

### REGIONAL EXISTING CONDITIONS AND NEEDS APPENDIX

This Appendix supplements the information in the Regional Story Chapter by providing greater detail on the region's existing conditions and needs. The Regional Story Chapter uses much of the information in this Appendix to build a profile of the region and to set the direction for the desired future story and the accompanying vision for the region. The information found here is useful for those who wish to dig deeper into detailed datasets and public outreach results that support the main body of the Regional Plan.

Each subject area in this Appendix includes:

- *What we've heard:* (Trends from outreach, including local master plans)
- *What the data says:* (Trends from core metric data)
- *What it means for Central NH:* (Needs)

### REGIONAL OVERVIEW

There is a high-quality of life in the region that is valued for its strong sense of community and access to natural resources. The most striking trend, but not isolated to the region, is the aging population and slowing population growth. The critical issue for the region is the potential loss of human capital and the skilled labor force necessary to fuel economic growth. Maintaining a productive economy, with good paying jobs, is essential for supporting the high-quality of life that residents enjoy.

#### Community

*"It's a small town with a close knit community. It's close to both Manchester and Concord but still has small town charm."  
– Pembroke Resident*

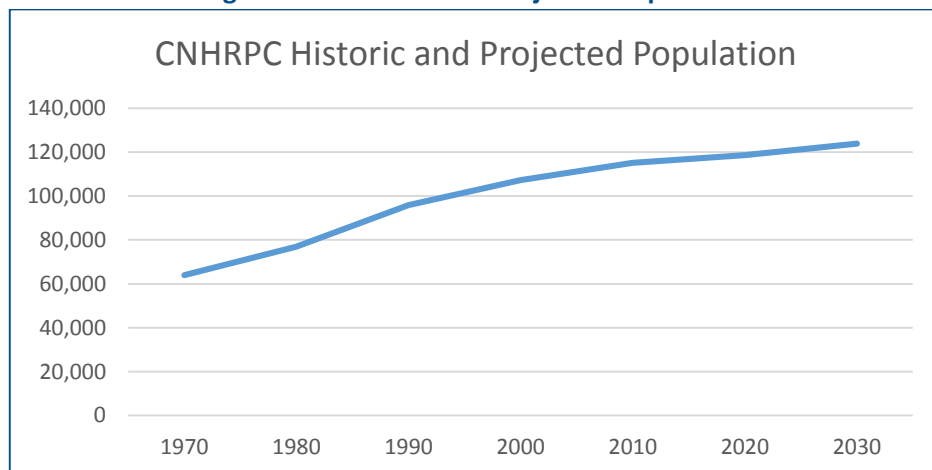
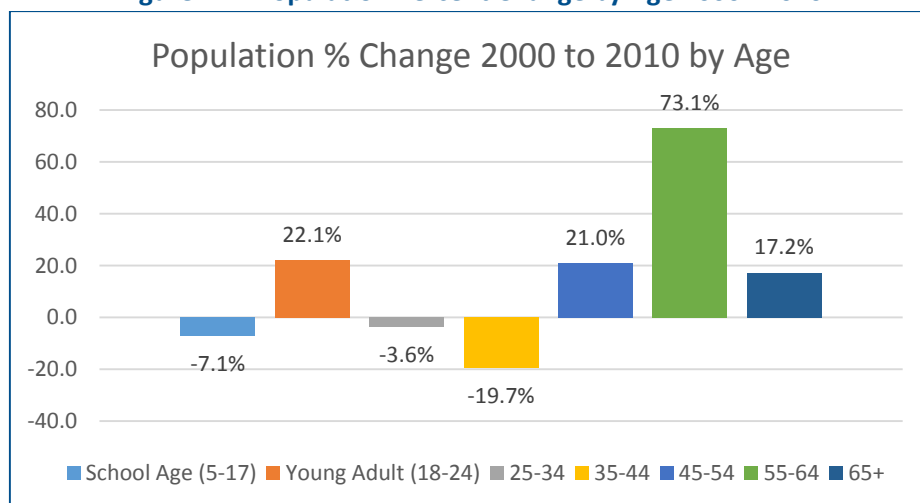
*What we've heard:*

- The community is valued as being friendly, close-knit, with a small town feeling and there is appreciation of the family-oriented environment, good schools, and public libraries.
- Residents enjoy the quality of life – the quiet and safety of living in the region, and there is value in the volunteerism, small local governments, and low taxes within the municipality.
- There is concern that young people are leaving the area, for education or job opportunities elsewhere, and this is highlighted against the backdrop of an aging population.
- Local master plans promote community character and quality of life, and strive to provide high-quality community services to residents in an efficient, and fiscally responsible manner.

*"To provide reliable, efficient and cost-effective Town service to the residents of Salisbury."  
– Salisbury Master Plan*

*What the data says:*

- The population in Central NH Region is growing, but more slowly than in the past decades, and is projected to continue growing slowly.
- There are fewer 25 to 44 year olds than in the past decade.
- A larger percentage of the population will be aging, with a higher proportion of residents 65+.
- The region is 95% non-Hispanic white, but there is some growing racial and ethnic diversity concentrated in the Concord area with children in the forefront of this change.
- The K-5 elementary school aged population has decreased from 2003 to 2012 in every SAU district in the region.
- From 2000 to 2010 the region had a net migration of 4,970 people, 4% of the total 2010 population moved into the region between 2000 and 2010. The region reflects a similar pattern to the state, with slower in-migration than in past decades, and modest in-migration in some communities while others experienced overall out-migration.

**Figure A.1: Historic and Projected Population****Figure A.2: Population Percent Change by Age 2000 - 2010**

*What it means for Central NH Region:*

- The aging population, coupled with a decline in the workforce age population, signals a potential change in the structure of the current job environment in the region.
- The decline of a workforce population points to the need for initiatives that attract young workers and families to the region.
- As the baby boomers age in place, a larger percentage of the population will be experiencing different needs, such as downsized housing, transportation to and from medical and social appointments, and desirable recreational opportunities closer to home.
- Given current population trends, there will continue to be decreased pressure on new housing development and school enrollment. Lower school populations may mean the possibility of regionalism, or adaptive reuse of school facilities to accommodate other needs such as a senior center, community center, and senior housing.
- A modest growth in racial and ethnic diversity, concentrated in Concord, may point to potential changing needs in public policy response in school programs, health, and community services, especially for children.
- An aging population may lead to a gap in volunteers for local municipalities, including local land use boards, emergency services, and community services.
- The demographic shift to an older population points to planning for the concentration of critical services near homes, jobs and transit.

**Natural Resources***What we've heard:*

*"Rural!! The people, the views, the wildlife – it's a wonderful area to live."*  
*– Sutton Resident*

- There is strong appreciation of natural resources such as forests, rivers, farms and fields, especially in terms of access to recreation opportunities in these natural areas. Access to natural resources and recreation is considered a major asset to the region for residents, and attracting new residents and businesses.
- The rural and scenic landscape is valued, and conservation of undeveloped land, open space, and natural resources, is an important priority and goal for residents and Towns.
- There is support for agriculture activity, landscapes, and local food.

