must respond.

The 1995 plan superseded the original town's 1983 Comprehensive Planning Program, but that plan contains information which will be important to each Master Plan. It also contains valuable historic information of the conditions in Fitzwilliam during the early 1980's. Not all of the information presented in the original plan was updated or included in the 1995 edition.

The 2004 Master Plan includes the 1989 *Thoroughfare and Transportation Plan* and the 1998 *Water Resources Management and Protection Plan* both prepared by the Southwest Region Planning Commission, and the 1998 *Groundwater Protection Plan for the Town of Fitzwilliam* prepared by the Conservation Commission. In addition, a separate appendix to this Master Plan update contains a great deal of information from the 2000 Census. The Fitzwilliam Planning Board and Zoning Board of Adjustment also identified 23 natural or cultural sites for the 2004 Local Resource Protection Priorities which is included in this Master Plan as appendix B. These three documents provide valuable information in much greater detail than can be presented in this document.

Fitzwilliam's 2005 Town Meeting appropriated funds toward a comprehensive Master Plan Update, scheduled for 2008.

## CHAPTER ONE: DEMOGRAPHICS

### IN THE BEGINNING

In January of 1752 the Masonian Proprietors granted a tract of land to 42 men who were to build a settlement in what was then known as Monadnock Number 4. The region was difficult to reach, as the only road was not much more than a trail that had been built in 1740. This road started in Boston and passed through Winchendon and continued in a northwesterly direction through the township toward Keene. Hostile Indians plagued the earliest pioneer's and made settlement virtually impossible.

### SETTLERS ARRIVE

The first permanent settlers did not arrive until 1762. In 1765, 23 men petitioned the Masonian Proprietors for a second grant to Monadnock Number 4. The grant was given with the stipulation that 50 houses, each at least 16 feet square be built and "each to have twelve acres of land cleared and fitted for tillage pasture and mowing within the term of three years and to add an acre more annually..." Within two years of the second grant the population of the settlement had grown to 93 people, and in 1770 the first meeting house was built. The accompanying graph (Figure 1) shows the population history for Fitzwilliam. In 1773 the settlement at Monadnock Number 4 was incorporated as the Township of Fitzwilliam, named after the Earl of

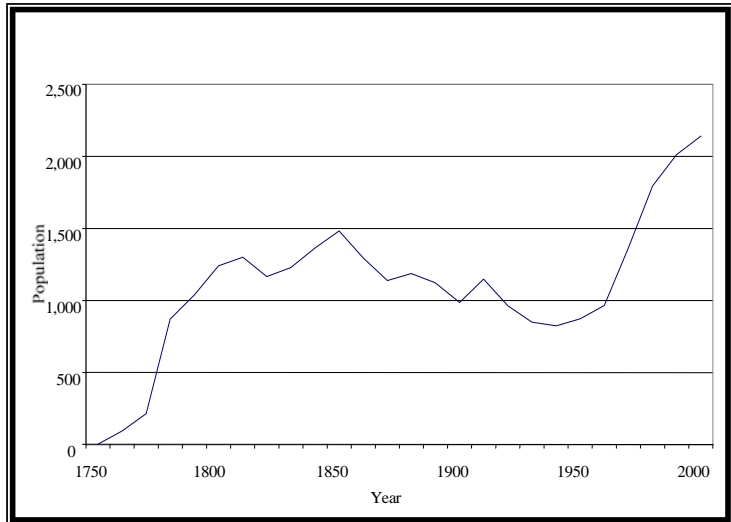


Figure 1: Population of Fitzwilliam 1767-2000

Fitzwilliam, a cousin of John Wentworth, the Royal Governor of New Hampshire. By this time the population had reached 214. It grew rapidly during the late 1700's and early 1800's, as the population of the new country continued to grow and spread out from its earliest settlements.

### A GROWING TOWN

Fitzwilliam continued to grow and develop around its network of roadways leading to small saw, grist, and woodworking mills and to other nearby settlements, facilitating trade by 1780. There were twelve major roads in and through Fitzwilliam by 1790 and 1,038 people lived in the community. Although the early settlers did raise crops including grains, vegetables, and flax, the land was considered poor for such uses and the raising of sheep became a major agricultural pursuit of the residents. A major industry during this period was woodworking, with the manufacture of clothespins, buckets, tubs, boxes, rakes, hoops, measures, etc. These products were used locally and were shipped to nearby markets for sale.

By 1812 there were three turnpikes and five stagecoach lines traversing Fitzwilliam. These intersected at the site of the town common, which served to concentrate development in the present village area. The Bowkerville area developed around the Bowker Mill, while the area known as Stateline developed in the neighborhood of Dawson's woodworking mill and Stowe's mill. In 1848 the railroad was extended into Fitzwilliam; this opened up new markets in far off cities for the products manufactured and the produce grown in Fitzwilliam. Blueberries became a major export during this time, being abundant and requiring little labor except picking and shipping.

The existence of the railroad also opened Fitzwilliam up to summer resident's during the second half of the 1800's

people who could afford to would escape the heat and boredom of the cities and live in the country. They stayed mostly at inns, hotels or camps; among them Laurel Lake Inn, the Mountain House, the Cheshire Hotel (now the Fitzwilliam Inn), and the Fitzwilliam Hotel.

### **A THRIVING COMMUNITY**

After the end of the Civil War (1865), granite quarries opened and led to the expansion of Fitzwilliam Depot. While granite had been used as a building material locally for many years, it was the opening of the railroad that provided the transportation necessary for the industry to develop. There was some quarrying going on between the introduction of the railroad in 1848 and the end of the Civil War, but it was limited to nearby markets. Apparently the social changes that resulted from the Civil War opened up opportunities and people realized that Fitzwilliam's granite could be used as a building material in cities as far away as the Midwest.

During the peak of the granite industry in town, there were five major quarries operating. They were connected to the railroad by spur lines. Many Finnish, Italian, and French people came to Fitzwilliam to work in the quarries. The onset of the Depression in the early 1930's put an end to the granite industry, and the abandonment of the railroad finalized its end.

The population for the period from 1830 to 1929 fluctuated. Until 1850 the population grew to its highest level at the time of 1,482. The next twenty year the population declined to 1,140. The population rose slightly in 1,880 only to further decline until 1910. In 1910 the population grew 161 people to 1,148, and then continued to decrease to 850 in 1930. The population in 1820 was 1,167 and in 1930 it was 850, a decline of 317 people. Since the granite industry experienced its start, boom years, and end during that time, it can be assumed that this affected the population, especially while the quarries were most active. Before the Depression, many people probably left Fitzwilliam and other rural towns in search of the opportunities that cities offered in the early 1900's.

During the Depression and World War II the population of the town remained stable, hovering around 850 people. Knowing there were no better opportunities elsewhere during the Depression, people mostly stayed put. Being a rural area, people could easily grow vegetables and fruits, and raise chickens, cows, and a few other livestock. Firewood was plentiful, providing heat for homes and businesses. Part time work was available for many residents. During the war, people continued to produce their own food and did whatever they could to assist in the war effort. During the 1950's, little growth occurred in the town, but since the 1960's the population has grown steadily as it has elsewhere in New Hampshire.

Since that time the town has grown more similarly to its earliest years; between 1950 and 2000 the population grew by 1,269, while between 1767 and 1810 the town grew by 1,208 people. These are very similar rates of growth an average of 28 people per year for the early years (1767-1810) and 25 people per year for the past 50 years. While it could be argued that history has a habit of repeating itself, the driving forces of population growth and settlement today have little in common with those of the years between 1820 and 1950.

The biggest difference, of course, is that people are not migrating in large numbers to other areas of the country as they did during the 1800's. With the advent of modern technologies, the differences in opportunities from one part of the country to another are virtually non-existence. This was not the case for the generations of the 1800's; they were searching out opportunities for basic survival, primarily farmland. Today our survival is dependent on earning money to buy our food and shelter, quite a different issue from our ancestors. Thus, while it is still possible for a town to decline to a former shadow of itself, it is far less likely than during earlier times when the land itself was the driving force of life.

### **RECENT POPULATION TRENDS**

An examination of more recent population growth trends shows a relatively stable population. The variation

between any one year and the next is no greater than 8 percent, including the years of highest growth: 1972, 1985, and 1986. Over the last decade the population has changed very slowly. In the table of population estimates (see Appendix), each Census year since 1970 has shown a large difference between that year and the year just before it. In general, the estimate figures (published by the NH Office of State Planning) are inaccurate as compared to the Census, due to the methodology used to arrive at the estimates. Thus, each Census serves as a checkpoint, a way in which the Office of State Planning estimates can be verified or adjusted as needed to estimate more accurately what the population really was. The NH Office of State Planning does not readjust the estimate figures it publishes, but there is no reason a town should assume that those figures are accurate just because they are not readjusted.

The population of Fitzwilliam has had a declining rate of growth since 1960. As Table 1 shows, the change grew from 9.7% in the 1950's to 29.1% in the 1960's, but then it slowed to 24.1% in the 1970's, 12% in the 1980's and 6.1% in the 1990's. The slower growth through the 1950's is typical of New Hampshire towns. At that time, the population growth in Massachusetts that accompanied the baby boom and the increase in technological jobs did not cause high enough populations for people to want to move to more remote areas. While automobiles had already made a big impact on American life, they had not become a necessity, and many families still needed to live close to their jobs. In the 1960's, just about everyone had better mobility, and with the suburbs of Boston and the Route 128 belt becoming more populated, many people started to move west into the more rural areas of Massachusetts and north into New Hampshire. Fitzwilliam would not have had great increases from that phenomenon alone, but with the increasing population came increasing employment.

Companies that were either starting up or moving to larger quarters began to consider locating in New Hampshire, as the distance between manufacturing facilities and markets became less important with the increasing ability to move products around. Increasing populations meant increasing labor forces as well. Towns such as Fitzwilliam, which is on the Massachusetts border, became attractive for such growth.

Decade	Growth	% Change
1950-60	94	9.7%
1960-70	396	29.1%
1970-80	433	24.1%
1980-90	216	12.0%
1990-00	130	6.1%

Table 1: Population Growth, 1950-2000

More recently, as the local economy has suffered due to events affecting the world economy, population growth has slowed in Fitzwilliam. Industries are generally not growing, in fact, nationwide they are downsizing. This reduces the employment opportunities, and in turn reduces the attractiveness of a community for residential growth. Forty percent of the people who live in Fitzwilliam are employed in Cheshire County, 10% work in other states, and the rest work outside Cheshire County in other towns in New Hampshire.

**FITZWILLIAM'S PEOPLE**

The 2000 Census contains a wealth of information about the people in Fitzwilliam. By studying the data, it is possible to form a general picture of what the people are like, and by understanding that, it is easier to be able to decide what types of land use and densities are needed to accommodate future growth for those people and others like them. Thus, the following pages describe the findings of an analysis of the census data. The census tables can be found in the appendix for reference by those seeking more detail than is presented here.

The population of Fitzwilliam in 2000 was 2,141, split nearly in half male and female (50.8% male and 49.2% female). This split is typical, although in some communities the percentage difference is greater than here in Fitzwilliam. As is the case in most New Hampshire towns, the population is almost entirely white: 97.5% white and 0.4% Black; 0.3% American Indian and Alaskan Native; 0.2% Asian, and 0.2% Native Hawaiian or other Pacific

Islander). In addition, 0.7% of the total population categorized themselves as "of Hispanic origin". Fitzwilliam is similar to many small communities across the nation and especially in New Hampshire in this: it is certainly not diversified in race.

Fitzwilliam's population was split between the three general age categories of children (age under 18 years), labor force (age 18 through 64), and elderly (age 65 and over) as follows: children, 24.3%; labor force, 65.0%; and elderly, 10.7%. The categories of children and elderly are lower now than they were in 1978, while the labor force is now bigger (from data in the original Master Plan). This trend follows that nationwide from the continual aging of the baby boom generation. As that generation passes out of the labor force, the trends will change again. Likewise, the percentage of children will likely decline over the years as the children of that generation grow up, in general, "baby boomers" have had fewer children than their parents did, thus the percentage of children of the total population is not as great. However, it is difficult to draw conclusions from the statistics, since the population is in a constant state of flux and is influenced by other factors in addition to birth rates. The most significant of those is in-migration, which rises and falls with economic and political conditions worldwide.

The census data includes a lot of information on housing characteristics; much of it is reported for families or households. The difference between a family and a household is that a household includes all the people who occupy a housing unit, regardless of relationship, while a family includes only households with related people. The total number of households equals the total number of occupied housing units. There were 586 families in Fitzwilliam in 2000, with a total of 1,820 people in those families, for an average of 3.1 people per family. There were 836 households in 2000, for an average of 2.56 people per household (includes everyone in town). The average household size is down slightly from 1990, when there were 751 households and a population of 2,011, giving a person per household (pph) figure of 2.68. The pph for 1980 was 2.70, 1,759 people in 664 households. Fitzwilliam is experiencing the same trend that most communities across the nation have: a gradual decline in the average number of people in each household.

Twenty-two percent of the households in Fitzwilliam were single person, split between male householders (12%) and female householders (10%); 33% were families with children; 38% were families without children; and 7% were non-families. Of the total number of households, 71% were families and 29% were non-family households. Of the family households, 40% consisted of two people; 47% consisted of 3 or 4 people; and 12% had 5 or more people. Of the non-family households, three quarters were single people; 23 % had two people living together; 2% had 3 or 4 people living in the household. There were no households with 5 or more people. This data shows that Fitzwilliam is comprised mostly of families, many of which have no children under 18 years of age (either they have no children at all, or the children have grown up and moved away from their parents). There are also a substantial number of people who live alone (184).

Fitzwilliam's 2000 population of 2,141 obviously came from somewhere. Over half of the population was born outside New Hampshire, indicating a very large in-migration over the last 50 years. The population in 1950 was only 872, those 1,269 new people mostly came from other states. The census data tells us that most of them (81%) came from other states in the northeast. Over half of Fitzwilliam's population lived in the same house in 1995 that they lived in during 2000 (in Fitzwilliam). Nineteen percent of the population moved to Fitzwilliam from other towns in Cheshire County since 1995, 17% moved in from other towns in New Hampshire (outside Cheshire County), and 15% moved in from other (mostly northeastern) states since 1995. This supports the finding of a high rate of in-migration.

There are 1,184 Fitzwilliam residents who are employed. Four percent work in their own homes, 18% work in other states, 73% in Cheshire County, and the remaining 5% work elsewhere in New Hampshire. Out of those working outside the home, most drove alone to work, but 12% did carpool (mostly in 2 person carpools). Only 4% used some other means of transportation or walked to get to work. Slightly more than half the people traveled one half hour or less to get to work (53%), while about 32% drove 35 minutes to an hour and 15% drove more than and

hour. These statistics are typical for a rural town with limited public transportation and the distances people must travel to get to employment areas. This reliance on automobiles is also seen in the data on the number of vehicles available at occupied housing units: 45% had 2 cars, 27% had 1 car, 26% had 3 or more cars, and only 2% had no cars.

Statistics on level of education indicate that 84% of the population (age 18 and over) has received at least a high school education, but only one third has received a college degree (associates, bachelor's, graduate, or professional). 16% of the population has not received a high school diploma; 4% of those have less than a ninth grade education. This data seems to indicate that Fitzwilliam is what might be termed a "working class" town, where most of the people are able to work at jobs without having to have a college degree. Comparing the 2000 data to the 1990 data, it is found that the population of Fitzwilliam is better educated now than it was in 1990. This is especially true in the category of people with college degrees (associate degree or higher), which has risen from 27 to 30% of the population over age 18.

The census also provides statistics on education and employment status of teenagers between 16 and 19 years of age. Eighty-seven percent of the 124 teens in this group are enrolled in school, and nearly half of them are working as well. Thirteen percent of these teenagers are not enrolled in school; of those just over half are high school graduates (all of whom are employed), and the rest did not graduate from school (and all of them are employed). This shows that Fitzwilliam teenagers who do not complete high school have approximately the same employment rate than those who do finish high school.

In 2000 there were 589 people in Fitzwilliam who were enrolled in school (age 3 and over). Eight percent were in preprimary school (includes kindergarten), 71% were in elementary or high school, and 21% were in college. As expected, the preprimary students were split 61% in public and 39% in private school, nine tenths of the students in grades 1 through 12 were in public school, and slightly over half of those enrolled in college were in public school. This is typical-the vast majority of students in grades 1 through 12 attend public school, as private school is too expensive for most families. For preprimary, most towns do not have public opportunities for pre-kindergarten schooling, thus most young children who attend pre-kindergarten do so at private schools. Fitzwilliam has public kindergarten, so the split between public and private is in its favor. For higher education, there are many choices on colleges to attend, but most public colleges and universities are less expensive to attend than private ones, thus it would be expected that more people would attend the public colleges. Thus, the splits between public and private schools seen in Fitzwilliam are what you would expect.

Another important aspect of our society today is that many women are employed - with the high cost of living and raising a family, many women find they must work. Fitzwilliam's women (age 16 and over) follow this trend; 70% of them worked in 2000, 1% were unemployed, and 30% were not in the labor force. The majority of women in Fitzwilliam (70%) do not have children under the age of 18 years. Over half of them are employed (65%), 35% are not in the labor force, and 2 people are unemployed. There were 250 women with children in 2000, 77% of whom were employed. Another 3% were unemployed, and 20% were not in the labor force. The data further tells us that of these mothers, most (57%) of those with young children (under age 6) work.

Twenty-three percent of the people in Fitzwilliam who are working are in the manufacturing industry. Eleven percent of the residents that work are in the construction industry, and another 18% are in retail trade. Health, education and other industries round out the rest of the areas where many Fitzwilliam residents are employed. Viewing the work force another way (by occupation instead of industry), it is found that 30% of the work force was employed in managerial or professional occupations. Another 27% held positions in sales, and office occupations, 11% were employed in construction, maintenance and repair, 18% were employed in production, transportation and material moving occupations, and the remaining 14% were employed in service occupations. Most of these workers (71%) were employed in private, for-profit companies, while 6% worked for non-profit organizations, 12% worked for the local, state, or federal governments, and 10% were self-employed.

Income data available in the census is given for households and for families. The household income range in 1999 was "less than \$10,000" to \$200,000 or more per year. Approximately 15% of the households in Fitzwilliam had incomes less than \$20,000, 19% earned between \$20,000 and \$35,000, 18% earned between \$35,000 and \$50,000, 39% earned between \$50,000 and \$100,000 and 10% earned over \$100,000. The data shows that there were 8 households that had an income over \$200,000. The median household income was \$48,125. The median household income reported in the 1990 census was \$35,988. The median household income for Cheshire County was \$42,382 in 1999.

Household income data is also broken down by the age of the householder. This data tells us that in general, as the householder gets older, the income goes up until retirement age, when it drops back down. This is what we expect in today's society - as one gains more experience, his or her income goes up.

Family income data shows similar results to that of household income. However, a smaller percentage of families have incomes less than \$20,000 than households do, probably because there are many households that consist of only a single person. The median family income in 1999 was \$55,476. In 1989 it was \$40,516. A third way to measure income is by using the per capita income. In 1989, it was \$14,324; by 1999 it nearly doubled to \$23,127. It is very difficult to say what has caused this large increase in income levels in Fitzwilliam; it is probably a combination of a number of things such as better educated people moving into the town since 1990, inflation and resulting increases in wages, more higher paid employment opportunities in the area, and more women working to help supplement the family income.

Statistics on the number of people below poverty level also show that Fitzwilliam's population is not better off today than it was in 1990. At that time, 6% of the population (112 people) was below poverty level; in 2000 7% (173 people) were below poverty level. Over half (59%) of the people who were below poverty status in 2000 were between ages 18 and 64, and 33% were children (age 17 and under). The threshold for determining poverty status changes depending on the number of people in a household and on the number of them that are children. For 1999 the range was from \$7,990 for a single person household to \$32,208 for a household with nine or more people.

**FITZWILLIAM'S HOUSING**

The following table gives the housing data for Fitzwilliam from 1990 to 2001. By examining this data, one can see how the housing supply has changed during this time period.

Table 2: Building Permits for Residential Structures

	SF	MF	MH	Total	Cumulative Total
1990	7	3	1	11	1,042
1991	4	1	0	5	1,047
1992	2	0	0	2	1,049
1993	6	0	0	6	1,055
1994	6	0	0	6	1,061
1995	6	0	0	6	1,067
1996	3	0	3	6	1,073
1997	6	0	7	13	1,086
1998	1	1	0	2	1,088
1999	14	0	1	15	1,103
2000	12	0	1	13	1,116
2001	21	1	0	22	1,138

This table shows the growth in housing units in Fitzwilliam from 1990 to 2001. The majority of new units were

built between 1997 and 2001, when the region was experiencing a surge in growth. There is a difference of 96 units from the end of 1990 to 2001.

The housing stock in Fitzwilliam has been well documented by the 2000 census. From it, we can see that in general, the housing is typical of New Hampshire towns'- mostly single family homes. Seventy-six percent of the housing in Fitzwilliam is heated with oil (in the data, oil is grouped with kerosene, but we can assume that oil is the main heating fuel in this area), 12% rely on wood, 10% rely on bottled, tank or LP gas and only a handful rely on electricity or other means.

Only 16 housing units (1.5%) in Fitzwilliam (all housing units) are lacking complete kitchen facilities. Likewise, only 1.7% are lacking complete plumbing facilities. Kitchen facilities include a sink with piped water, a stove (with or without an oven), and a refrigerator; plumbing facilities include hot and cold piped water, a flush toilet, and a bathtub or shower. While it may seem odd to collect such data, it does indicate that there are still some units that do not meet even the basic needs of the residents. Unfortunately, this census data is collected in such a way that it cannot be determined whether these inadequate units are occupied year round or if they are seasonal. Also basic to living in today's society is having a telephone. One percent of the occupied households in town did not have a phone in 2000; most of them were householders between 25 and 64 years of age.

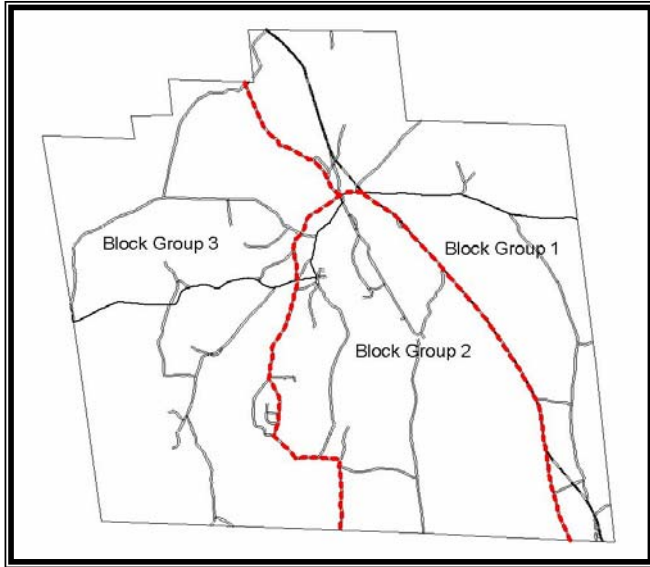
Data on the age of the housing stock clearly illustrates the housing boom between 1970 and 1979, and again between 1985 and 1990. The *average annual number of units* built went from 7 in the 1940's to 8 in the 1950's, up to 11 in the 1960's, and 14 in the 1970's, then up to 23 in the 1980's and down to 14 in the early 1990's, then up to 17 in the late 1990's. Between 1989 (January) and 1990 (March), it slowed slightly, to 16. Looking only at the vacant units (most of which are seasonal), the same trends are seen - a high number were built in the 1970's and again in the late 1990's. In general, the construction of homes, including vacation homes, follows the economy. When the economic conditions are better, more homes are built. It should be noted that 29% of the total housing supply was built before 1940; likewise 7.1% of the vacant units were built before 1940.

In examining data on the age of homes and tenure (owner or renter occupancy), it is found that a greater percentage of renter occupied homes were built before 1940 than owner occupied units were. Over half (54%) of the rental units were built from 1949 or earlier; only 23% were built since 1980. Over half (66%) of the owner occupied homes were built since 1950, 37% were built since 1980.

Of the 1,074 housing units in town in 2000, 836 were occupied (77.8%) and 238 were vacant (22.2%). Of the occupied units, 85% were owner occupied and 15% were renter occupied. Calculating average person per unit figures for these, it is found that for owner occupied housing it was 2.62, and for renter occupied units it was 2.26. This is what is expected - typically rental units do not have as many people living in them as single family houses do (most single family houses are owner occupied).

Of the 238 vacant units, 87% of them (208) were reported as seasonal homes, the rest were either for sale, for rent, sold or rented but still unoccupied, or were "other vacant". It should be noted that data in the original Master Plan indicates there were roughly 400 seasonal units in Fitzwilliam in 1980. This is much larger than the 208 seasonal units reported in 2000. This large difference is probably due to inaccuracies in the data, which come from several sources: the census forms are filled out by the residents, and they may misclassify the units (knowingly or not) this could have resulted in an overestimate in 1980 and an underestimate in 1990; the Census Bureau may have considered properties differently in the two censuses - particularly campgrounds with living units located at the site year round. Also, it is very likely that some of the units that had been classified as seasonal in 1980 were converted to year round use since then. That is a trend that is occurring all over New Hampshire; as the cost of new housing continues to increase, buying and renovating seasonal homes is becoming a more economically feasible way to own a home. However, it is very doubtful that 192 (the difference between 400 and 208) units were converted from seasonal to year round use since 1980.

Of all the housing units in Fitzwilliam, 78.9% had 4 to 8 rooms; 11.1% had 9 or more rooms, and 10.1% had 3 or less rooms. "Rooms" in the census definition includes living, dining, kitchen, bedrooms, office, den, finished recreation room, porches enclosed for year round use, etc. It excluded bathrooms, utility rooms, hallways or foyers,



storage rooms, unfinished attics or basements, or unenclosed porches. A typical 3-bedroom house has 5 or 6 rooms, depending on whether or not it has a dining room. The vast majority of housing units in Fitzwilliam are single family detached structures (82%). Manufactured housing represents 11% and multi-unit structures (2 or more units in the building and attached housing) 8%. An additional 0.3% is categorized as "other" that includes houseboats, campers, vans, etc. Ninety-two percent of the housing units that were occupied in 2000 housed from 1 to 4 people, only 8% had 5 or more people. This supports the conclusion that family sizes are in general fairly small (1 or 2 children). Conditions of crowding in a housing unit are found in the person per room data: 73% of the units had .5 people or less (means two rooms per person); 26% had .51 to 1; and only 1.5% (13 units) had more than 1 person per

room.

Figure 2: Map of Census Block Groups

Figure 2: Census Block Groups

Housing value data shows that 1.4% of the units in town were valued less than \$50,000 in 2000; 50.4% were between \$50,000 and \$100,000; 35.6% were between \$100,000 and \$150,000; 9.5% were between \$150,000 and \$200,000; and 3% were valued at more than \$200,000.

There is also data from the 2000 Census broken down by block and by block group. The Census data is collected by individuals, and is compiled by block - a small geographic area bounded by streets, town boundaries, streams, lake shores, etc. (see Figure 2). The only data available by block is general population and housing statistics.

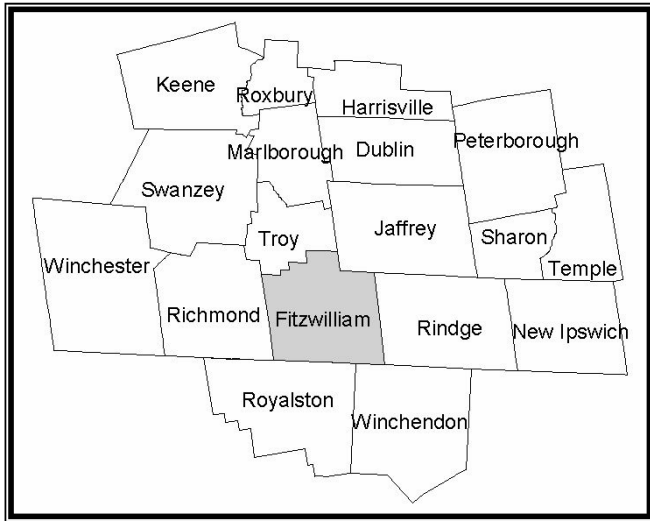


Figure 3: Map of Subregion

and can be misleading when the numbers are very small.

Additional data is compiled by block group - a group of blocks; Fitzwilliam has three. This includes information on ages, household types and relationships, household sizes, housing occupancy, number of persons, among others. Even more information is compiled on a town wide basis, including information on education, income, employment, and housing conditions. The data reported by block and block group is "100% count", meaning it is actual data, compiled from all the questionnaires that everyone filled out. The data collected town wide is "sample" data - only a certain percentage of the population filled out questionnaires that provided this data, then the Census Bureau applied that data over the geographical area. The reason for this is to maintain confidentiality - the data is actually collected and compiled for blocks, but that is combined for the whole town before release to the public. As a result, the data is not entirely accurate,

Data collected by block and block group can be found in the appendix. Following is a short description of some of the more important trends found in the examination of that data. As anybody who lives in the town or is familiar with it knows, the majority of seasonal housing units are found in the Laurel Lake area. Block Group 2 has a higher ratio of seasonal to year round (occupied) units than the other two block groups (Laurel Lakes is within the region), while Block Group 1 has the smallest. Block Group 1 has more houses valued in the upper value ranges (above \$125,000) than the other two block groups. The value data was collected for occupied units only, and did not include homes that had a business as well (visible from outside). Block Group 1 had more people while Block Group 2 had more housing units. Block Group 1 had the lowest vacancy rate of the three, and as expected, Block Group 2 had the highest (60% vacant).

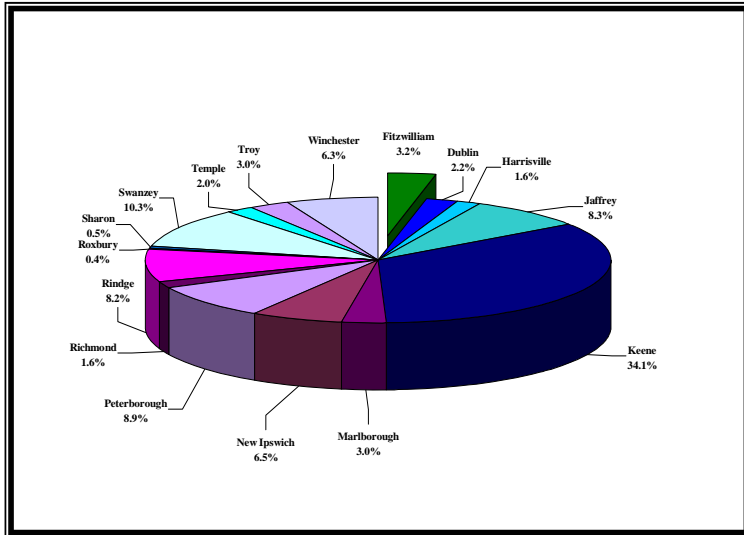


Figure 4: Regional Population Distribution

Also interesting to note is that Block Group 3 has a higher person per unit figure (for occupied units only) than the other two areas, primarily because it has fewer one-person households than the other two areas. Block Group 3 also has fewer rental units than the other two areas and it also has the fewest number of multi-family or mobile home units.

**FITZWILLIAM'S NEIGHBORS**

The demographics of any town are tied to the surrounding towns. Interactions occur from job opportunities, town services, schools, etc. While a family might choose to live in one town because of good schools and recreational opportunities for the children, the

parents may work in other towns because that is where the jobs are. Towns that have few industries, stores, or services are typically referred to as "bedroom" communities: the majority of residents work in other towns. Such towns often have a high property tax rate, due to the fact that the tax base is almost entirely residential. Generally speaking, "bedroom" communities in this area of New Hampshire have relatively small populations.

Once the Monadnock region was well settled with roads passing from town to town, the residents of the various communities could trade with one another. Thus began the integration of the individual towns into the region. Fitzwilliam is part of a region that spans two states. However, since one state has no jurisdiction over the towns in another state, only those towns in New Hampshire are normally considered in analyzing Fitzwilliam's demographics.

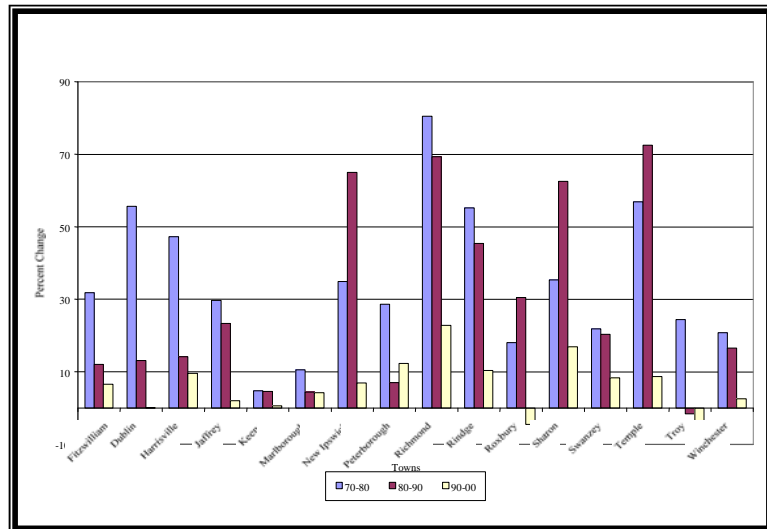


Figure 5: Rate of Regional Population Increase

The state is divided up into nine regional planning commissions; Fitzwilliam is part of the Southwest Region, headquartered in Keene. This region consists of 36 towns: all of Cheshire

County, the westernmost towns of Hillsborough County and the town of Langdon in Sullivan County. For the purposes of this Master Plan, only the 16 New Hampshire towns within a 25-mile radius of Fitzwilliam are included in the region (see Figure 3). This is because Fitzwilliam has little to do with the towns far away from it: Mason, Frankestown, Windsor, Walpole, etc.

The population of this region totaled 64,099 as of the 2000 Census. That population was distributed among the 16 towns as shown in the accompanying pie chart (Figure 4). The City of Keene, which is the only city in the Southwest Region, has the largest percentage of the population at 34.1%. Swanzey, Jaffrey, Peterborough, and Rindge follow with 8.2% to 10.3%. Out of the nine towns that each have less than 6% of the regional population, Fitzwilliam is among the largest.

The population growth rates of the towns in this subregion have differed greatly from one another - while some towns have grown enormously, others have hardly grown at all. Figure 5 shows the rate of increase (all the bars above the 0% line) or of decrease (the bars below the 0% line) from one decennial census to the next. Fitzwilliam grew 41% from 1960 to 1970; 32% from 1970 to 1980; 12% from 1980 to 1990 and 6.5% from 1990 to 2000. Rindge had the highest rate of growth, at 131% from 1960 to 1970. After that, the rate of growth slowed considerably, to 55%, 46% and 10.3% for the last three decades, but the amount of growth was still substantial.

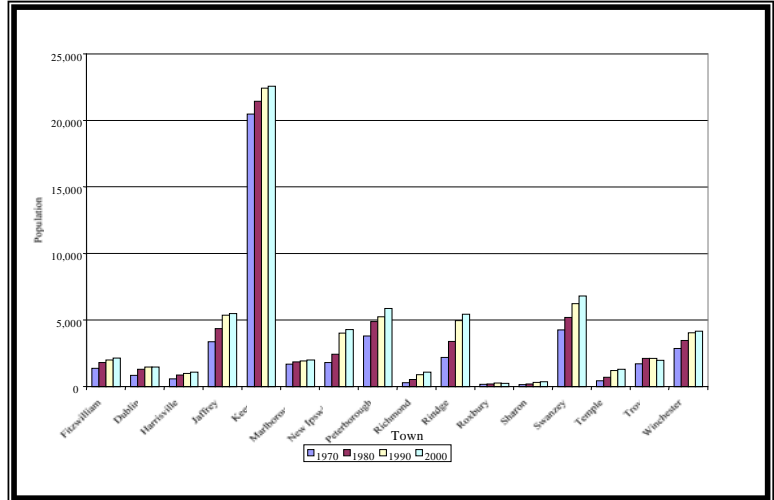


Figure 6: Regional Population 1970-2000.

Richmond and Troy are the only two towns in this area that experienced a negative growth rate during this time period. Richmond's population fell by 8 people between 1960 and 1970, but has seen a large increase in growth since; from 80.5% (from 1970-1980), 69.3% (from 1980-1990) and 22.8% (from 1990-2000). The Town of Troy's population fell by 34 (-1.6%) between 1980 and 1990 and -6.4% from 1990 and 2000.

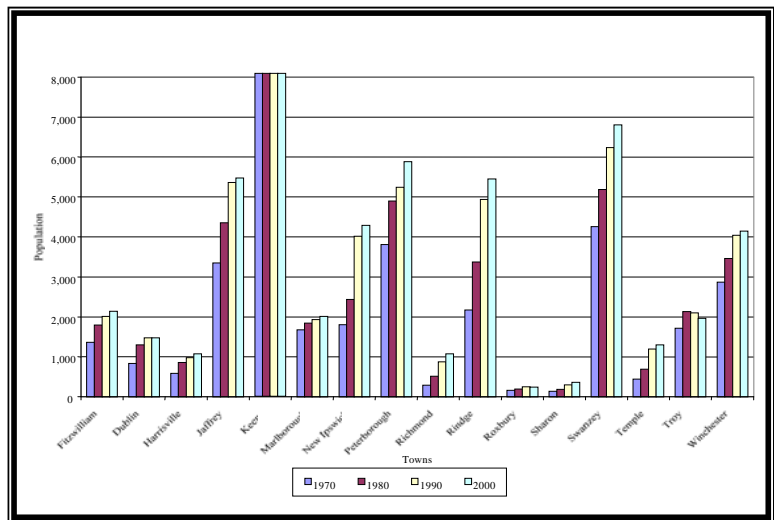


Figure 7: Regional Population, expanded

The next two graphs (Figures 6 and 7) show the actual populations of the 16 towns in the subregion for the period 1970 through 2000. Since Keene is so much larger than the other towns, a second graph (Figure 7) was made to illustrate the smaller town's data better. This graph shows the decrease in Richmond and Troy's populations as discussed above. It also shows that Fitzwilliam is below the average for the 2000 population among the 15 smaller towns in the subregion.

The appendix contains tables on regional population that also include population data from 1970, 1980, 1990 and 2000 for the two Massachusetts towns that border Fitzwilliam: Royalston and Winchendon. The addition of that

data does not dramatically change the analysis; the percent change in the region with or without those two towns is relatively the same.