*To preserve the traditional, rural, and visual character of the Town of Boscawen by protecting its natural, historic, scenic, agricultural, forestry, and water resources.*  
*– Boscawen Master Plan*

*What the data says:*

- There are forested lands in each municipality ranging from 9.3% of total acres in Pittsfield to 73.5% in Salisbury. There are some large tracts of conserved forested land dispersed

throughout the region, but land tracts are fragmented by roads, development or municipal boundaries.

- 28% of the region's identified Tier 1 and Tier 2 wildlife habitat is conserved. There are conserved habitats dispersed throughout the region but there are no major corridors/greenways conserved to allow large wildlife to move across the region.
- The majority of flood storage land in the region is conserved.
- The loss of farmland continued to occur through the last decade and is a strong trend statewide.

**Figure A.3: Conserved Wildlife Habitat (Tier 1)**

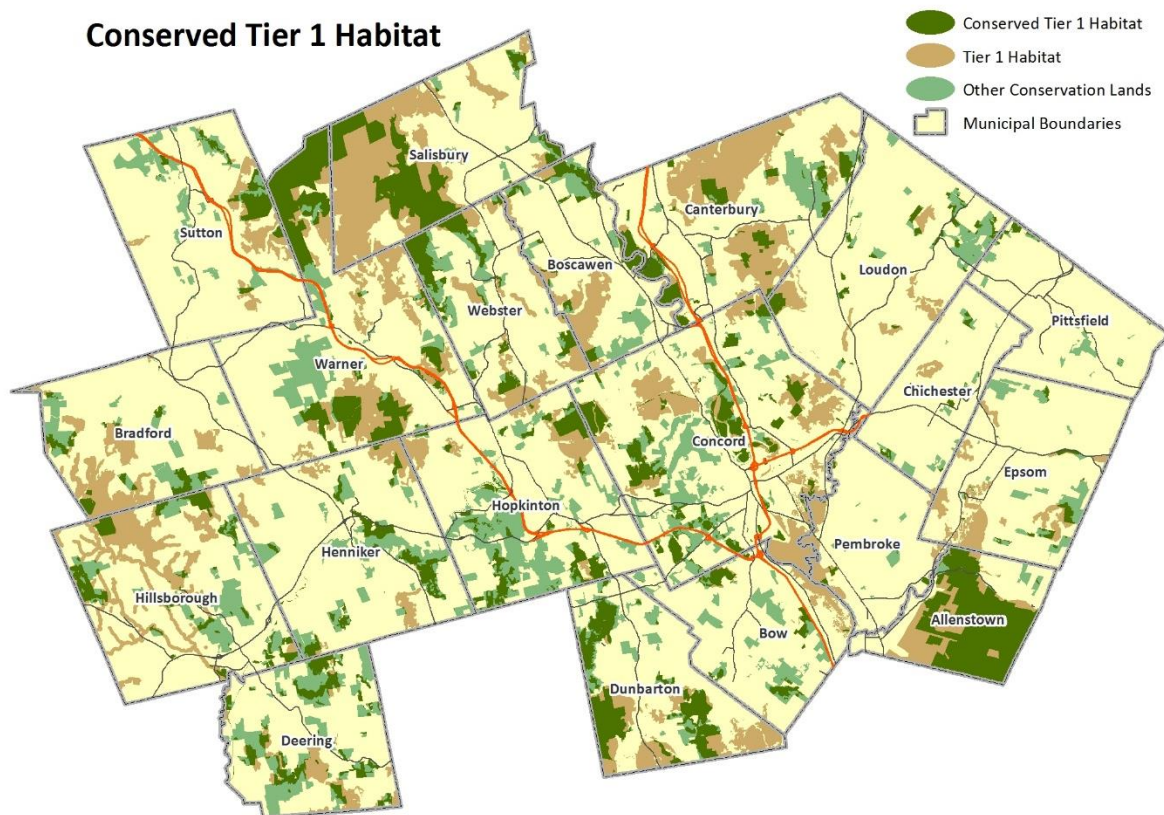
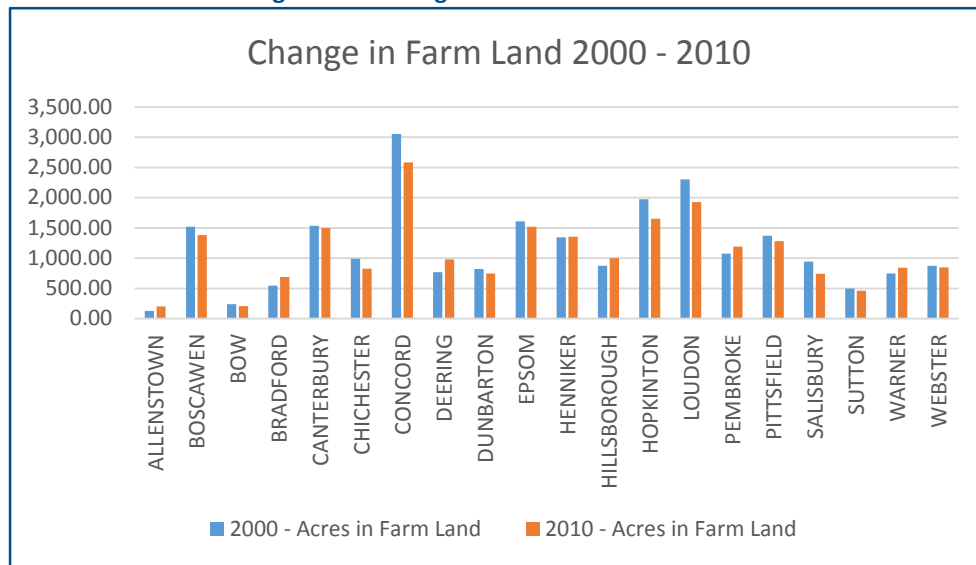


Figure A.4: Change in Farm Land 2000 - 2010



Source: *NH Department of Revenue Administration, 2000-2010*

*What it means for Central NH Region:*

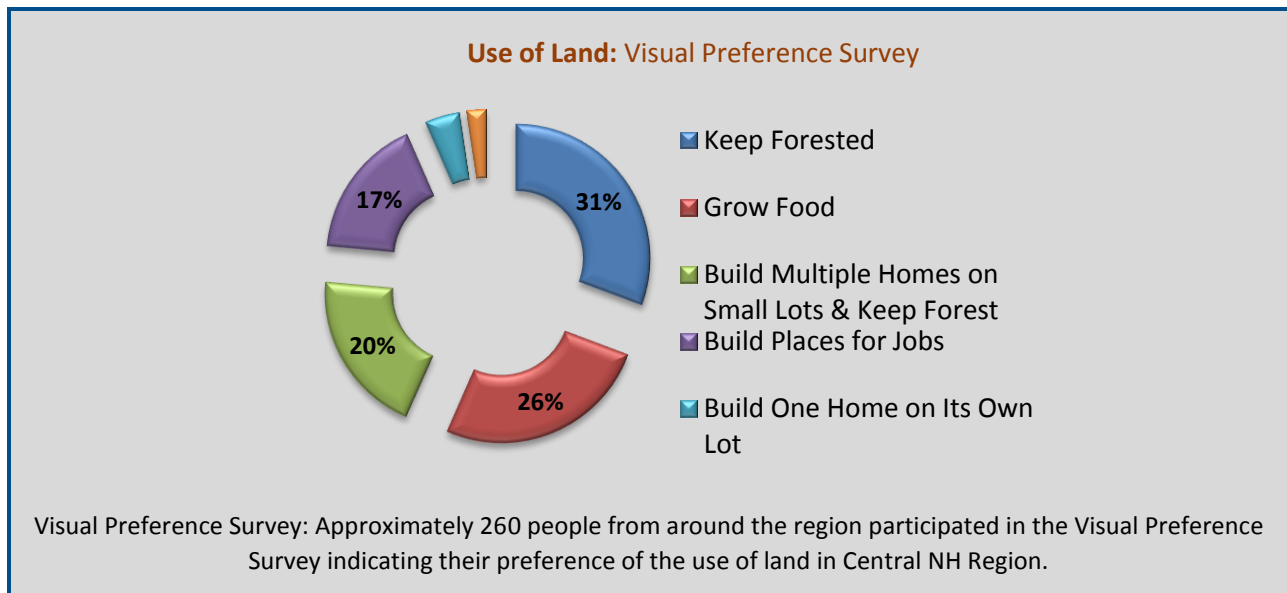
- The protection of natural resources, scenic character, and access to recreational opportunities in open space lands continue to be a prominent goal in the local master plans of communities in central New Hampshire.
- Protection of natural resources including water, wildlife, forests needs to be a regional goal in order to fully develop connectivity of the region's resources.
- Farm-friendly ordinances are needed to keep the existing farmland and working farms within the region and to foster development of local food systems.
- There is a need for a regional approach for access to conserved open space lands and recreational opportunities close to home.
- Continue to strengthen local, state and federal planning on land conservation and development.

### **Land Use**

*What we've heard:*

- The traditional town center or compact downtown is valued for shopping experiences, historic quality, and as an asset for attracting new businesses.
- People like their small town, rural setting, and access to open space and natural areas.
- The connection to the agricultural past is valued, in terms of using land to grow food, maintaining fields, and historic land qualities including stone walls, barns, dirt roads.
- The location of the region is seen as central to many desirable destinations, the mountains to the north, the seacoast, Boston, and many local residents throughout the region feel that they are located centrally to access jobs and shopping, open space, recreation, and quiet within an easy, accessible drive.

- Local master plans indicate a desire for balancing land development for appropriate residential, commercial, and industrial growth, with the support for protecting the natural, cultural, scenic, and historic resources of the community.

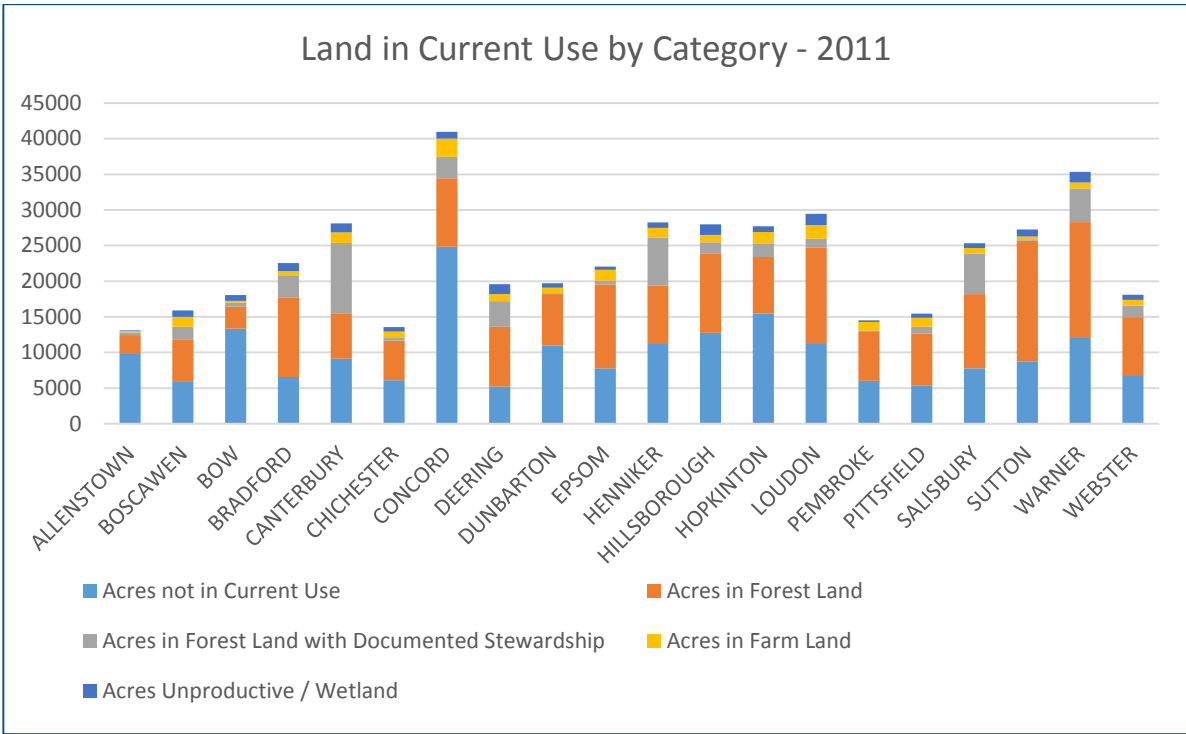


*What the data says:*

- 18.5% of the region's total acres are undeveloped and protected from development. The protected undeveloped land is dispersed throughout the region, although not evenly between all municipalities. Conserved undeveloped land in communities range from 3% in Pittsfield to 54% in Allenstown with Bear Brook State Park.
- Current Use, and its categories of forest, product forest, farm, and unproductive, plays a significant role in land use within each municipality and across the region.
- In 2000, 60% of the land in the region was in current use, and over the next decade the level remained almost the same, at 57% Current Use in 2011. The population in the region is most concentrated in Concord, with 650 people per square mile, with the neighboring towns of Pembroke and Bow have an average of 288 people per square mile. The most rural towns of the region have an average of 45 people per square mile.