**REGIONAL HOUSING**

The housing data for the region shows a similar trend that the regional population data shows. Without a doubt, Keene has the largest supply of housing, followed by Swanzey, Jaffrey, Peterborough, Rindge, and Winchester, each of which have over 1,700 housing units. The following table lists the number of housing units as of the end of 2000 in each community.

Table 3: Regional Housing Data, 2000

Surrounding Towns:

<u>Town</u>	<u>Single Family</u>	<u>Multi-Family</u>	<u>Manufactured Housing</u>	<u>Total</u>
Fitzwilliam	865	89	116	1,074
Rindge	1,597	184	82	1,863
Jaffrey	1,525	663	164	2,352
Troy	505	173	100	778
Richmond	396	11	25	432
<b>Total</b>	<b>4,888</b>	<b>1,120</b>	<b>487</b>	<b>6,499</b>

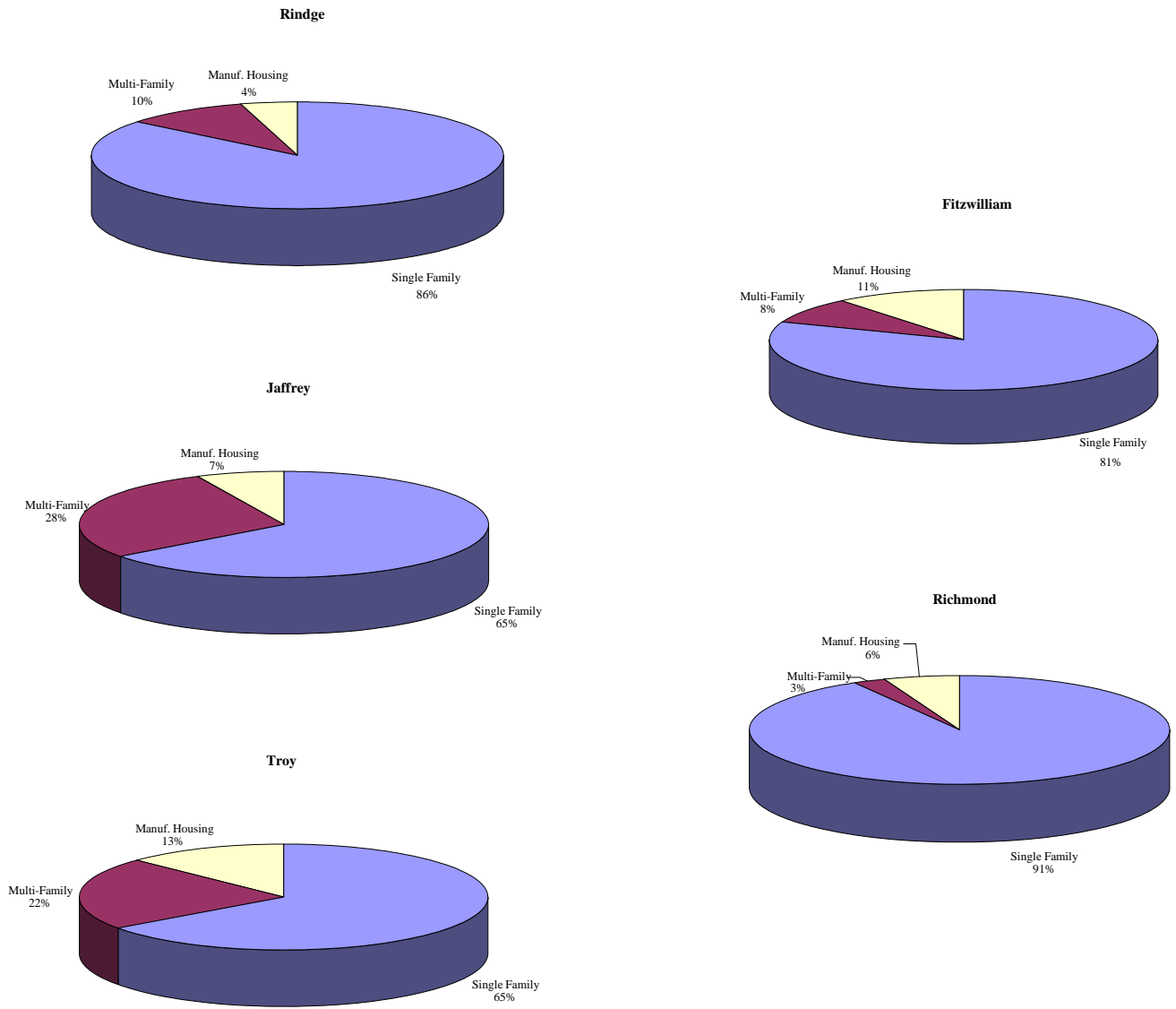
Towns Within a 25 mile radius:

<u>Town</u>	<u>Single Family</u>	<u>Multi-Family</u>	<u>Manufactured Housing</u>	<u>Total</u>
Fitzwilliam	865	89	116	1,074
Dublin	619	45	22	686
Harrisville	625	45	28	698
Jaffrey	1,525	663	164	2,352
Keene	4,541	4,308	446	9,295
Marlborough	586	272	35	893
New Ipswich	1,173	169	103	1,449
Peterborough	1,533	952	18	2,509
Richmond	396	11	25	432
Rindge	1,597	184	82	1,863
Roxbury	78	5	0	91
Sharon	157	3	0	160
Swanzey	1,984	569	265	2,818
Temple	386	51	27	464
Troy	505	173	100	778
Winchester	1,106	323	312	1,741
<b>Total</b>	<b>17,676</b>	<b>7,862</b>	<b>1,743</b>	<b>27,303</b>

Source: NH Office of State Planning, "Current Estimates & Trends in New Hampshire's Housing Supply", January 2003.

Fitzwilliam is the eighth largest out of the 16 towns within a 25-mile radius, and third out of the five surrounding towns. Fitzwilliam has 2.5% of the total housing supply in the region, and 16.5% of the housing supply among the subregion of the surrounding towns. The following set of pie charts clearly shows how the housing types are distributed in Fitzwilliam and each of the four surrounding towns in New Hampshire.

**Figure 8: Housing Distribution of Surrounding Towns 2000**



Due to changes from decade to decade in the reporting of housing units, it is very difficult if not impossible to draw

any conclusions about housing growth in any community based on Census figures alone. The majority of changes in the reporting of housing unit figures are associated with seasonal units, thus towns with lots of seasonal units will be affected by these inaccuracies more than towns with few seasonal units. With that in mind, Table 4 on the following page shows the percentage of growth in housing in the towns in the region from 1990 to 2000.

Table 4: Regional Growth in Housing, 1990 through 2000

Town	1990	2000	Change	% Change	
Fitzwilliam	1,031	1,074	43	4.2%	
Dublin	651	686	35	5.3%	
Harrisville	588	698	110	18.7%	
Jaffrey	2,426	2,352	-74	-3.1%	
Keene	8,841	9,295	454	5.1%	
Marlborough	856	893	37	4.3%	
New Ipswich	1,326	1,449	123	9.3%	
Peterborough	2,242	2,509	267	11.9%	
Richmond	398	432	34	8.5%	
Rindge	1,781	1,863	82	4.6%	
Roxbury	95	91	-4	-4.2%	
Sharon	128	160	32	25.0%	
Swanzy		2,582	2,818	236	9.1%
Temple	429	464	35	8.2%	
Troy	867	778	-89	-10.3%	
Winchester	1,673	1,741	68	4.1%	

Source: US Census Bureau, 2000 Census

The regional average change during this period was 6.3%. Fitzwilliam was among 8 towns that had growth rates below that figure. The highest growth rates occurred in Harrisville, Peterborough and Sharon, while the highest numerical growth in housing occurred in Keene, Peterborough, and Swanzy. Fitzwilliam's housing stock grew by 43 units during this period, which is 44 less than the regional average increase of 87 units. Again, the reader must remember that these figures are not particularly accurate, as some towns have had significant changes in the number of units reported as seasonal versus year round, while other towns have not. This information is presented here only as a general guideline.

**REGIONAL HOUSING NEEDS ASSESSMENT**

Under state law, the Master Plan should include a section describing the community's housing, and its availability to persons of all income ranges. State law directs each of the NH's nine regional planning commission to prepare a Housing Needs Assessment to assist towns with the housing chapters of their master plans. The Southwest Region Planning Commission published a report entitled *Southwest Region Housing Trends & Condition* in June 2003. This report presents 1) a brief discussion of housing as a community development issue, including an overview of housing-related information at the national, state, regional and municipal levels, and 2) an array of data and statistics relevant to housing and prevailing socioeconomic conditions in the Southwest Region. Part II of the Housing Needs Assessment entitled *Southwest Region Housing Needs Study* was completed in January 2005 using an analytical methodology developed by NH Housing Finance Authority for use by regional commissions. Both documents can be found at the following link: <http://www.swrpc.org/>.

**Scope of Study**

This study analyzes housing needs for the Southwest Region, and an estimate of future housing production needs for the Southwest Region. This assessment appends the report “Southwest Region housing, Trends and Conditions”.

Housing needs are typically discussed in terms of affordability and availability. This needs study uses data from the U.S. Census. Cost of housing for renters and owners is compared to prevailing incomes, or more specifically, the proportion of incomes being spent on housing, referred to as “cost burden,” hereafter. This cost comparison is studied for all income levels, but is particularly important for low-and-moderate-income households, i.e. households earning less than 80% of the median area income (MAI). In general, affordability is considered a problem if prevailing housing costs require households below 80% MAI to spend more than 30% of their annual income on housing rent or mortgage payments. Gaps between housing costs and ability of areas residents to pay are referred to as “cost burden”. Low- and moderate-income households and elderly-resident households are of special concern regarding housing costs.

The availability of housing is measured by vacancy rates of both renter and owner-occupied units. While there is no single convention about what percentage of an area’s housing units “should” be vacant and available for new occupants any given time, vacancy rates between 5% and 10% are considered favorable – to absorb changes in prevailing economic conditions and provide mobility for householders to change housing based on changing household economics.

Future housing demand is projected for the year 2010 using population and employment projections provided by State agencies. Projections assume no change from 2000 in the proportions among number of households, employment rates, commuter rates and household size.

## ***Summary of Findings***

### **Cost Burden**

Rising incomes during the period allowed the total number of cost-burdened renter households to be slightly reduced between 1990 and 2000. In contrast, increasing home prices increased the number of cost-burdened homeowners slightly during the same period. Rental housing cost burden increased in all income groups below the 80% area median family income levels. A high percentage of family renter households (77%) had a high housing cost burden in 2000. The number of elderly homeowners (65 years+) with a high housing cost burden also increased during that period. However, the cost burden for non-elderly family owners slightly decreased during that decade.

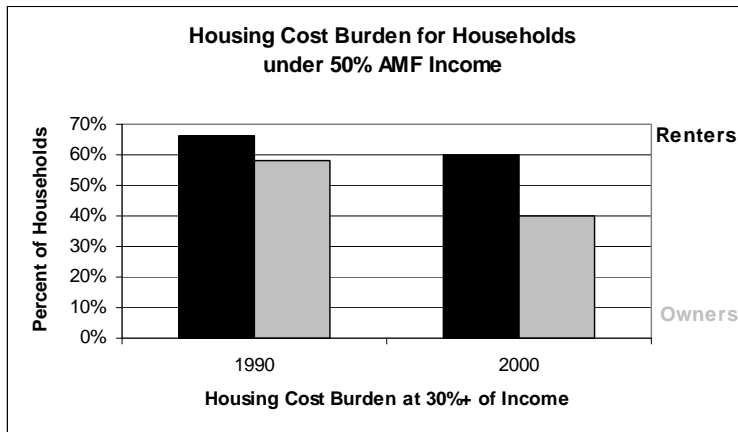
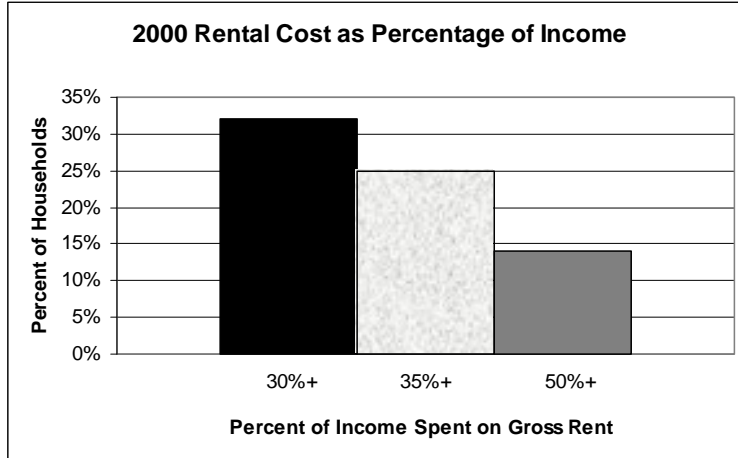
In 2000, 3,357 renter households in the Southwest Region (32.3% of renters) spent 30% or more of their gross income for rent; 2,558 renters (24.6% of renters) paid rents that were 35% or more of their income; and 1,456 renters (14% of renters) paid 50% or more of their income on rent. Rental cost burdens rates state-wide were generally higher: 30%, 26% and 16%, respectively.

The numbers of households with high cost burdens were essentially the same in 2000 as in 1990 and accordingly, the percentage of households with a high housing cost burden declined. This change is attributed to the sharp decline in cost burdens for those households earning more than 100% of Area Median Family Income (AMFI).

The U.S. Census data show that the number of cost-burdened households increased among very low and low income renter households, those that earn less than 50% and 30% of AMFI, respectively. In 2000, 15% to 30% more owner households in income brackets below 100% AMFI spent at least 35% of their income on housing costs than in 1990. Nearly 75% of the renters and owners with high cost burdens are householders under the age of 65. The cost burden rates for these groups are higher in the Southwest Region than the statewide values.

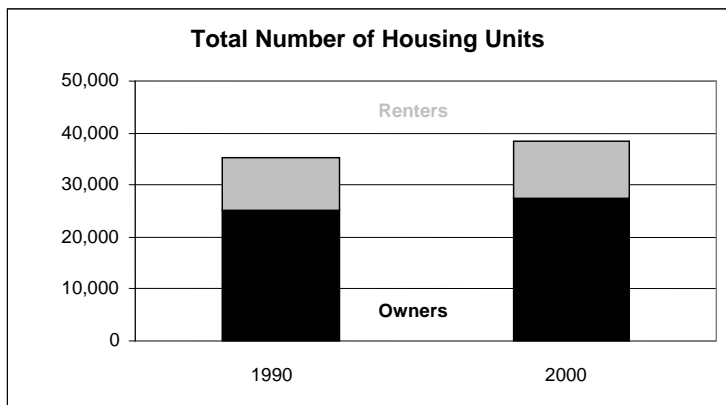
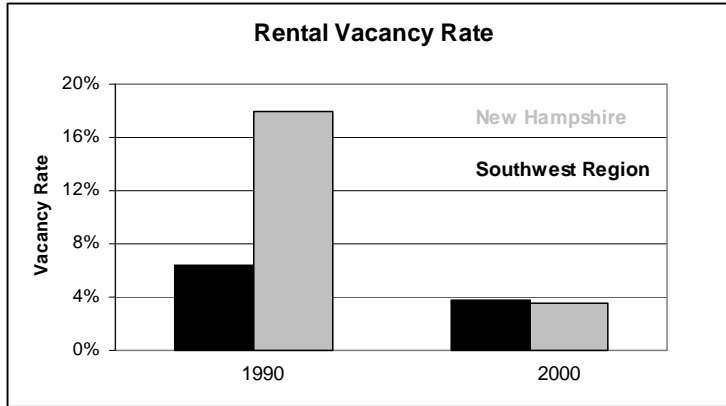
Affordable housing needs are most acute among renters earning less than 50% of the area median family income. While high cost burdens affected a smaller proportion of households in 2000 than in 1990, the affordability problem appears concentrated among the lowest income groups in 2000. In 2000, 58% of the low and very low income renters had a housing cost burden of 30% or more of income (1990: 66%). Among all other renters, only

13.5% had this level of cost burden (1990: 18%). Similarly, among single family homeowners, 40% of the low and very low income group had a cost burden of 30% or more (1990: 60%). Only 19.9% among those with incomes above the low income threshold paid as much (1990: 13%).



**Vacancy Rates**

In the Southwest Region, net housing growth during the 1990-2000 period was primarily growth in homeownership housing. However, vacancy rates for owner-occupied units dropped from 2.3% in 1990 to 1.5% in 2000. The rental vacancy rate in the Southwest Region was 6.4% in 1990 and 3.8% in 2000. Vacant housing units for sale and rent in the Region declined by about one third between 1990 and 2000. The Southwest Region’s 3.8% rental vacancy rate in 2000 was among the lowest outside the urbanized areas of the state. In 2000, 38,305 housing units were available for year-round occupancy, which amounts to a net increase of 2,997 in total housing units during the 1990s. Of this total, there was a net increase of only 645 units in the rental housing inventory in the Region, as opposed to a net increase of 2,352 units in the ownership market. Today, both owner- and renter-occupied units are considered to be too low and to create an imbalance between competition for housing (and housing cost) and prevailing wages.

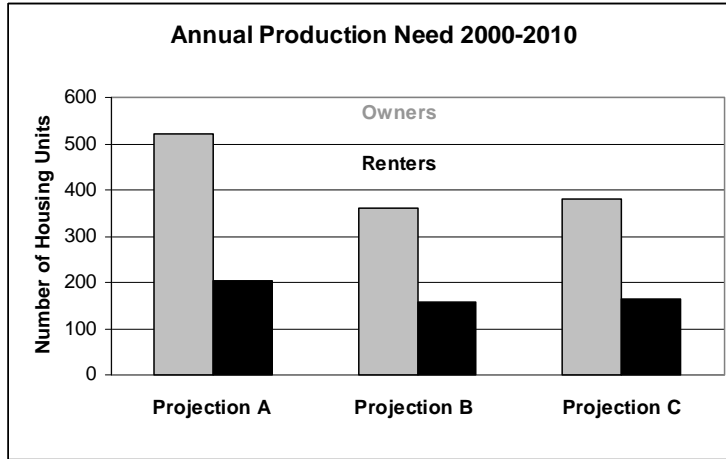


**Future Demand / Production**

Future demand for new housing is projected for the period 2000 to 2010 using three approaches: 1) assuming that the Region will accrue a constant share of the state’s employment growth; 2) the Region accruing the same rate of employment growth that it experienced between 1990 and 2000; and 3) based on the NH Office of State Planning population projections. Production needs reflect household growth, correction of vacancy deficits, maintenance of vacancy allowances, and replacement of the housing stock that may be lost from demolition or disaster.

During the 1990s, in the Southwest Region private sector employment grew by 15.3% and the number of households by 10%. The assumption of the employment-based model is that, over the long term, housing needs will increase principally as a function of employment growth within the state. In the model, it is assumed that there is a constant relationship between employment and the number of resident workers. An annual employment growth rate of 1.6% is assumed, based on New Hampshire Employment Security job growth projections for the 2000 - 2010 period. Slight declines in household size, as well as the need to rectify existing vacancy deficits in the housing inventory are incorporated in the production model.

The Southwest Region will experience an average annual increase about 455 households between 2000 and 2010 if the NH Office of Energy and Planning population projections for the year 2010 are realized. In order to rectify existing vacancy deficits and maintain an adequate inventory of available units, while also replacing units lost from the inventory from demolition or disaster, about 546 units per year are needed between 2000 and 2010. Of this total, about 165 units of rental housing and 381 units of owner-occupied housing per year would be needed to maintain balanced tenure (owner/renter shares of households) at the 2000 level.



Note: Projections A and B are based on NH Employment Security data.  
 Projection C is based on NH Office of Energy and Planning data.

**1. Total Number of Housing Units in the Southwest Region Projected for 2010**

	Employment-Based, High	Employment-Based, Low	Population-Based
Owner	32,700	31,125	31,304
Renter	13,009	12,383	12,454
Total	45,709	43,507	43,758

**2. Number of New Units Produced in the Southwest Region, 2000 through 2010**

	Employment-Based, High	Employment-Based, Low	Population-Based
Owner	5,202	3,627	3,806
Renter	2,202	1,576	1,647
Total	7,404	5,202	5,453

**3. Annual Production of New Units the Southwest Region, 2000 through 2010**

	Employment-Based, High	Employment-Based, Low	Population-Based
Owner	520	362	381
Renter	202	158	165
Total	722	520	546

**4. Subtotal: Number of New Units Produced in the Southwest Region, 2000 through 2010, for Residents working within Region**


	Employment-Based, High	Employment-Based, Low	Population-Based
Owner	3,973	2,770	nc
Renter	1,682	1,203	nc
Total	5,655	3,973	nc

**5. Subtotal: Annual Production of New Units in the Southwest Region, 2000 through 2010, for Residents working within Region**

	Employment-Based, High	Employment-Based, Low	Population-Based
Owner	397	277	nc
Renter	168	120	nc

Total	565	397	nc
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The full-page tables that end this summary present the array of statistics used in the housing needs study. Table “Southwest Region 1” shows the increase in number of workers and households between 1980 and 2000, as well as housing availability for renters and owners. Tables “Southwest Region 2” and Southwest Region 3” compare housing cost burdens for renters and owners at different income levels, including the housing cost situation for elderly households, in 1990 and 2000.

		<b>Southwest Region Housing Needs Study</b>		
<b>Southwest Region Production, 2010</b>				
Annual Production		Employ State	Employ Region	Population Projection
Total		722	520	546
<b>Building Permits Issued</b>				
2001	457	- 266	- 63	- 89
2002	416	- 306	- 104	- 130
2003	586	- 136	+ 66	+ 40

**FUTURE POPULATION**

In order to understand how much growth will occur in a region or community, planners use statistical analysis to project future population levels for a state, region, or town. In New Hampshire, the Office of State Planning prepares these population projections. A set was prepared in 1993, and a new set was prepared in 2003. Projections are given for every city and town in the state, at five-year intervals. The projections were developed by breaking down the county projections (also prepared by the Office of State Planning) into the component towns and cities, based on each municipality's historical share of the county's growth. The application of these growth figures to the 2000 census count was altered somewhat to account for towns or cities with declining populations, and also to reflect the fact that the influence of the historic trend begins to diminish after the year 2000. Additional information on population projections and the methodology used by the Office of State Planning can be found in their publication *New Hampshire Population Projections-Municipal Population Projections: 2005-2025*, March 2003.

For the towns within a 25-mile radius, the population growth rates for the period from 2000 to 2025 ranges from 2.7% to 84.5%; the regional growth rate for this time span is projected to be 24%. Fitzwilliam is projected to grow 17.5% during this time. All of the towns within a 25-mile radius are expected to increase from 2000 to 2025. The most significant increases are projected for the towns of Temple, Richmond, New Ipswich, Sharon, and Rindge, all of which are projected to have overall growth rates of 30% or more during the period 2000 to 2025. The following table lists the projected populations for Fitzwilliam and the surrounding towns (excluding Massachusetts’s towns).

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Table 5: Population Projections for Fitzwilliam and Surrounding Towns

	Census	Projected				
	2000	2005	2010	2015	2020	2025
Fitzwilliam	2,141	2,270	2,370	2,510	2,630	2,740
Rindge	5,451	5,900	5,310	6,650	7,030	7,390
Jaffrey	5,476	5,770	6,030	6,390	6,700	6,900
Troy	1,963	2,060	2,140	2,240	2,330	2,420
Richmond	1,077	1,150	1,210	1,300	1,380	1,460
Total	16,107	17,150	17,960	19,090	20,070	21,000

Source: NH Office of State Planning, Population Projections, March 2003

The set of charts illustrates the rates of growth for the years during this period for each town and the subregion as a whole. Fitzwilliam's rate of growth is projected to increase to the year 2025. The Town of Richmond, which has a small base population, is expected to have substantial growth rates during the next two decades. Rindge shows a similar trend, and by the year 2025 is projected to have a higher population than the Town of Jaffrey. The Town of Troy's overall growth rate for the period is slower than the rest of the surrounding towns. The subregion as a whole is projected to have increasing growth rates from 2005 to 2025.

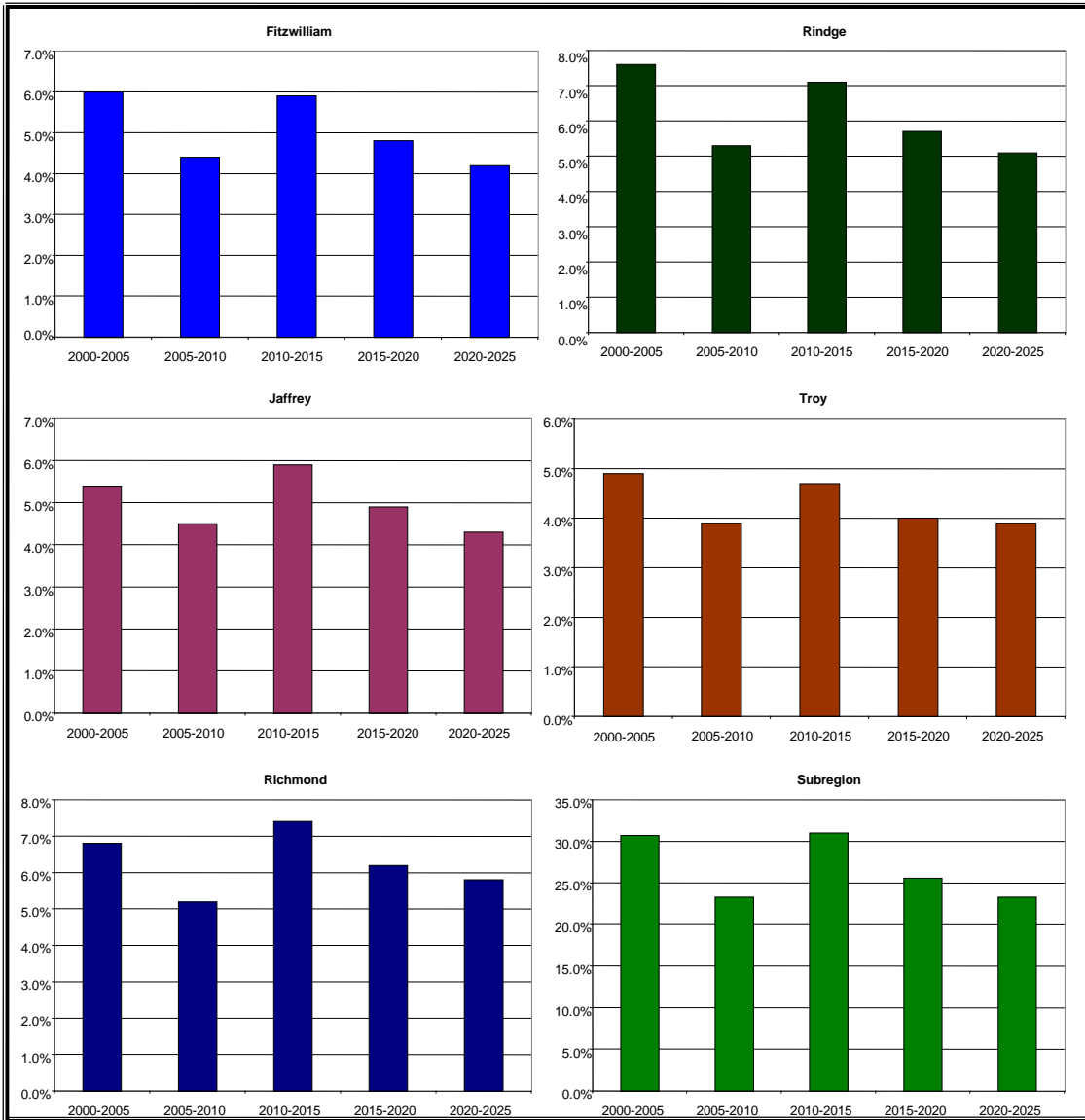


Figure 9: Projected Growth Rates

Source: NH. Office of State Planning, Population Projections, March 2003.

The next graph illustrates Fitzwilliam's projected population for the period. The population in 2005 is projected to be 129 more than the 2000 Census count. After that, the increase in population slows, with a projected 100-person increase from 2005 to the year 2010. Fitzwilliam's overall growth rate from 2005 to 2025 is projected to be among the six lowest in the 16 towns (within a 25-mile radius).

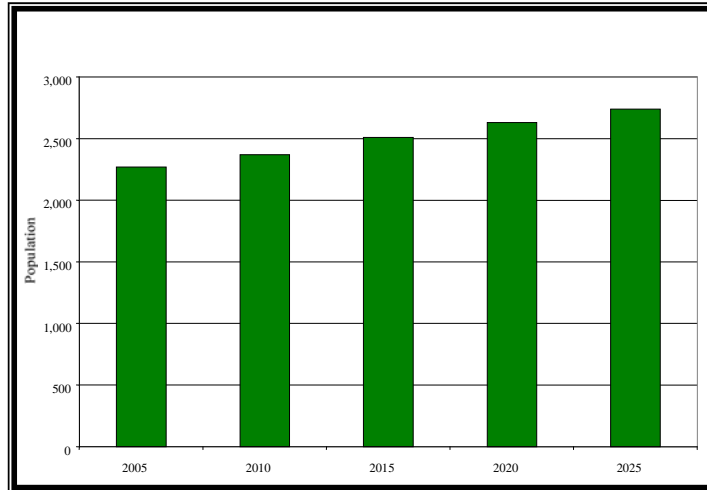


Figure 10: Projected Population of Fitzwilliam

It is possible to use these population projections to estimate the number of additional housing units that will be needed to accommodate the increasing population. To do that, one simply applies the person per household figure from the 2000 Census to the projection figures. The results can be seen in the following table.

Year	Total Housing Units	Difference from 2000 Census	Difference from Year to Year
2005	886	50	50
2010	925	89	39
2015	980	144	55
2020	1,027	191	47
2025	1,070	234	43

Table 6: Housing Projections for Fitzwilliam

This table shows that as expected due to the relatively small population increases projected for the period to 2025, there will not be a great demand for housing in Fitzwilliam during this period. The total increase in housing over the next two decades amounts to 234 units, which is a 28% increase. Looking at the more immediate future, one can see that the projected housing increase (over the 2000 Census count) will be 50 units by the year 2005, and 89 by the year 2010. These homes will have to be constructed somewhere - in new subdivisions or along the existing roads. Chapter Three deals with that issue, among others.

## CHAPTER TWO: COMMUNITY FACILITIES AND SERVICES

One of the more important functions of town government is to provide the residents of a community with services and facilities that are needed to live in today's world. Among these are governmental services, a public library, public safety (police protection, rescue services, and fire protection), public services (highway department, solid waste disposal, and public cemeteries), education, and recreation. The availability and quality of these services can play a role in determining the quality of life and general character of the community, as well as the extent to which future development can be accommodated.

### **TOWN GOVERNMENTAL SERVICES**

The Town Hall, located on the Village Common, houses the offices for the functioning of the town government. These include offices for the Board of Selectmen, Town Clerk, Land Use Department and the Code Enforcement Officer. The center "common" office contains desks for the Tax Collector, Town Treasurer, Recreation Director and the Board of Supervisors of the Checklist. The Conservation Commission and the Cemetery Commissioners have filing and storage space in the Land Use Office.

The building is a two-story wood frame structure, which was erected in 1817, designed after the Templeton, Massachusetts Town Hall by the famous architect, Charles Bullfinch. It is listed in the National Register of Historic Places. In addition to a small meeting room on the first floor, where the various boards meet, social activities are conducted and voting takes place, there is also a large hall on the second floor, which is used for various activities, cultural events and Town Meeting.

There is a ramp for access to the buildings' rear entrance, which was added during remodeling so that the Town Hall would be in compliance with the American with Disabilities Act. Large restrooms were added as well as the current Land Use Office. Individuals with disabilities can reach the upstairs hall via an elevator that was installed in 1998 to replace the chair lift devices.

In 2003 the Town Hall had a new fire protection system installed including sprinklers throughout the building. A pump house was built behind the Town Hall and contains the wet well and pump that will supply the water for the sprinkler system in the Library and Village Fire Station as well as the Town Hall. A hydrant was also installed near the lower parking lot next to the Town Hall.

The land and building was valued at \$300,000.00 in 1980 and is presently valued at \$697,000.00.

The Fitzwilliam Town Library is located adjacent to the Town Hall. It is housed in a building originally built as a residence in 1804. After being donated to the Fitzwilliam Library Association, the building was remodeled, deeded to the Town and dedicated as a library in 1912. In 2003, a one-story 2,400 square foot addition was added to the building. A renovation of the existing building included a new mechanical system, a fire protection system that included sprinklers, a limited use lift to the second floor and a revised book stack plan. The addition houses a reading porch, meeting room, computer area, book stack, two restrooms, a circulation desk and a staff office. The electrical system of the existing second floor is presently being upgraded. The second floor's function is envisioned as limited stacks, a reading area and small meeting area.

While circulation figures fluctuate from year to year, in general they have gone up. In 1971 circulation was approximately 7,000; by 1980 it had risen to 10,000; in 1992 it was 17,000 and in 2003 it was over 19,000. Along with an increasing circulation and number of patrons, the appropriation of funding the library has risen as well. In 1971 the library had only \$2,500 appropriated from the town; in 1980 this had risen to \$7,170; in 1993 \$35,000 was appropriated; and in 2003 \$78,988 was appropriated. In addition to these town funds, the library receives support from trust funds and donations.

Statistics for the year 2003 include the following: 16,277 cataloged materials, 61 programs, 728 reference questions and 1,560 patron cards issued in the last three years. All functions at the library are automated and there are four public use computers and two staff computers. The collection includes books, periodicals, audio books, videos and

puppets. Present staff includes one full-time director and two part-time employees sharing 22 hours a week. The Board of five trustees meets monthly.

## **PUBLIC SAFETY**

The Fitzwilliam Fire Department maintains two stations. The village station (Eagle Engine Company, No.1) is located next to the Town Hall. The main station is located in the depot.

The village station was erected in the nineteenth century. The building was renovated in the 1990's; a sprinkler system was added in 2004. The village station houses on Class A pumper (a 21978 Ford) and the State owned forestry vehicle.

The depot station replaced the old two bay depot station in 1973. The cost of this station was shared by the Town and the Fitzwilliam Fire Department, Inc., with much of the labor for this project being contributed by members of the fire department. In subsequent years, after the village station was renovated, the police department was moved from the village to the depot fire station, and the building is now known as the Public Safety Building.

The main station houses three fire trucks, a 2003 Pierce contender crew cab pumper and a 1973 Mack crew cab pumper (purchased by the Fitzwilliam Fire Department Inc. membership) both of which are Class A pumpers, and a 1978 Mack tanker. The 1999 Ford ambulance and the newly acquired rescue boat are also housed at the Public Safety Building. The fire department has a meeting room and a small office in the building.

The fire department is managed by an elected three-member Board of Firewards. One member is elected by the Town each year. The Board of Firewards is responsible for the operation and the budget of the fire and emergency medical service, (EMS) and is also responsible for appointing the officers of the department.

The Fitzwilliam Fire Department, a volunteer on call department, currently has thirty-two members on it's roster. Three of the members serve only EMS, sixteen members are certified in the field of EMS and also work with fire fighting services, and the remaining members work in fire fighting services.

In 2003 the Fire Department responded to 294 calls. Among the responses in 2003 were six structure fires, forty-two motor vehicle accidents, two brush fires and twenty-five fire related mutual aid responses to nearby communities. There were thirteen responses to miscellaneous calls for help, four car fires, thirteen automatic fire alarms and eighteen calls for downed trees and wires.

In addition, the fire department responded to 124 medical emergencies and eight public assists. There were 34 related mutual aid medical emergencies in surrounding communities.

At the moment there is a need to expand the Public Safety Building. The fire department needs more space for training and more space to ensure that equipment can be properly cleaned, maintained and stored. The police department would also benefit by obtaining room to secure their vehicles.

The current fleet of apparatus is adequate for the needs of the town at this time, however, the 1978 Mack tanker is overdue for replacements, and that issue will have to be dealt with by the Town in the near future.

The department is a member of the Southwestern NH Fire Mutual Aid System. All of the fire, rescue and ambulance calls are dispatched through SWNHFMAS in Keene, NH.

At the request of the town and in conformance with the Department of Revenue Administration's requirements, the fire department maintains two budgets, one for fire fighting needs and one for ambulance needs and services. There are also separate capital reserve accounts for fire fighting equipment and vehicles and ambulance vehicles. There has been no significant change in the operating budgets over the past five years. In 2003 and 2004 the combined operational budgets for fire and ambulance were between \$58,000 and \$59,000.

The membership remains committed to providing ambulance service on a no fee basis. It is believed, with the continued efforts of many, that the costs of the service can continue to be absorbed, without difficulty, through the town budget.

The FFD, Inc., as association of people from town and members of the department have been pivotal in purchasing new equipment for both fire and ambulance. The association is active in fund raising and providing educational services to the town. The association also owns the railroad station and currently is working on repairing the building so it may be used as a small museum and as a meeting room.

The members of the Fitzwilliam Fire Department put in a tremendous amount of their own time and energy. In 2003 members of the department put in over 1,200 hours of volunteer work and training. Their collective efforts help maintain the excellent fire suppression, rescue and EMS services available to the community.

The Fitzwilliam Police Department shares its quarters with the Fitzwilliam Fire Department inside the Public Safety Building, located in the Depot section of Town. The department has a Chief, two full-time officers and two part-time officers, with allowances for up to four part-time positions within the Police Department personnel. The position of Animal Control Officer is also part-time and is under the direction of the Chief. In addition there is one secretary who is considered full-time at thirty hours per week. A proposal to add one full-time officer may be presented in the near future. Emergency calls are either directed to E-911 in Concord, NH or through the Cheshire County Sheriff's Department in Keene, NH. The New Hampshire State Police may also be called upon to cover the Town in the event that municipal police are unavailable.

The office space for the Police Department seems adequate to meet our current needs, but there is the need to expand the Public Safety Building for both police and fire purposes. Part of the expansion would be a garage to keep the cruisers in and part for a training area for the Fire Department. There are three marked police patrol vehicles; two sedans and one four wheel drive SUV used by the department. Police vehicles are replaced about every three years or as needed. The Police Department, on an annual average, handles between 1,000 and 1,200 calls for service, draws 90 to 100 criminal cases, arrests or detains 60 to 80 people and responds to between 40 to 50 accidents. These averages have been consistent over the past five years or so. Crimes generally are of a violation or misdemeanor level and few, perhaps eight to ten percent are felonies.