Figure A.5: Land in Current Use by Category - 2011



Source: NH Department of Revenue Administration, 2011

Figure A.6: Conservation Land

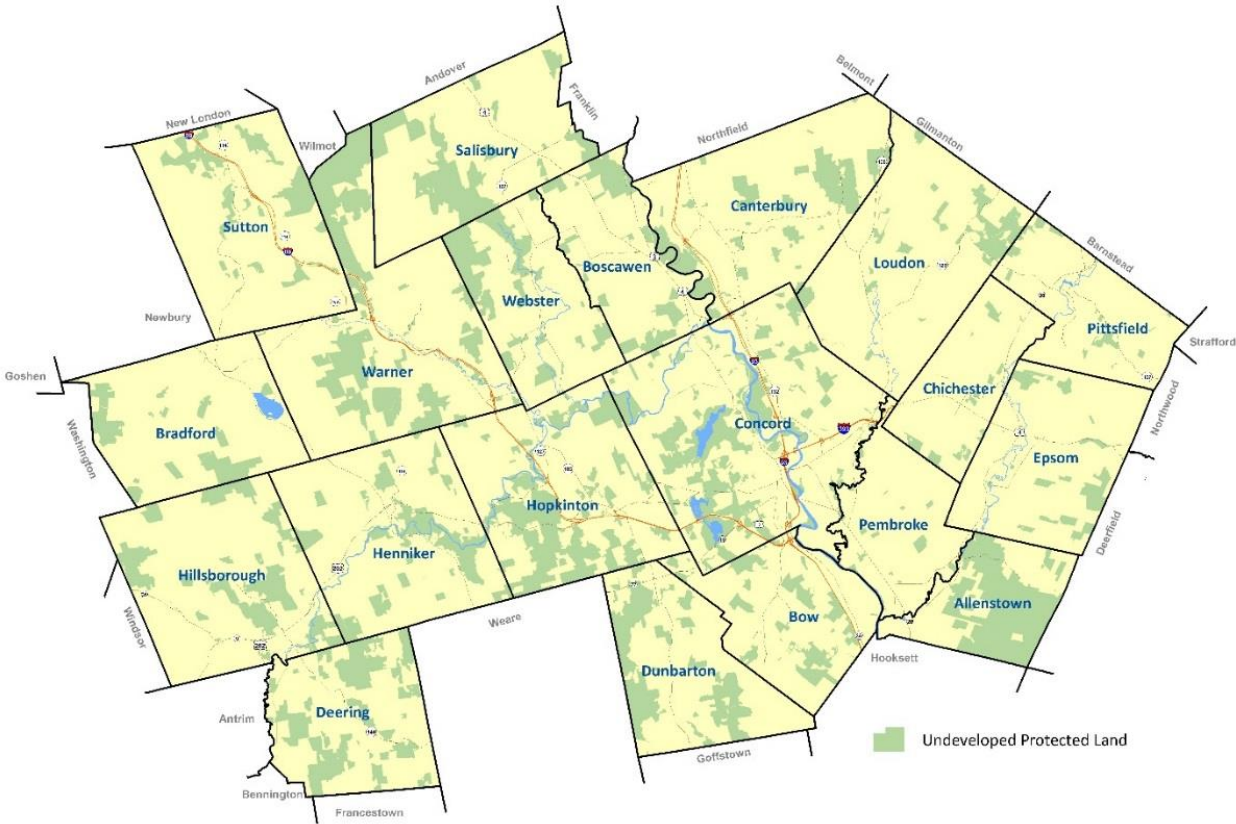


Figure A.7: Land Cover

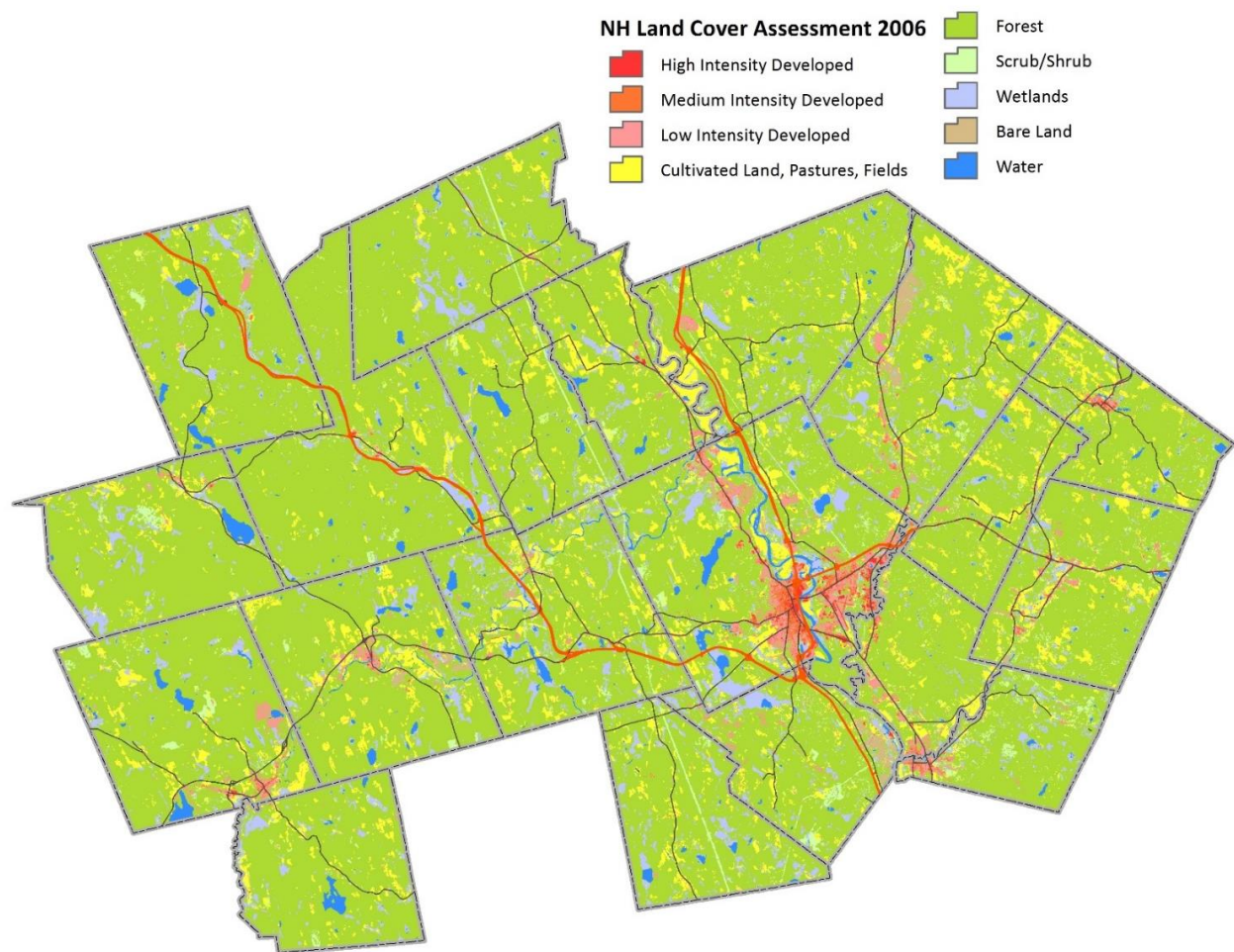
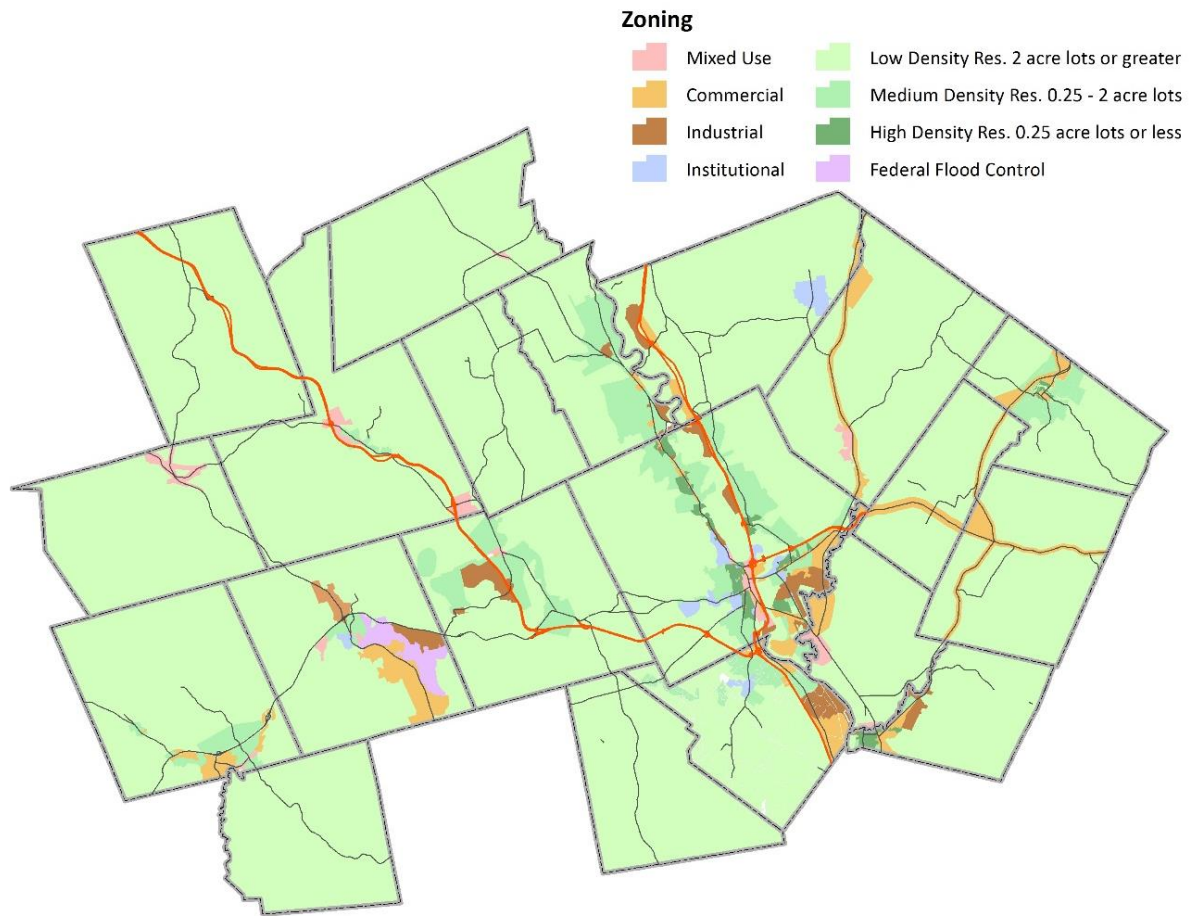




Figure A.8: Zoning Map



*What it means for Central NH Region:*

- Align local zoning ordinances with local master plan goals in terms of balancing rural, traditional land use patterns with development and economic opportunity in the region.
- There is a continuing, intrinsic challenge to managing growth and development within the region while protecting and maintaining farmland, environmentally sensitive areas and important ecosystems.
- The region and communities need to find the appropriate balance between development and maintaining rural, historic, and traditional land use patterns, which is a common goal across local master plans.
- There is a need to facilitate effective management and maintenance of open space lands, particularly those that are accessible to the public.

## Housing

### What we've heard:

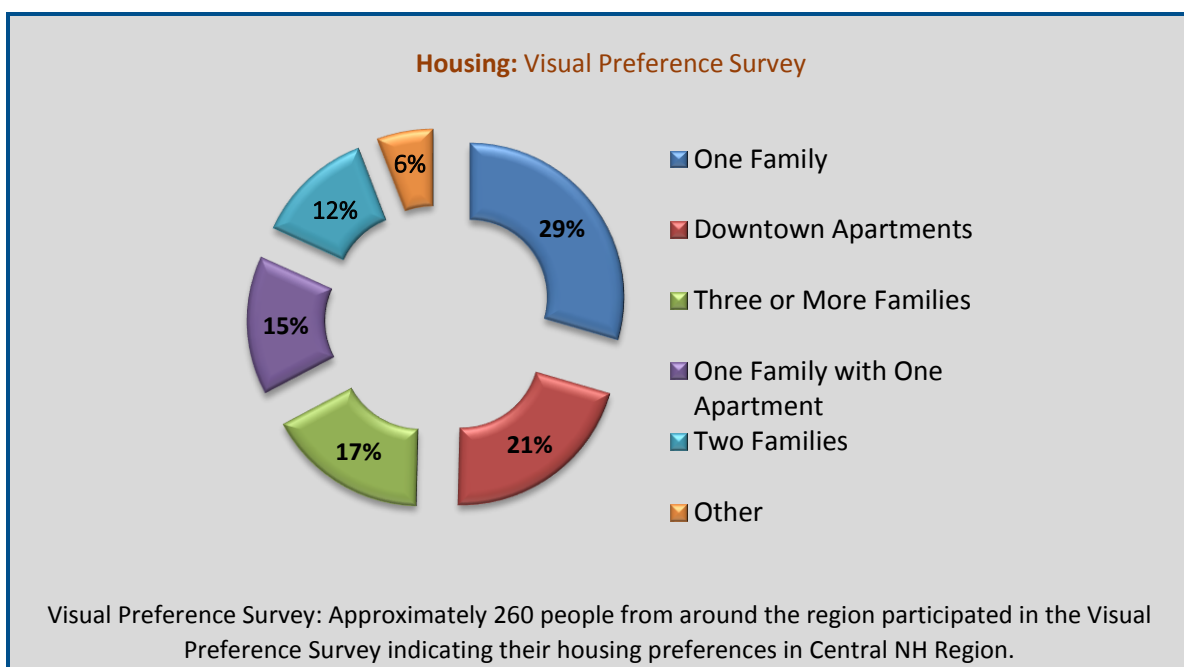
*I would like to see more opportunities for small businesses and more housing choices at all price points.*