The cost to operate the Police Department has increased with the changing times, cost of living and national economics. In 1980 the department operated on \$60,000. In 1992 the budget was \$123,000 and in 2003 the budget was \$220,000. It is fair to say that the police budget doubles every ten years and one would speculate that by 2014 the budget could be approximately \$440,000.

## **PUBLIC WORKS**

The highway department is located in Fitzwilliam Depot near the fire station. Buildings include a salt and storage shed, and two buildings for equipment storage and repair and maintenance work. The highway department is responsible for maintenance and repair of the roads in Fitzwilliam, with the exception of the state highways. More information on the maintenance of roads is presented under Transportation.

An inventory of the highway department equipment includes the following:

- 1 2003 F-550 12 1/2 ton Dump Truck w/2003 Plow & 1999 Sander  
Mileage 7,000, Excellent condition
- 2 1997 International 4900 (10 ton) Dump Truck w/1997 Built in Sander & Plow  
Mileage 49,000+, Good condition
- 3 1987 International 1900 (10 ton) Dump Truck w/2001 Sander & old plow. Mileage 102,000+,  
Fair condition
- 4 1981 Ford L-8000 Sander Truck, 1993 Sander, Mileage 125,000+, Fair condition
- 5 1994 Ford F-150 Pick Up, Mileage 180,000+, Poor condition
- 6 1985 John Deere 544C Loader; 15,000 hours, Good condition
- 7 1987 John Deere 570B Grader; 7,000 hours, Good condition (Plow & wing)

	Plow, Poor condition
8	Unknown year MB Sweeper (pull behind) Fair condition
9	York Rake (pull behind) Good condition
10	Unknown year homemade pull behind roller, Fair condition
11	1993 Brush Badit Chipper, 2,500 hours, Good condition

Fitzwilliam maintains a transfer station at the site of the old town dump on Route 12, where the refuse is compacted and picked up by Waste Management of NH, who either transfers it to the Rochester landfill or transports it to their incinerator. The town began a recycling program in 1989, and has reduced the amount of refuse to be hauled away by over half. At this point there are no plans to change this disposal method. The facilities include a recycling building and two container vehicles for hauling recycled paper and materials.

The town has two public cemeteries overseen by a board of three commissioners and a superintendent. The Pine Grove Cemetery is located on Royalston Road, southwest of Fitzwilliam Depot. The Village Cemetery is located between the village and Fitzwilliam Depot. There is an equipment storage shed at the village cemetery, which houses the maintenance equipment such as lawn mowers. The cost of running a cemetery is small, but annual expenditures have still risen from \$3,000 in 1971 to \$13,000 in 1992.

While the post office is not a local government function, it is mentioned here for information purposes. The post office is located in a relatively new building on Route 12, just south of the intersection of Route 119. There used to be a postal substation located in the general store in Fitzwilliam Depot, but this was eliminated when the Postal Service built the new post office on Route 12. There is one rural route in Fitzwilliam.

Fitzwilliam has no public sewage disposal system, all residents and businesses are serviced by private on-site disposal systems. There are no plans for a sewage disposal system to be constructed in Fitzwilliam for the foreseeable future. Likewise, the town has no public water supply system, but the village area is serviced by a private system. That system serves approximately 63 customers, and the water supply is from three wells located in the area of the Pinnacle. There are several stratified drift aquifers that could be used for public water supply at some point in the future if the town deems that to be appropriate.

## **EDUCATION**

Fitzwilliam is a member of the Monadnock Regional School District, which consists of eight towns. The district is administered by School Administrative Unit (SAU) No. 38, which is headquartered in Swanzey. The direct control of the school district rests with a 15 member elected school board, which sets educational and fiscal policy for the district. Two of the school board members are from Fitzwilliam. The annual school budget is prepared by the school board and school budget committee and is presented to the voters at the annual school district meeting. The school district meeting is conducted according to SB2, with a deliberative session on a Saturday and a ballot vote on Town Meeting day. The cost of operating the school system is assessed to the individual towns based half on the number of pupils and half on the equalized valuation.

The Monadnock Regional School District maintains eight school buildings. Three in Swanzey and one each in Fitzwilliam, Troy, Gilsum, Sullivan and Surry. The other two towns in the district, Roxbury and Richmond, do not have local schools. All students in the district in grades 7 through 12 attend the Monadnock Regional High School in Swanzey. Overcrowding has been a problem of the schools in the district, but the placement of portable classrooms has helped to alleviate it. The district has proposed building a new high school in recent years but the article has not passed.

Elementary school students in Fitzwilliam attend the Emerson School, located on Rhododendron Road between the village and Fitzwilliam Depot. It is a one-story school with six classrooms, a cafeteria, library and a new gymnasium. There is one class each for grades kindergarten through six, as well as a combined 1<sup>st</sup> and 2<sup>nd</sup> grade, a 3<sup>rd</sup> and 4<sup>th</sup> grade, a 5<sup>th</sup> and 6<sup>th</sup> grade and a pre-school, for special education and paying students. There were 228 students at Emerson in 2004.

The cost of providing education to children is the largest single expenditure in most New Hampshire communities. The funds are derived from property tax, which makes up approximately 71% of the local tax bill in recent years. During the last couple of decades, the cost of education has risen dramatically, putting a substantial burden on some taxpayers who cannot afford the high tax bill. Based on the demands for high quality education, it can be expected that these cost will continue to rise. This points out the importance of being aware of fluctuations in population that can cause serious problems in the school system, and the need for continual review.

## **RECREATION & OPEN SPACE**

In today's society, towns and cities are expected to provide recreational facilities and programs for its residents. While working hours have not gotten any shorter than they were 10 or 20 years ago, the desire for recreational opportunities continues to increase. This is partly due to the general increase in activities that can improve and maintain health, and the desire to do much of that while enjoying oneself in a recreational atmosphere.

New Hampshire residents are fortunate to have many recreational opportunities, which are afforded simply by the rural nature of the state. The opportunities for fishing, hiking, skiing, hunting, and snowmobiling are particularly noteworthy in this respect. In addition to those activities afforded by the "great outdoors", the public schools also provide some recreation by virtue of having playgrounds and ball fields that are often used by the general public.

In Fitzwilliam, the recreation programs are the responsibility of the five member Recreation Commission and the Fitzwilliam Recreation Department, which employs one part-time Director, as well as seasonal employees for the Summer Recreation Program. The Fitzwilliam Recreation Commission is committed to providing and promoting activities and events to enhance the physical, creative, social and emotional well being of the community members. Their objective is to design programs that meet the diverse age groups and interests of the Fitzwilliam community, and to encourage ideas, feedback and suggestions that allow them to facilitate these needs. The Commission and Department policies are flexible, and as the recreational needs of the community change, programs are developed to meet these needs within the Recreation Department's means and capabilities. There are programs offered to the elementary school aged children and adults in the community.

The Fitzwilliam Recreation Department offers summer, fall and winter programs. The summer program is a six-week program that takes place at the recreation area adjacent to Emerson Elementary School. An average of 75 children take part in the summer program, which consists of outdoor activities and games, arts and crafts and field trips. Some local residents conduct instructional workshops or performances in their areas of expertise during the summer program.

The winter cross-country ski program is an instructional recreational program for children and adults of all ages. The program takes place at the ski area on Richmond Road, which includes eight kilometers of groomed ski trails, plus the open hills for sledding and skiing, which are also groomed. The town maintains these trails on private property for use by both adults and children free of charge. This arrangement is made possible in part by a state statute (RSA 508:14) that removes liability for personal injury or property damage from a property owner who permits the recreational use of his or her land without charge. This kind of cooperation between the public and private sectors is a valuable asset that is a great benefit to the entire community. The Recreation Department also owns approximately 50 sets of cross-country skis and 10 pairs of snow shoes, which can be rented by winter program participants as well as Fitzwilliam residents. The groomed sledding and snowboarding hills are a favorite of young people and are regularly used in the winter.

Fitzwilliam and Troy have joint baseball, basketball and soccer programs. Fitzwilliam administers the soccer program, and the Troy Recreation Commission administers basketball and baseball. In 1990, an annual road race was begun in the memory of Charlie Wallace, long time Fitzwilliam resident and owner of the Fitzwilliam Inn. The 13<sup>th</sup> running of the Charlie Wallace race took place in 2003. This race is a family/community oriented event with music, refreshments and post race awards and festivities that take place on the beautiful Fitzwilliam Common.

Currently, the Charlie Wallace Sports Field and the recreation area adjacent to the elementary school are the town's only recreational areas, accommodating most of the activities sponsored by the Recreation Department. The Charlie Wallace field, located behind Emerson Elementary School, is leased to the town by the Monadnock School District.

This field is used for baseball for the younger children in the league, softball games and soccer, as well as by the school children during recess and for after school programs. Tennis courts and basketball courts are available in the recreation area adjacent to the elementary school.

The Rhododendron State Park represents another important recreational asset to the town, and the town has taken actions to improve the opportunities the park has. Among these is the preservation of the cottage, which is now on the National Historic Register. Although there has been some talk of using the barn for an environmental education center, nothing has been done on this to date. The park is used mostly for walking, hiking, cross country skiing, and picnicking. Although not physically connected to Rhododendron State Park, the Whitcomb property (70 acres) is nearby and is also used for hiking and skiing.

Finally, there is an 8 acre section of the Grant State Forest in the southwestern corner of Fitzwilliam; most of that forest is located in the neighboring town of Richmond. Table 7 found below provides a short description of the various recreational opportunities in Fitzwilliam. Typically, recreational programs change from time to time as public interest changes and as people with different talents and skills offer assistance with recreational programs. This is not meant to be an exhaustive listing of the recreational opportunities in the Town; the reader is referred to the Recreation Commission for more information.

Table 7: Inventory of Recreational Facilities

<u>Name</u>	<u>Activities</u>	<u>Ownership</u>	<u>Area</u>
Whitcomb lot	hiking	Municipal	77 acres
Holman Meadow	nature study	Municipal	9.5 acres
Town Forest, Rt. 119	nature study	Municipal	69 acres
Wallace Field	ball fields	School	4
Emerson School	field sports Tennis basketball baseball	School	15 acres
Grant State Forest	(inaccessible)	State	8 acres
Rhododendron State Park	walking nature study picnicking	State	294 acres
Laurel Lake Boat Landing	fishing Boating	State	less than 1 acre
Fitzwilliam Sportsman's Club	fishing camping	private non-profit	80+ acres & control of 137-acre pond
Fitzwilliam Inn	X-C skiing swimming horseshoes	private commercial	2 acres (+ maintenance of 6km ski trail)
Laurel Lake Campground	camping	private commercial	40 acres

State Line Camping Area	camping	private commercial	15 acres
Fleur-de-lis	girl's camp	private commercial	29 acres
Sports field, RT 12 S	recreation	Municipal	59 acres
Katie Metzger Forest	hiking, gravel excavation	Municipal	171.3 acres

In addition, the town has recently acquired ownership of the Webb Quarry property, which totals 119 acres. The goal is to clean up the site and improve the safety of it, and use it for recreation and conservation purposes. However, at present, the site is under litigation and thus the future of the site is unknown.

**TRAFFIC AND TRANSPORTATION**

Transportation networks are closely related to land use patterns in any community. Fitzwilliam shows an excellent example of this: while the railroad was running through the town, the Fitzwilliam Depot area became a center of industry and businesses. Since the closing of the railroad, the area has become primarily residential with a few businesses. A sizeable portion of the land in the area has been used for municipal purposes since the major industries closed. Now the industries are locating on the major highway through town, Route 12. This clearly shows how the land uses of an area will change as the transportation network changes.

It is often the use of state and local roads and other transportation modes that encourages or discourages various types of land uses with a community. For example, if a town does not have any major state roads passing through it, there is a very good chance that there will not be any significant industry in the town. On the other hand, if there are major state roads and access to rail service or an airport, the chances are good that industry would locate there. Likewise, if a town has one or two good state roads that have a significant traffic volume, the likelihood of retail shopping centers locating there is much greater.

The Southwest Region Planning Commission prepared a Thoroughfare and Transportation Plan for the town in 1989. That document includes the information typically found in this section of a comprehensive plan; there is little point in reprinting it here. Thus, the reader is referred to the Thoroughfare and Transportation Plan for details on the road system in Fitzwilliam. The conclusion of that report is that due to traffic volume increases, Fitzwilliam will begin to see that more action is needed on the roadways to maintain them and keep them safe. In addition, the report lists the following roads as those being in need of repair the most: West Lake Road, Royalston Road, Richmond Road, Sandy Hollow Road (paved section), and Fullam Hill Road.

The report also points out that many of Fitzwilliam's Class V roads do not have the physical or functional capacity to serve large scale developments. Some may not have the capacity to serve many more single homes built on existing lots. The report suggests that a road improvement program be developed and carried out to eliminate the deficiencies of the existing roads, but points out that care must be taken to do it without destroying the character of the community.

The problem of improving existing conditions on town roads is a growing one in many small towns in New Hampshire. Some towns have instituted a road improvement fund for repair and reconstruction of town roads, with annual town appropriations supplementing the funding available from the state and federal governments. Other towns depend on the owners of new developments to pay the cost of road repairs in order to get approvals. Still others try to ignore the problems, evidently in hopes that nothing serious will happen for which the Town could be held liable. The best way to deal with the problem will vary from one community to the next, and will depend on the town, the development pressures, and the condition of the roads.

One trend that has occurred in Fitzwilliam that has led not only to the deterioration of the local roads but (more

importantly) to the deterioration of the rural character is the continual subdivision of the existing road frontages. The end result is that most roads in town are lined with houses, and the appearance is that there isn't a lot of open, undeveloped land left. That of course is far from the truth, but the impression that one gets is based on what one sees, and for the vast majority of people, what one sees is whatever is visible from the roadways. A more sensible approach to providing housing opportunities would be to allow developers to build new roads. Some towns give developers the option to use cluster developments along new roads in order to preserve rural character and conserve open space.

The Town of Fitzwilliam has historically improved town roads within budgetary constraints. All current and future road improvements are outlined in the Capital Improvements Plan. If development is proposed in an area where road improvements are needed, then the owner of the development should contribute to the cost of the repairs, since the impact on the road directly attributable to the development will be real. Impact fees are assessed based on an equitable portion to the cost of road repairs, negotiated with the developers during the subdivision approval process. The State of New Hampshire allows the argument of "premature" development to disapprove subdivision requests, against such scattered or premature subdivision of land as would involve danger or injury to health, safety, or prosperity by reason of the lack of water supply, drainage, transportation, schools, fire protection, or other public services, or necessitate the excessive expenditure of public funds for the supply of such services.

## CHAPTER THREE: LAND USE AND FUTURE GROWTH

### HOW LAND USE IMPACTS A TOWN

The pattern of land use in any community, large or small, is dependent on the needs of the residents. The basis for all land use patterns is the physical conditions of the land itself –the wetlands, hillsides, lakes, ledges, etc. The earliest settlers in an area had to survive not only on the land, but from the land as well. The physical conditions of the land they settled on were of utmost importance to the success of the settlement. Land had to be cleared of trees and rocks for growing crops; mills had to be located where water could be redirected to provide power; meetinghouses and village centers had to be located where the land was suitable for both building and grazing (for the common) and also where it was reasonably accessible to the various areas being settled with homes and farms. Many New Hampshire towns still clearly show these historic land use patterns.

In Fitzwilliam, the historic land use patterns are still present, but are dominated by the automobile oriented society of today. The "old" settled areas still exist -the Village, Stateline, Bowkerville, Fullam Hill, and the Depot. Likewise, many of the old homes that once housed the early farmers still stand throughout the town. The village remains the heart of the town, despite commercial activity being drawn to the highway; but the introduction of the automobile started to change the way people lived, and today the roadsides in Fitzwilliam are dotted with homes. In driving around the town, it can be seen that there are very few housing subdivisions where the homes are built on small residential streets such as cul-de-sacs. Most subdivisions have been made using the frontage on the existing roads. While this saves money and time for the subdivider, it also eventually erodes the rural character of an area. This can clearly be seen along much of Fullam Hill Road, West Lake Road, Royalston Road, and Route 119.

Fitzwilliam has now been in existence for 239 years, and nearly half of that time there was a railroad running through town -1848 to 1960. This had a surprisingly modest impact on land uses over the long run. Fitzwilliam Depot and Stateline both had railroad stations, and along with those, commercial businesses thrived. Fitzwilliam Depot had for many years been the main station for freight and passengers, and a couple of stores, a post office, and chair factory were located there along with the granite quarry industry. There was limited activity at Stateline including the lumber mill, which dates back to the 1830's, and a post office and store in addition to the railroad station. At one time there was a hotel at Sip Pond; it burned in the 1930's, and now a campground is used by vacationers. The most significant impact that the railroad had on the town was in the introduction of transportation for products made or grown in the town to be shipped to new markets such as Boston. This allowed the existing industries in the mid 1800's to continue and expand, and it allowed the granite industry to become successful. This provided employment opportunities, which kept many residents from migrating to the western part of the country.

### EXISTING LAND USE

An examination of the 2003 *Existing Land Use Map* indicates that the majority of changes have taken place in the construction of commercial/industrial uses, mainly along Route 12 and Route 119. In addition, there have been significant increases in residential land use, particularly along Fullam Hill Road and west of Laurel Lake. In examining the 2003 map, the following can be seen:

- Industrial land uses are strung out along Route 12, with the exception that there is one major industrial use (Parks Construction) on Route 119, and one small industrial use in the Depot. Commercial uses are small with the exception of the campgrounds, which are only commercial in the sense that they don't fit any other land use category, but they are perceived by townspeople as commercial enterprises. Their true category would be "for-profit recreational", which more closely describes their position in the land use pattern of this or any other town. The campgrounds are located on the lakeshores. Other commercial uses - stores, gas stations, and the like - are scattered around with one or two in various locations of the town. The "major" commercial section is in the area of the intersection of Routes 12 and 119, where the post office and several retail businesses are located.

- Residential land uses are strung out along the roads. In addition to the seasonal housing developments around Laurel Lake, there is only one subdivision where the house lots were not laid out on existing roads. Residences are most concentrated in the Village, Depot, Laurel Lake/West Lake Road areas, and along the southern end of Fullam Hill Road and along Royalston Road. In other areas of town, the residences are more scattered and spread out. This pattern of housing has left large areas behind the road frontages undeveloped. In addition, there are two areas that are noticeably devoid of development: the southwestern corner of town (Grant Hill area) and between Laurel Lake and Sip Pond (Brigham and Beebe Hill area).
- While there is a fair bit of land in public or semi-public use, the vast majority of it is in the Rhododendron State Park area. There are a few other significant parcels, plus a few small ones in other areas of town. There is none at all in the eastern third of the town, which is interesting because along Fullam Hill Road is the majority of the agricultural and open space land uses. There are a few parcels in other areas of town categorized as agriculture/open space, but they are few and far between.

It is interesting to examine a map of the town from the mid 1800's, which shows most if not all of the homes and businesses, as well as the roads and the railroad. This map shows 16 sawmills, 3 quarries, 2 hotels, and many residences. The residences were located all over the town, but many were clustered in the areas of the Village, Bowkerville, Stateline, the Depot, and Howeville (the south end of Laurel Lake). There were also 13 schools, 3 churches, and 1 cemetery on this map. Comparing that to the 2003 land use map, it can be seen that the land use patterns have not changed significantly with one exception: the Depot is no longer a center of business activity, the majority of businesses and industries are now located on Route 12. As the highway replaced the railroad as the major form of transportation, the industrial and commercial land uses shifted from the railroad station to the side of the highway. Public land uses such as schools and churches have not changed much except for the consolidation of the 13 schools to 1 school. As for residential uses, the only difference is that there is more of it.

The 1995 Master Plan included a table of existing land use, showing the acreage figures for each of the various land uses in the town. That table has been updated for this edition of the Master Plan, and shows the growth that has occurred since the early 1980's. The table is quite useful for comparing the data between land use categories for 1981, 1991, and 2003. For example, 53% of the total developed land area was devoted to residential land uses in 2003, while only 6% was devoted to industrial uses.

Table 8: Land Use Acreage

<b>Land Use</b>	<b>Acreage</b>			<b>% Developed Land</b>			<b>% of Total Land</b>		
	<u>1981</u>	<u>1991</u>	<u>2003</u>	<u>1981</u>	<u>1991</u>	<u>2003</u>	<u>1981</u>	<u>1991</u>	<u>2003</u>
Residential	500	1,259	2,942	26.8	40.7	53.0	2.2	5.7	13.3
Commercial	90	177	411	4.8	5.7	7.4	0.4	0.8	1.9
Industrial	10	128	323	0.5	4.1	5.8	0.1	0.6	1.5
Agricultural	175	230	350	9.4	7.4	6.3	0.8	1.0	1.6
Public/Semi-Public	590	754	984	31.6	24.4	17.7	2.7	3.4	4.4
Roadways	<u>500</u>	<u>545</u>	<u>545</u>	26.8	17.6	9.8	<u>2.3</u>	<u>2.5</u>	<u>2.5</u>
Total Developed Land	1,865	3,093	<b>5,555</b>				8.4	14.0	<b>25.2</b>
Total Land Area = 22,158 acres									
Total Area (land & water) = 23,060 acres									

Note: Attempting to calculate exact acreages for land uses - particularly residential usage, is difficult and time-consuming. Therefore, a commonly-used methodology is to simply assume two acres per each dwelling unit or use other than public/semi-public, agricultural, and undeveloped land. For residential uses, this takes into account that multi-family units will typically occupy much less than an acre and most single family homes much more than an acre. It is common for more of a lot to be taken up by a non-residential use than is generally observed for residential uses. The analysis of existing land use in Fitzwilliam in 2003 was performed using Geographic Information System (GIS) technology with 2003 tax assessing data from the Town. This methodology was used to develop the 2003 portion of the preceding table. An attempt has been made here to compare the uses of land in 1991 to that of 2003. A direct comparison, however, is not possible, due to differences in methodology.

Sources: 1981 data from 1981 Master Plan  
 1991 data from SWRPC, from GIS database on Fitzwilliam developed in 1991.  
 2003 data from SWRPC, from GIS database on Fitzwilliam updated in 2003  
 Total Land Area and Total Area from 2000 Census, STF1B.

Residential uses are the predominate form of land use in Fitzwilliam. As has been said before, the major concentrations are in the village area, the Depot, in the Laurel Lake/West Lake Road area, and at the southern end of Fullam Hill Road and along Royalston Road. The majority of residences are single family detached homes, but there are some multi-family units as well. In addition, there are many seasonal homes, primarily along the lakeshores

Commercial uses are limited to a scattering of stores, gas stations, and some antique shops. Most of these are located on Route 12 and in the Village. In addition, the two campgrounds and Fleur-de-lis Camp are included in the commercial category. There is now only one commercial business in the Depot - a convenience store located across from the police and fire station. The Village has the only hotel left in town, the Fitzwilliam Inn, which also houses a restaurant and small gift shop. There is also an antique shop and a convenience store in the Village, and a bookstore and insurance office down the street.

Industrial activity is now located on Route 12. While the old saw and grist mills had to be located where the water power was, and the granite quarries and related industries had to be where those resources exist as well as have access to the railroads, today's industries are generally located on or close to highways that allow reasonable transportation for the products being made. There are currently several commercial/industrial land uses indicated on the land use map in the Route 12 corridor, but they are not located close together. Instead, they are strung out along

the highway, making consolidation of an industrial area difficult. There is one industry remaining in Fitzwilliam Depot.

Agricultural land uses are limited to a few farms, primarily along Fullam Hill Road. In addition, and impossible to categorize based on the information available for this update, there are tree farms and wood lots. Since the majority of the town is wooded and undeveloped, it is anyone's guess how much of it is used for lumber or heating wood. The lack of substantial amounts of open fields today is testimony to the complaints of the early settlers in their efforts to make a living from the land, as evidenced in the switch to sheep farming as the primary agricultural pursuit in the early days of the town.

Recreational uses are plentiful in Fitzwilliam, including not only the campgrounds and seasonal homes but also the many acres of land protected from development - Rhododendron State Park and a large public conservation tract west of the State Park. Hikers can find trails in those areas. In addition, there are the public ball fields and play areas, and the town beach at the southern end of Laurel Lake.

Institutional land uses include the school, churches, library, town hall, fire stations, and police station. With the exception of the schools, these are still located where they originally were - in the Village and at the Depot. The schools have of course been consolidated as the availability of transportation allowed all the children in the town to attend school in one place. The post office is located on Route 12, just south of the intersection with Route 119. The recycling center and solid waste transfer station is located at the site of the old town dump on Route 12. Additional information on these uses is provided in the chapter on Community Facilities.

The Fitzwilliam Planning Board, Zoning Board of Adjustment, and Conservation Commission identified 23 conservation priorities that included preservation of Fitzwilliam's aesthetic (historical and cultural) character town wide, protection of water resources (wetlands, surface waters, and water supply) town wide maintenance/protection of forested lands town wide, protection of Laurel Lake water quality, inventory and protect historic sites outside the Village Center, remove overhead utility wires from the Village Center Historic District, provide recreational lands town wide, continued land conservation in the vicinity of Rhododendron State park, and protection of scenic byways town wide. A summary of the identified Local Resource Protection Priorities for the Town of Fitzwilliam are located in Appendix A.

**CURRENT USE**

Another element of land use in New Hampshire towns is current use, which is a category of tax assessment on undeveloped properties of at least 10 acres in size. Current Use is authorized by RSA 79-A. The owner of the property must apply for the current use assessment and if granted, pays a lower tax rate until the use of the property is changed, whereupon he must pay a penalty for removing the land from current use. In general, if a landowner wishes to leave a large portion of land in an undeveloped state for a long time, it makes sense from a tax bill point of view to put the land in current use. It generally does not make sense to put land into current use for short periods of time. Given that, it is interesting to see the variations from one year to the next in the amount of land in current use in Fitzwilliam, as the following table and graph show.



Table 9: Current Use in Fitzwilliam

<u>Year</u>	<u>Acreage</u>	<u>Percent of Total Land Area</u>
1984	12,826	57.9
1985	13617	61.4
1986	13829	62.4
1987	13744	62.0

1988	13902	62.7
1989	9248	41.7
1990	10045	45.3
1991	10775	48.6
1992	11374	51.3

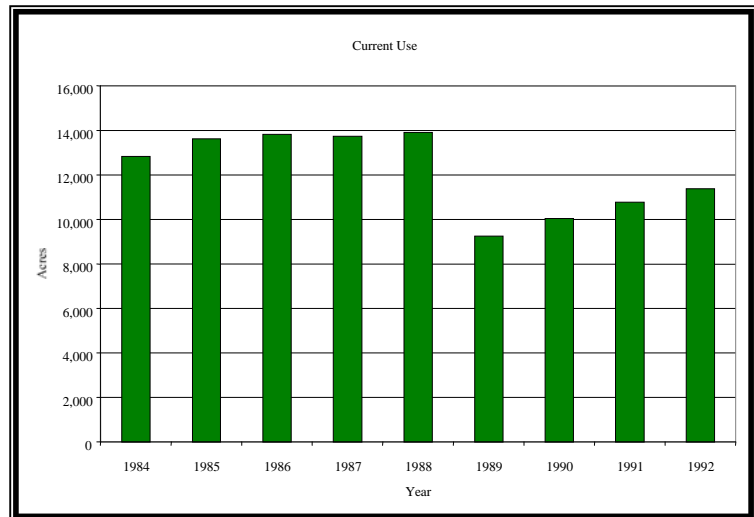


Figure 11: Current Use

This table shows clearly that the amount of land in current use rose only slightly from 1984 to 1988, when it reached an all time high of 62.7% of the total land area of the town. The following year it plunged to only 41.7%. While it cannot be determined exactly what caused this sudden change, it is assumed that the economic climate of that period caused a number of landowners to remove their land from current use in 1989 in anticipation of developing the land with homes or perhaps businesses. (Because maps of current use do not exist for every year, we cannot easily determine where the properties that were taken out of current use are located). Since the recession started to affect local construction during 1989, it is possible that some of those properties have been added back into the current use category since 1989. However, many landowners would not be eager to pay the penalty for changing the use of current use lands more than once, so some properties have undoubtedly been left out of current use.

This dramatic decrease in the amount of land in current use illustrates how crucial it is for New Hampshire communities to not consider land that is under current use as being unavailable for or unlikely to be developed. All it takes is a change in the demand for land – for residential or non-residential land uses - for these parcels in current use to suddenly become available for development. It must be remembered that current use is a *tax* category, and not a true *land use* category.

The only mention of current use in the 1981 Master Plan is a statement that there were approximately 1,260 acres in current use at that time. 922 acres of that was forested land, the rest was "wild land" and farm land. Current use was also mentioned in a discussion on valuation of land and buildings. Obviously, current use is a more important factor in the town's overall land use pattern now than it was in the early 1980's.

The total amount of land in Fitzwilliam in 2003 in current use was 13,986 acres or 63.1 percent of the total land area of the town. This percentage is slightly higher than the high of 62.7 percent in 1988.

**LAND DEVELOPMENT CAPABILITIES**

The environmental characteristics of Fitzwilliam have not changed significantly since hundreds of years before the town was founded. The landscape consists of hills, valleys, streams, lakes and ponds, wetlands, floodplains, aquifers, and various soil types. These elements combine to make up the physical environment of the town. The configuration of these elements on and near the surface of the earth make some land areas well suited and other areas poorly suited for development by man. It is the geologic forces acting over time that have molded the physical environment into what it is today. More recently, man's activities have changed the environment - excavation activities, quarry activities, construction of roads, railroads, and buildings. However, the vast majority of

Fitzwilliam remains much the same as it was when the earliest settlers first explored the area.

Quite obviously, the town will not obtain any additional land areas on which to locate development. The town must look at the current conditions, and plan for the future growth of the town based on the capability of the land to handle development. To do this, the town has obtained maps of the various physical characteristics of the land. The Southwest Region Planning Commission was hired to prepare these maps, they were completed in 1991. They include wetlands, aquifers and flood hazard areas. In addition, the Soil Conservation Service has published the Soil Survey for Cheshire County, which includes the Town of Fitzwilliam. A map of soil potential ratings for development was made for the 1995 update of the Master Plan, in order to give a sound basis for making recommendations on future land use.

## **WETLANDS**

Much of Fitzwilliam is covered by wetlands - 4,830 acres, which amounts to 21.8% of the land area of the town. These can be seen in Map 1, which is based on the Soil Conservation Service soil mapping. Additional wetlands information that is available is based on the LANDSAT satellite data, which shows a total of 2,734 acres of wetlands in Fitzwilliam. That number includes wetlands that extend into abutting towns. Wetlands are identified by **LANDSAT** based on reflectance value, and therefore wooded wetlands are not counted in the data, but many ponds are. The resolution of the **LANDSAT** mapping is 100'x100', much smaller than the 3 acre resolution of the **SCS** soil mapping. These are the reasons that the acreage figures are so different between the soil based wetlands data and the **LANDSAT** based wetlands data. Generally speaking, it is better to use the soil mapping for wetlands information than the **LANDSAT** data, since the latter doesn't include wooded wetland areas.

Map 1, which is the soils based data, shows that many of the wetland areas are interconnected. There are four major wetland areas in town: the southeast corner, extending from the area around Sip Pond down to the Massachusetts border; a long, wide band of wetlands along Kemp Brook parallel to Royalston Road; a large wetland in the Bowkerville area on the west side of the electric transmission lines; and the largest wetland area extends from Templeton Turnpike, along Scott Brook, and up to Route 119 and Scott Pond.

Most development that has taken place to date in Fitzwilliam has stayed out of the wetland soils. This is because the pressure for development has not been great enough to push development into the poor soils. There are a few small areas where industrial uses have encroached into wetlands, and the same holds true in a few scattered residential areas. Both of the commercial campgrounds and the Fleur-de-lis Camp have wetland soils; this is not surprising since they are located on the shores of lakes and ponds. The Depot area has a lot of wetland soils, but most of the buildings have been constructed on the drier ground. In addition, an area of wetland was filled for the construction of the railroad station at Fitzwilliam Depot.

The majority of the large wetlands have had little or no encroachment, with the exception of road, railroad, and utility construction. The town has had less development pressure than some other communities, and thus less encroachment has occurred. At this point, most people understand the value of wetlands to the overall ecosystem, and land uses within wetlands are regulated under §127-16.1 of the Fitzwilliam Land Usage Code. With so many large and interconnected wetlands, one of the primary concerns regarding wetlands must be preservation of wildlife habitat. More detailed information on wetlands is available in the *Water Resources Management and Protection Plan*.

## **FLOODPLAINS**

For a town with six sizeable lakes and ponds, Fitzwilliam doesn't have a lot of floodplain areas: a total of 3,075 acres, or 13.9% of the town. Most of the flood hazard areas, as seen in Map 2, are located in the wetland areas, along the streams. This points out one of the important functions of wetlands: they serve as flood water storage areas. If these wetlands were filled, then the floodwater would be forced to other low lying areas, perhaps causing damage to structures. The floodplain is also called the "100 year" floodplain, which doesn't mean that these areas

are flooded every 100 years, but that in any year there is a one percent chance that a flood will occur to that level. There are no major rivers in Fitzwilliam, thus no devastating floods have occurred as has happened in other communities, which were founded on major rivers used for powering large mills. Development in flood hazard areas (the 100-year floodplain) must comply with §127-15 of the Fitzwilliam Land Usage Code.

There are a couple of industrial uses on Route 12 that encroach into the floodplain. In addition, the campgrounds, which are located on the shores of ponds, are in the floodplain. There are only about a dozen homes in the floodplain in Fitzwilliam. The areas to the south and west of Sip Pond are both flood prone and major wetlands, and there is currently very little development in those areas. These areas would be prime targets for preservation efforts, to ensure that the important ecological functions of the floodplain and wetlands can continue. A major area north of and south of Scott Pond is also both floodplain and wetland, but there are some seasonal homes in that area. In addition, a major electric transmission line crosses that area, including a small portion of Scott Pond.

## **AQUIFERS**

Included in the mapping that the Southwest Region Planning Commission did for the town is a map of stratified drift aquifers (Map 3). There are two major areas of these aquifers in Fitzwilliam: one in the southeast corner by Sip Pond and extending southeasterly into Massachusetts, and one along Kemp Brook by Royalston Road. Both of these areas are also significant wetland areas and floodplain areas. In addition, there is a smaller aquifer in the wetland and floodplain area south of Scott Pond, and several smaller aquifers north and south of the Kemp Brook aquifer. The map produced by the regional planning commission includes three areas of aquifer that extend into neighboring towns: the Sip Pond aquifer, which extends into Rindge (and south into Massachusetts); the majority of an aquifer north of Damon Reservoir in Rindge; and an aquifer on the northern border of town which extends into Troy. The total acreage of the aquifers as shown on this map is 2,078; however, some undetermined amount of these are in Rindge and Troy. While the town currently does not have a public water system, the village area is served by a small private system which has several wells in the area known as the Pinnacle. The town has taken initial steps for wellhead protection of these wells, under the authority and guidance of the Wellhead Protection Act.

## **SOILS**

Probably the most widely used information for planning purposes is soil data. The **USDA** Soil Conservation Service has published the *Soil Survey of Cheshire County, New Hampshire*, and the Cheshire County Conservation District has published a companion book titled *Soil Potentials for Development: Cheshire County, New Hampshire*. These two documents provide a valuable information source for Fitzwilliam and other towns. The *Soil Survey* contains technical information about each soil, the soil maps, and informational tables on various uses of land. Tables are provided which list details regarding soil capabilities for such things as agricultural use, sanitary facilities, and engineering properties of the soils.

The *Soil Potentials* book contains information on the suitability of a soil for a particular use. The ratings are a type of interpretation based on local conditions, and they reflect local experience. They indicate the relative quality of a soil for development compared to other soils in the county. Soil suitability for septic leachfields, dwellings with basements, and local roads and streets are used as the basis for determining these potential ratings. Ratings are given for each of these three uses as well as a composite of the three into a "potential for development" rating.

The *Soil Potentials* book has four tables, the first three giving the restrictive features, corrective measures, and continuing limitations of each soil for septic systems, local roads, and dwellings. These tables give information on what is wrong with the soil (from the development point of view) and what can be done about it, therefore providing a means to estimate the relative costs of developing on that soil rather than on one better suited for it. The fourth table contains the potential ratings, which take into consideration the information in the first three tables.

A map of these soil potential ratings has been produced for the 1995 update of the Master Plan, to provide a sound basis for recommendations on future land use patterns in Fitzwilliam. This map was made by coloring in the

various soil types on a copy of the base sheets from the *Soil Survey*, which were obtained from the Cheshire County Conservation District office in Keene. The ratings were obtained from Table 4 in the *Soil Potentials* book (see Map 4).

The map shows four categories of soils: those that are not well suited for development, which include wetland soils and soils rated very low or low potential; those that are well suited for development, which include soils rated very high potential; those that are moderately well suited for development, which include soils rated medium or high potential; and farmland soils, which are not rated for development capability but in general are moderately well suited for it. In addition, there are five small areas of gravel pits and three small areas of fill material, which are not rated due to variability between specific sites. Lakes and ponds are indicated on the map as well.

The Cheshire County Conservation District has a policy that advocates the retention of important farmland and the protection of floodplains and wetlands. Therefore, soils, which fall into these categories, are not rated as the other soils are. In this way, areas of special value can easily be identified. However, from a purely practical standpoint, communities often find that the prime farmland soils are the first to be developed. This is due to their desirable characteristics well drained, with good permeability, no or infrequent flooding from high water table, and few stones. The *Soil Potentials* book states these soils would be rated medium to very high for development. The ratings for the individual soils are available from the Cheshire County Conservation District office in Keene. Those ratings were not obtained for inclusion in the map because the Planning Board agrees with the Conservation District regarding their policy to retain farmland soils.

As with any other community, Fitzwilliam should formulate a realistic policy regarding development on soils, which are identified as farmland soils. There is little reason to discourage development on farmland soils that occur in such small areas that agricultural use is precluded. There is also no reason to discourage residential development on larger parcels when the homes can be clustered along the edges of the agricultural soils. This way, the larger fields and orchards would be protected for both future agricultural use and for the scenic qualities they possess. In Fitzwilliam, there are about a dozen sizeable areas of farmland soils, so while this issue has some local importance, there is little if any regional significance in these particular soils in Fitzwilliam. Other communities in Cheshire County, particularly those along the Connecticut River, have substantial amounts of farmland soils, which do have a regional significance.