– Sutton Resident

- Residents in the region have a strong preference for the single family home on an individual lot.
- There is a need for more housing affordability and choices, especially in the rental housing market. Concord has the majority of affordable, subsidized housing units available in the region, but there is increasing pressure on the demand for these units.
- There is an aging housing stock that poses challenges to municipalities and residents looking for affordable places to live, including large old mansions no longer used as single family housing, aging manufactured housing units, and aging subsidized housing buildings.
- There are transportation needs tied to the location of housing, in terms of connecting affordable housing to public transportation, as well as rural communities with fewer transportation options.
- Local master plans include the goal of providing a diverse housing stock that provides housing opportunities for a wide range of people, including elderly and affordable housing options. A small number of communities encourage energy conservation construction and design for new homes and for the rehabilitation of existing homes for energy efficiency.

*To develop long-range plans for the development of single family, multi-family, manufactured homes, and senior housing.*

– Dunbarton Master Plan



*What the data says:*

- Pre and post-recession (2005 to 2012), the region saw its median household price decline by nearly 23%. The result is that 1) CNHRPC has the 4th most inexpensive average housing cost (\$130,000) compared to the state and 2) below the average cost of all the RPCs (\$194,037).
- Rental costs in the region (\$970) are less than the state median (\$1,005) and below the average of all the RPCs (\$980), but there are pockets in the region where people are paying over 50% of their income on rent.
- Currently, more than half (54%) of the renter-occupied housing units are affordable; 11% of owner occupied housing units are affordable.
- There are 54 assisted housing facilities within the vicinity of the region's key employment areas. This affords those segments of the population access to services, jobs and housing while limiting the impact of transportation costs and challenges. Coincidentally, CNHRPC outreach sessions with groups that require such housing suggests that there is not enough subsidized affordable housing and that several groups have to actually compete for such housing.
- In 2008 the region had 10% of the state's residential building permits and over the next few years had dropped to 3% by 2012.

*What it means for Central NH Region:*

- There is an expressed need for more desirable, affordable, rental housing available near jobs, services, and transportation around the region.
- There is a need for smaller housing options, including accessory apartments or duplexes, for older residents looking to downsize and age in place in the region, including assisted living housing, 55 and older housing developments.
- There is a need for innovative ways to allow housing growth that can also protect open space and natural resources, such as infill development, conservation subdivisions, and environmental characteristics zoning.
- Keeping housing affordable should include energy efficiency measures.
- Continue to revise regulations that allow a wider variety of housing types.

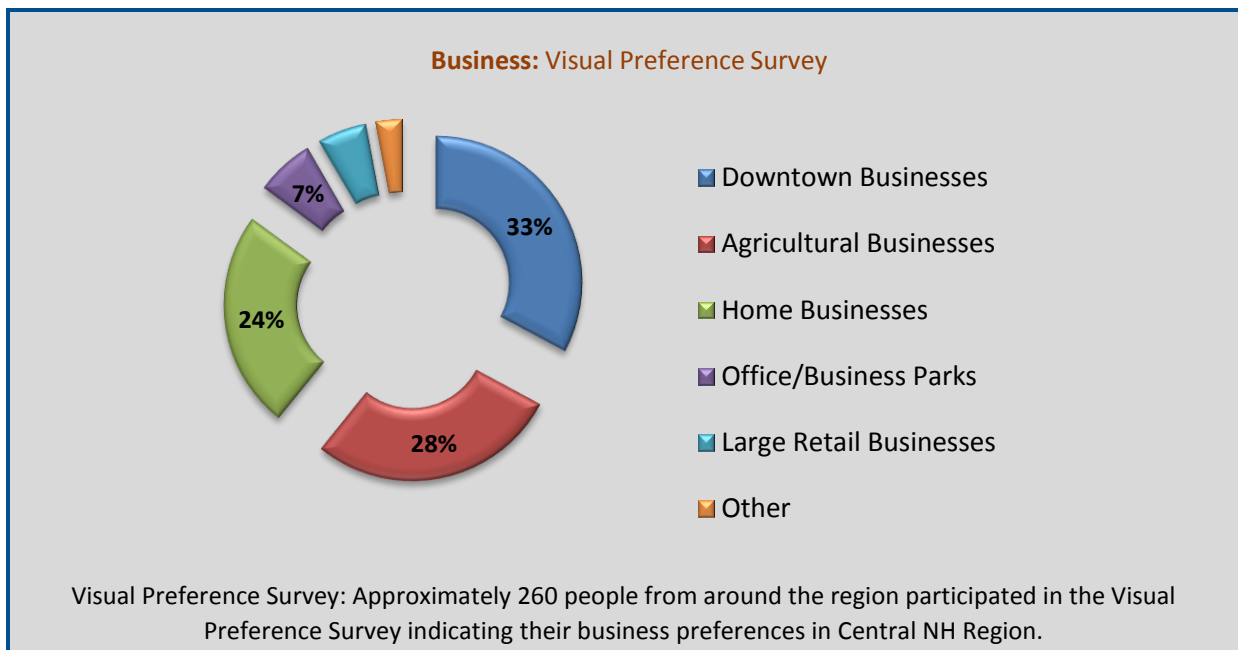
**Economy***What we've heard:*

*"More businesses, employment, farm work, better foods."*

*—Concord Resident*

- People want to see more job opportunity and economic development in the region. Municipalities are looking for economic development for a better balanced tax base, reducing the burden on residents. There is interest in attracting business growth that fits into the character of the community.
- High-speed broadband Internet, essential to economic development, is not available in places around the region.