Soils with a low or very low potential for development rating are combined with wetland soils in the final category on this map. Fitzwilliam has only a few areas of soils that are rated low or very low for development - these soils are steep and have a shallow depth to bedrock as well as areas of exposed bedrock and surface stones, making them difficult to build on. The two largest areas of these soils are located in the southwestern and northwestern corners of town, on Grant Hill and Little Monadnock Mountain. In addition, Webb Hill has a sizeable area of these soils, and there are scattered areas of low potential soils throughout the town. Most of the area depicted in red on this map is wetland soils, which are not suitable for development purposes.

## **CONSTRUCTION MATERIALS**

The Town of Fitzwilliam at one time had several granite quarries operating at once. None of them are used today, due to the change in the transportation network. Regardless, the resource is still there, and if reasonable transportation could be arranged, then at least some of the quarries could be re-opened. The problem with mining operations at this point in time is that they are by necessity noisy, dusty, and generally unwelcome neighbors. The old quarries in Fitzwilliam are located in what are now basically residential areas, creating serious compatibility problems. In addition, most of them do not have access to Route 12, which is the only highway in town that could reasonably support the trucking traffic, which a quarry operation would require.

In addition to quarries, there are a number of sand and gravel pits in town. The *Soil Survey of Cheshire County, New Hampshire* includes information on the location of gravel pits, gravelly spots, mines or quarries, and soil types, which are likely to yield enough sand or gravel to be useful for construction purposes. This information has been

highlighted on a copy of the *Soil Survey map*, produced for this Master Plan and titled "Construction Materials Resources" (Map 5).

This map shows that there are 13 quarries in Fitzwilliam. They are located in soil types 60 (Turnbridge-Berkshire complex), 61 (Turnbridge-Lyman-Rock Outcrop complex), and 161 (Lyman- Turnbridge-Rock Outcrop complex). These soil types have bedrock at or near the surface, making them suitable for quarry operations

The map also shows gravel pits and gravel resources. Small gravel pits (less than 3 acres) are identified by a symbol (colored over with a red dot on this map). There are 13 of these small gravel pits identified. Larger gravel pits are indicated by soil type 298, which are colored in red on this map. There are six of these in town, two of which were active in 1990. In addition, gravelly spots are identified by a symbol, circled in red on this map (there are four of these identified).

The *Soil Survey* includes a table on construction materials, which identifies the probability of every soil type that it will be a source of sand and/or gravel. The table includes the ratings of "improbable" and "probable" that the soil type will provide sand or gravel. All the soil types that could be a source of gravel could also be a source of sand. There are many more soil types that could be a source of sand and not gravel, so many in fact that it was not sensible to indicate them all on the map. They include soil types 36, 142, 143, 365, and 613, in addition to a few others, which are also rated as wetland soils and therefore are not suitable for excavation operations because wetland areas are protected. There are sizeable areas of these soil types in Fitzwilliam, so it is likely that sand resources should be plentiful enough for local construction projects.

The map shows the soil types that were rated "probable" for finding gravel (and therefore also for sand) in suitable quantity for commercial use in yellow. These areas have a layer of clean gravel at least three feet thick, with less than 50% (by weight) large stones. There are very few of these areas, and they comprise a very small percentage of the land area of the town. In addition, at least five of these yellow areas are not useable for gravel resources due to existing land use or accessibility problems.

## **COMPOSITE**

While these various maps are available individually, no composite map was produced for this update of the Master Plan. Fitzwilliam should seriously consider expending the necessary funds to obtain an overlay map of the information presented in each individual map for the next update of the Master Plan. This could be done relatively easily using the geographic information system at the Southwest Regional Planning Commission. These maps (with the exception of the soil ratings map) are now on the computer in the Commission's office, and it should be possible to produce a map showing the areas of town broken down by capability for development of different land use categories (commercial, industrial, residential, etc.). This would allow a more accurate analysis of the land development capabilities than can be presented here. The following discussion is based on visual comparison of the maps described in the previous pages.

As was stated earlier, most of the floodplain areas are located in wetland soil areas. The same holds true for aquifer areas, although to a lesser degree. The areas of overlap of these three geographical features - wetlands, floodplains, and aquifers - are prime targets for preservation efforts. While the town has few problems with flooding streams at present, encroachment into floodplain areas would worsen the situation. And although the town currently does not have a public water supply system (with the exception of the small privately owned system serving the Village area), the aquifer areas should be protected for use by future generations. Fitzwilliam does not have many aquifer areas, and this resource should be preserved for future use.

In this regard, it is particularly important to protect these areas from pollution, which could be caused by inappropriate commercial or industrial development. The aquifer around Sip Pond and the small one south of Scott Pond are both vulnerable in this aspect, since state highways cross over them. The map of aquifer areas includes

potential nonpoint pollution sources, and the only identified source in either aquifer is a sand and gravel pit located off the old railroad bed southeast of Sip Pond. This map does not identify potential point pollution sources (such as an industrial use). According to the Land Use map, there are two industrial uses on Route 12 in the Sip Pond aquifer, and the existing campgrounds on the eastern shore of Sip Pond could also cause pollution in this aquifer. There are no potential pollution sources (or land uses) in the small aquifer south of Scott Pond, with the exception of roads. Heavy use of salt in the winter months can cause high levels of salts in the aquifer and surface waters in the area of application - this could be a concern for any of the aquifers in Fitzwilliam.

Other areas for which consideration should be given for preservation include large wetlands that are not associated with aquifers or floodplains, but which provide important wildlife habitat. These include the area east of Scott Pond, the area between Grant Hill and Little Monadnock Mountain, the area in Bowkerville north of the pond, and the area between Fullam Hill Road and Route 12, part of which is not in floodplain or aquifer: Most of these wetland areas have soils rated moderate for development associated with them, have not yet been encroached by development of any type, and likely provide important wildlife habitats for a number of species.

An examination of the *Plan of Development* map on page 57 of the 1981 edition of the Master Plan reveals that the areas indicated for "primary residential areas" are located in a cluster near the intersection of Routes 12 and 119. The soil potential map prepared for this update, along with the wetlands and floodplain maps, reveals that these areas have soils rated moderate for development potential, farmland soils, wetlands, and floodplain. This indicates that while the location may be desirable for residential growth, the physical characteristics of the land are not well suited for it. The exception to this is the area that is in farmland soils, but again, those soils should be used for agricultural pursuits rather than for houses.

This map also shows three areas designated as "secondary residential areas". One of these is to the east of Rockwood Pond, which is in the Pinnacle area discussed above as being well suited for growth. The map indicates that the Pinnacle itself is too steep for development, although nowhere in the 1981 plan does it specify what these steep slopes are. The more up-to-date information presented in the Soil Survey and in the soil potential ratings should be considered to be more accurate, as that information reflects more recent building technologies and assumptions about the steepness of slopes in regards to development.

Another "secondary residential area" was designated to the west of Stone Pond, which according to the recent maps has some wetlands in and around a pocket of soils that are rated very high for development purposes. Given the larger areas discussed above that are well suited for growth, it is questionable if this small area that is relatively isolated should be considered as well suited for future residential growth. The final area designated in this category on the 1981 *Plan of Development* is located northwest of Scott Pond, mostly north of Jaffrey Road. The physical characteristics in this area are well suited for residential growth, but the area is small in comparison to the other areas identified.

It is much more difficult to designate areas for future commercial and industrial land uses, since those uses depend on transportation systems that can adequately provide for their needs. In a town such as Fitzwilliam, this limits these types of uses to Route 12, which is the only road in town that is designed to accommodate heavy truck traffic. Since the railroad is no longer a possibility - the line was abandoned in the 1980's - it is unreasonable to designate any areas that do not have direct access to Route 12 for industrial uses. Route 119 is not well suited for truck traffic due to its narrowness and windiness, and in addition much of it is lined with homes.

The *Plan for Development* map in the 1981 edition of the Master Plan has two areas in and near Fitzwilliam Depot designated for industrial growth. The assumption made at the time was that the railroad line, which was at the time still owned by the railroad company; would be re-established. Since the railroad was abandoned these areas are no longer considered suitable for industrial growth, because they do not have direct access to Route 12. The plan also identified two spots at the north end of Route 12 for "roadside commercial/industrial" uses. The northernmost of

these is just south of the border with Troy, and part of it has been developed with commercial and industrial land uses. Part of this area is wetlands, as the recent maps show. The other area, east of Bowker Pond, is almost entirely wetlands.

Finally, the 1981 map shows an area northeast of Stone Pond on Route 12 for "roadside commercial" uses. Much of this area also has wetlands, but there is an area south of Scott Brook that is dry, it is rated moderate for development. There is an industrial use in this location now.

It must be remembered that the preceding discussion on development potential is based largely on the physical attributes of the land and does not take into consideration the transportation network, distance from town services, and other factors that go into determining the overall suitability of a particular area for development at a particular time. If a large property is developed into a large residential area, then the town can be subjected to increased expenses for repair and maintenance to roads that were not designed for a heavier traffic load. While a modest increase in such expenditures is reasonable, a large increase due to a single development is generally not reasonable.

### **FUTURE LAND USE**

One of the most important parts of a master plan is a discussion of where the town wishes to encourage the various land uses to locate in the future. This is controlled to a large degree by zoning, or the Land Usage, designations, and existing infrastructure limitations in Fitzwilliam. The future land use plan describes the areas that are not currently zoned for a specific use (such as commercial or industrial), but which are thought to be appropriate areas for specific uses to go in the future. The areas described in the future land use plan are not meant to be targets for zoning changes in the immediate future. Rather, they are meant to serve as potential areas for zoning changes when the need arises to have additional land areas added to the various zoning designations. It is not expected that this need will arise during the next 10 or 15 years.

Given the fact that the majority of the future land use designations on the 1981 map are not suitable for the designated use, new areas had to be delineated so the town will have a plan to follow in terms of locating growth. To do this, the information in the discussions on the physical characteristics of the land is combined with the information that can be gleaned from the existing land use map and the needs of the various types of land uses.

For residential development, previous discussions have already indicated that the most desirable areas for future growth are in the Pinnacle area and the Holman Road area. In addition, smaller pockets of land with good physical characteristics and in suitable locations exist. However, the Planning Board feels that the majority of Fitzwilliam's residents want to keep the Pinnacle area undeveloped, since it is one of the primary recreational areas in the town. Thus, the Planning Board does not recommend extensive use of this area for residential growth, in order to protect the scenic and recreational qualities of the area.

For industrial development, it has already been stated that it must be located on Route 12. Obviously wetland and floodplain areas are unsuitable for industrial development, and aquifer areas should also be avoided. The current zoning districts in Fitzwilliam for industrial growth are along Route 12, which is the most realistic place for such uses to go. There will be more discussion on the zoning later.

Commercial uses are established at and around the intersection of Routes 12 and 119. Major commercial uses should be located on Route 12 for the same reason industrial uses should be located there - to accommodate the truck traffic that is a necessary part of major commercial development. Fitzwilliam is a relatively small community and is not too far from Keene or Rindge, both of which have major retail centers.

Small commercial establishments, such as convenience stores and specialty shops, can be located in established neighborhood areas provided they are designed to blend in with the residential character and are not located in a spot that will cause hazards to traffic or pedestrians. There are a few such businesses located around town now:

several in the Village, one in Stateline, and a couple of others in the rural areas of town. It is reasonable, acceptable, and desirable to locate small retail or service businesses in existing village areas, as is indicated on the *Plan for Development* map in the 1981 edition of the Master Plan. However, caution must be exercised in allowing such infill to ensure that the characteristics of the Village and Depot areas do not become altered beyond recognition.

Fitzwilliam Depot is a neighborhood that has seen a lot of change over the years. It was the center of activity for many years while the railroad provided a transportation link to the rest of the region, but after the rail service stopped, the Depot started to decline. In recent years, the residents of the Depot have begun to improve their properties, and the area is becoming a nice village neighborhood. There is one industry still in the Depot, and the town's public safety services are located there as well. Limited commercial uses would be reasonable, but should be of the type that the local residents could make use of rather than the type geared toward high volume business.

Two types of industrial use that cannot be located in the area of choice are excavations and quarries. These uses depend on the natural resources, and can only be located where the resource is easily accessible. The quarry industry flourished in Fitzwilliam when the railroad was operating, because the transportation was relatively close to the resources. But since the close of the rail service, quarry operations would depend on truck transportation. For trucking of materials such as dimension stone, good highways are needed. While Route 12 would be adequate, Route 119 is not. Most Town roads are also not adequate for heavy trucking from the traffic associated with quarrying. A substantial amount of heavy trucking on Route 119 would deteriorate the roadbed quickly, requiring much more frequent repairs to the road. While there are a number of old quarries in Fitzwilliam, they are located in areas that have become almost entirely residential, creating compatibility problems.

Furthermore, the Planning Board noticed a rapid increase in home building in the surrounding towns and large tracts of land in Fitzwilliam coming onto the market in the past few years. The Planning Board is concerned about the impact that similar increases in home construction in Fitzwilliam could have on Fitzwilliam's infrastructure and services. Therefore, a Growth Management Ordinance was proposed and adopted the 2005 Town Meeting. The intent of a Growth Management Ordinance is to limit the number of new residential building permits issued each year using a formula based on observed growth in Fitzwilliam and neighboring towns during the past five years. For Fitzwilliam the formula will allow approximately 21 building permits in 2005, of which 45% of them available to owner/occupants and 55% available for subdivision contractors, which is in line with past experience in Fitzwilliam.

In order to adopt a Growth Management Ordinance, Towns must demonstrate "Findings of Fact" to show that they are facing increased development pressure. A summary of these findings are presented below.

## GROWTH STATISTICS

### Population and Population Projections

Fitzwilliam's population increased by 6.5% during the 1990s, which was a higher rate than Cheshire County's 5.3%. Troy actually experienced a negative growth rate of -6.4%, and Jaffrey experienced only 2.1% growth. Rindge and Richmond both experienced higher rates of growth during that period.

Fitzwilliam's population is projected to grow by 130 people, or 6%, from 2000 to 2005, which is nearly the same rate the Town grew in the ten years from 1990 to 2000. Fitzwilliam's population is projected to grow 10.7% from 2000-2010, which is higher than the 7.2% average growth rate of the four abutting New Hampshire towns and 8.8% for Cheshire County.

Fitzwilliam had more than double the population density (62.8 persons per square mile of land area) of the abutting town of Richmond (29.2) in 2003. Troy, Rindge, and Jaffrey were more densely populated than Fitzwilliam, but it is worth noting that 1) Rindge statistics include approximately 1000 students residing at Franklin Pierce College; and

2) Both Troy and Jaffrey have a high rate of multi-family dwellings, 22% and 28% respectively, compared to Fitzwilliam's 8%.

By any measure, at its current growth rate, the population of Fitzwilliam is growing significantly faster than its normal rate and some of its immediate neighbors.

#### Fitzwilliam Building Permits for New Residential Construction

The average number of building permits issued per year for new residential construction from 2000-2003 is more than double the average from 1990-1999.

Fitzwilliam experienced a 4.2% growth in housing, which is in sharp contrast with the average growth rate of -0.9 for the four abutting New Hampshire towns.

#### GROWTH IMPACT ON SCHOOLS

The Monadnock Regional School District Budget is distributed amongst the seven member towns, half on the towns' equalized valuations, half on the basis of the relative number of students enrolled in the schools from each town. This formula was changed last year, dramatically increasing Fitzwilliam's share of the school costs. The current formula means that even if one town's percentage of total students remained the same from year-to-year, its share of the budget would increase if its equalized valuation grew relative to the other towns. Hence, housing growth can have a huge impact for a Town the size of Fitzwilliam.

In 2003, Fitzwilliam ranked 203rd for Equalized Tax Rate for Schools, with 1 being lowest and 233 being highest in the State. In 2004, 73% of the tax rate was allocated to education funding, up 15% since 2000.

The increase in the school tax burden has made it very difficult for the Monadnock Regional School District to obtain voter approval for building projects that would relieve overcrowding at the Monadnock Regional Junior & Senior High School. It is worth noting that the School Board has decided not to pursue a proposal for a new building in the coming year, but rather, intends to add onto and rehabilitate the existing facility.

#### GROWTH IMPACT ON MUNICIPAL SERVICES AND PLANNING

##### General

In the past five years (1999-2003), the Town spent \$2,258,378 on capital outlays, including improvements to town buildings, facility and road upgrades, and equipment for all major departments (Police, Highway, Waste Disposal, Fire and Recreation). This is in addition to the significant increase in operational expenses for these departments.

The Police Station, Fire Station, Highway Garage, Town Hall and Recreational fields are all reaching or above capacity. Although the Town has been proactive in attempting to plan for growth, the rapid increase in housing over recent years, has placed excessive demands on all Town personnel and facilities.

The Capital Improvement Plan includes a recommendation that a Town Buildings Expendable Trust Fund be created, with the Selectmen named as agents. The Selectmen would maintain a list of projects that need to be completed and address them in order of priority. The Budget Committee expressed approval of the recommendation at a recent budget hearing.

##### Town Buildings

There are several projects that have been submitted to the Capital Improvements Committee for the coming years. The Town Hall will need to be painted; the septic system replaced; a new well installed; floors re-finished; insulation added; and carpeting replaced. The Cold Storage building at the Highway Department will be renovated. The Library will be painted and a second enclosed exit will be added upstairs. The Pole Barn Roof is in dire need of replacement. The Public Safety building is in need of a number of major repairs and an addition to house police vehicles is proposed.

#### Fire Department

The Fire Department has submitted requests for replacing several pieces of equipment. The SCBA units will all need to be replaced in the next five years. The 1978 Mack Tanker needs to be replaced soon, as does the 1968 State Owned Forestry Truck. Eventually, we will need to replace the Class A Pumper and the Ambulance.

The Town is very fortunate to have a dedicated volunteer Fire Department. It is possible that we may need to add full time personnel in the future, especially if growth continues at its recent rate.

#### Police Department

The Police Department is currently housed in the same building as the Fire Department. There are a number of deficiencies that need to be addressed related to storage of records and the security of prisoners. The department is currently formulating a plan to address these issues in the near future.

The Department has requested a new 4 x 4 vehicle for the coming year. The Chief has expressed the desire to retire one of the vehicles and maintain only two, the 4 x 4 and a cruiser. If additional demands on the department warrant it, the third vehicle may need to be added back in the future.

#### Highway Department

The Highway Department has received approximately \$150,000 each year to repair roads. The Capital Improvement Committee is recommending that this amount be increased by \$5,000 each year to keep up with inflation. The cost of road materials, which is tied to petroleum costs, has risen dramatically in recent years, which has meant less work has been done with the annual appropriation. The addition of any new roads would certainly tax this already strained department.

The Highway Department has submitted proposals to replace several pieces of equipment in the coming years. The 1987 International Dump Truck will be replaced this year, if voters approve the article. In the coming years, the Loader/Backhoe and the 1985 Loader will need replacement, as well as a sander and a plow.

#### Transfer Station

There are two major expenditures that will be required at the Transfer Station in the coming years. The driveway needs to be repaved and a retaining wall built. The forklift will also need to be replaced.

#### Planning Department

The Planning Board will be undertaking a complete re-write of the Master Plan in 2008. It is anticipated that this will cost approximately \$30,000. This will be an extremely worthwhile expenditure, which should serve the Town well for another five to ten years.

#### Summary

By any measure, the population of Fitzwilliam is growing at a rate that exceeds by a large margin its historic growth rate, the growth rate of its neighbors, and the growth rate of Cheshire County. This is due entirely to an unprecedented rate of residential construction in the past five years. Furthermore, this excessive growth rate is projected to continue through the year 2020, exceeding again the growth rate of neighboring towns and Cheshire County.

Town services and facilities are overloaded now, and the situation can only deteriorate further if the present rate of growth continues. Schools attended by Fitzwilliam students are at or near capacity, with additional increases projected in the immediate future. All Town facilities are being stretched beyond capacity—Town offices; recreational fields; police, fire and DPW departments.

The growth rate the Town is experiencing has to be balanced, however, with the Town's proven ability to provide essential services. The Town therefore has adopted a growth management policy that will allow the timing of the residential development of the Town to coincide with the Town's ability to absorb that growth. That has been done in a manner that provides essential services and protects the safety of people and the environment in which they live.

### **LAND USE AND ZONING COMPATIBILITY**

When the 1981 edition of the Master Plan was written, Fitzwilliam did not have a zoning ordinance. The town subsequently adopted one in 1982; it is called the Land Usage code. The original zoning designations underwent substantial changes since then. The zoning districts as of 2003 can be seen in Map 6. The following discussion talks about the appropriateness of the zoning districts in regards to the physical characteristics of the land and also in regards to accomplishing the goal of encouraging various types of development in areas where the town wants it to go. It also compares the existing land uses to the zoning designations.

Most of the industrial land uses in Fitzwilliam are located in the industrial zones. There are two industrial districts in town, both along Route 12: the northern area is "Light Industrial", and the southern area is "General Industrial". There are 208 acres of land in the Light Industrial District, which amounts to 0.9% of the town, and 825 acres in the General Industrial District, amounting to 3.6% of the town. The difference in uses is that the Light Industrial District allows warehouses and light manufacturing, and the General Industrial District allows mini-warehouses, construction yards, lumberyards, heating fuel facilities (by special exception), and heavy vehicular sales or repair garages, in addition to warehouses and light manufacturing. Heavy manufacturing uses are not allowed in either district. There are a few industrial uses that are not within the industrial districts: a major construction company is located on Route 119 east of Route 12, two minor industrial uses are in Stateline, and one manufacturing plant is located in Fitzwilliam Depot. The first three are located within the Rural District, and the last is located within the Village Center Business District.

The industrial districts have a substantial amount of wetlands within the two districts, more so in the General Industrial District because the land areas are larger. Under the Fitzwilliam code, filling of wetlands is allowed by special exception, but is limited in area and cannot be done if other suitable land areas exist on the site. In addition to the wetlands, a good deal of the area in the Industrial District around Scott Brook is also in the floodplain and aquifer. These wetlands should not be filled, and the properties in these areas should not be used for industrial uses that could potentially cause pollutants to enter the wetlands or the aquifer. Other than that, the existing configuration of the General Industrial District is good in that it includes large enough land areas that the uses can be located behind a buffer, thus reducing the visual impact industrial development has. In addition, large enough land areas exist that an industrial park could be developed, with an internal roadway. This reduces the number of curb cuts on the highway and improves traffic safety.

The Light Industrial District also has wetlands, floodplain, and aquifers within the district. As stated above, those areas should be left undeveloped and protected as much as possible from potential contaminants. The existing industrial uses in this area have avoided these environmentally sensitive areas. The Light Industrial District is roughly 500 feet deep on each side of Route 12, which doesn't provide adequate space for many industrial uses, especially since the required front yard is 100'. Also, it forces the buildings and parking areas to be located closer to the highway than if the district was deeper, thus reducing the amount of buffering that can be achieved. Given these incompatibilities, it might be wise for the town to consider adjusting the boundaries of this district to eliminate the environmentally sensitive areas and to provide a deeper district.

There are two commercial districts in Fitzwilliam: the Village Center Business District (32 acres, or 0.1 % of the town) and the General Business District (109 acres, or 0.5% of the town). The former, as the name suggests, is located in two areas: the Village and Fitzwilliam Depot. As mentioned previously, these two areas have existing village type businesses, and in the interest of maintaining the "New England village" atmosphere, a mixture of residential and small retail and service businesses is appropriate. The majority of existing commercial uses are

within the commercial zones. The exceptions are a couple of commercial uses in the Light Industrial District near the Troy border, a couple of small shops in the Rural District in the western part of the town, a commercial establishment in Stateline, and several camps and campgrounds, which are located on the shores of Sip Pond and Laurel Lake.

There is a commercial campground and a condominium campground located on the shores of Sip Pond. In addition, there are a few year round homes and seasonal homes along the shoreline of the pond, but much of the shoreline is undeveloped (it is wetland). In 1979 the NH Department of Environmental Services tested Sip Pond for the water quality, and found at that time the pond was eutrophic. That means the oxygen content of the water was not high enough to sustain animal life. The maximum depth of the pond is less than ten feet, and much of the western portion of the pond is heavily vegetated. The pond is basically in its "old age" in terms of the geologic lifespan of a pond. The presence of contamination from human activity on the shorelines will undoubtedly hasten the life cycle of the pond, although it is a very slow process.

The majority of the residential uses in the town are located in the Rural District, where the minimum lot size is 2.75 acres (120,000 sf). The town has designated a Residential District, with a minimum lot size of .92 acres (40,000 sf). This district consists of 670 acres, or 3% of the town, and is located in the area around and between the Village and Fitzwilliam Depot. There is no floodplain in this area, but there is some aquifer in the Depot area and there are a number of wetlands throughout the area. Although there are some good soils in this area, much of it consists of soils rated moderate or low for development purposes. In addition, most of the area is within the Historic District (which is 870 acres), and any construction in that district requires approval by the Historic District Commission. While that does not preclude new residential development, it does make it more costly.

The Rural District, as with many small towns like Fitzwilliam, is the largest district in town. There are 21,215 acres, or 92% of the town in the Rural District. Uses allowed include agriculture, conservation, recreation, residential, governmental, and a few commercial type uses are allowed by special exception such as bed and breakfast establishments, professional offices, commercial kennels, small excavations, nursing homes, and day care facilities.

There are currently no special zoning provisions for the shorelines of the lakes and ponds in Fitzwilliam. The wetland areas are protected, but much of the shorelines are not wetland soils. The state adopted the Comprehensive Shoreland Protection Act (RSA 483-B), which regulates the use of land within 250 feet of the shorelands of public water bodies in the state. The basic restrictions include lot sizes must be determined based on soil type, a minimum 150 foot frontage on the shoreline, no clearcutting, increased septic system setbacks, and restrictions on accessory buildings and water dependant structures. The Office of State Planning has developed a model Shoreland Protection Ordinance which municipalities can use to help them develop shoreline protection within their towns.

## **IMPLEMENTATION**

The Master Plan is an advisory document under state law, but one which must be realistic and which must serve as the foundation for land use regulations in the community. In order to accomplish the goals set forth in this document, the town uses planning tools - zoning, subdivision regulations, site plan review regulations, excavation regulations, etc. In addition, the town can acquire property and encourage property owners to put conservation easements on their property in order to protect areas that should not be developed based on environmental and natural resource conditions.

As mentioned previously, Fitzwilliam did not have a zoning ordinance when the original comprehensive plan was adopted. Although some members of the community saw the need for such land use controls as early as 1910, zoning was not adopted in the town until 1982, and underwent extensive changes in 1987. Since then, additional changes have taken place, including the addition of a wetlands protection district.

The Land Usage Code is typical of small New Hampshire towns, it has evolved over the years to include regulations designed to control development in environmentally sensitive areas and to encourage commercial and industrial uses that town residents prefer. The code currently includes a Floodplain Protection District and a Wetlands Protection District, but does not include any regulations pertaining to aquifers or shorelines. It is recommended that the town consider adopting regulations limiting the types and amounts of development that can occur in these areas, in order to protect the natural and recreational resources that these areas have.

In addition, the Land Usage code should be generally updated and edited, to eliminate references to districts or regulations that are no longer in effect and to correct things that are confusing. Specifically, the code makes reference to the A-R-C district (agricultural, conservation, & recreation), which is no longer in existence. The town may wish to consider adoption of regulations that would protect large areas of agriculturally important land, by requiring residential development on such tracts to be designed in cluster fashion on the edges of the agriculturally important land. The Land Usage regulations say that clustering is allowed in the R-1 district, but the minimum lot size allowed in a cluster development is no smaller than allowed in the R-1 district, so there is no sense in including cluster as an allowed use in that district. Also, § 127-19 includes confusing language regarding the maximum height of a building in the General Industrial District.

It is recommended that the town consider making changes to the existing Land Usage designations. Specifically, the Light Industrial District should be deeper and made to exclude parcels that are mostly wetland; the General Industrial District should also exclude parcels that are mostly wetland; the boundaries of the residential district should be adjusted to account for physical conditions of the land that are not well suited for development; and the Commercial District should be redrawn to include the entire parcels rather than just a strip along the highway. If these changes were made, then the town would be better able to control the development in these areas to ensure protection of natural resources and to allow designs of sites to better accommodate the needs and desires of the residents of Fitzwilliam, in particular improving the visual characteristics of the roadsides along Route 12.

Fitzwilliam has subdivision regulations and site plan review regulations as well as zoning. The site plan review regulations are generally good, but the Planning Board may want to consider the effectiveness of the phrases "adequately landscaped" and "appropriate buffer strips" which refer to landscaping of a site and buffering of a non-residential site from a residential abutter [refer to § 219-6 A (1) and B (1)]. The Board should also consider how well the site plan review regulations have served in terms of resulting in development that is an asset to the community rather than a detraction. The subdivision regulations are also basically good. However, subdivision regulations typically include a requirement for the plans to show the soil data based on SCS Soil Survey maps, and general topography based on USGS topography maps. The Fitzwilliam subdivision regulations do not require that information to be shown, but it is essential information in determining if the lots as proposed are adequate to each support a house, septic system, and well.

Fitzwilliam's subdivision regulations also include a section on scattered or premature development. This section allows the Planning Board to consider such issues as distance of the proposed development from the elementary school, the capacity of the school system, the effect of the development on school bus transportation, the adequacy of access streets, the adequacy of the water system for both domestic supply and fire fighting purposes, potential health problems due to on-site sewage systems and inadequate water supply, potential drainage problems, potential policing problems or fire protection problems, and the potential of the excessive expenditure of public funds for the proposed development. Provisions are included in the regulations for the Planning Board to require off-site improvements as a condition of approval. As an alternative, the subdivision can be done in phases to correspond to scheduled improvements by the town or school district. This section of Fitzwilliam's code was upheld by the NH Supreme Court in 1994.

## CHAPTER FOUR: GOALS AND POLICIES

One of the primary functions of a master plan is to identify the goals and policies of a community regarding growth and the future of the town. The goals and policies of Fitzwilliam were originally developed from a rough list put together during the master planning process in 1980 and 1981. A community survey was done at that time to find out what the citizens thought about growth issues and the town. The results of that indicated that the towns residents wanted a master plan that would maintain and improve the quality of life in the community, by providing a suitable physical and economic environment in which to live, work, play, and raise a family. In addition, the residents felt that growth should not exceed the town's ability to pay for services required by an expanding population and should not destroy Fitzwilliam's aesthetic and environmental qualities.

While much time has passed since the community survey, the basic values of the people living in Fitzwilliam have changed little. The most significant difference is that the townspeople seem to be more aware of the benefits of planning and zoning, and have accepted them as a way to ensure that their desires for the community are met. The town did not have a zoning ordinance until 1987, when the Land Usage Ordinance was adopted.

The original Comprehensive Planning Program, published in 1981, listed goals and policies for Fitzwilliam. In this update to the plan, they are listed in a slightly different manner –the "policies" of the original plan are in fact goals: an idea or image that the town wishes to achieve. The policies in this plan are specific actions that can be taken to achieve the goal. The regulations (land usage, subdivision, and site plan regulations) provide the implementation tools that are used to realize the policies and therefore the goals. While the policies provide justification for the regulations, it is those regulations that can help the town achieve their goals. Thus, it can be seen that the three are inseparable.

This chapter is organized in five sections: environment and open space, growth and land use, community services, traffic and transportation, and housing. Some of the policies and recommendations could apply to more than one of these categories. Each section is divided into four parts: the goal, the policies associated with that goal, a discussion of the implementation tools that could be used to meet those policies and goals, and finally the recommendations being made in this update to the plan that deal specifically with those issues.

### ENVIRONMENT AND OPEN SPACE

**GOAL:** *Preserve and enhance the natural resources which give the Town much of its beauty and recreational opportunities, and which are essential to its ecological balance.*

#### **POLICIES:**

- Preserve and enhance the rural character of Fitzwilliam by encouraging development to be designed to harmonize with the surroundings rather than contradict them, and by examining ways to minimize strip development which erodes the rural character of an area.
- Take a proactive stance toward purchasing open space areas or acquiring easements, to protect significant natural resources (such as wetlands and water resources) and wildlife areas.
- Protect scenic vistas.
- Limit development in environmentally sensitive areas in order to minimize conflicts between land uses and the environment, especially where significant natural resources are concerned.
- Continue to work with the State of New Hampshire to further develop the recreational opportunities at Rhododendron State Park.

- Provide for recreational facilities and programs commensurate with the needs of local residents of all ages and the ability of the town to finance them.
- Encourage various town boards and groups to work together in developing additional recreational opportunities for the residents of Fitzwilliam.
- Retain the access to open space and environmental areas for public use.
- Encourage the state to take actions to help reduce the negative effects that are occurring at Laurel Lake.
- Promote good stewardship of forested private land through public education regarding the benefits to the owners and the community of forest management, and professional and technical resources available to land owners for forest management.
- Support the development of long-range plans for the various large tracts of forestland, in preparation for any potential change in ownership.
- Encourage the underground placement of utilities when and where practical; and when underground placement is not practical, utilize design and landscaping techniques to blend such facilities with the natural environment to minimize their obtrusiveness.

#### **IMPLEMENTATION TECHNIQUES:**

The protection of the environment has become one of the most important issues facing policy makers in this country during the last few decades. Fortunately, in communities such as Fitzwilliam, it is relatively simple to accomplish the goal. There are several implementation techniques that are commonly used by towns in New Hampshire to do this. The first, and the most costly, is outright purchase of land. Many towns have a standard item in the town budget to allocate a certain amount of money to the Conservation Commission for the purchase of land every year. Once enough money has accumulated, then property can be purchased –for use as timber land and wildlife habitat, or recreation, or protection of water resources, or protection of a scenic view, etc. A less expensive method is to purchase the development rights to a property, which allows the landowner to continue use of the property for anything except development. Landowners can also be encouraged to preserve land by donating development rights or conservation easements to conservation organizations. Similarly; scenic easements can be obtained to protect an important scenic vista. Such an easement would not necessarily prohibit development on the site, but any development would have to be done in a manner so as not to interfere with the scenic view.

Environmentally sensitive areas such as wetlands, steep slopes, shorelines, floodplains, and aquifers can be protected through the use of overlay zoning districts. In such areas, some development may be acceptable, but needs to be limited in some special way to protect the resource or environmentally sensitive area. Fitzwilliam currently has such overlay districts for floodplains and wetlands; the latter includes some protection for shorelines of lakes, ponds, and streams as well. These districts have a set of regulations aimed at protecting the specific resources being protected. Other overlay districts that could be used in Fitzwilliam include steep slopes, aquifers, and shorelines (the latter would be more specific to the shorelines of town than is covered in the wetlands district). Fitzwilliam has already prepared the *Groundwater Protection Plan for the Town of Fitzwilliam, New Hampshire*, May 4, 1998. This document provides essentially all of the data needed to support aquifer protection ordinances.

#### **RECOMMENDATIONS:**

The following recommendations are being made for consideration by the town in its efforts to protect the rural character of the community as it exists in the open spaces around town.

- Review the Land Usage codes and amend as appropriate to ensure adequate protection of the following areas: wetlands, shorelines, aquifers, and steep slopes. (Note that the floodplain section of the code is up-to-date at this point in time.)
- Be proactive in protection of critical resources or land areas by establishing a fund for the purchase of land or development rights, and budgeting a certain amount of money every year through the Conservation Commission to go into that fund.
- Review and revise as necessary the land development regulations (land usage, subdivision, and site plan review) to ensure adequate and appropriate landscaping and setbacks for development in areas along existing roads.
- Review the Land Usage District designations in light of the fact that strip development erodes the rural character of a community, and if alternatives are appropriate, then propose amendments to those districts.
- Review the existing public recreation resources in the town to determine their adequacy and that they are well maintained and used efficiently. In light of the findings of that review, establish a long range plan to further develop recreational opportunities. The Planning Board and other town boards should work with the recreation committee in their efforts to establish such a plan.
- Develop and maintain an Open Space Plan for the Town of Fitzwilliam.
- Consider the adoption of a Scenic Viewshed Protection Ordinance.
- Review the natural resources inventory compiled by the Conservation Commission and examine the need for additional overlay districts to protect the identified resources.
- Pursue the possibilities for cooperation with other governmental units (adjacent towns, school district) in the provision of recreational programs and facilities.
- Explore having the State Legislature pass regulations regarding Laurel Lake.

## **GROWTH AND LAND USE**

**GOAL:** *To provide a balanced land use pattern in Fitzwilliam in order to re-establish and maintain a stable tax base, and to offset the cost of a primarily residential land use pattern.*

### **POLICIES:**

- Encourage residential development that meets the needs of Fitzwilliam's present and future residents and preserves the small town appearance of the town.
- Seek a balance between commercial and residential development by insuring that existing light industrial and commercial lands are utilized in a way appropriate for a historic town.
- Continue to encourage home occupations and home-based businesses.
- Encourage agricultural businesses that are appropriate for a historic town.

- Encourage commercial and light industrial development to provide job opportunities for area residents and to strengthen the tax base of the town.
- Cooperate with the existing businesses in town to try to meet their needs as they expand or simply try to remain in business.
- Ensure that adequate public and private infrastructure is in place to support economic development in Fitzwilliam.
- Recognize the essential role that telecommunications plays in today's economy.
- Be proactive in land use planning for the town's future.

**IMPLEMENTATION TECHNIQUES:**

Growth and land use are controlled primarily through land use controls - zoning, subdivision regulations, site plan review regulations, and other more specific regulations. Zoning, called "Land Usage" in Fitzwilliam, was adopted in 1982 and amended substantially in 1987. New Hampshire law allows towns to exert considerable control over land use, but most small towns don't need or want strict regulations. In Fitzwilliam, the regulations contained in the Land

Usage Code are adequate in some areas and lacking in others. While communities often wait until a certain regulation is needed, it is more prudent to examine all growth issues and determine what regulations are needed to protect the aspects of the community that the town wants to protect, and to control growth in order to maintain the rural characteristics of the community.

Land use can be controlled through the use of overlay zoning districts, which are designed specifically to protect natural resources and environmentally sensitive areas. It can also be controlled through specific growth limitations, as authorized by state law (RSA 674:22) or by innovative land use controls, as authorized in RSA 674:21. Impact Fees can be a good way to help with the cost of off-site road improvements that are often necessary for the construction of a substantial housing development.