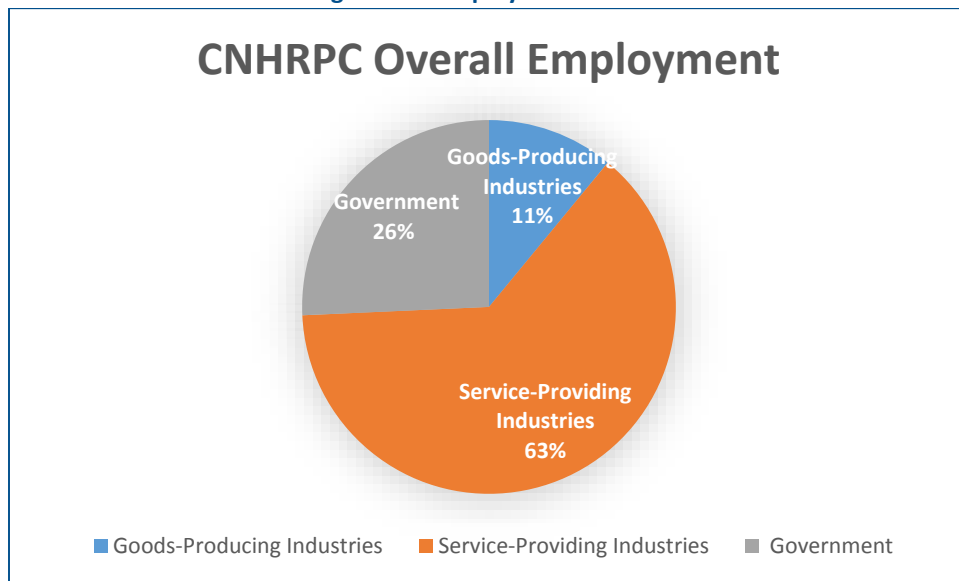
- People enjoy downtown businesses, both local and small, as well as agricultural businesses and there is some concern for over-development, or how development will affect the character of the community.
- There is frustration over lack of regional coordination or approaches across municipal borders, when possible, that will attract and grow the economy in Central New Hampshire as a region. There is a current community by community basis without a regional approach.
- Local master plans promote economic development and growth in appropriately designated areas of the community to ensure that economic development does not detract from the town's character. Many municipalities desire a stable local economy, with small businesses, existing businesses, to help lower the tax rate pressure from residents.



*What the data says:*

- The region has higher median household income, educational attainment, and lower unemployment rate than the state, and the nation.
- The regional key industries include Business and Financial Services, Medical Services, Arts and Entertainment, and Informational Technology. Although not identified as a cluster with regional importance, Manufacturing and Retail are significant within certain communities.
- The age distribution of the workforce has shifted towards an older workforce with more workers age 45 to 65+ and fewer 16 to 44 in 2011 compared to the decade earlier in 2000.

Figure A.9: Employment Sectors



*What it means for Central NH Region:*

- In general, the region as a whole has several assets, including quality of life, proximity to many of the desirable locations throughout the State and all of New England, as well as an educated workforce and a higher overall income. Challenges stem from an aging workforce and lacking telecommunications coverage (both cell phone and broadband Internet).
- Recommendations from the Comprehensive Economic Development Strategy
  - Create a business friendly, entrepreneurial environment to grow your own businesses
  - Support and incubate the businesses that are already in Central NH
  - Engage and connect local entrepreneurs and investors
  - Improve website utility and content. Municipalities need to be ensure that local government processes are clear and information is available through municipal websites.
  - Emphasize skills training and work readiness in schools, colleges, and connect with local employers to connect current students, both young adults and adult learners looking to retrain, with jobs and opportunities in the region.
  - Upgrade broadband and cellular connections, this is the information age, the technology infrastructure must be available
  - View economic development through a regional lens, take a regional approach, and create a regional brand. Municipal borders do not matter to a healthy regional economy.



## **Transportation**

Transportation choices help people and goods to safely and efficiently get where they need to go. The transportation system in Central New Hampshire consists of a series of interconnected modes of transportation that include walking, driving, biking, public transportation, rideshare options and rail and air travel.

In the Central NH Region, as well as throughout the state, increasing Vehicle Miles Travelled (VMT) along with the deterioration of the region's physical transportation infrastructure is of major concern.

Land use patterns, an aging population and the facilitation of viable economic development are all key factors to consider for the region and how best to plan for the maintenance and future upgrades of its transportation network.

### *What we've heard:*

- Transportation is the second most frequent response to what could be improved. People expressed an interest in more public transportation, an improved system of state and local highways; along with increased options for non-motorized transportation options.
- Medical and human service related trips are a major need in the region. Concord is often the destination from the more rural surrounding communities.
- Public transportation options are extremely limited on evenings and weekends which can limit the mobility of some residents.
- Local master plans focus heavily on ensuring that the transportation system functions as safely and efficiently as possible. The maintenance of local road networks is a major expense, while safety improvements are also a high priority.

### *What the data says:*

- One of the major transportation concerns facing the region is Infrastructure. 30% of the region's highway pavement condition is in poor condition and this percent has been increasing since 2000. 14 (5.9%) of NHDOT owned bridges and 37 (22%) of municipal owned bridges are red listed.
- 27% of greenhouse gas emissions in the US are attributed to the transportation sector. Average growth of gasoline consumption per decade in NH is 35%, suggesting a trend of greater volumes of greenhouse gas emissions. 80.3% of the region's residents drove alone to work with a mean travel time to work of 22.1 minutes (ACS 2007-2011).
- 12.4% of workers in Central NH have "green commutes" (non-single occupancy vehicle commute).
- Concord Area Transit provides in excess of 100,000 rides per year in Concord.
- Nationally, New Hampshire ranks 42<sup>nd</sup> in state funding to public transportation.
- Towns and cities have difficulty in raising the money required to match federal funds for transportation infrastructure.

- Growth in travel by people and freight (measured in vehicle miles traveled, or VMT) is growing at a faster pace than the growth in jobs and population in New Hampshire.

*What it means for Central NH Region:*

- Better coordination of land use and transportation at the local, regional, state and national level results in a more affordable transportation system. Locating sensible development where the existing transportation system can accommodate growth is essential in the region.
- Businesses depend on the ability to move goods efficiently, highway access in the region is important and the region is considered well connected with I-93 and I-89 as major state highways.
- Residents value the ability to connect to different parts of the region, and easily travel to other places in New Hampshire and New England.
- Public transit, bus and rail (where feasible) offer alternative modes of travel which can offer a viable alternative to Single Occupancy Vehicle (SOV) travel.
- Complete streets with bicycle and pedestrian facilities can improve safety and expand mobility and accessibility.
- Traffic calming and context sensitive transportation solutions can work to preserve and extend the operational capacity of many local roads and highways.
- The region's population is aging, which means an increasing number of residents will be unable to drive themselves to medical appointments and other essential services and will need creative, scalable solutions such as the Volunteer Driver Program already in existence in the region.

**Water Infrastructure, Weather Hazards, Energy Efficiency**

The region seeks to protect and maintain resilient drinking water, storm water, water treatment facilities and wastewater systems in support of public health and protection of our natural environment.

Climate has varied throughout the Earth's history, and will continue to change. However, a recent climate assessment from University of New Hampshire shows that the rate of change in New Hampshire has increased significantly over the last four decades, with the state getting warmer and wetter. Carbon dioxide, the main driver of climate change, stays in the atmosphere once released by industry, transportation, commercial, and residential sectors resulting in a warming of the atmosphere.

Reliable, affordable sources of energy are important to New Hampshire's economy and quality of life. While energy issues go beyond municipal borders, shared concerns such as reducing energy consumption, using efficient building materials, and adopting land use policies that reduce sprawl and create transportation options starts at the local level.

*What we've heard:*

- Water Infrastructure, Energy Efficiency, Weather Hazards did not register for the most part from people providing free form input on what they appreciate about the region and want to see improved.