**RECOMMENDATIONS:**

The following recommendations are being made for consideration by the town in its efforts to control land use within the community:

- Review the Land Usage code to determine if changes are needed to better control land use in the town, and to ensure that the codes respond to changing needs and conditions.
- Continually monitor the Zoning Ordinance to ensure that it reflects the changing nature of home occupations and businesses.
- Investigate establishing an agricultural overlay district that would favor agricultural uses over other land uses, through the regulation of lot sizes, buffering, etc.
- Review and revise the Historic District as necessary in terms of both the boundaries and the regulations to ensure that they remain appropriate to their original purpose.
- Consider amending the industrial zoning districts and industrial regulations to encourage a more compact layout that would not destroy the appearance and character of the area on Route 12 south of Route 119.

- Amend the existing zoning districts in Fitzwilliam by utilizing lot line boundaries as opposed to strip zoning.
- Work with the Industrial Development Commission to provide assistance to local businesses in meeting their expansion needs.
- Encourage formal municipal-level participation in - regional economic development organizations, such as Monadnock Economic Development Corporation.
- Review zoning and other land use regulations of neighboring towns annually to ensure that Fitzwilliam is competitive.
- Identify existing telecommunications infrastructure in Fitzwilliam and work with providers to facilitate improvements. Ensure, to the greatest degree possible through local regulations, that telecommunications facilities be camouflaged, or hidden in or on existing structures.
- Consider adoption of a community noise control ordinance such as that suggested by the United States Environmental Protection Agency.
- Encourage aesthetics and attractive designs of signs in terms of number, type, size and location.

## **COMMUNITY SERVICES**

**GOAL:** *Ensure that residents of the Town of Fitzwilliam have access to effective local services and facilities, and that the administration of local government is responsive to the needs of the residents.*

### **POLICIES:**

- Strive for efficiency and economy in the provision of public services.
- Ensure that town government is efficient, dynamic, and responsive to the changing needs of the town.
- Recognize that proper maintenance of all community property and facilities is necessary to adequately serve Fitzwilliam's residents.
- Provide a high quality education to Fitzwilliam's students in an efficient and cost effective manner.
- Provide vital safety services to commensurate with the changing needs of the community.
- Support the buying or sharing of equipment, materials and/or services with other towns, as feasible.

### **IMPLEMENTATION TECHNIQUES:**

Techniques relating to the provision of community services are generally those that deal with the financing of those services. Town budgets are at the center of this, and are impacted both positively and negatively by growth and land use. The higher the growth rate of a community is, the more they will have to spend to provide the needed services: police, fire, rescue, schools, library, recreation, and town government services. In New Hampshire, where there is no income tax, the property taxes are high in order to pay the price of these services. Communities that have a high proportion of residential to commercial, office, or industrial land uses will have higher resident tax bills than communities with a greater amount of non-residential land use. It is a generally accepted fact that residential land use does not pay for itself in terms of what the town must expend for the services required by the residential

land use. It can be generally said that non-residential land uses do "pay for themselves", although it depends on the details of each use: what it is, what kind of services it requires, where it is located, and how big it is.

In New Hampshire, a document called the Capital Improvements Program (CIP) is used to schedule the capital expenditures that are projected for a period ranging from six to ten years. This document is required in communities that use certain types of growth controls - those that limit or restricts the timing of development. Fitzwilliam has a CIP, which was written in 1990 and which spans 10 years. The road section of the CIP has been updated annually by the Selectmen. These schedules can be very useful for the town to equalize the spending of money for capital outlays over a period of years, thus reducing the seesaw effect of town budgets and tax bills. It is also useful for developers who need to know when a certain road will be improved, or, in communities with public water and sewer, when extensions will be installed.

### **RECOMMENDATIONS:**

The following recommendations are being made for consideration by the town in its efforts to maintain the quality of the infrastructure and services within the community:

- Maintain the municipal Capital Improvements Program annually with a minimum-planning horizon of six years.
- Conduct an annual review of municipal operations. Develop and implement annual and long-range plans for all departments of municipal government regarding the administration and duties of each department.
- Encourage greater citizen involvement in town affairs.
- Continue to work to determine the best methods for educating Fitzwilliam's children.
- Provide adequate housing for the town's services and governmental functions; continually review and examine whether the space needs of such functions are being met.
- Examine the possibility and need for establishing a public water supply and distribution system; work toward protecting and purchasing potential future water supplies (the land over an aquifer where a municipal well could be located, for example).
- Examine the need for public or community wastewater treatment systems, in light of the potential problem areas in town where residential development has occurred at higher densities or in environmentally sensitive areas, such as along lake shores and where there are high groundwater tables.
- Examine the possibility of obtaining state or federal funds to put toward the construction of sidewalks in those areas of town determined to have the most critical pedestrian needs.
- Locate community facilities in the village center areas, design such facilities to reflect traditional character, and encourage the re-use of existing structures/lots rather than developing "greenfield" sites for public uses.

### **TRAFFIC AND TRANSPORTATION**

**GOAL:** *Ensure that the transportation system in and through the Town of Fitzwilliam functions as efficiently as*

*possible.*

**POLICIES:**

- Provide for a transportation network capable of moving people, goods, and services safely and efficiently within and through Fitzwilliam.
- Provide for the safety of pedestrian and bicycle traffic wherever possible.
- Ensure that any proposal for increasing the capacity of existing highways or developing new highways be consistent with the general character of the town.
- Establish a procedure whereby the Road Agent, Selectmen, and Planning Board meet to schedule improvements on town roads and to make recommendations to the NH Department of Transportation.
- Develop a process to monitor the adequacy and safety of the town's road network, including a program of maintenance, improvements, and replacements. This can be worked in with the Capital Improvements Program schedule.
- Establish a policy to reduce development on class VI roads.

**RECOMMENDATIONS:**

The following recommendations are being made for consideration by the town to ensure that the transportation system in and through the Town of Fitzwilliam functions as efficiently as possible:

- Use the State of New Hampshire's Transportation Enhancement Program (through the auspices of the Southwest Region Planning Commission) to fund future improvements.
- Support the continued participation by the Town in the Transportation Improvement Program planning process carried out by the Southwest Region Planning Commission and State of New Hampshire.
- Evaluate the road standards in the subdivision regulations to ensure the development of safe roads without creating urban or suburban community character.
- Ensure, through site plan review, that adequate off-street parking is provided for in all future developments and that future parking for downtown properties is designed in coordination with existing parking.
- Create a pedestrian-friendly Village Center, through the development of pedestrian and bicycle facilities and the management of motorized-traffic behavior.

**HOUSING**

**GOAL:** *Ensure that adequate, safe, and sanitary housing for all existing and future residents is achievable in Fitzwilliam.*

**POLICIES:**

- Implement and administer the land use regulations so that there are no regulatory barriers to the

provision of a range of housing types in a variety of price categories.

- Support the preservation and maintenance of the existing and future housing stock through public and private actions.
- Encourage the private sector to remove or rehabilitate all unsafe housing.
- Support the development of adequate elderly housing.

**RECOMMENDATIONS:**

The following recommendations are being made for consideration by the town to ensure that adequate, safe, and sanitary housing for all existing and future residents is achievable in Fitzwilliam:

- Periodically conduct a housing inventory within Fitzwilliam, including characteristics such as the number of single and multi-family houses; the age and condition of houses; trends in the area real estate market; and rental versus ownership rates.
- Assess the impact of regional development and land use regulations in neighboring towns on housing demands for Fitzwilliam.
- Evaluate the potential of accessory dwelling units by right.
- Consider adopting elderly housing regulations.

**CONCLUSION**

These goals, policies, and recommendations all boil down to one thing: to preserve and enhance the quality of life in Fitzwilliam. This is a small town that is on the verge of growing into a more substantial community that has the needs and wants of a more suburban town, yet the opportunity exists to keep the character of the community as rural as it is today. The quality of life in any community consists of three elements: the mixture of people living in the town in terms of age, income level, education, and occupation; the natural environment; and the built environment. Through the enhancement of these elements, the quality of life in Fitzwilliam can be made even better than it is today.

**Fitzwilliam Local Resource Protection Priorities**

**Appendix B of Fitzwilliam Master Plan**

**2004**

Prepared by Southwest Region Planning Commission for the Fitzwilliam Planning Board

The Local Resource Protection Priorities (LRPP) project was conducted under agreement between the NH Department of Environmental Services (NH DES) and SWRPC as part of the Regional Environmental Planning Program for calendar year 2004.

A statewide LRPP GIS database was created by the Regional Planning Commissions in 1998-1999 with funding from the NH DES. The statewide goal of this ongoing research effort is "To create a data layer that is useful for local planning and conservation efforts and that can be used as a starting point for input in local priorities in developing regional conservation and development plans." SWRPC conducted two levels of outreach in sequence to request information from local officials and other interested parties on local resource protection priorities.

The Planning Board and Zoning Board of Adjustments responded to the SWRPC request for information. The Planning Board provided a review of the Ten Year Conservation Master Plan (2001), Zoning Ordinance, and Natural Resources Inventory (1996). The Commission reported pending acquisition by the Town of the Grasseau Property adjacent to the Scott Brook wetland complex as additional Fitzwilliam Town Forest land and discussed in general terms the Town's priorities:

1. Preserve Fitzwilliam's aesthetic (historic and rural) character;
2. Protect water resources (wetlands, surface waters, and water supply);
3. Maintaining/protecting the forested lands.

Under these general topical priorities, the Commission identified several goals:

1. protecting water quality in Laurel Lake;
2. inventory and protect historic sites outside the Village Center;
3. remove overhead utility wires from the Village Center Historic District;
4. provide recreational lands town wide, e.g. beaches, trails, and playgrounds;
5. continued land conservation in the vicinity of Rhododendron State Park; and
6. protection of scenic byways town wide.

The Commission also noted an error by omission in the NH GRANIT Protected Lands Inventory: the easement on the Slavic Property contiguously located between Rhododendron State Park and Little Monadnock Mountain protected lands.

**LOCAL RESOURCE PROTECTION PRIORITIES FOR THE TOWN OF FITZWILLIAM**

<b>Name</b>	<b>Location</b>	<b>Why is it a Priority?</b>	<b>Local Value Attribute</b>
Webb Hill Quarries	East Lake Rd	Future Water Source	Water Resources & Geological Feature
Cummings Derby Et Al Railroad Building	East Lake Rd	Historic Landmark	Historic Preservation
Town of Fitzwilliam Gaseau	NH RT 119 East	125.5 acres	Land Conservation
Schupack Family Trust	35 Upper Troy Rd	Conservation Easement 106.6 acres	Land Conservation
Town of Fitzwilliam Fiske Forest	NH RT 12 N	Conservation Easement 1 acre	Land Conservation
State of NH Boston & Maine Corp.	East Lake Rd	Railroad area 0.60 acre	Public Access
Town of Fitzwilliam	East Lake Rd	Railroad area/Highway Dept. 0.30 acre	Public Access
Norman E. & Kristen J Berube	East Lake Rd	Historic Landmark	Historic Preservation
Fitzwilliam Fire Dept. Inc.	Church St.	Historic Area	Public Access
Monadock Regional School District	Rhododendron Rd	Historic Area	Public Access
John H. Fitzwilliam	76 NH RT 119 W	Historic Building in Historic Area	Historic Preservation
John H. Fitzwilliam	74 NH RT 119 W	Historic Building in Historic Area	Historic Preservation
Claire Borowski	68 NH RT 119 W	Historic Building in Historic Area	Historic Preservation
Fitzwilliam Historical Society	66 NH 119 W	Historic Building in Historic Area	Historic Preservation
PWTM, LLC (Fitzwilliam Inn)	62 NH RT 119 W	Historic Building in Historic Area	Historic Preservation
Maccreay J. & Gail P. Landy	56 NH RT 119 W	Historic Building in Historic Area	Historic Preservation
Fitzwilliam Green LLC	52 NH RT 119 W	Historic Building in Historic Area	Historic Preservation
Gary L. Taylor	3 Templeton Tpk	Historic Building in Historic Area	Historic Preservation
Town of Fitzwilliam (Village Common)	NH RT 119 W	Historic Area	Historic Preservation
Leslie F. & Deborah A. Black	9 Templeton Tpk	Historic Building in Historic Area	Historic Preservation
Town of Fitzwilliam (Library)	11 Templeton Tpk	Historic Building in Historic Area	Historic Preservation
Town of Fitzwilliam (Town Hall)	13 Templeton Tpk	Historic Building in Historic Area	Historic Preservation
Fitzwilliam Community Church	85 NH RT 118 W	Historic Building in Historic Area	Historic Preservation

**Source: SWRPC 2004 Local Resource Protection Priorities**

## **MASTER PLAN POLICIES, GOALS AND OBJECTIVES**

### **MASTER PLAN – 1995**

#### Environment and Open Space Goal

- Preserve and enhance the natural resources which give the Town much of its beauty and recreational opportunities, and which are essential to its ecological balance.

#### Environment and Open Space Policies

- Preserve and enhance the rural character of the Town (including minimize strip development);
- Protect natural resources by public acquisition of easement or real property;
- Protect scenic vistas;
- Limit development in environmentally sensitive areas;
- Further develop recreational opportunities at Rhododendron State Park in cooperation with the State of New Hampshire;
- Provide public recreational facilities;

#### Master Plan Recommendations

- Study the possibility and need for establishing a public water supply system, including protection and purchase of future water supply lands.
- Study the need for community waste water treatment systems in areas of high residential densities and/or environmentally sensitive areas, e.g. shorelands and areas with high water table.
- Study the demand for public recreation facilities and public means for providing public recreation facilities.

### **MASTER PLAN - 1981**

#### Community Historic Resources

- Conduct an Inventory of Historic Resources in Fitzwilliam

### **TEN YEAR CONSERVATION MASTER PLAN - 2001**

- Conserving Our Riparian Systems
- Lakes and Ponds
- Forest Management
- Biodiversity Conservation
- Hazardous Waste
- Environmental Education
- Recreation
- Sprawl Control
- Sites for Scenic and Historic Preservation

## **1996 INVENTORY OF NATURAL RESOURCES**

- History
- Topography and Geology
- Soils
- Surface Waters
- Wetlands
- Ground Waters

- Forests
- Habitat – Wildlife
- Birds
- Wildflowers
- Parks
- Recreation
- Town Lands
- Easements
- Current Use Farm Lands

## **LAND USE REGULATIONS; ZONING ORDINANCE**

### Historic District

- Preservation of places and structures of architectural value and to preserve a district which reflects the Town's cultural, social, economic, political, and architectural history.

### Wetlands Protection Overlay District

- Preserve and protect wetlands values for groundwater, surface water quality, flood control, erosion and sedimentation control, wild flora and fauna, and recreation and aesthetics
- Preserve the aesthetic quality of wetlands
- Maintain ecological balance
- Protect potential and existing water supplies
- The district includes all wetlands and any uplands/non-wetlands within seventy-five (75) feet of the wetland

### Historic Overlay District

### Conservation Overlay District

- Shows the waters in town that the Commission wants to see protected

## **LAND USE REGULATIONS: SUBDIVISION REGULATIONS**

- Defines wetlands as areas of poorly or very poorly drained soils delineated by the National Cooperative Soil Survey

## **MUNICIPAL SPENDING** (from Annual Town Reports)

### Town Warrant - 1995

- to authorize deed for 100 acres of land from H. Gasseau, to be managed and administered by the Town Conservation Commission
- to obtain Lot 19 on Map 29, which includes land abutting and containing part of Collins Pond as a potential recreation area

### Town Warrant – 2002

- to raise and appropriate \$50,000 to purchase two parcels of land identified as Tax Map 09 Lot 18 and Tax Map 10 Lot 19 to be managed by the Conservation Commission and used as a source of gravel for the town

**1997 SWRPC LOCAL CONSERVATION QUESTIONNAIRE**

Critical/Sensitive Areas Warranting Protection

- water body shorelines
- uncut forests along Putney Road
- Pinnacle Area west of town center

Top Resource Protection Priorities

- groundwater protection
- shoreline protection

**2003 NH GRANIT PROTECTED LANDS INVENTORY**

The following protected lands were provided by NH GRANIT and reflect data current to August, 2003. Some data gaps may exist if 1) the parcel has been protected since August 2003, or 2) the parcel was inadvertently overlooked during previous mapping phases. Any identified gaps should be reported to NH GRANIT by submitting updated information on their Conservation Lands Registry at <http://www.granit.sr.unh.edu/cgi-bin/landreg>.

TOWN	DESCRIPTION	PARCEL ID	NAME	ACRES
Fitzwilliam	Fee Ownership Conservation	191-004	Rhododendron State Park	538.0
Fitzwilliam	Easement	191-005	Rhododendron State Park	270.0
Fitzwilliam	Fee Ownership	191-015	Fitzwilliam Town Forest	77.0
Fitzwilliam	Fee Ownership	191-016	Fitzwilliam Town Forest	69.0
Fitzwilliam	Fee Ownership Conservation	191-017	Fitzwilliam Town Forest	9.5
Fitzwilliam	Easement	191-020	Holbrook	23.8
Fitzwilliam	Fee Ownership	191-021	Meserve LVT	73.8
Fitzwilliam	Fee Ownership	205-001	Grant State Forest	8.0
Fitzwilliam	Fee Ownership Conservation	205-002-0	Laurel Lake Boat Access	1.5
Fitzwilliam	Easement	206-002	Rine	22.0

Source: NH GRANIT

**Fitzwilliam Demographic Data**  
**Appendix A of Fitzwilliam Master Plan**  
**2004**

Prepared by Southwest Region Planning Commission for the Fitzwilliam Planning Board

This Book Contains:

1. Population History of Fitzwilliam
2. Regional Data: Population & Housing
3. 2000 Census Data

General Profile –Selections from SF 3 Data

SF 1-by Block; Basic Population and Housing Data

SF 1 and 3- by Block Group; General Population & Housing Characteristics

SF 3- Town Wide; Detailed Population & Housing Characteristics

**Population History of Fitzwilliam**

Population History of Fitzwilliam -US Census data and OSP data

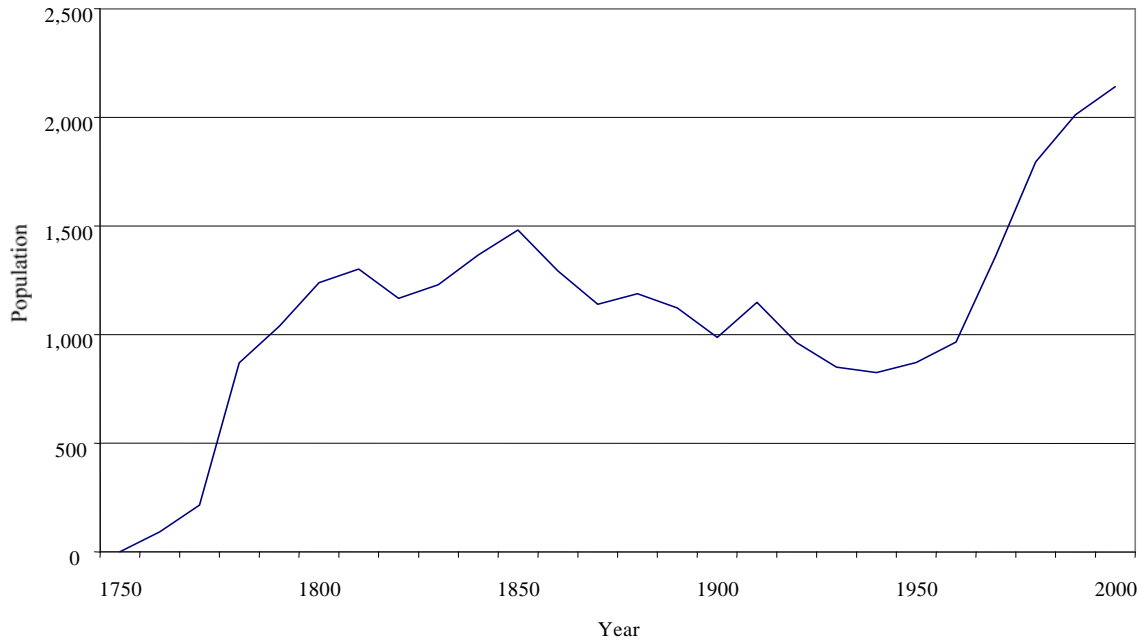
Year	Population	% Incr.	a.a. % In.	Change
1767	93			
1773	214	130%	22%	121
1786	870	307%	24%	656
1790	1,038	19%	5%	168
1800	1,240	19%	2%	202
1810	1,301	5%	0%	61
1820	1,167	-10%	-1%	-134
1830	1,229	5%	1%	62
1840	1,366	11%	1%	137
1850	1,482	8%	1%	116
1860	1,294	-13%	-1%	-188
1870	1,140	-12%	-1%	-154
1880	1,187	4%	0%	47
1890	1,122	-5%	-1%	-65
1900	987	-14%	-1%	-135
1910	1,148	16%	2%	161
1920	962	-16%	-2%	-186
1930	850	-12%	-1%	-112
1940	824	-3%	-0%	-26
1950	872	6%	1%	48
1956	943	8%	1%	71
1960	966	2%	1%	23
1964	1,000	4%	1%	34
1965	1,039	4%	4%	39
1966	1,057	2%	2%	18
1967	1,126	7%	7%	69
1969	1,166	4%	2%	40
1970	1,362	17%	17%	196
1971	1,360	-0%	-0%	-2
1972	1,472	8%	8%	112
1973	1,536	4%	4%	64
1974	1,500	-2%	-2%	-36
1975	1,493	-0%	-0%	-7
1976	1,515	1%	1%	22
1977	1,594	5%	5%	79
1978	1,618	2%	2%	24
1979	1,611	-0%	-0%	-7
1980	1,795	11%	11%	184
1981	1,753	-2%	-2%	-42
1982	1,784	2%	2%	31
1983	1,749	-2%	-2%	-35
1984	1,804	3%	3%	55
1985	1,948	8%	8%	144
1986	2,081	7%	7%	133
1987	2,142	3%	3%	61
1988	2,086	-3%	-3%	-56
1989	2,145	3%	3%	59
1990	2,011	-6%	-6%	-134
1991	2,016	0%	0%	5
1992	2,010	0%	0%	-6
1993	2,015	0%	0%	5
1994	2,029	1%	1%	14
1995	2,034	0%	0%	5
1996	2,040	0%	0%	6
1997	2,048	0%	0%	8
1998	2,055	0%	0%	7
1999	2,062	0%	0%	7
2000	2,141	4%	4%	79
2001	2,176	2%	2%	35

1930-2000	
Year	Population
1930	850
1940	824
1950	872
1960	966
1970	1,362
1980	1,795
1990	2,011
2000	2,141

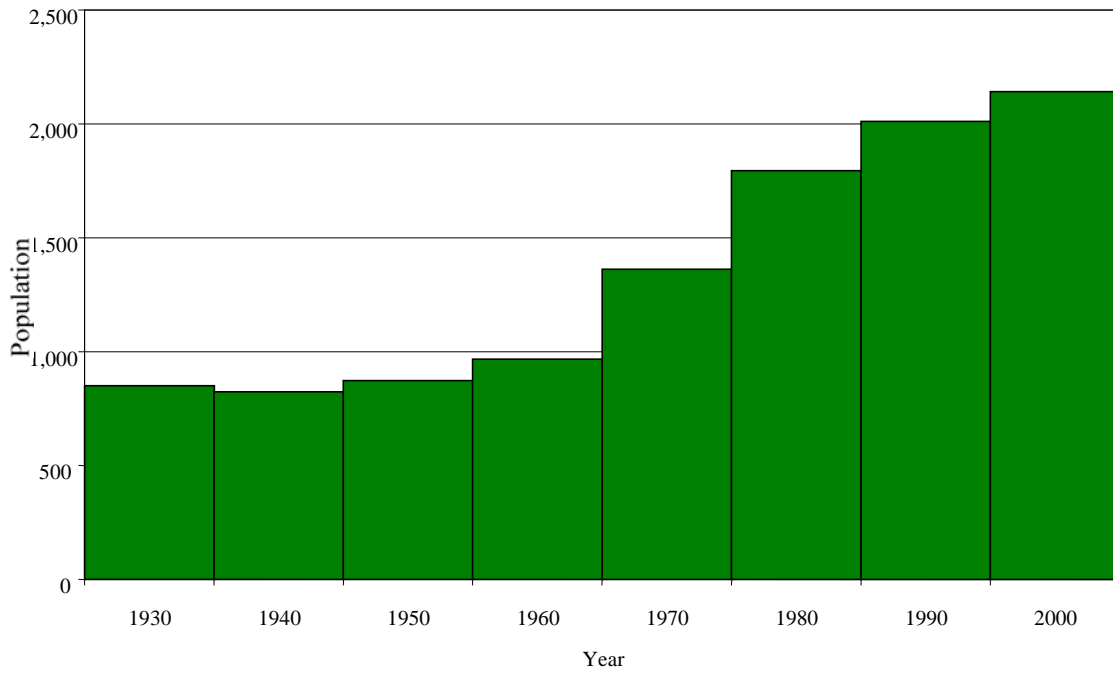
a.a. % In. = average annual percent increase.

Source: US Census Bureau, Census 2000 and NH Office of State Planning Estimates

### Population of Fitzwilliam 1767-2000



### Population of Fitzwilliam 1930-2000



**Regional Data**

Fitzwilliam Master Plan Data -Subregional Population

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Fitzwilliam	966	1,362	1,795	2,011	2,141
Rindge	941	2,175	3,375	4,941	5,451
Jaffrey	3,154	3,353	4,349	5,361	5,476
Troy	1,446	1,713	2,131	2,097	1,962
Richmond	295	287	518	877	1,077
Royalston MA		809	955	1,147	1,254
Winchendon MA		6,682	7,019	8,805	9,611
Total w/o MA towns	6,801	8,890	12,168	15,287	16,107
Total w/ MA towns		16,381	20,142	25,239	26,972

Within 25 mile radius:

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Fitzwilliam	966	1,362	1,795	2,011	2,141
Dublin	684	837	1,303	1,474	1,476
Harrisville	459	584	860	981	1,075
Jaffrey	3,154	3,353	4,349	5,361	5,476
Keene	17,562	20,467	21,449	22,430	22,563
Marlborough	1,612	1,671	1,846	1,927	2,009
New Ipswich	1,455	1,803	2,433	4,014	4,289
Peterborough	2,963	3,807	4,895	5,239	5,883
Richmond	295	287	518	877	1,077
Rindge	941	2,175	3,375	4,941	5,451
Roxbury	137	161	190	248	237
Sharon	78	136	184	299	360
Swanzey	3,626	4,254	5,173	6,236	6,800
Temple	361	441	692	1,194	1,297
Troy	1,445	1,713	2,131	2,097	1,962
Winchester	2,411	2,869	3,465	4,038	4,144
Subregional Total	38,149	45,920	54,668	63,367	64,099

Source: US Dept of Commerce, Bureau of the Census

(Massachusetts's data obtained from the Massachusetts Division of Employment and Training).

Percent Change, Subregional Population, 1960 -2000

Surrounding Towns:

	<u>'60-'70</u>	<u>'70-'80</u>	<u>'80-'90</u>	<u>'90-'00</u>
Fitzwilliam	41.0%	31.8%	12.0%	6.5%
Rindge	131.1%	55.2%	46.4%	10.3%
Jaffrey	6.3%	29.7%	23.3%	2.1%
Troy	18.5%	24.4%	-1.6%	-6.4%
Richmond	-2.7%	80.5%	69.3%	22.8%
Royalston, MA		18.0%	20.1%	9.3%
Winchendon, MA		5.0%	25.4%	9.2%
Subregional avg. w/o MA Towns	30.7%	36.9%	25.6%	5.4%
Subregional avg. w/ MA towns		35.0%	25.3%	6.9%

Within 25 mile radius:

	<u>'60-'70</u>	<u>'70-'80</u>	<u>'80-'90</u>	<u>'90-'00</u>
Fitzwilliam	41.0%	31.8%	12.0%	6.5%
Dublin	22.4%	55.7%	13.1%	0.1%
Harrisville	27.2%	47.3%	14.1%	9.6%
Jaffrey	6.3%	29.7%	23.3%	2.1%
Keene	16.5%	4.8%	4.6%	0.6%
Marlborough	3.7%	10.5%	4.4%	4.3%
New Ipswich	23.9%	34.9%	65.0%	6.9%
Peterborough	28.5%	28.6%	7.0%	12.3%
Richmond	-2.7%	80.5%	69.3%	22.8%
Rindge	131.1%	55.2%	46.4%	10.3%
Roxbury	17.5%	18.0%	30.5%	-4.5%
Sharon	74.4%	35.3%	62.5%	16.9%
Swanzey	17.3%	21.8%	20.3%	8.3%
Temple	22.2%	56.9%	72.5%	8.6%
Troy	18.5%	24.4%	-1.6%	-6.4%
Winchester	19.0%	20.8%	16.5%	2.6%
Subregional Avg.	20.4%	19.1%	15.9%	1.0%

**Population Projections**

Population for Surrounding Towns:

	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>
Fitzwilliam	2,141	2,270	2,370	2,510	2,630	2,740
Rindge	5,451	5,900	6,210	6,650	7,030	7,390
Jaffrey	5,476	5,770	6,030	6,390	6,700	6,990
Troy	1,962	2,060	2,140	2,240	2,330	2,420
Richmond	1,077	1,150	1,210	1,300	1,380	1,460
Total	16,107	17,150	17,960	19,090	20,070	21,000

Projected Housing Totals, Fitzwilliam

	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>
	886	925	980	1,027	1,070
Difference from '00 census	50	89	144	191	234
Difference yr. to yr.	50	39	55	47	43

Population for Towns Within 25 miles:

	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>
Fitzwilliam	2,141	2,270	2,370	2,510	2,630	2,740
Dublin	1,075	1,130	1,190	1,270	1,330	1,390
Jaffrey	5,476	5,770	6,030	6,390	6,700	6,990
Keene	22,563	23,040	23,490	24,110	24,960	25,780
Marlborough	2,009	2,110	2,200	2,310	2,410	2,510
New Ipswich	4,289	4,710	4,970	5,190	5,420	5,590
Peterborough	5,883	6,250	6,630	6,650	7,030	7,390
Richmond	1,077	1,150	1,210	1,300	1,380	1,460
Rindge	5,451	5,900	6,210	6,650	7,030	7,390
Roxbury	237	250	260	280	290	300
Sharon	360	390	410	430	450	470
Swanzy	6,800	7,190	7,530	8,000	8,410	8,800
Temple	1,297	1,420	1,510	1,590	1,660	1,720
Troy	1,962	2,060	2,140	2,240	2,330	2,420
Winchester	4,144	4,390	4,590	4,860	5,100	5,320
Total	66,240	69,580	72,360	75,500	78,930	82,150

Note: Projected Housing Total = population for that year divided by person per household figure of 2.56.

Source: OSP Population Projections, March 2003.

**Projected Population Growth Rates**

	Numerical Change		Percent Change		Numerical Change		Percent Change		Numerical Change		Percent Change	
	2000-2005		2005-2010		2010-2015		2015-2020		2020-2025			
Fitzwilliam	129	6.0%	100	4.4%	140	5.9%	120	4.8%	110	4.2%		
Rindge	449	8.2%	310	5.3%	440	7.1%	380	5.7%	360	5.1%		
Jaffrey	294	5.4%	260	4.5%	360	5.9%	310	4.9%	290	4.3%		
Troy	98	4.9%	80	3.9%	100	4.7%	90	4.0%	90	3.9%		
Richmond	73	6.8%	60	5.2%	90	7.4%	80	6.2%	80	5.8%		
Subregion	1,043	31.3%	810	23.3%	1,130	31.0%	980	25.6%	930	23.3%		

**Numerical Changes**

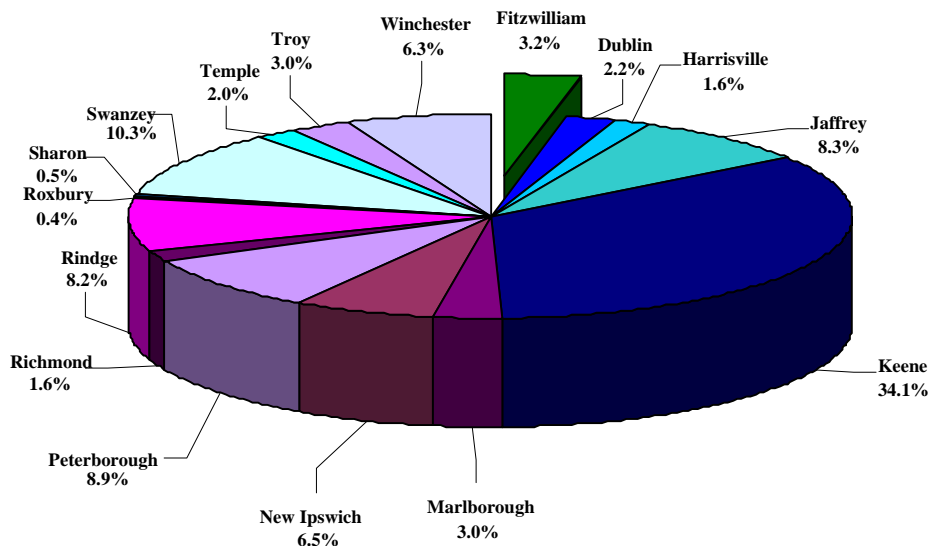
	<u>Fitzwilliam</u>	<u>Rindge</u>	<u>Jaffrey</u>	<u>Troy</u>	<u>Richmond</u>	<u>Subregion</u>
'00-'05	129	449	294	98	73	1,043
'05-'10	100	310	260	80	60	810
'10-'15	140	440	360	100	90	1,130
'15-'20	120	380	310	90	80	980
'20-'25	110	360	290	90	80	930

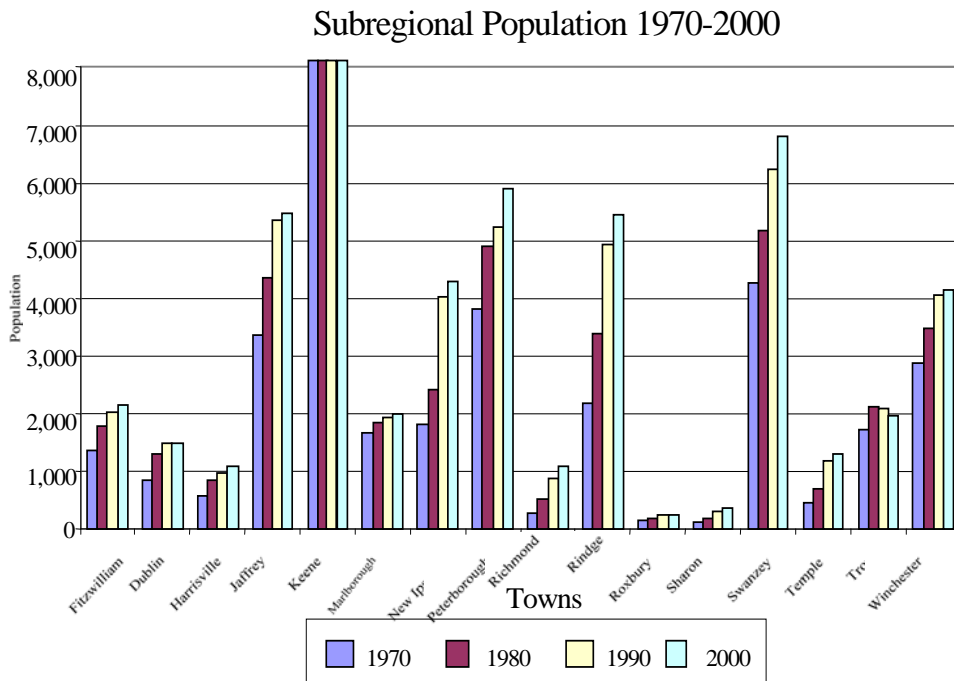
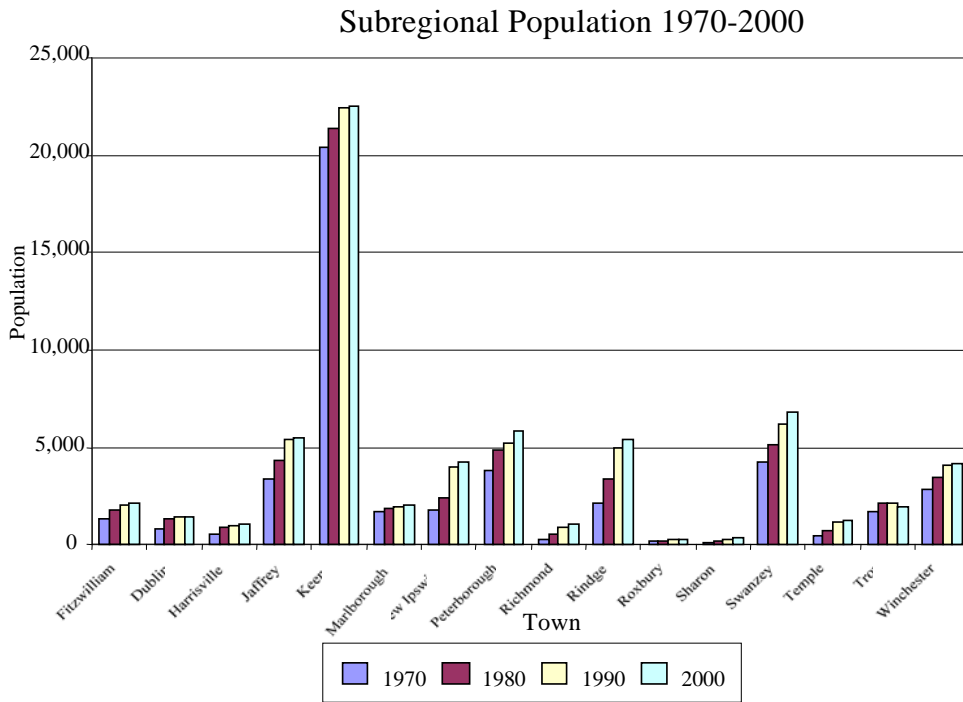
**Percent Changes**

	<u>Fitzwilliam</u>	<u>Rindge</u>	<u>Jaffrey</u>	<u>Troy</u>	<u>Richmond</u>	<u>Subregion</u>
'00-'05	6.0%	7.6%	5.4%	4.9%	6.8%	30.7%
'05-'10	4.4%	5.3%	4.5%	3.9%	5.2%	23.3%
'10-'15	5.9%	7.1%	5.9%	4.7%	7.4%	31.0%
'15-'20	4.8%	5.7%	4.9%	4.0%	6.2%	25.6%
'20-'25	4.2%	5.1%	4.3%	3.9%	5.8%	23.3%

Source: NH Office of State Planning Population Projections March 2003.

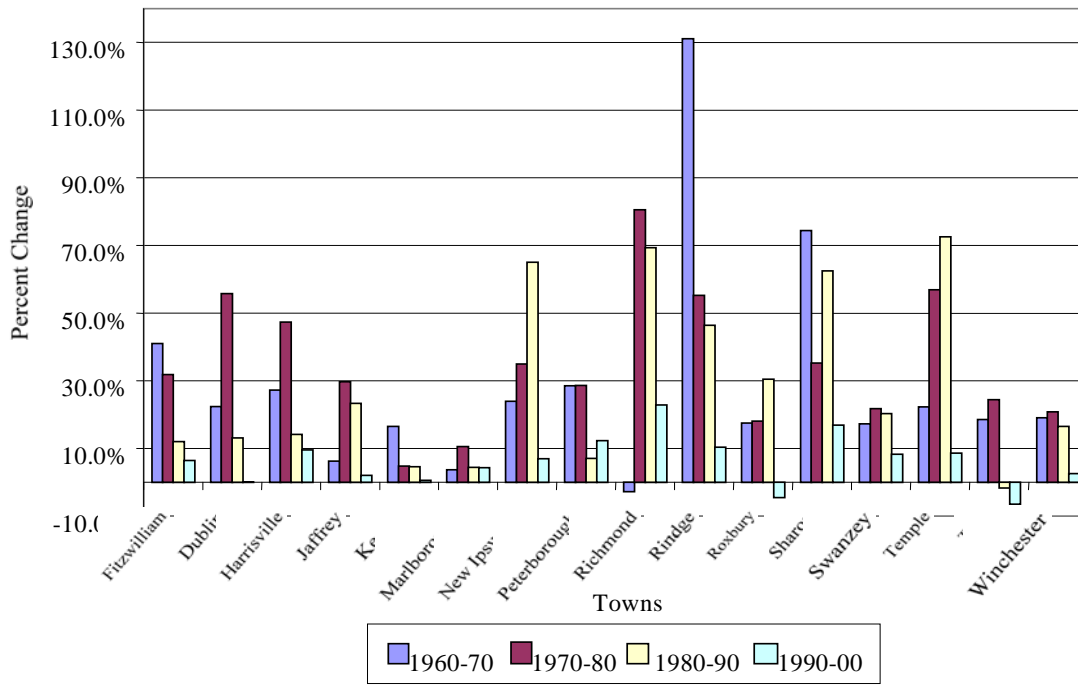
**Population Distribution 2000**





The City of Keene's population exceeds 20,000.

### Population Change



**Housing Growth, 1990 to 2000**

Surrounding Towns:

Town	<u>1990</u>	<u>2000</u>	<u>Change</u>	<u>% Change</u>
Fitzwilliam	1,031	1,074	43	4.2%
Rindge	1,781	1,863	82	4.6%
Jaffrey	2,426	2,352	-74	-3.1%
Troy	867	778	-89	-10.3%
Richmond	398	432	34	8.5%

Within a 25 mile radius:

Town	<u>1990</u>	<u>2000</u>	<u>Change</u>	<u>% Change</u>
Fitzwilliam	1,031	1,074	43	4.2%
Dublin	651	686	35	5.3%
Harrisville	588	698	110	18.7%
Jaffrey	2,426	2,352	-74	-3.1%
Keene	8,841	9,295	454	5.1%
Marlborough	856	893	37	4.3%
New Ipswich	1,326	1,449	123	9.3%
Peterborough	2,242	2,509	267	11.9%
Richmond	398	432	34	8.5%
Rindge	1,781	1,863	82	4.6%
Roxbury	95	91	-4	-4.2%
Sharon	128	160	32	25.0%
Swanzey	2,582	2,818	236	9.1%
Temple	429	464	35	8.2%
Troy	867	778	-89	-10.3%
Winchester	1,673	1,741	68	4.1%
Total	25,914	27,303	1,389	5.4%
Average	1,619	1,706	87	

Source: US Census Bureau, Census 2000.

**Housing Data for Fitzwilliam, 1980 to 2001: Building Permits for Residential Structures**

	<u>Single Family</u>	<u>Multi Family</u>	<u>Manufactured Housing</u>	<u>Total</u>	<u>Cumulative</u>
1980C	614	64	67	745	
1980	8	a	4	12	757
1981	7	2	4	13	770
1982	7	a	a	7	777
1983	14	a	a	14	791
1984	9	1	1	11	802
1985	24	a	3	27	829
1986	28	2	3	33	862
1987	45	2	3	50	912
1988	17	2	2	21	933
1989	8	a	1	9	942
1990C	833	79	119	1,031	
1990	7	3	1	11	1,042
1991	4	1	0	5	1,047
1992	2	0	0	2	1,049
1993	6	0	0	6	1,055
1994	6	0	0	6	1,061
1995	6	0	0	6	1,067
1996	3	0	3	6	1,073
1997	6	0	7	13	1,086
1998	1	1	0	2	1,088
1999	14	0	1	15	1,103
2000	12	0	1	13	1,116
2001	21	1	0	22	1,138

Notes: 1980C and 1990C are the census figures.

The data from 1990 on are not directly comparable to the data from 1989 and before. This is for two reasons: the data from 1990 on includes seasonal units, while the data from 1989 and before attempted to eliminate those units; and the data from 1990 on counted SF as "1 unit, detached", while the pre-1990 data may have included "1 unit, attached" in the SF data.

Source: NH Office of State Planning, "Current Estimates & Trends in NH Housing Supply", January 2003.

**Regional Housing Data, 2000**

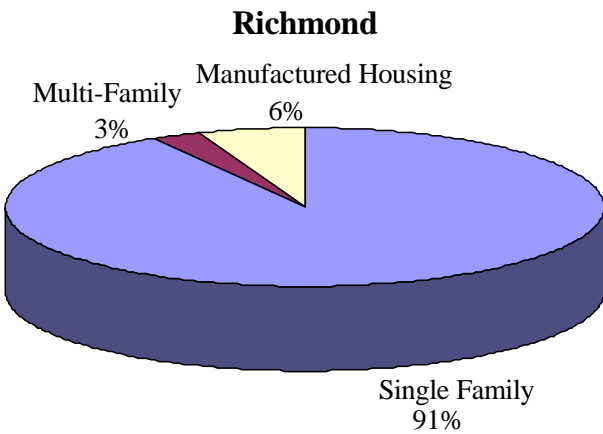
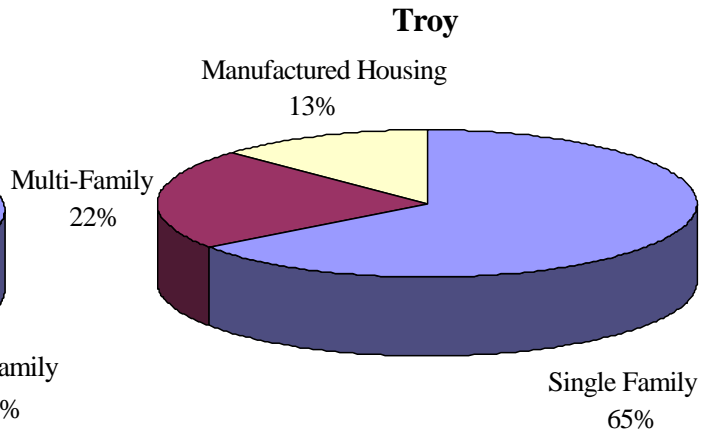
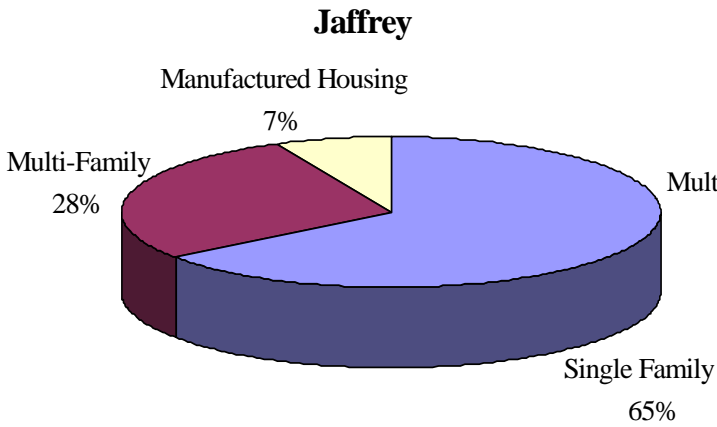
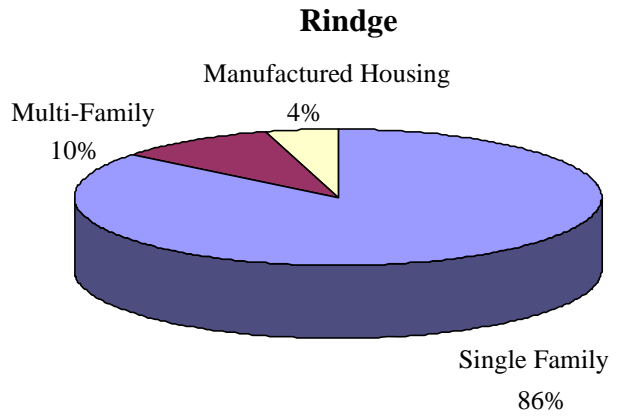
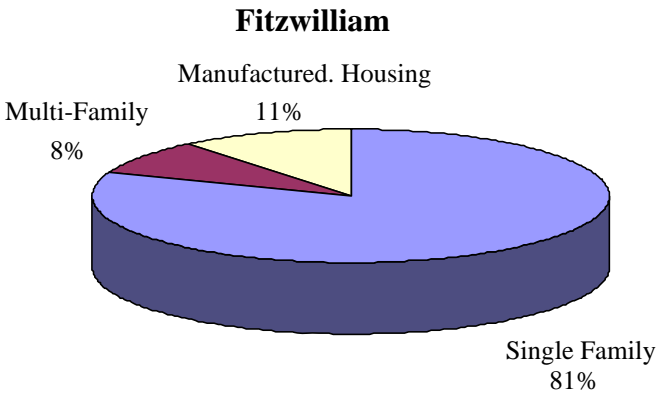
Surrounding Towns

	<u>Single Family</u>	<u>Multi Family</u>	<u>Manufactured Housing</u>	<u>Total</u>
Fitzwilliam	865	89	116	1,074
Rindge	1,597	184	82	1,863
Jaffrey	1,525	663	164	2,352
Troy	505	173	100	778
Richmond	396	11	25	432
Total	4,888	1,120	487	6,499

Within a 25 mile radius:

	<u>Single Family</u>	<u>Multi Family</u>	<u>Manufactured Housing</u>	<u>Total</u>
Fitzwilliam	865	89	116	1,074
Dublin	619	45	22	686
Harrisville	625	45	28	698
Jaffrey	1,525	663	164	2,352
Keene	4,541	4,308	446	9,295
Marlborough	586	272	35	893
New Ipswich	1,173	169	103	1,449
Peterborough	1,533	952	18	2,509
Richmond	396	11	25	432
Rindge	1,597	184	82	1,863
Roxbury	78	5	0	91
Sharon	157	3	0	160
Swanzey	1,984	569	265	2,818
Temple	386	51	27	464
Troy	505	173	100	778
Winchester	1,106	323	312	1,741
Total	17,676	7,862	1,743	27,303

Source: NH Office of State Planning, "Current Estimates & Trends in NH's Housing Supply", January 2003.



Housing Distribution  
Fitzwilliam and Surrounding Towns  
2000

## **General Profile**

General statements regarding Fitzwilliam's population and housing, from data in SF 1 and SF 3 (Tables P1, P9, P10, P12, P14, P21, P24, P26, P30, P31, P32, P33, P34, P35, P36, P37, P38, P43, P45, P49, P50, P51, P52, P53, P55, P87, H1, H3, H17, H20, H34, H38, H40, H43, H44, H47, H50, H84, and PCT25.)

1. The population in 2000 was 2,141 people.
2. This population was split 50.8 % male and 49.2% female; 97.5% white and 1.7% other; 0.8% of the total population was of Hispanic origin.
3. Twenty-four percent of the population in 2000 was under 18 years of age; in 1978 it was 28%. Sixty-five percent of the population in 2000 was between 18 and 64; in 1978 it was 59%. Eleven percent was age 65 & over in 2000 and in 1978 it was 13%. Thus it can be seen that the population has followed expected trends -as the "baby boom" generation ages, the percentage of the population in the young and old categories gets smaller while the middle one gets bigger. As the baby boomers get older, the trend will shift to a higher percentage of elderly people and a smaller percentage of kids.
4. Fitzwilliam had 586 families in 2000, with 1,820 people in those families, for a person per family figure of 3.11.
5. There were 836 households in Fitzwilliam in 2000, with a pph of 2.56.
6. Twenty-two percent of the households in Fitzwilliam were single person (12% male & 10% female); 33% were families with children; 38% were families without children; and 7% were non-families. Note: a household includes all persons who occupy a housing unit, while a family includes only households of related people. Of the total number of households, 71% were families and 29% were non-families. Of the family households, 40% had 2 people, 47% had 3 or 4 people, and 12% had 5 or more people. Of the non-family households, 75% had 1 person in the household; 23% had 2 people; 2% had 3 or 4 people; and there were no households with 5 or more people.
7. Fitzwilliam had a total of 1,074 housing units in 2000, 836 of which were occupied (77.8%) and 238 were vacant (22.2%). Of the occupied units, 83% were owner occupied and 17% were renter occupied. Eighty-five percent of the population lived in owner occupied units, while 15% lived in rented units. This gives an average household size of 2.62 for owner occupied units and 2.28 for renter occupied units.
8. Of the vacant units, 90% (214) were reported as seasonal units, the remaining 24 were either for sale, for rent, were sold or rented but still unoccupied, or were "other vacant". Breaking the data down to block groups, it is seen that block group 2 has a higher ratio of seasonal to occupied units than the other two block groups; block group 1 has the smallest.
9. Fifty-eight percent of the housing units had 4 to 6 rooms; 32 % had 7 or more rooms; and 10% had 3 or less rooms. "Rooms" includes living, dining, kitchen, bedroom, office, den, finished recreation room, porches enclosed for year round use, etc.; it does not include bathrooms, utility rooms, hallways or foyers, storage room, finished attics or basements, or unenclosed porches. A typical 3-bedroom house would have 5 or 6 rooms, depending on whether or not it had a dining room.
10. The vast majority of housing units in Fitzwilliam are single family detached structures 80.5%. 10.8% are mobile homes, 8.3% are 2 or more units (includes 1, attached) and 0.4% is "other" (houseboats, RV van, etc).
11. Ninety-one percent of the housing units in Fitzwilliam housed from 1 to 4 people, only 8% had 5 or more people. This help to demonstrate that typical household size in Fitzwilliam has declined from 2.68 in 1990 to 2.56 in 2000.

12. The occupants per room data indicates how many units had crowded living conditions 74% had .5 or less (means 2 rooms per person); 26% had .51 to 1; and only 1% (11 units) had more than 1 person per room.
13. The value of the housing in Fitzwilliam in 2000 was: 7% valued at \$50,000 or less; 44% between \$50,000 & \$100,000; 30% between \$100,000 and \$150,000; 12% between \$150,000 and \$200,000; and 7% valued at more than \$200,000. Block group 1 has more homes in the upper values than the other two block groups; but block group 1 had more occupied units than the other two block groups too.

**Where they are from:** (SF 3, Tables P21 & P24)

1. Fifty-seven percent of the population was not born in New Hampshire (high in-migration), 81% came from other northeastern states.
2. Sixty-one percent of the population lived in the same house in 2000 that they lived in 5 years earlier; 378 moved in from other towns in Cheshire County; only 41 moved in from other towns in NH; and 299 moved in from other states, 71% from the northeast.

**Where they Work:** (SF 3, Tables P26, P34, P35, P30, and H44)

1. Out of 1,184 workers, 73% of the workers in Cheshire County, 10% work outside the county, and 18% work in other states most likely Vermont and Massachusetts. Out of the 73% working in Cheshire County 4% of the workers work at home.
2. Eighty-one percent of workers drove alone to work, but 12% did car-pool (92% of those in 2 person car pools). Only 31 people (3%) took public transportation or some other means of transportation or walked to work. This is typical and expected in rural setting with limited public transportation opportunities and the distances one must travel to get to employment areas. Most people left for work between 6:00 am and 8:30 am (61%), another chunk (7%) left between 12 noon and 4pm.
3. A little more than half the people traveled 1/2 hour or less to work (53%); 32% drove 35 minutes to an hour and 15% drove more than an hour. Again, 4% worked at home (travel time = 0).
4. Forty-five percent of all the occupied housing units in 2000 had 2 cars; 27% had 1 car; 18% had 3 cars; 2% had no cars; and 8% had 4 or more cars.

**Education:** (SF 3, Tables P36, P37, P38, and PCT25,)

1. Out of a total of 589 people enrolled in school in 2000 (age 3 and over), 8% were enrolled in preprimary school (includes kindergarten); 71% were in elementary or high school; and 21% were in college. The preprimary students were split 61% in public school and 39% in private school; elementary & high school was 90% public & 10% private; and college was 54% public & 46% private. Total public private split was 80% public and 20% private.
2. Out of a total of 1,478 people age 25 and over, 52% have at least some college education. However, only 33% of the total have attained some degree, 9% associates, 16% bachelors, 6% masters and 2% received a professional school or doctorate degree. Nineteen percent did not finish college. 35% of the total graduated from high school (or got equivalency), while 9% received some high school education but did not obtain a diploma. Only 4% have less than a 9th grade education or no education.
3. For people age 18 and over (which would include kids in college), 16% have not received a high school diploma (26% of those have less than a 9th grade education = 4% of total). 84% have graduated from high school or have gone to college, 22% of which has some college education (19% of total). 36% of those have received a college degree: 10% associates, 18% bachelor's, and 9% graduate or professional degrees. This shows that while over 80% of the population have received at least a high school education, only 31% of the population (age 18 and over) have received any type of college degree. Fifty percent of the people age 18 and over have no more than a high school education.

4. Education & employment status of 16 -19 year old kids: total of 124 people: none in armed forces; 87% are in school – slightly more than half (54%) are employed and the other 45% are not in the work force; 16 people (13%) are not enrolled in school, 9 have graduated and are employed while 7 did not graduate and are employed.

**Women in the workforce:** (SF3, Table P43, and P45)

1. There were 823 women age 16 & over in 2000; 70% of them were in the labor force, 1% were unemployed and 30% were not in the labor force.
2. The majority of women do not have kids under 18 years of age (573, 70% of total). Nearly all of them are either employed or are not in the labor force -65% employed, 35% not in the labor force, & 2 people unemployed.
3. Out of the 250 women with kids, 193 are employed, (77%), 8 are unemployed (3%), and 49, are not in the labor force (20%). Of the women with children between 6 and 17 years old, 86% are in the labor force, 2% women are unemployed and the remaining 12% are not in the labor force. The women who have children under 6 years and children 6 to 17 years old 67% are in the labor force, the other 33% are not in the labor force. The women with children under the age of 6, 57% are in the labor force, 12% are unemployed and 31% are not in the labor force.

**What they did at work:** (SF 3, Tables P49, P50, and P51)

1. Twenty-three percent of the people in Fitzwilliam work in the manufacturing industries. Nineteen percent work in the education, health and social services industries. Eleven percent of them work in construction, and 13% in retail trade. (Note these statistics are for Fitzwilliam residents, and are not counted on place of work -i.e., it's for the residents, not the employees, in Fitzwilliam.)
2. Thirty percent of the workforce is employed in managerial, professional, and related occupations; 27% is employed in sales ad office occupations; 14% are in service occupations; 11 % are in construction, extraction, and maintenance occupations; and 18% were employed in production, transportation, and material moving occupations. Less than one percent of the workforce had farming, fishing, and forestry occupations.
3. Seventy one percent of Fitzwilliam residents worked for private for-profit companies, while 6% worked for non-profit organizations, 12% worked for local, state, or federal government, and 10% were self-employed.

**What they earned:** (SF 3, Tables P53, P52, P55, and P87)

1. The household income range in Fitzwilliam in 1999 was from less than \$10,000 to \$200,000 or more a year. Fifteen percent of the households in Fitzwilliam had an income of \$20,000 or less, 18% had an income of \$20,000 to \$34,999; 19% had an income of \$35,000 to \$49,999; 46% had an income of \$50,000 to \$149,999 and 3% had an income of \$150,000 or more. The medium household income was \$48,125.
2. Breaking household income down by the age of the householder, it can be seen that as the householder get older, the income goes up, until retirement, when it drops back down. That is what we expect in today's society.
3. Family income data shows basically the same thing as the household income data, with the exception that a smaller percentage (4%) of the families have family incomes less than \$20,000 than households; indicating the number of families with higher incomes is greater than the household data. The medium family income was \$55,476.
4. Of the total population in Fitzwilliam in 1999, 93% were at or above the poverty level, and 7% were below it. The majority (59%) of the people who were below poverty status were (ages 18-64), and 34% were children

(age 0-17), 7% of the people below the poverty level were age 65 and older. Note: the poverty status threshold change depending on the number of people in the household and the number of children in the household.

**What their houses were like:** (SF 3, Tables H40, H50, H47, H43, H34, and H38)

1. Three quarters of the homes (76%) are heated with fuel oil, kerosene etc.; 12% use wood; 10% use gas (bottled, tank, or LP); 1% use electricity; and 0.8% use coal or coke, utility gas, solar energy, or other source of heating fuel.
2. Only 16 units do not have complete kitchen facilities. Ninety nine percent do and 1% do not have complete kitchen facilities. This includes an installed sink with piped water, a stove (w/ or w/o an oven), and a refrigerator. 98% of all units (including seasonal) have complete plumbing facilities, while 2% are lacking complete facilities.
3. 99% of all occupied housing units had a telephone in 2000. Out of the 8 that did not have phone service, 6 householders were 25 - 44 years old, and 2 were 55 - 64 years old. However, this data is from a sample count and not a universal (or 100%) count; accuracy is not guaranteed.
4. Data on the ages of housing units clearly illustrates the housing boom between 1970 and 1979 (144 houses were built), and then again between 1980 and 1989 (232 houses were built), from 1990 to March of 2000 only 128 houses were built, showing a decline in housing construction. The average annual number of units built went from 7 in the 1940's up to 8 in the 1950's up to 11 in the 1960's up to 14 in the 1970's, to 23 in the 1980's, down to 14 in the early 1990's to 17 in the late 1990's to 16 from 1990 to March 2000. It should be noted that 29% of the total housing supply was built before 1940.
5. Looking at data on age of homes regarding owner and renter occupancy, there is a greater percentage (47%) of renter occupied homes built in 1939 and earlier than there is of owner occupied homes (28%) built within the same time frame. Seventy seven percent of the renter occupied units were built between 1939 and earlier and 1980; only 10% were built since 1990, with none built from 1999 to March of 2000. Sixty-five percent of the owner occupied units were built since 1950, only 12% were built since 1990 with 1% built from 1999 to March of 2000.
6. Slightly under half of Fitzwilliam householders moved into their homes since 1990 (49%). Slightly over three-quarters (79%) moved in since 1980.

**SF 1**  
**2000 Census Data**  
**Census Data by Block:**  
Population  
Population by Age  
Race  
Housing  
Occupancy Status  
One Person in Household  
One Parent in Household

	<u>Population</u>	<u>Population by Age</u>			<u>Race</u>					
	Total	Under 18	18-64	65 +	White	Black	Am In.	Asian	Hispanic	Other
Block 1000,	31	6	19	6	31	0	0	0	0	0
Block 1001,	0	0	0	0	0	0	0	0	0	0
Block 1002,	3	0	3	0	3	0	0	0	0	0
Block 1003,	0	0	0	0	0	0	0	0	0	0
Block 1004,	36	5	28	3	36	0	0	0	0	0
Block 1005,	33	6	23	4	29	0	0	0	0	4
Block 1006,	0	0	0	0	0	0	0	0	0	0
Block 1007,	22	7	14	1	22	0	0	0	0	0
Block 1008,	65	16	37	12	64	0	0	0	1	0
Block 1009,	1	0	1	0	0	0	0	0	0	1
Block 1010,	5	0	4	1	5	0	0	0	0	0
Block 1011,	2	0	2	0	2	0	0	0	0	0
Block 1012,	0	0	0	0	0	0	0	0	0	0
Block 1013,	0	0	0	0	0	0	0	0	0	0
Block 1014,	1	0	1	0	0	0	0	0	0	1
Block 1015,	33	6	23	4	33	0	0	0	0	0
Block 1016,	43	8	26	9	43	0	0	0	0	0
Block 1017,	11	2	6	3	11	0	0	0	0	0
Block 1018,	6	2	4	0	6	0	0	0	0	0
Block 1019,	53	6	38	9	50	2	0	0	0	1
Block 1020,	10	4	6	0	10	0	0	0	0	0
Block 1021,	0	0	0	0	0	0	0	0	0	0
Block 1022,	0	0	0	0	0	0	0	0	0	0
Block 1023,	6	2	4	0	6	0	0	0	0	0
Block 1024,	304	87	189	28	299	0	1	1	1	2
Block 1025,	40	8	28	4	40	0	0	0	0	0
Block 1026,	3	0	2	1	3	0	0	0	0	0
Block 1027,	3	0	1	2	3	0	0	0	0	0
Block 1028,	1	0	1	0	1	0	0	0	0	0
Block 1029,	5	0	2	3	5	0	0	0	0	0
Block 1030,	10	3	5	2	10	0	0	0	0	0
Block 1031,	0	0	0	0	0	0	0	0	0	0
Block 1032,	6	1	4	1	6	0	0	0	0	0
Block 1033,	0	0	0	0	0	0	0	0	0	0
Block 1034,	8	1	7	0	7	0	0	0	1	0
Block 1035,	0	0	0	0	0	0	0	0	0	0
Block 1036,	4	0	2	2	3	0	0	0	0	1
Block 1037,	0	0	0	0	0	0	0	0	0	0
Block 1995,	0	0	0	0	0	0	0	0	0	0
Block 1996,	0	0	0	0	0	0	0	0	0	0
Block 1997,	0	0	0	0	0	0	0	0	0	0
Block 1998,	0	0	0	0	0	0	0	0	0	0
Block 1999,	0	0	0	0	0	0	0	0	0	0
Block 2000,	91	33	50	8	89	0	0	0	1	1
Block 2001,	0	0	0	0	0	0	0	0	0	0
Block 2002,	53	21	31	1	49	0	0	0	4	0
Block 2003,	2	1	1	0	2	0	0	0	0	0
Block 2004,	0	0	0	0	0	0	0	00	0	0
Block 2005,	147	32	89	26	144	0	1	0	1	1
Block 2006,	0	0	0	0	0	0	0	0	0	0
Block 2007,	51	13	30	8	50	0	1	0	0	0
Block 2008,	2	0	0	2	2	0	0	0	0	0
Block 2009,	0	0	0	0	0	0	0	0	0	0
Block 2010,	15	5	10	0	9	2	0	0	0	4

	<u>Population</u>		<u>Population by Age</u>			<u>Race</u>				
	Total	Under 18	18-64	65 +	White	Black	Am In.	Asian	Hispanic	Other
Block 2011,	22	3	18	1	22	0	0	0	0	0
Block 2012,	19	9	8	2	13	0	0	0	6	0
Block 2013,	60	14	39	7	56	0	1	0	0	3
Block 2014,	0	0	0	0	0	0	0	0	0	0
Block 2015,	0	0	0	0	0	0	0	0	0	0
Block 2016,	153	38	111	9	152	0	0	0	0	1
Block 2017,	4	0	4	0	4	0	0	0	0	0
Block 2018,	0	0	0	0	0	0	0	0	0	0
Block 2019,	0	0	0	0	0	0	0	0	0	0
Block 2020,	9	0	6	3	8	0	0	0	0	1
Block 2021,	0	0	0	0	0	0	0	0	0	0
Block 2022,	27	5	19	3	27	0	0	0	0	0
Block 2023,	0	0	0	0	0	0	0	0	0	0
Block 2024,	5	0	3	2	5	0	0	0	0	0
Block 2025,	4	0	2	2	4	0	0	0	0	0
Block 2026,	5	2	3	0	5	0	0	0	0	0
Block 2027,	3	0	2	1	3	0	0	0	0	0
Block 2028,	17	2	14	1	16	0	0	0	0	1
Block 2029,	18	7	10	1	18	0	0	0	0	0
Block 2030,	0	0	0	0	0	0	0	0	0	0
Block 2031,	6	2	4	0	6	0	0	0	0	0
Block 2032,	1	0	1	0	1	0	0	0	0	0
Block 2033,	0	0	0	0	0	0	0	0	0	0
Block 2034,	9	4	5	0	9	0	0	0	0	0
Block 2035,	0	0	0	0	0	0	0	0	0	0
Block 2036,	0	0	0	0	0	0	0	0	0	0
Block 2037,	6	1	5	0	5	0	1	0	0	0
Block 2997,	0	0	0	0	0	0	0	0	0	0
Block 2998,	0	0	0	0	0	0	0	0	0	0
Block 2999,	0	0	0	0	0	0	0	0	0	0
Block 3000,	68	15	46	7	64	0	0	0	0	4
Block 3001,	0	0	0	0	0	0	0	0	0	0
Block 3002,	0	0	0	0	0	0	0	0	0	0
Block 3003,	23	2	18	3	23	0	0	0	0	0
Block 3004,	16	2	13	1	14	0	1	0	0	1
Block 3005,	13	0	13	0	13	0	0	0	0	0
Block 3006,	0	0	0	0	0	0	0	0	0	0
Block 3007,	0	0	0	0	0	0	0	0	0	0
Block 3008,	0	0	0	0	0	0	0	0	0	0
Block 3009,	0	0	0	0	0	0	0	0	0	0
Block 3010,	5	0	2	3	5	0	0	0	0	0
Block 3011,	9	3	6	0	6	1	0	0	0	2
Block 3012,	30	8	22	0	30	0	0	0	0	0
Block 3013,	0	0	0	0	0	0	0	0	0	0
Block 3014,	32	8	22	2	30	0	0	2	0	0
Block 3015,	0	0	0	0	0	0	0	0	0	0
Block 3016,	34	10	23	1	34	0	0	0	0	0
Block 3017,	1	0	0	1	1	0	0	0	0	0
Block 3018,	0	0	0	0	0	0	0	0	0	0
Block 3019,	4	0	2	2	4	0	0	0	0	0
Block 3020,	7	2	4	1	7	0	0	0	0	0
Block 3021,	2	0	2	0	2	0	0	0	0	0
Block 3022,	0	0	0	0	0	0	0	0	0	0
Block 3023,	42	18	24	0	41	0	0	0	1	0

	<u>Population</u>		<u>Population by Age</u>			<u>Race</u>				
	Total	Under 18	18-64	65 +	White	Black	Am In.	Asian	Hispanic	Other
Block 3024,	12	1	9	2	12	0	0	0	0	0
Block 3025,	10	5	5	0	10	0	0	0	0	0
Block 3026,	46	14	29	3	45	0	1	0	0	0
Block 3027,	8	0	6	2	8	0	0	0	0	0
Block 3028,	0	0	0	0	0	0	0	0	0	0
Block 3029,	12	5	7	0	12	0	0	0	0	0
Block 3030,	36	8	23	5	36	0	0	0	0	0
Block 3031,	25	9	15	1	25	0	0	0	0	0
Block 3032,	0	0	0	0	0	0	0	0	0	0
Block 3033,	9	1	6	2	9	0	0	0	0	0
Block 3034,	0	0	0	0	0	0	0	0	0	0
Block 3035,	0	0	0	0	0	0	0	0	0	0
Block 3036,	44	4	33	7	44	0	0	0	0	0
Block 3037,	52	11	38	3	49	0	1	1	0	1
Block 3038,	33	12	18	3	30	0	0	0	0	3
Block 3039,	0	0	0	0	0	0	0	0	0	0
Block 3040,	1	0	1	0	1	0	0	0	0	0
Block 3041,	2	0	1	1	1	1	0	0	0	0
Block 3042,	8	4	4	0	8	0	0	0	0	0
Block 3043,	1	0	0	1	1	0	0	0	0	0
Block 3044,	52	17	33	2	52	0	0	0	0	0
Block 3045,	9	1	7	1	9	0	0	0	0	0
Block 3046,	12	3	7	2	12	0	0	0	0	0
Block 3047,	9	1	6	2	9	0	0	0	0	0
Block 3048,	0	0	0	0	0	0	0	0	0	0
Block 3049,	0	0	0	0	0	0	0	0	0	0
Block 3997,	0	0	0	0	0	0	0	0	0	0
Block 3998,	0	0	0	0	0	0	0	0	0	0
Block 3999,	0	0	0	0	0	0	0	0	0	0

Block	Housing Units	Owner	Renter	Vacant	One Person Household	One Parent Household
1000	12	11	1	0	2	0
1001	1	0	0	1	0	0
1002	1	1	0	0	0	0
1003	2	0	0	2	0	1
1004	33	13	4	16	3	0
1005	15	13	1	1	4	0
1006	0	0	0	0	0	0
1007	10	8	1	1	3	0
1008	31	23	4	4	7	1
1009	1	1	0	0	1	0
1010	4	2	2	0	3	0
1011	1	1	0	0	0	0
1012	0	0	0	0	0	0
1013	0	0	0	0	0	0
1014	1	1	0	0	1	0
1015	14	9	5	0	2	3
1016	20	14	3	3	5	1
1017	5	3	2	0	1	1
1018	2	0	2	0	0	2
1019	25	23	2	0	9	2
1020	4	2	1	1	0	1
1021	0	0	0	0	0	0
1022	0	0	0	0	0	0
1023	2	2	0	0	0	0
1024	111	91	16	4	15	5
1025	21	16	3	2	6	1
1026	3	2	0	1	1	0
1027	2	1	1	0	1	0
1028	3	0	1	2	1	0
1029	2	2	0	0	1	0
1030	3	3	0	0	0	0
1031	0	0	0	0	0	0
1032	5	1	4	0	4	1
1033	0	0	0	0	0	0
1034	2	2	0	0	0	0
1035	0	0	0	0	0	0
1036	2	2	0	0	0	0
1037	0	0	0	0	0	0
1095	0	0	0	0	0	0
1096	0	0	0	0	0	0
1997	0	0	0	0	0	0
1998	0	0	0	0	0	0
1999	0	0	0	0	0	0
2000	34	27	3	0	4	2
2001	1	0	0	1	0	0
2002	14	13	1	0	0	2
2003	1	0	1	0	0	1
2004	0	0	0	0	0	0
2005	65	48	12	5	4	1
2006	0	0	0	0	0	0
2007	17	14	3	0	0	0
2008	1	1	0	0	0	0
2009	0	0	0	0	0	0
2010	5	2	3	0	1	0

Block	Housing Units	Owner	Renter	Vacant	One Person Household	One Parent Household
2011	10	6	3	1	2	0
2012	5	3	2	0	1	1
2013	30	14	15	1	13	1
2014	0	0	0	0	0	0
2015	0	0	0	0	0	0
2016	125	55	6	64	13	4
2017	4	0	4	0	4	0
2018	0	0	0	0	0	0
2019	4	0	0	4	0	0
2020	22	4	1	17	2	0
2021	2	0	0	2	0	0
2022	23	10	4	9	6	0
2023	0	0	0	0	0	0
2024	12	3	0	9	1	0
2025	7	3	0	4	2	0
2026	5	1	1	3	1	0
2027	9	2	0	7	1	0
2028	8	7	0	1	1	0
2029	6	4	1	1	1	0
2030	0	0	0	0	0	0
2031	4	3	0	1	2	1
2032	1	1	0	0	1	0
2033	0	0	0	0	0	0
2034	4	1	1	2	0	0
2035	0	0	0	0	0	0
2036	4	0	0	4	0	0
2037	0	0	0	0	1	0
2038	5	3	0	2	0	0
2097	0	0	0	0	0	0
2098	0	0	0	0	0	0
2099	0	0	0	0	0	0
3000	34	24	3	7	5	4
3001	0	0	0	0	0	0
3002	0	0	0	0	0	0
3003	12	11	0	1	3	0
3004	16	5	0	11	1	0
3005	7	6	0	1	1	0
3006	0	0	0	0	0	0
3007	0	0	0	0	0	0
3008	0	0	0	0	0	0
3009	0	0	0	0	0	0
3010	4	3	1	0	3	0
3011	4	2	1	1	0	0
3012	12	10	1	1	2	1
3013	0	0	0	0	0	0
3014	14	11	1	2	2	2
3015	0	0	0	0	0	0
3016	15	10	4	1	3	4
3017	1	1	0	0	1	0
3018	0	0	0	0	0	0
3019	2	1	1	0	1	0
3020	3	3	0	0	1	1
3021	1	1	0	0	0	0
3022	0	0	0	0	0	0

Block	Housing Units	Owner	Renter	Vacant	One Person Household	One Parent Household
3023	12	12	0	0	2	2
3024	5	5	0	0	0	1
3025	2	2	0	0	0	0
3026	18	13	2	3	3	1
3027	4	4	0	0	0	0
3028	0	0	0	0	0	0
3029	5	4	0	1	1	0
3030	19	14	1	4	3	1
3031	7	7	0	0	1	0
3032	1	0	0	1	0	0
3033	5	4	1	0	3	0
3034	3	0	0	3	0	0
3035	0	0	0	0	0	0
3036	17	15	1	1	1	1
3037	23	13	5	5	0	0
3038	14	11	1	2	2	1
3039	0	0	0	0	0	0
3040	1	1	0	0	1	0
3041	3	1	0	2	0	0
3042	4	2	0	2	0	0
3043	1	1	0	0	1	0
3044	18	15	3	0	2	3
3045	3	3	0	0	0	0
3046	11	5	1	5	3	0
3047	7	2	1	4	0	0
3048	0	0	0	0	0	0
3049	0	0	0	0	0	0
3097	0	0	0	0	0	0
3098	0	0	0	0	0	0
3099	0	0	0	0	0	0

**2000 Census Data  
SF 1  
Town Summary**

**Summary of Population & Housing Data**

Table

P1: Total Persons	2,141	
P12: Male	1,088	50.8%
Female	1,053	49.2%
Race:	<u>Total</u>	<u>% of total pop</u>
P3: White	2,088	97.5%
P3: Other	37	1.7%
P10: Hispanic Origin	16	0.7%
P31: Total Families	586	
P33: Persons per Family	3.00	
P32: Persons in Families	1,803	
P15: Total Households	836	
P17: Persons Per Household	2.56	
P16: Household Size & Relationship		
1 person hh:		
male	64	9%
female	68	9%
2 or more person hh:		
family w/kids	267	36%
family w/o kids	307	41%
non-family	45	6%
P26: Household Type & Size:		
Total:	836	
Family households:	586	70% (of total)
2-person household	244	42% (of category)
3-person household	143	24%
4-person household	129	22%
5-person household	47	8%
6-person household	13	2%
7-or-more-person household	10	2%
Non-family households:	250	30%
1-person household	187	75% (of total)
2-person household	56	22% (of category)
3-person household	6	2%
4-person household	1	0.4%
5-person household	0	0%
6-person household	0	0%
7-or-more-person household	0	0%

Source: U.S. Department of Commerce, Bureau of the Census. 2000 Census of Population & Housing, Summary File 1 and 3

H1:	Total Housing Units	1,074	
H2:	Occupancy Status:		
	Occupied	836	77.8%
	Vacant	238	22.2%
H4:	Tenure (occupied units):		
	owner occupied	694	83%
	renter occupied	142	17%
H11:	Persons in Occupied Housing Units:		
	owner occupied	1,816	85%
	renter occupied	324	15%
H5:	Vacancy Status:		
	for rent	2	1%
	for sale only	8	3%
	rented or sold	5	2%
	seasonal, rec. use	208	87%
	For Migrant workers	0	0%
	Other vacant	15	6%
H23:	Rooms in Housing Unit:		
	3 rooms or less	108	10.1%
	4 -8 rooms	847	78.9%
	9 or more	119	11.1%
H16:	Persons in Unit:		
	1 person	185	22%
	2 people	305	36%
	3	151	18%
	4	126	15%
	5	48	6%
	6	12	1%
	7 or more	9	1%
H20:	Occupants per Room:		
	1.00 or less	823	98.4%
	1.01 to 1.50	11	1.3%
	1.51 or more	2	0.2%
H74:	Value of specified owner occupied units:		
	\$49,999 or less	7	2%
	\$50,000 to \$99,999	235	50%
	\$100,000 to \$149,999	166	36%
	\$150,000 to \$199,999	44	9%
	\$200 000 or more	14	3%

Source: U.S. Department of Commerce, Bureau of the Census. 2000 Census of Population & Housing, Summary File 1 and 3

H18: Average Household Size per Occupied Unit:  
owner occupied 2.62  
renter occupied 2.26

H20: Tenure by occupants per room Universe: Occupied housing units

Owner occupied:	695	
0.50 or less occupants per room	517	74%
0.51 to 1.00 occupants per room	171	25%
1.01 to 1.50 occupants per room	5	1%
1.51 to 2.00 occupants per room	0	0%
2.01 or more occupants per room	2	0.3%
Renter occupied:	141	
0.50 or less occupants per room	91	65%
0.51 to 1.00 occupants per room	44	31%
1.01 to 1.50 occupants per room	6	4%
1.51 to 2.00 occupants per room	0	0%
2.01 or more occupants per room	0	0%

Source: U.S. Department of Commerce, Bureau of the Census. 2000 Census of Population & Housing, Summary File 1 and 3

**Population by Family and Household**

Block Group	Persons	% of Total	Families	% of Total	Households	% of Total	Persons per Households
1	745	34.8%	206	35.2%	300	35.9%	2.48
2	729	34.0%	193	33.0%	286	34.2%	2.55
3	667	31.2%	187	32.0%	250	31.0%	2.67
<i>Total</i>	<i>2,141</i>		<i>586</i>		<i>836</i>		<i>2.56</i>

**Population by Sex**

Block Group	Male	Percent	Female	Percent
1	376	50.5%	369	49.5%
2	369	50.6%	360	49.4%
3	343	51.4%	324	48.6%
<i>Total</i>	<i>1,088</i>	<i>50.8%</i>	<i>1,053</i>	<i>49.2%</i>

**Population by Race**

Block Group	White	Black	Asian	Am. In	Other	Two or more Races	Hispanic
1	730	3	1	0	0	11	3
2	711	3	0	4	0	11	12
3	647	2	3	3	5	7	1
<i>Total</i>	<i>2,088</i>	<i>8</i>	<i>4</i>	<i>7</i>	<i>5</i>	<i>29</i>	<i>16</i>

Percent of Total Town Population:

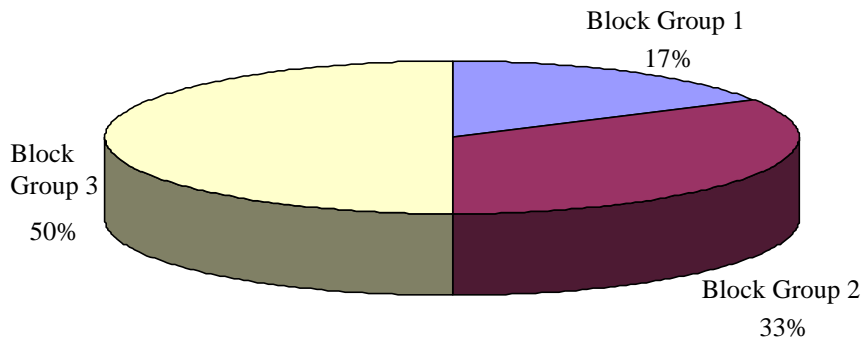
97.5%	0.37%	0.18%	0.33%	0.23%	1.35%	0.75%
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Notes: Hispanic Origin was a separate question, therefore is reported separate from the data on race.

The percentages of "white" through "other" add up to 100%; and in addition, 0.30% of the population is of Hispanic origin. "Am In" = American Indian, Eskimo, or Aleut; "Asian." =Asian.

Source: US Department of Commerce, Bureau of the Census 2000, Census of Population & Housing, Summary File 1.

**Population Distribution  
Among Block Groups, 2000**



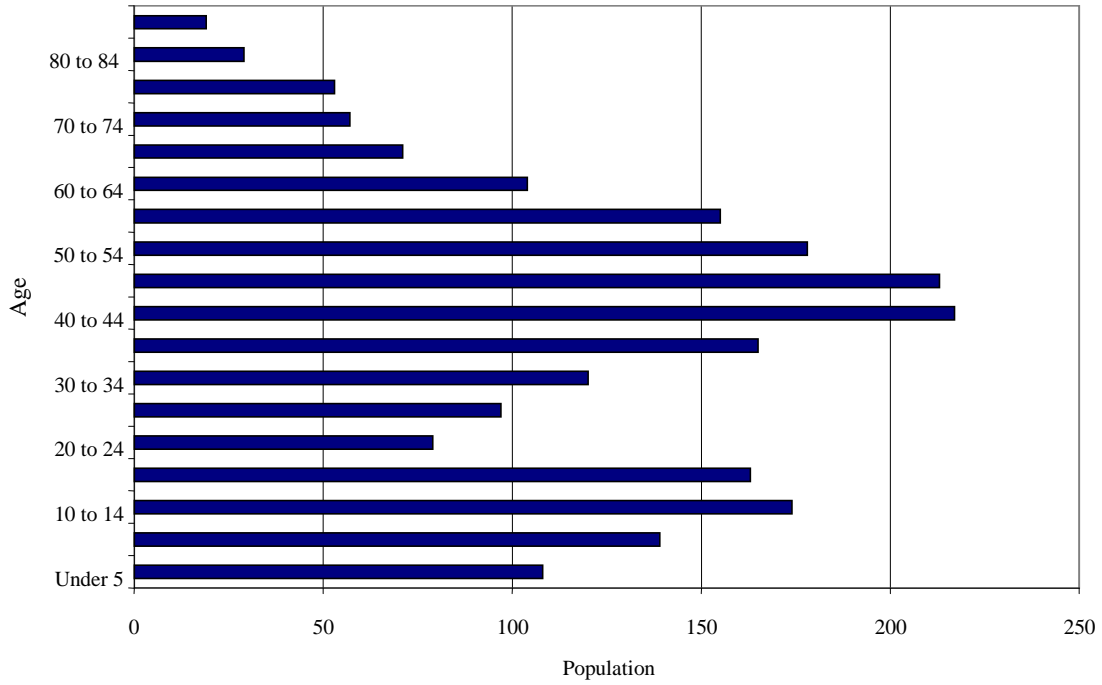
Age Range	BLOCK GROUP			Total By Age	Percent of Population of each Block Group			Percent of Total
	1	2	3					
P12: Population by Age								
Under 5	39	40	29	108	5.2%	5.5%	4.3%	5.0%
5 to 9	44	56	42	142	5.9%	7.7%	6.3%	6.6%
10 to 14	55	63	54	172	7.4%	8.6%	8.1%	8.0%
15 to 17	32	28	39	99	4.3%	3.8%	5.8%	4.6%
18 and 19	27	14	21	62	3.6%	1.9%	3.1%	2.9%
20	2	2	8	12	0.3%	0.3%	1.2%	0.6%
21	11	14	3	28	1.5%	1.9%	0.4%	1.3%
22 to 24	14	18	15	47	1.9%	2.5%	2.2%	3.0%
25 to 29	36	35	24	95	4.8%	4.8%	3.6%	4.4%
30 to 34	42	49	31	122	5.6%	6.7%	4.6%	5.7%
35 to 39	59	68	60	187	7.9%	9.3%	9.0%	8.7%
40 to 44	73	69	57	199	9.8%	9.5%	8.5%	9.3%
45 to 49	61	67	79	207	8.2%	9.2%	11.5%	9.7%
50 to 54	64	52	60	176	8.6%	7.1%	9.0%	8.2%
55 to 59	56	44	47	147	7.5%	6.0%	7.0%	6.9%
60 and 61	13	16	15	44	1.7%	2.2%	2.2%	2.1%
62 to 64	22	17	24	63	3.0%	2.3%	3.6%	3.0%
65 and 66	17	9	10	36	2.3%	2.3%	1.5%	1.7%
67 to 69	17	9	8	34	2.3%	1.2%	1.2%	1.6%
70 to 74	27	27	9	63	3.6%	3.7%	1.3%	3.0%
75 to 79	21	15	14	50	2.8%	2.1%	2.1%	2.3%
80 to 84	9	6	12	27	1.2%	0.8%	1.8%	1.3%
85 and over	4	11	6	21	0.5%	1.5%	0.9%	1.0%

Source: U.S. Department of Commerce, Bureau of the Census 2000 Census of Population & Housing, Summary File 1.

Block Group	1	2	3	Total	% of Total
<b>P9: Household Type and Relationship (count of persons):</b>					
In Family Households:					
Householder	216	203	183	602	28.1%
Spouse	167	162	154	483	22.6%
Child: natural born or adopted	210	190	194	594	27.7%
Child: step	41	8	22	71	3.3%
Grandchild	2	11	3	16	0.7%
Brother or sister	0	2	0	2	
Parent	0	5	7	12	0.6%
Other relatives	0	13	10	23	1.1%
Non-relatives	13	14	17	44	2.1%
In Non-Family Households:					
Householder living alone	75	63	46	184	8.6%
Householder not living alone	25	17	20	62	2.9%
Non-relatives	26	24	25	75	3.5%
In Group Quarters:					
Institutionalized	0	0	0	0	0.0%
other persons in group quarters	0	0	0	0	0.0%
<b>P10: Household Size by Type by presence of own children (Count of households):</b>					
1 Person:	75	63	46	184	21.7%
Male householder	33	34	33	100	11.8%
Female householder	42	29	13	84	10.0%
2 or More Persons:					
Family Households:	241	220	203	664	78.3%
Married couple family:					
With related children	70	92	72	234	27.6%
Without related children	112	83	88	283	33.4%
Other family:					
Male householder, no wife present:	7	11	10	28	3.3%
With related children	4	5	8	17	2.0%
Without related children	3	6	2	11	1.3%
Female householder, no husband present:	27	17	13	57	6.7%
With related children	20	4	5	29	3.4%
Without related children	20	4	5	29	3.4%
Non-Family Households:					
Male householder	13	9	18	40	4.7%
Female householder	12	8	2	22	2.6%
SF1 P33: Persons Per Family	2.94	3.08	3.06		3.02
SF1 P32: Persons in Families	606	594	572		1,772

Source: US Department of Commerce, Bureau of the Census  
2000 Census of Population & Housing, Summary File 3 and Summary File 1.

Population By Age, 2000



Population by Age, 2000

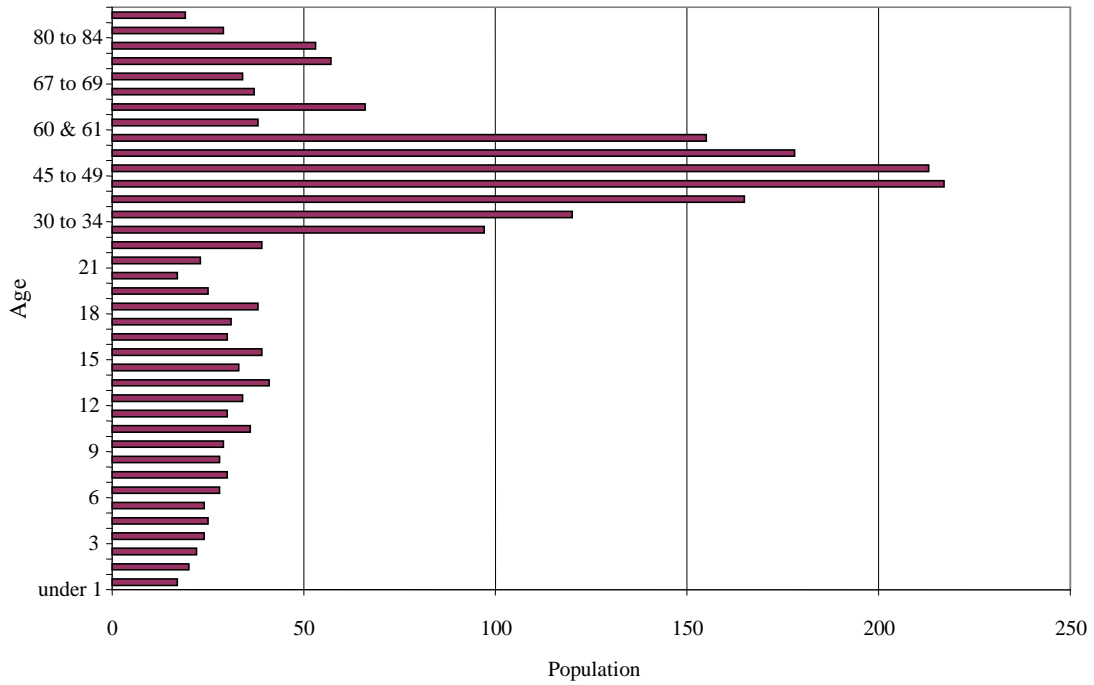
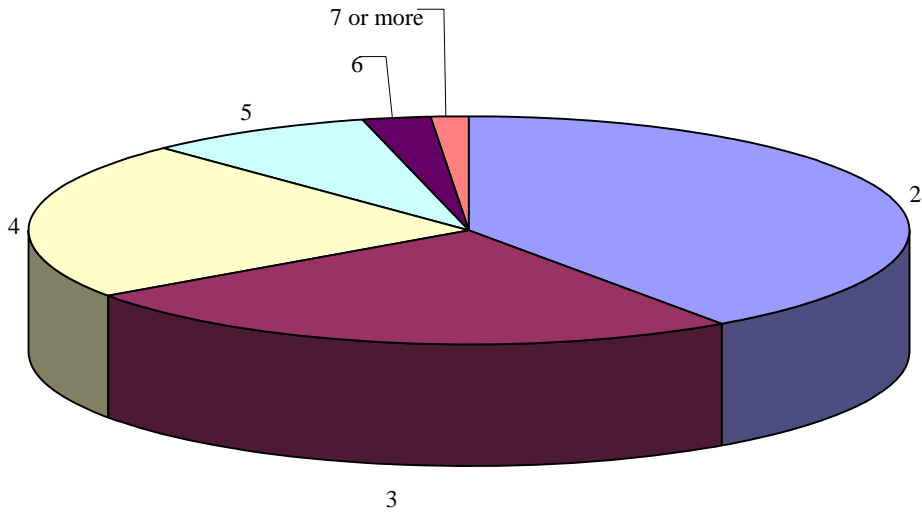


Table P26: Household Type by Household Size (count of households):

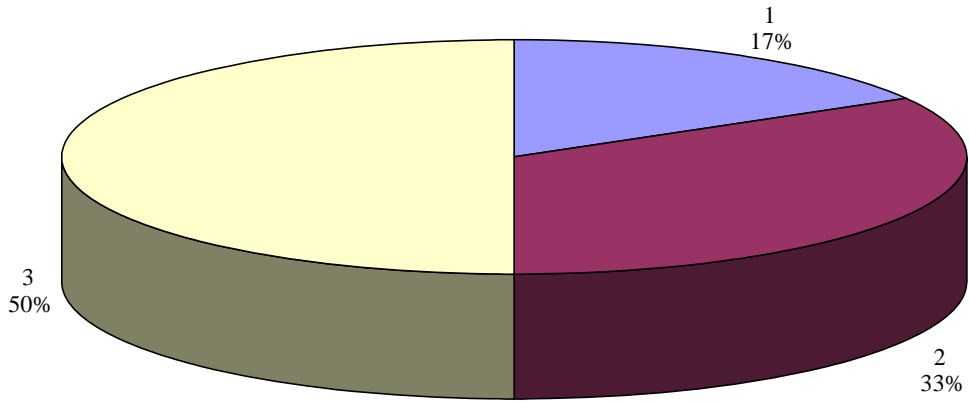
	<u>Block Group</u>			Total	Percent
	1	2	3		
<b>Family Households:</b>					
# of people in household:					
2	91	79	74	244	41.6%
3	48	47	48	143	24.4%
4	45	40	44	129	22.0%
5	16	19	12	47	8.0%
6	3	4	6	13	2.2%
7 or more	3	4	3	10	1.7%
<b>Non-Family Households:</b>					
# of people in household:					
1	70	71	46	187	74.8%
2	22	19	15	56	22.4%
3	2	2	2	6	2.4%
4	0	1	0	1	0.4%
5	0	0	0	0	0%
6	0	0	0	0	0%
7 or more	0	0	0	0	0%

Source: U.S. Department of Commerce, Bureau of the Census 2000 Census of Population and Housing, Summary File 1.

Family Household Size  
2000



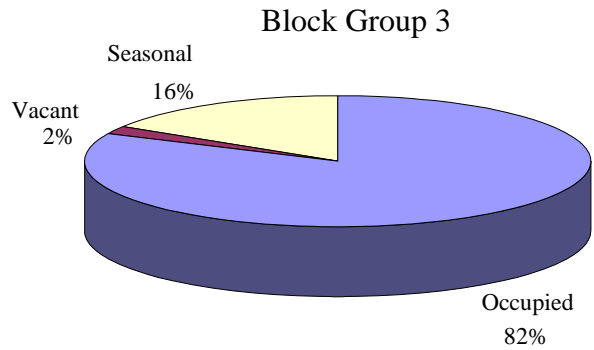
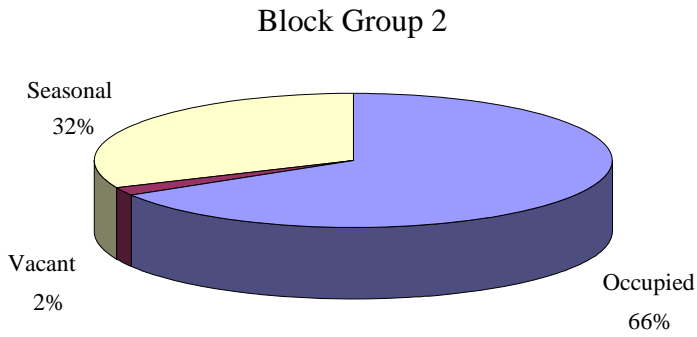
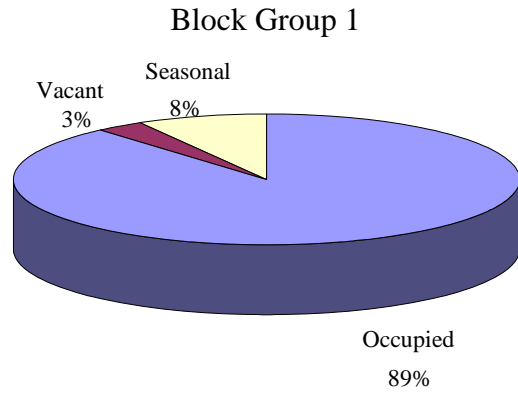
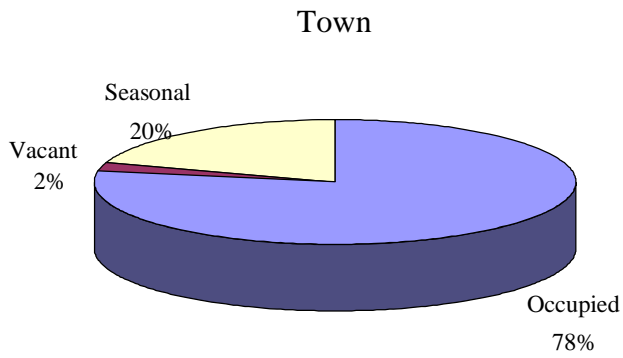
Non-Family Household Size  
2000



	<u>Block Group</u>			<u>Total</u>	<u>Percentage of Total</u>			
	<u>1</u>	<u>2</u>	<u>3</u>		<u>1</u>	<u>2</u>	<u>3</u>	<u>Overall</u>
H1: Housing Units: (total)	338	428	308	1,074	31.5%	39.9%	28.7%	
H3: Occupancy Status: (count of housing units)								
Occupied	300	286	250	836	88.8%	66.8%	81.2%	77.8%
Vacant	38	142	58	238	11.2%	33.2%	18.8%	22.2%
H4: Tenure: (count of occupied housing units)								
Owner occupied	247	225	222	694	82.3%	78.7 %	88.8%	83.0%
Renter occupied	53	61	28	142	17.7%	21.3%	11.2%	17.0%
H5: Vacancy Status: (count of vacant units)								
For rent	1	1	0	2	2.6%	0.7%	0%	0.8%
For sale only	2	4	2	8	5.3%	2.8%	3.4%	3.4%
Rented or sold; not occupied	3	1	1	5	7.9%	0.7%	1.7%	2.1%
For seasonal, rec. Use	28	132	48	208	73.7%	93.0%	82.8%	87.4%
For migrant workers	0	0	0	0	0%	0%	0%	0%
Other vacant	4	4	7	15	10.5%	2.8%	12.1%	6.3%

Source: US Department of Commerce, Bureau of the Census 2000 Census of Population & Housing, Summary File 1.

### Housing Occupancy Status 2000



Information	Block Group			Total	Percentage of Total for each Block Group			
	1	2	3		1	2	3	Overall
H23: Rooms in Housing Unit (count of units)								
1 room	4	0	2	6	1%	0%	1%	1%
2 rooms	3	23	12	38	1%	5%	4%	4%
3	23	30	11	64	7%	7%	4%	6%
4	57	66	53	176	17%	15%	17%	16%
5	93	85	73	251	28%	20%	24%	23%
6	48	72	72	192	14%	17%	23%	18%
7	43	51	30	124	13%	12%	10%	12%
8	29	50	25	104	9%	12%	8%	10%
9 or more	37	52	30	119	11%	12%	10%	11%

H17: Households in Unit (count of units)								
Total	299	285	252	836				
1 person	68	66	51	185	23%	23%	20%	22%
2	125	97	83	305	42%	34%	33%	36%
3	53	50	48	151	18%	18%	19%	18%
4	33	41	52	126	11%	14%	21%	15%
5	14	28	6	48	5%	10%	2%	6%
6	2	0	10	12	1%	0%	4%	1%
7 or more	4	3	2	9	1%	1%	1%	1%

H12: Average Household Size of Occupied Housing Unit  
 2.48    2.55    2.67

H17: Tenure by Household Size (count of occupied units)								
Owner occupied:	254	224	217	695				
1 person	56	34	44	134	22%	15%	20%	19%
2	106	79	76	261	42%	35%	35%	38%
3	43	46	43	132	17%	21%	20%	19%
4	33	36	40	109	13%	16%	18%	16%
5	12	26	4	42	5%	12%	2%	6%
6	2	0	8	10	1%	0%	4%	1%
7 or more	2	3	2	7	1%	1%	1%	1%
Renter occupied:	45	61	35	141				
1 person	12	32	7	51	27%	52%	20%	36%
2	19	18	7	44	42%	30%	20%	31%
3	10	4	5	19	22%	7%	14%	13%
4	0	5	12	17	0%	8%	34%	12%
5	2	2	2	6	4%	3%	6%	4%
6	0	0	2	2	0%	0%	6%	1%
7 or more	2	0	0	2	4%	0%	0%	1%

H12: Average Household Size of Occupied Housing Unit by Tenure:  
 Owner occupied 2.53    2.69    2.64  
 Renter occupied 2.26    2.00    2.93

H15: Persons: (count of persons in occupied units)  
 738    722    681    2,141    34.5%    33.7%    31.8%

H15: Persons by Tenure: (count of persons in units)  
 Owner occupied 629    616    578    1,823    29.4%    28.8%    27.0%    85.1%  
 Renter occupied 109    106    103    318    5.1%    5.0%    4.8%    14.9%

	<u>BLOCK GROUP</u>				<u>Percentage of Total for each Block Group</u>			
	1	2	3	Total	1	2	3	Overall
<b>H20: Persons Per Room: (count of occupied units)</b>								
.50 or less	215	214	179	608	72%	75%	71%	73%
.51 to 1.00	80	64	71	215	27%	22%	28%	26%
1.01 to 1.50	2	7	2	11	0.7%	2.5%	0.8%	1.3%
1.51 to 2.00	0	0	0	0	0%	0%	0%	0%
2.01 or more	2	0	0	2	0.7%	0%	0%	0.2%
<b>H20: Persons Per Room by Tenure: (count of occupied units)</b>								
<b>Owner occupied:</b>								
.50 or less	184	170	163	517	72%	76%	75%	74%
.51 to 1.00	68	49	54	171	27%	22%	25%	25%
1.51 to 2.00	0	0	0	0	0%	0%	0%	0%
1.51 to 2.00	0	0	0	0	0%	0%	0%	0%
2.01 or more	2	0	0	2	0.8%	0%	0%	0.3%
<b>Renter occupied:</b>								
.50 or less	31	44	16	91	69%	72%	46%	65%
.51 to 1.00	12	15	17	44	27%	25%	49%	31%
1.01 to 1.50	2	2	2	6	4.4%	3.3%	5.7%	4.3%
1.51 to 2.00	0	0	0	0	0%	0%	0%	0%
2.01 or more	0	0	0	0	0%	0%	0%	0%

Source: US Department of Commerce, Bureau of the Census. 2000 Census of Population & Housing, Summary File 1

	<u>BLOCK GROUP</u>			Total	Percent of Total
	1	2	3		
H74: Value: (count of specified owner occupied units)					
less than \$10,000	0	0	0	0	0%
\$10,000 to \$14,999	0	0	0	0	0%
\$15,000 to \$19,999	0	0	0	0	0%
\$20,000 to \$24,999	0	0	2	2	0.4%
\$25,000 to \$29,999	0	0	0	0	0%
\$30,000 to \$34,999	0	2	0	2	0.4%
\$35,000 to \$39,999	0	0	0	0	0%
\$40,000 to \$49,999	0	3	0	3	0.6%
\$50,000 to \$59,999	8	12	7	27	5.8%
\$60,000 to \$69,999	16	10	3	29	6.2%
\$70,000 to \$79,999	10	8	9	27	5.8%
\$80,000 to \$89,999	37	19	22	78	16.7%
\$90,000 to \$99,999	22	20	32	74	15.9%
\$100,000 to \$124,999	36	33	33	102	21.9%
\$125,000 to \$149,999	13	25	26	64	13.7%
\$150,000 to \$174,999	10	13	8	31	6.7%
\$175,000 to \$199,999	7	3	3	13	2.8%
\$200,000 to \$249,999	3	3	2	8	1.7%
\$250,000 to \$299,999 or more	0	2	4	6	1.3%
H75: Lower Value Quartile: [2]	\$81,800	\$81,700	\$87,600		
H76: Median Value: [3]	\$95,700	\$100,600	\$103,000		
H77: Upper Value Quartile: [4]	\$119,800	\$132,800	\$130,000		
H79: Aggregate Value [5] (all owner occupied Units)			\$27,247,500	\$25,530,000	\$26,452,500
H79: Aggregate Value by Units In Structure: [6]					
1, detached	\$24,767,500	\$23,592,500	\$24,232,500		
1, attached	\$170,000	\$110,000	\$375,000		
2	\$820,000	\$890,000	\$275,000		
3 or more	0	0	0		
Mobile home	\$1,490,000	\$937,500	\$1,570,000		
Boat, RV, van Etc.	0	0	0		

Notes: Tables 74, 75, and 79 are for specified owner occupied housing units.

[1] -"Specified owner occupied" housing units include only single family houses on less than 10 acres, without a business or medical office within them. A business is only counted if it is visible from outside the house.

[2] -"Lower Value Quartile" is the value that defines the upper limit of the lowest one-quarter of the values reported.

[3] -"Median Value" is the value at which half of the reported values fall below it and half fall above it.

[4] -"Upper Value Quartile" is the value that defines the lower limit of the upper one-quarter of the values reported.

[5] -"Aggregate Value" is derived by adding up all the reported values. For the category "less than \$10,000" the value \$9,000 was used; for "\$500,000 or more" the value \$600,000 was used.

[6] -"1, detached" is a single-family house. "1, attached" is a single unit that is attached to another; there is a partition wall extending all the way from the roof to the basement floor. "2" is a 2 unit structure that does not have a partition wall extending from the roof to the basement floor; the attic or basement or both are shared. "3 or more" is a multi-family structure with 3 or more units with the same characteristics as "2" above.

"Mobile home or trailer" is one which has not had any permanent rooms added to it. "Other" are units that don't fit the other categories, such as houseboats, railroad cars, campers, or vans.

Source: US Department of Commerce, Bureau of the Census 2000 Census of Population & Housing, Summary File 3.

	<u>BLOCK GROUP</u>			Total	Percent of Total
	1	2	3		
<b>H8: Vacancy Status: (count of vacant units)</b>					
For rent	1	0	0	1	0.4%
For sale only	3	4	2	9	3.8%
Rented or sold not occupied	4	2	0	6	2.5%
For seasonal, recreational, or occasional use	28	136	50	214	89.9%
For migrant workers	0	0	0	0	0.0%
All other vacant	2	2	4	8	3.4%

**H89: Aggregate Price Asked:**

Specified vacant for sale only units

\$32,500	\$190,000	\$55,000	\$277,500
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**H54: Contract Rent: (specified renter occupied units) [1]**

Less than \$100	0	0	0	0	0%
\$100 to \$149	0	0	0	0	0%
\$150 to \$199	2	0	0	2	1.6%
\$200 to \$249	0	0	2	2	1.6%
\$250 to \$299	2	0	3	5	4.1%
\$300 to \$349	0	6	0	6	4.9%
\$350 to \$399	0	4	2	6	4.9%
\$400 to \$449	6	11	0	17	13.8%
\$450 to \$499	0	6	0	6	4.9%
\$500 to \$549	9	14	2	25	20.3%
\$550 to \$599	0	0	2	2	1.6%
\$600 to \$649	10	6	8	24	19.5%
\$650 to \$699	0	0	0	0	0%
\$700 to \$749	2	2	0	4	3.3%
\$750 to \$799	0	2	3	5	4.1%
\$800 to \$899	3	5	0	8	6.5%
\$900 to \$999	3	0	0	0	0%
\$1,000 or more	0	0	0	0	0%
No cash rent	4	3	7	14	11.4%

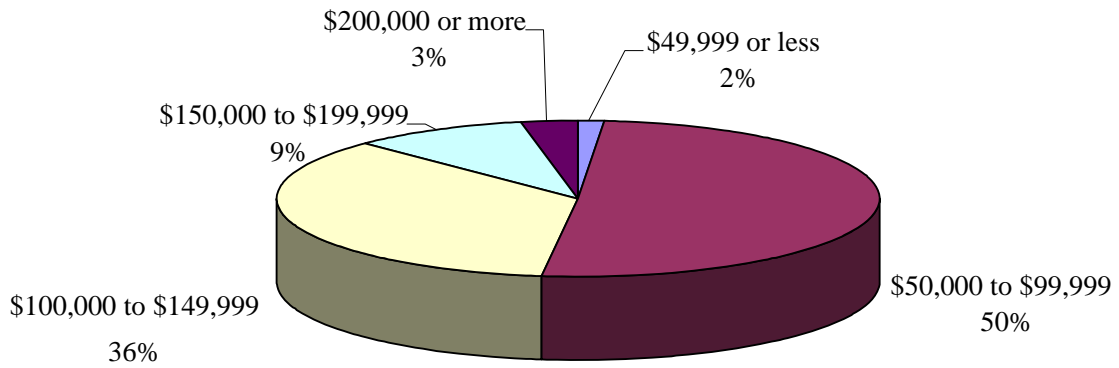
H55: Lower Contract Rent Quartile: [2]	\$444	\$418	\$363
H56: Median Contract Rent: [3]	\$547	\$504	\$600
H57: Upper Contract Rent Quartile: [4]	\$644	\$608	\$634
H58: Aggregate Contract Rent: [5]	\$20,800	\$28,500	\$11,100
H61: Aggregate Rent Asked: (specified vacant for rent units)	0	0	0

**Notes:**

- [1] - "Specified renter occupied" excludes single family houses on 10 acres or more. This applies to Table H54.
- [2] - "Lower Contract Rent Quartile" is the rent that defines the upper limit of the lowest one-quarter of the rents reported.
- [3] - "Median Contract Rent" is the rent at which half of the reported values fall below it and half fall above it.
- [4] - "Upper Contract Rent Quartile" is the rent that defines the lower limit of the upper one-quarter of the rents reported.
- [5] - "Aggregate Contract Rent" is derived by adding up all the rents reported.

Source: US Department of Commerce, Bureau of the Census 2000 Census of Population & Housing, Summary File 3.

### Value of Owner Occupied Housing 2000



	BLOCK GROUP			Total	Percent
	1	2	3		
<b>H31: Units in Structure: (count of vacant units)</b>					
1, detached [1]	34	126	50	210	88%
1, attached [2]	0	0	2	2	1%
2	2	3	0	5	2%
3 or 4	0	0	0	0	0%
5 to 9	0	0	0	0	0%
10 to 19	0	0	0	0	0%
20 to 49	0	0	0	0	0%
50 or more	0	0	0	0	0%
mobile home [3]	2	13	2	17	7%
Boat, RV, van etc.	0	2	2	4	2%
<b>H30: Units in Structure: (count of units)</b>					
1, detached [1]	263	335	267	865	82%
1, attached [2]	2	6	4	12	1%
2	22	21	5	48	5%
3 or 4	2	12	0	14	1%
5 to 9	2	13	0	15	1%
10 to 19	0	0	0	0	0%
20 to 49	0	0	0	0	0%
50 or more	0	0	0	0	0%
mobile home[3]	46	40	30	116	11%
Boat, RV, van, etc.	0	2	2	4	0.3%
<b>H32: Tenure by Units in Structure: (count of occupied units)</b>					
<b>Owner occupied:</b>					
1, detached [1]	213	190	190	593	71%
1, attached [2]	2	2	2	6	0.7%
2	6	10	2	18	2%
3 or 4	0	0	0	0	0%
5 to 9	0	0	0	0	0%
10 to 19	0	0	0	0	0%
20 to 49	0	0	0	0	0%
50 or more	0	0	0	0	0%
Mobile home [3]	33	22	23	78	9%
Boat, RV, van, etc.	0	0	0	0	0%
<b>Renter occupied:</b>					
1, detached [1]	16	19	27	62	7%
1, attached [2]	0	4	0	4	0.5%
2	14	8	3	25	3%
3 or 4	2	12	0	14	2%
5 to 9	2	13	0	15	2%
10 to 19	0	0	0	0	0%
20 to 49	0	0	0	0	0%
50 or more	0	0	0	0	0%
Mobile home [3]	11	5	5	21	3%
Boat, RV, van, etc.	0	0	0	0	0%

Notes

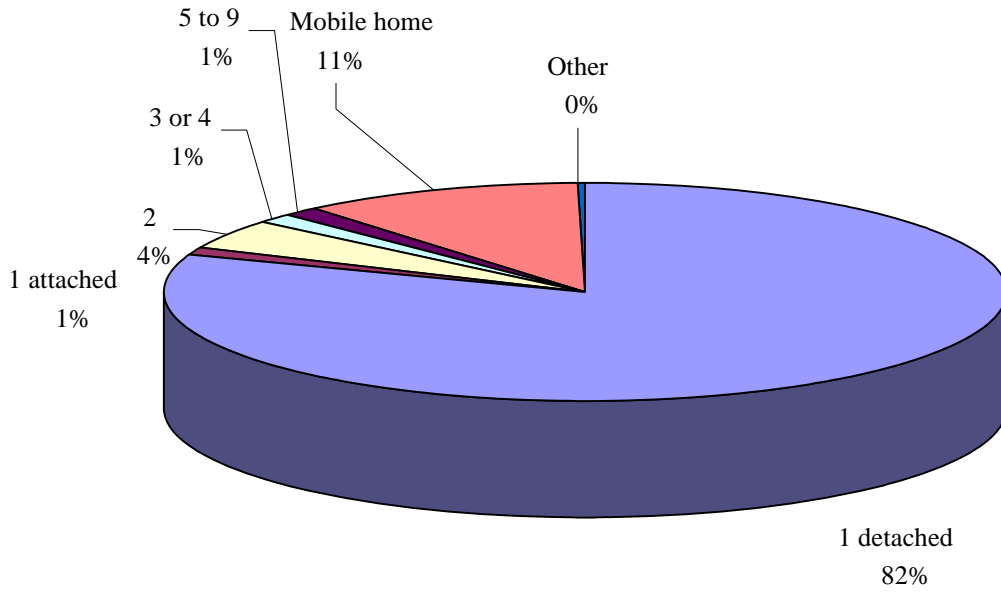
[1] -"1, detached" is a single-family house.

[2] -"1, attached" is a single units that is attached to another; there is a partition wall extending all the way from the roof to the basement floor.

[3] -"Mobile home or trailer" is one which has not had any permanent rooms added to it. Those that have are classified as "1, detached".

Source: US Department of Commerce, Bureau of the Census. 2000 Census of Population & Housing, Summary File 3.

Distribution of Housing Units by Type  
Number of Units in Structure, 2000



	<u>BLOCK GROUP</u>			<u>Total</u>
	<u>1</u>	<u>2</u>	<u>3</u>	
H99: Imputation of Housing Items: (count of units not substituted)				
1 or more items imputed	190	269	173	632
no items imputed	147	160	135	442
H101: Imputation of Vacancy Status: (vacant units)				
Imputed	0	0	0	0
not imputed	38	144	56	238
H103: Imputation of Units in Structure: (units not substituted)				
Imputed	0	8	6	14
not imputed	337	421	302	1,060
H102: Imputation of Rooms: (units not substituted)				
imputed	17	127	31	175
not imputed	320	302	277	899
H100: Imputation of Tenure: (occupied units)				
Imputed	8	10	8	26
not imputed	291	275	244	810
H116: Imputation of Value: (specified owner occupied units)				
Imputed	14	12	16	42
not imputed	148	141	135	424
H118: Imputation of Price Asked: (spec. vacant for sale only unit)				
Imputed	0	0	0	0
not imputed	1	2	1	4
H113: Imputation of Contract Rent: (spec. renter occupied units)				
Imputed	8	9	0	17
not imputed	33	50	29	112

Notes:

These tables give an indication of how much of the data was modified to account for incomplete questionnaires or wrong answers on questionnaires. Imputation is the assigning of an item of information for the person or housing unit. Substitution is the assigning of a full set of information from another person or housing unit when no information was provided by the occupant or owner.

Source: US Department of Commerce, Bureau of the Census. 2000, Summary File 3.

**2000 Census Data  
Town wide Data**

The following Tables from the 2000 Census, SF 3, are included in this section of the Appendix:

Origin:

- Table P21: Place of Birth
- Table P24: Residence in 1985

Work and Education:

- Table P26: Place of Work, state & county level
- Table P29: Place of Work, minor civil division level
- Table P30: Transportation to Work
- Table P31: Travel time to Work
- Table P34: Time leaving home to go to Work
- Table P35: Private Vehicle Occupancy
- Table P36: School Enrollment and Type of School
- Table P37: Educational Attainment (age 25+)
- Table PCT25: Educational Attainment (age 18+)
- Table P38: School Enrollment, Educational Attainment, & Employment (age 16-19)
- Table P49: Presence & Age of Kids & Employment Status
- Table P50: Industry
- Table P51: Occupation
- Table P52: Class of Worker

Income (in 1999):

- Table P52: Household Income
- Table P55: Age of householder by Household Income
- Table P55: Age of householder by Household Income
- Table P76: Family Income
- Table P77: Medium Family Income
- Table P78: Aggregate Family Income
- Table P48: Workers in Family
- Table P82: Per Capita Income

Poverty:

- Table P87: Poverty Status by Age

Housing:

- Table H34: Year Built
- Table H36: Tenure by Year Built
- Table H38: Year Householder Moved into Unit
- Table H40: Heating Fuel
- Table H43: Tenure by Telephone  
Age of Householder by Telephone
- Table H44: Tenure by Vehicles Available
- Table H50: Kitchen Facilities
- Table H47: Plumbing Facilities, All Units

	Number of People	Percent
Table P21: Place of Births		
Born in NH	890	42%
Born in other state:	1,212	57%
Northeast	978	81%
Mid-west	98	8%
South	87	7%
West	49	4%
Born outside the US:		
in Puerto Rico	0	0%
in US Island Areas	0	0%
in US outlying area abroad of American parents	5	0.2%
Foreign born	34	2%
Naturalized Citizen	16	47%
Not a Citizen	18	53%
Table P24: Residence in 1995		
Same house	1,313	65%
Different house,	720	35%
In United States	718	35%
Same County	378	19%
Different County	340	17%
Same State	41	2%
Different State	299	15%
Northeast	213	10%
Midwest	2	0%
South	50	2%
West	34	2%
In Puerto Rico	0	0%
In same municipio	0	0%
Different municipio	0	0%
Elsewhere	2	0%
US Island Areas	0	0%
Foreign country or at sea	2	0%

US Department of Commerce, Bureau of the Census. 2000 Census of Population & Housing, Summary File 1.

	Number of People	Percent
Table P26: Place of Work. State & County level (count of workers, 16 years and older)		
Worked in state	976	82%
Worked in County	862	73%
Worked in other county	114	10%
Worked in outside state	208	18%
Total	1,184	

Table P29: Place of Work. minor civil division level (count of workers, 16 years and older)		
Fitzwilliam	192	16%
other town	992	84%
Total	1,184	

Table P30: Means of Transportation to Work (count of workers, 16 years and older)		
Car, truck, or van:	1,103	93%
Drove alone	957	87%
Carpooled	146	14%
Public Transportation:		
Bus or Trolley	4	0.3%
Streetcar or trolley car	0	0%
Subway or elevated	0	0%
Railroad	4	0.3%
Ferryboat	0	0%
Taxicab	0	0%
Motorcycle	0	0%
Bicycle	2	0.2%
Walked	22	2%
Worked at Home	50	4%

Table P31: Travel time to Work (count of workers, 16 years and older)		
Did not work at home:		
less than 5 minutes	40	3%
5 -9 minutes	73	6%
10-14	113	10%
15-19	112	10%
20-24	146	12%
25-29	138	12%
30-34	252	21%
35-39	33	3%
40-44	36	3%
45-59	63	5%
60-89	69	6%
90 or more	59	5%

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

	Number of People	Percent
Table P34: Time Leaving home to go to work		
Did not work at home	1,134	
12:00am to 4:59am	37	3%
5:00am to 5:29am	45	4%
5:30am to 5:59am	86	7%
6:00am to 6:29am	138	12%
6:30am to 6:59am	154	13%
7:00am to 7:29am	139	12%
7:30am to 7:59am	148	13%
8:00am to 8:29am	111	9%
8:30am to 8:59am	49	4%
9:00am to 9:59am	35	3%
10:00am to 10:59am	13	1%
11:00am to 11:59am	10	1%
12:00pm to 3:59pm	80	7%
4:00pm to 11:59pm	89	8%
Worked at home	50	4%
Sum for 6:00am to 8:29am:	690	58%

Table P35: Private Vehicle Occupancy

Car, Truck, or Van:		
Drove alone	957	81%
Carpooled:		
2 person	134	11%
3-person	9	1%
4-person	3	0%
5 or 6 person	0	0%
7 or more	0	0%
Other means	81	7%

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

	<u>Total</u>	<u>% of</u>	<u>% of</u>
		<u>Total</u>	<u>Category</u>
<b>Table P36: School Enrollment &amp; Type of School</b>			
(count of persons 3 years and older)			
enrolled in nursery school, pre school:	32	1.5%	
public school	15	0.7%	46.8%
private school	17	0.8%	53.1%
enrolled in kindergarten	17	0.8%	
public school	15	0.7%	88.2%
private school	2	0.0%	11.7%
enrolled in grades 1 to grade 4:	122	5.8%	
public school	105	5.0%	86.1%
private school	17	0.8%	13.9%
enrolled in grades 5 to grade 8	156	7.5%	
public school	135	6.5%	86.5%
private school	21	1.0%	13.5%
enrolled in grades 9 to grade 12	141	6.8%	
public school	136	6.5%	96.5%
private school	5	0.2%	3.5%
enrolled in college, undergraduate years	106	5.1%	
public school	59	2.8%	55.7%
private school	47	2.3%	44.3%
enrolled in graduate or professional school:	15	0.7%	
public school	6	0.3%	40%
private school	9	0.4%	60%
not enrolled in school:	1,493	71.7%	
Total public	471		79.9%
Total private:	118		20.0%

**Table P37: Educational Attainment (Age 25+)**  
(count of person's 25 years and over)

No schooling completed	2	0.1%
Nursery to 4 <sup>th</sup> grade	0	0%
5 <sup>th</sup> and 6 <sup>th</sup> grade	5	0.3%
7 <sup>th</sup> and 8 <sup>th</sup> grade	51	3%
9 <sup>th</sup> grade	59	4%
10 <sup>th</sup> grade	29	2%
11 <sup>th</sup> grade	26	2%
12 <sup>th</sup> grade, NO diploma	20	1%
High school graduate	520	35%
Some college, less than 1 year	87	6%
Some college, 1 or more years, NO degree	187	13%
Associate degree	133	9%
Bachelor's degree	235	16%
Master's degree	92	6%
Professional school degree	11	1%
Doctorate degree	18	1%

Note: high school graduate includes equivalency

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

	Total	Percent
Table PCT25: Educational Attainment (Age 18+)		
(count of persons age 18 & over)		
Population 18 years and over	1,620	100.0%
Less than 9th grade	67	4%
9th to 12th grade, no diploma	187	12%
High school graduate (includes equivalency)	564	35%
Some college, no degree	306	19%
Associate degree	133	8%
Bachelor's degree	242	15%
Graduate or professional degree	121	7%
Percent high school graduate or higher	84%	(X)
Percent bachelor's degree or higher	22%	(X)

Table P38: School enrollment educational attainment & employment (age 16-19)

Armed forces:	0	0.0%
Civilian:	124	
Enrolled in school:	108	87%
Employed	59	48%
Unemployed	0	0%
Not in labor force	49	40%
Not enrolled in school:	16	13%
High School Graduate:	9	7%
Employed	9	7%
Unemployed	0	0%
Not in labor force	0	0%
Not a High School Graduate:	7	6%
Employed	7	6%
Unemployed	0	0%
Not in labor force	0	0%

Table P45: Presence & age of children & employment status (count of females 16 years and older)

With own children under 18 years old:	250	30%
Under 6 years old only:	42	5%
In the labor force:	29	4%
employed or in armed forces	24	3%
unemployed	5	0.6%
Not in the labor force:	13	2%
Under 6 years and 6 to 17 years:	54	7%
In the labor force:	36	4%
employed or in armed forces	36	4%
unemployed	0	0%
Not in the labor force:	18	2%
6 to 17 years old only:	154	19%
In the labor force:	136	16%
employed or in armed forces	133	16%
unemployed	3	0.4%
Not in the labor force:	18	2%
No own children under 18 years:	573	70%
In the labor force:	372	45%
employed or in armed forces	370	45%
unemployed	2	0.2%
Not in the labor force:	201	24%

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

	Number	Percent
Table P49: Industry (count of employed people 16 years old & over)		
Ag., forestry, & fisheries Mining	7	0.6%
Ag, forestry, fishing, and hunting	5	0.4%
Mining	2	0.2%
Construction	128	11%
Manufacturing	280	23%
Wholesale Trade	60	5%
Retail Trade	152	13%
Transportation and warehousing, and utilities	46	4%
Transportation and warehousing	28	2%
Utilities	18	1%
Information	26	2%
Finance, insurance, real estate and rental and leasing	72	6%
Finance and insurance	60	5%
Real estate and rental and leasing	12	1%
Professional, scientific, management, administrative, and waste management services	75	6%
Professional, scientific and technical services	52	4%
Management of companies and enterprises	2	0.1%
Administrative and support waste management services	21	2%
Educational, health, and social services	227	19%
Educational services	117	10%
Health care and social assistance	110	9%
Arts, entertainment, recreation, accommodation and food service	63	5%
Arts, entertainment, and recreation	6	0.5%
Accommodation and food service	57	5%
Other services (except public administration)	34	3%
Public Administration	43	4%

Table P50: Occupation (count of employed people 16 years old & over)		
Management, Professional and other related occupations:	368	30%
Management, business and financial operations	155	13%
Professional and related	213	18%
Service occupations:	167	14%
Healthcare support	17	1%
Protective services	24	2%
Food preparation and service related	46	4%
Building and grounds cleaning and maintenance	58	5%
Personal care and service	22	2%
Sales and office occupations	322	27%
Sales and related	137	11%
Office and administrative support	185	15%
Farming, Fishing, & Forestry occupations:	4	0.3%
Construction, extraction and maintenance occupations:	134	11%
Construction and extraction	103	8%
Installation, maintenance and repair	31	3%
Production, transportation and material moving occupations	218	18%
Production	156	13%
Transportation and material moving	62	5%
Total:	1,213	

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

	Number	Percent
Table P51: Class of Worker		
(count of employed people 16 years old & over)		
All industries including agriculture, forestry, fishing, hunting and mining		
Private for profit wage & salary workers	865	71%
Employee of private company	838	69%
Self-employed in own incorporated business	27	2%
Private non-profit wage & salary workers	72	6%
Local government workers	101	8%
State government workers	36	3%
Federal government workers	17	1%
Self-employed workers in own not incorporated business	118	10%
Unpaid family workers	4	0.3%
Total	1,213	

Table P52: Household Income (in 1999)  
(count of households)

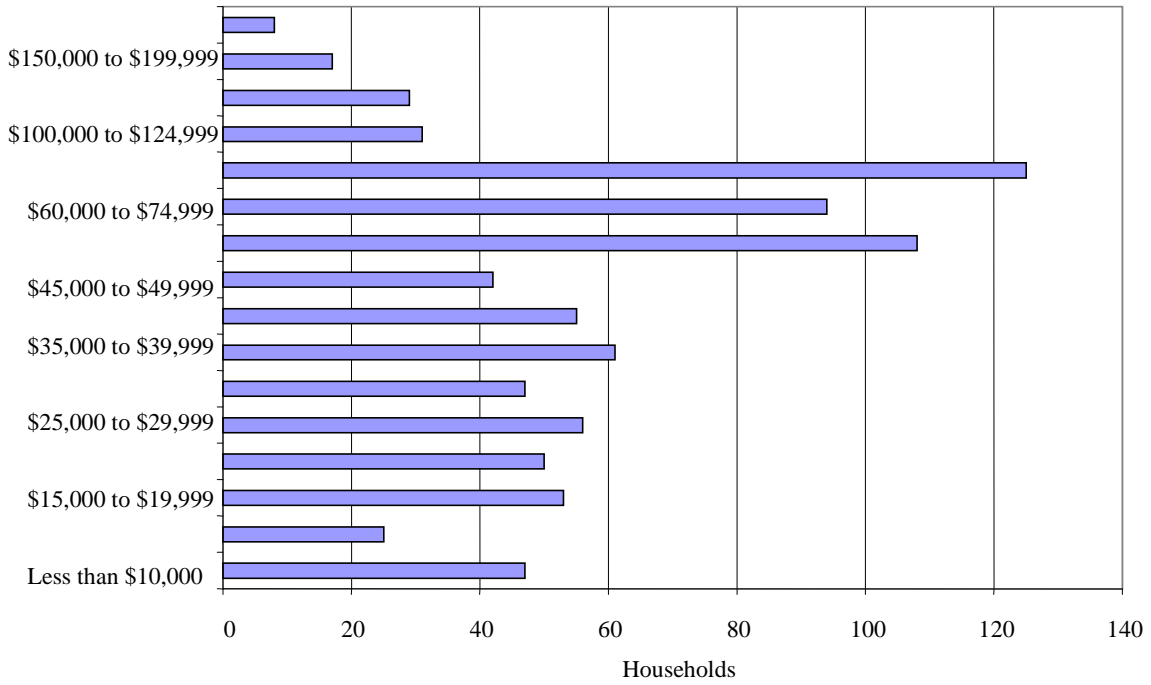
Less than \$10,000	47	6%
\$10,000 to \$14,999	25	3%
\$15,000 to \$19,999	53	6%
\$20,000 to \$24,999	50	6%
\$25,000 to \$29,999	56	7%
\$30,000 to \$34,999	47	6%
\$35,000 to \$39,999	61	7%
\$40,000 to \$44,999	55	6%
\$45,000 to \$49,999	42	5%
\$50,000 to \$59,999	108	13%
\$60,000 to \$74,999	94	11%
\$75,000 to \$99,999	125	15%
\$100,000 to \$124,999	31	4%
\$125,000 to 149,999	29	3%
\$150,000 to \$199,999	17	2%
\$200,000 or more	8	1%

Table P53: Median Household Income (in 1999): \$48,125

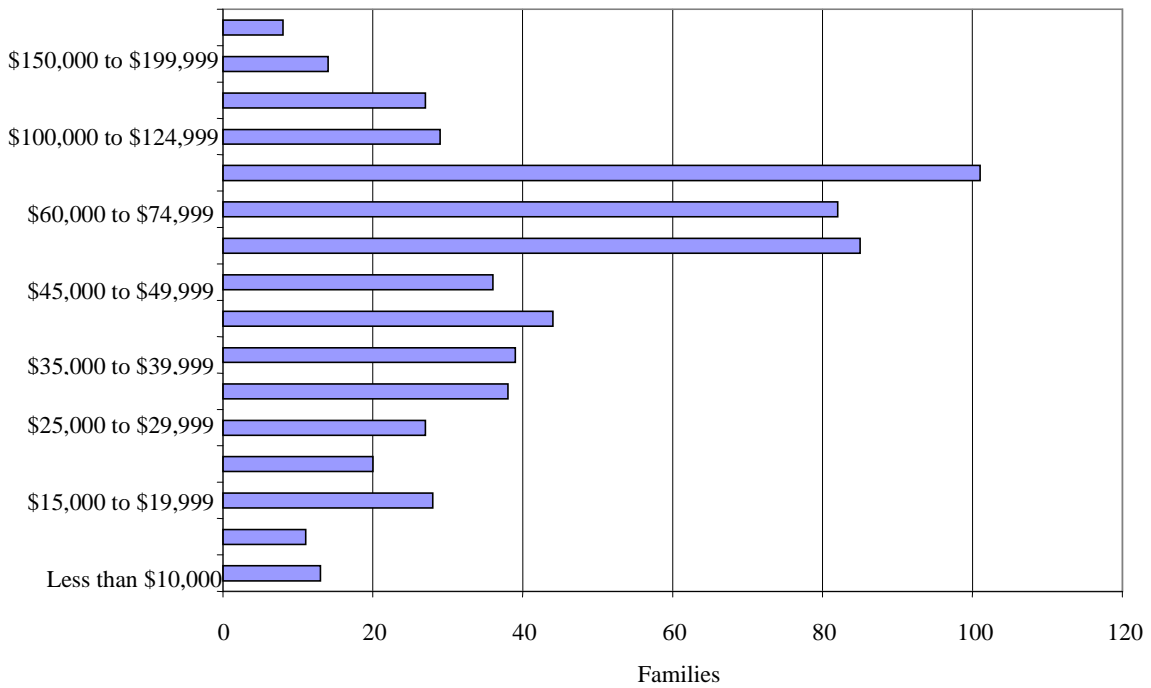
Table P54: Aggregate Household Income (in 1999): \$50,398,700  
 Less than \$200,000 \$45,801,300  
 \$200,000 or more \$4,597,400

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

Household Income 1999



Family Income 1999



	Number	Percent
Table P76: Family Income (in 1989) (count of families)		
Less than \$10,000	13	2%
\$10,000 to \$14,999	11	2%
\$15,000 to \$19,999	28	5%
\$20,000 to \$24,999	20	3%
\$25,000 to \$29,999	27	4%
\$30,000 to \$34,999	38	6%
\$35,000 to \$39,999	39	6%
\$40,000 to \$44,999	44	7%
\$45,000 to \$49,999	36	6%
\$50,000 to \$59,999	85	14%
\$60,000 to \$74,999	82	14%
\$75,999 to \$99,999	101	17%
\$100,000 to \$124,999	29	5%
\$125,000 to \$149,999	27	4%
\$150,000 to \$199,999	14	2%
\$200,000 or more	8	1%
Total:	602	

Table P78: Aggregate Family Income (1999)	
Less than \$200,000	\$36,524,500
\$200,000 or more	\$ 4,597,400

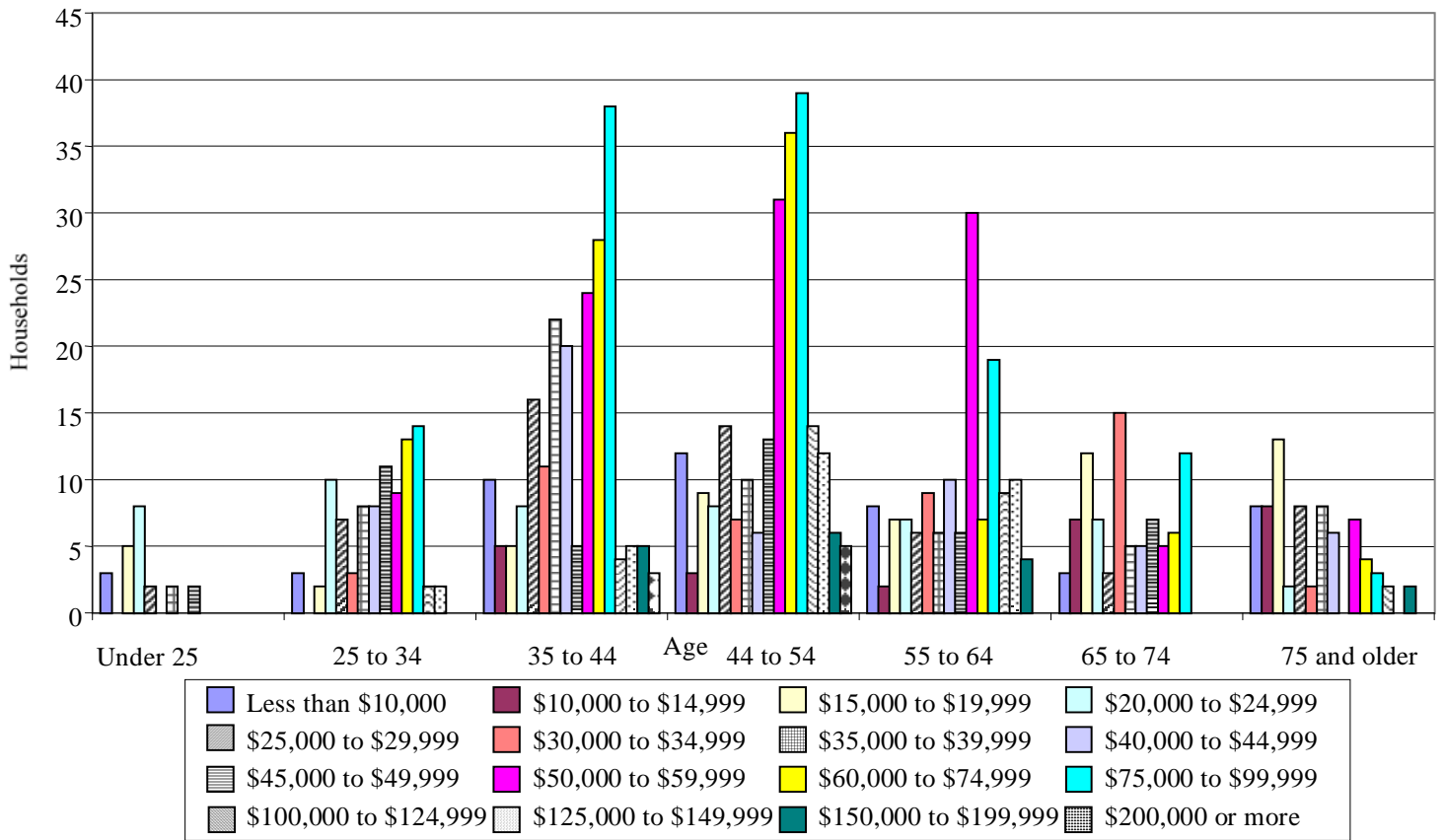
Table P48: Number of Workers in Family		
None	49	8%
1 worker	143	24%
2 workers	304	50%
3 or more workers	106	18%

Table P82: Per Capita Income:     \$23,127

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

Number		Percent	Number		Percent
Table P55: Age of Householder by Household Income					
Householder under 25 years: 22			Householder 55 to 64 years: 140		
Less than \$10,000	3	14%	Less than \$10,000	8	6%
\$10,000 to \$14,999	0	0%	\$10,000 to \$14,999	2	1%
\$15,000 to \$19,999	5	23%	\$15,000 to \$19,999	7	5%
\$20,000 to \$24,999	8	36%	\$20,000 to \$24,999	7	5%
\$25,000 to \$29,999	2	9%	\$25,000 to \$29,999	6	4%
\$30,000 to \$34,999	0	0%	\$30,000 to \$34,999	9	6%
\$35,000 to \$39,999	2	9%	\$35,000 to \$39,999	6	4%
\$40,000 to \$44,999	0	0%	\$40,000 to \$44,999	10	7%
\$45,000 to \$49,999	0	0%	\$45,000 to \$49,999	6	4%
\$50,000 to \$59,999	2	9%	\$50,000 to \$59,999	30	21%
\$60,000 to \$74,999	0	0%	\$60,000 to \$74,999	7	5%
\$75,000 to \$99,999	0	0%	\$75,000 to \$99,999	19	14%
\$100,000 to \$124,999	0	0%	\$100,000 to \$124,999	9	6%
\$125,000 to \$149,999	0	0%	\$125,000 to \$149,999	10	7%
\$150,000 to \$199,999	0	0%	\$150,000 to \$199,999	4	3%
\$200,000 or more	0	0%	\$200,000 or more	0	0%
Householder 25 to 34 years: 92			Householder 65 to 74 years: 87		
Less than \$10,000	3	3%	Less than \$10,000	3	3%
\$10,000 to \$14,999	0	0%	\$10,000 to \$14,999	7	8%
\$15,000 to \$19,999	2	2%	\$15,000 to \$19,999	12	14%
\$20,000 to \$24,999	10	11%	\$20,000 to \$24,999	7	8%
\$25,000 to \$29,999	7	8%	\$25,000 to \$29,999	3	3%
\$30,000 to \$34,999	3	3%	\$30,000 to \$34,999	15	17%
\$35,000 to \$39,999	8	9%	\$35,000 to \$39,999	5	6%
\$40,000 to \$44,999	8	9%	\$40,000 to \$44,999	5	6%
\$45,000 to \$49,999	11	12%	\$45,000 to \$49,999	7	8%
\$50,000 to \$59,999	9	10%	\$50,000 to \$59,999	5	6%
\$60,000 to \$74,999	13	14%	\$60,000 to \$74,999	6	7%
\$75,000 to \$99,999	14	15%	\$75,000 to \$99,999	12	14%
\$100,000 to \$124,999	2	2%	\$100,000 to \$124,999	0	0%
\$125,000 to \$149,999	2	2%	\$125,000 to \$149,999	0	0%
\$150,000 to \$199,999	0	0%	\$150,000 to \$199,999	0	0%
\$200,000 or more	0	0%	\$200,000 or more	0	0%
Householder 35 to 44 years: 209			Householder 75 years and over: 73		
Less than \$10,000	10	5%	Less than \$10,000	8	11%
\$10,000 to \$14,999	5	2%	\$10,000 to \$14,999	8	11%
\$15,000 to \$19,999	5	2%	\$15,000 to \$19,999	13	18%
\$20,000 to \$24,999	8	4%	\$20,000 to \$24,999	2	3%
\$25,000 to \$29,999	16	17%	\$25,000 to \$29,999	8	11%
\$30,000 to \$34,999	11	5%	\$30,000 to \$34,999	2	3%
\$35,000 to \$39,999	22	11%	\$35,000 to \$39,999	8	11%
\$40,000 to \$44,999	20	10%	\$40,000 to \$44,999	6	8%
\$45,000 to \$49,999	5	2%	\$45,000 to \$49,999	0	0%
\$50,000 to \$59,999	24	11%	\$50,000 to \$59,999	7	10%
\$60,000 to \$74,999	28	13%	\$60,000 to \$74,999	4	5%
\$75,000 to \$99,999	38	18%	\$75,000 to \$99,999	3	4%
\$100,000 to \$124,999	4	2%	\$100,000 to \$124,999	2	3%
\$125,000 to \$149,999	5	2%	\$125,000 to \$149,999	0	0%
\$150,000 to \$199,999	5	2%	\$150,000 to \$199,999	2	3%
\$200,000 or more	3	1%	\$200,000 or more	0	0%
Householder 45 to 54 years: 225			Source: US Census Bureau 2000 SF 3		
Less than \$10,000	12	5%			
\$10,000 to \$14,999	3	1%			
\$15,000 to \$19,999	9	4%			
\$20,000 to \$24,999	8	4%			
\$25,000 to \$29,999	14	6%			
\$30,000 to \$34,999	7	3%			
\$35,000 to \$39,999	10	4%			
\$40,000 to \$44,999	6	3%			
\$45,000 to \$49,999	13	6%			
\$50,000 to \$59,999	31	14%			
\$60,000 to \$74,999	36	16%			
\$75,000 to \$99,999	39	17%			
\$100,000 to \$124,999	14	6%			
\$125,000 to \$149,999	12	5%			
\$150,000 to \$199,999	6	3%			
\$200,000 or more	5	2%			

Household Income by Age



	Number	Percent
Table P87 Poverty by Age (1999 income)		
Income in 1999 below poverty level:	143	7% (of total)
Under 5 years	11	8%
6 to 11 years	21	15%
12 to 17 years	15	10%
18 to 64 years	84	59%
65 to 74 years	4	3%
75 years and over	6	4%
Income in 1999 at or above poverty level:	1,991	93% (of total)
Under 5 years	97	5%
5 years	22	1%
6 to 11 years	158	8%
12 to 17 years	188	9%
18 to 64 years	1,307	66%
65 to 74 years	124	6%
75 years and over	95	5%
Total	2,134	

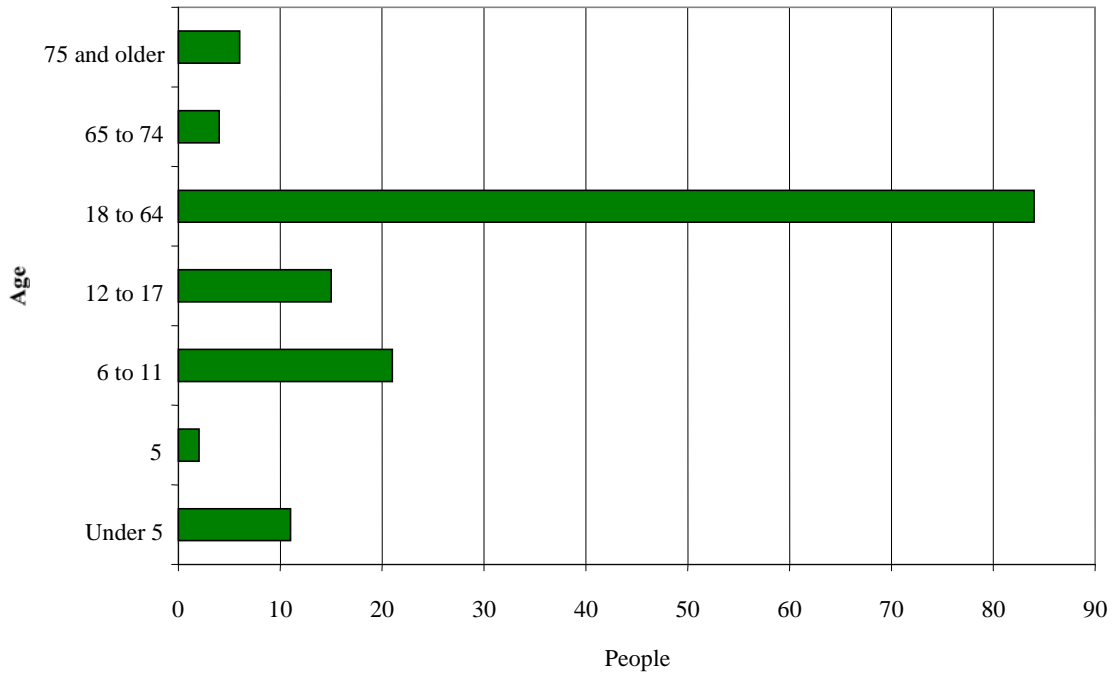
Notes:

The total of this table (population) is 2,134; 7 less than the 2000 population figure of 2,141.

"% of category" means the percent of those above poverty level or below it. "% of total" means the percent of the total number of people reported in this table, or 2,134.

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

Poverty Status, 1999



	Number	Percent
Table H40: Heating Fuel (count of occupied housing units)		
Total:	836	
Utility gas	2	0.2%
Bottled, tank, or LP gas	84	10%
Electricity	8	1%
Fuel oil, kerosene, etc.	638	76%
Coal or coke	2	0.2%
Wood	98	12%
Solar energy	2	0.2%
Other fuel	2	0.2%
No fuel used	0	0%

Notes: "fuel oil, kerosene, etc." includes gasoline, alcohol, and other combustible liquids. "utility gas" would be from underground lines from a central system.

Table H50: Kitchen Facilities  
(count of all housing units)

Total:	1,074	
Complete kitchen facilities	1,058	99%
Lacking complete kitchen facilities	16	1%

Notes: Complete kitchen facilities means the unit has an installed sink with piped water, a stove (with or without an oven), and a refrigerator. Portable cooking equipment does not count, neither does an icebox. The facilities do not need to be in the same room.

Table H47: Plumbing Facilities  
(count of all housing units)

Total:	1,074	
Complete plumbing facilities	1,055	98%
Lacking complete plumbing facilities	19	2%

Notes: Complete plumbing facilities include hot and cold piped water, a flush toilet, and a bathtub or shower. The facilities do not need to be in the same room

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

	Number	Percent
H34: Year Structure was Built (count of all housing units)		
Total:	1,074	
Built 1999 to March 2000	20	2%
Built 1995 to 1998	52	5%
Built 1990 to 1994	56	5%
Built 1980 to 1989	232	22%
Built 1970 to 1979	144	13%
Built 1960 to 1969	112	10%
Built 1950 to 1959	81	8%
Built 1940 to 1949	67	6%
Built 1939 or earlier	310	29%

H35: Median Year Structure was Built: 1967

QT-H5: Year Structure Built. (Vacant Units)		
1985 to 1988	4	1.7%
1980 to 1984	12	5.0%
1970 to 1979	37	15.5%
1960 to 1969	33	13.9%
1950 to 1959	31	13.0%
1940 to 1949	40	16.8%
1939 or earlier	17	7.1%

	Total	% of Category	% of Total
H36: Tenure by Year Structure Built			
Owner occupied:	695		83%
Built 1999 to March 2000	4	1%	0.5%
Built 1995 to 1998	39	6%	5%
Built 1990 to 1994	38	5%	5%
Built 1980 to 1989	177	25%	21%
Built 1970 to 1979	98	14%	12%
Built 1960 to 1969	66	9%	8%
Built 1950 to 1959	37	5%	4%
Built 1940 to 1949	40	6%	5%
Built 1939 or earlier	196	28%	23%
Renter occupied:	141		17%
Built 1999 to March 2000	0	0%	0%
Built 1995 to 1998	9	6%	1%
Built 1990 to 1994	6	4%	1%
Built 1980 to 1989	18	13%	2%
Built 1970 to 1979	13	9%	2%
Built 1960 to 1969	15	11%	2%
Built 1950 to 1959	4	3%	0.5%
Built 1940 to 1949	10	7%	1%
Built 1939 or earlier	66	47%	8%

H38: Year Householder Moved into Unit (count of occupied housing units)

Total	836	
1989 to March 1990	85	10%
1985 to 1988	234	28%
1980 to 1984	94	11%
1970 to 1979	249	30%
1960 to 1969	110	13%
1959 or earlier	64	8%

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

Table H43: Tenure by Telephone Service Available by Age of Householder:  
(count of occupied housing units)

	Number	Percent
Owner occupied:	695	
With telephone service available:	691	83%
Householder 15 to 24 years	4	0.4%
Householder 25 to 34 years	65	8%
Householder 35 to 44 years	178	21%
Householder 45 to 54 years	179	21%
Householder 55 to 64 years	112	13%
Householder 65 to 74 years	87	10%
Householder 75 years and over	66	8%
No telephone service available:	4	0.4%
Householder 15 to 24 years	0	0%
Householder 25 to 34 years	0	0%
Householder 35 to 44 years	2	0.2%
Householder 45 to 54 years	0	0%
Householder 55 to 64 years	2	0.2%
Householder 65 to 74 years	0	0%
Householder 75 years and over	0	0%
Renter occupied:	141	
With telephone service available:	137	16%
Householder 15 to 24 years	19	2%
Householder 25 to 34 years	24	3%
Householder 35 to 44 years	29	3%
Householder 45 to 54 years	38	5%
Householder 55 to 64 years	14	2%
Householder 65 to 74 years	5	1%
Householder 75 years and over	8	1%
No telephone service available:	4	1%
Householder 15 to 24 years	0	0%
Householder 25 to 34 years	2	0.4%
Householder 35 to 44 years	2	0.4%
Householder 45 to 54 years	0	0%
Householder 55 to 64 years	0	0%
Householder 65 to 74 years	0	0%
Householder 75 years and over	0	0%
With phone service	828	99%
Without phone service	8	1%

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000.

	Number	% of Category	% of Total
<b>Table H44: Tenure by Vehicle Available</b>			
(count of occupied housing units)			
Owner occupied:	695		83%
No vehicle available	7	1%	1%
1 vehicle available	167	24%	20%
2 vehicles available	321	46%	38%
3 vehicles available	140	20%	17%
4 vehicles available	39	6%	4%
5 or more vehicles available	21	3%	3%
Renter occupied:	141		17%
No vehicle available	10	7%	1%
1 vehicle available	56	40%	7%
2 vehicles available	57	40%	7%
3 vehicles available	14	10%	2%
4 vehicles available	4	3%	0.4%
5 or more vehicles available	0	0%	0%
<b>Vehicles Available for All Units</b>			
No vehicle available	17	2%	
1 vehicle available	223	27%	
2 vehicles available	378	45%	
3 vehicles available	154	18%	
4 vehicles available	43	5%	
5 or more vehicles available	21	3%	

From aggregate vehicles available, there are 1,502 vehicles at owner occupied units and 228 at renter occupied units, or a total of 1,730 vehicles.

Source: US Dept. of Commerce, Bureau of the Census, SF 3, 2000