- A random, statistically-significant UNH telephone survey of Central NH Region and Lakes Region residents indicates 90% of people surveyed want the local and state government to get involved with energy efficiency policies and regulation.
- In the telephone survey, people were more concerned about snow storms and power outages than any other hazards, and less than half are concerned about emergency preparedness.
- The large majority of New Hampshire residents, 96% on a recent UNH survey, put protecting quality drinking water as their leading environmental concern (Keirns, Smith, & Azem, 2013)
- The recently updated local master plans support and encourage energy efficiency (30% of the region's municipalities).

*To look for opportunities to improve energy efficiency and reduce energy costs when making building improvements.*

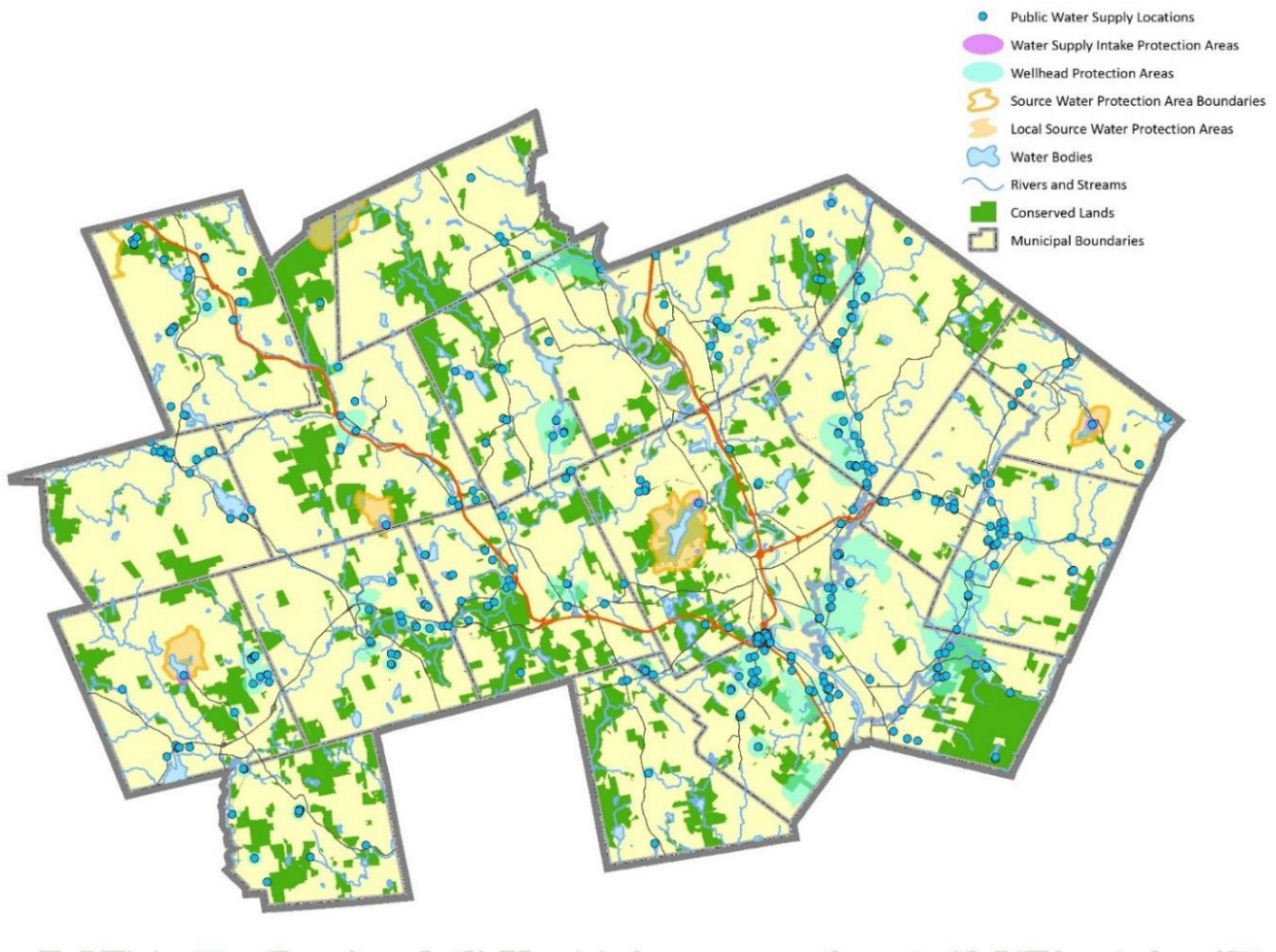
*– Warner Master Plan*

*What the data says:*

### **Water Infrastructure**

- The majority of the region depends on private wells for water. (*USGS New Hampshire Water Use Data*)
- As of April 2013, only 6 of the 20 communities in the region have aquifer or well-head protection ordinances. As many communities are on septic systems and have household wells it is important for municipalities to pursue aquifer protection ordinances. (*NH DES 2012 Ordinance Review*)
- More than 6,400 wells dug since NH required permits to do so in 1984. Most have been for residential sites.
- New Hampshire does not require drinking water from residential wells to be tested (Private Well Testing Program, 2014).
- The region is going to require more than \$79 million dollars to maintain and update our existing water treatment facilities, replace or rehabilitate current sewer systems, or for new sewer systems to be put in place to cope with our current and expected populations.
- There are many threats to our drinking water both through industrial activities and natural occurrence.

Figure A.10: Public Water Supply Locations



### Weather Hazards and Climate Change

- Carbon dioxide will remain in the atmosphere for, on average, 100 years once released. In addition to the commercial and industrial emissions, vehicles emit carbon dioxide into the atmosphere. Tracking vehicle miles traveled is a valuable measure of the manner by which people and freight move around the state, and contribute to greenhouse gas emissions. (*Federal Highway Administration 2011*)
- The climate assessment study of the past four decades in New Hampshire has shown warmer daily maximum temperatures and warmer daily minimum temperatures. (*Southern NH Climate Assessment, Carbon Solutions Jan. 2014*)
- Annual precipitation has increased and the frequency and magnitude of extreme precipitation events has increased since 1970. (*Southern NH Climate Assessment, Carbon Solutions Jan. 2014*)
- Since 1970 there have been fewer days with snow cover and lake ice-out dates are occurring earlier in the year. (*Southern NH Climate Assessment, Carbon Solutions Jan. 2014*)

- Presidentially-declared Major Disasters such as floods, snow/ice storms, and wind events are now occurring in the Central NH Region at a higher rate; 2005 to 2013 endured 11 disasters while 1973 to 1998 experienced nine (9) disasters. (*FEMA*)

### Energy Efficiency

- New Hampshire ranked 21st in the 2013 State Energy Efficiency Scorecard, dropping three spots compared to 2012. The state scored 20 points out of a possible 50, two points less than it earned in 2012. According to their assessment of NH's energy efficiency initiatives when compared to other states, the Council states that "though New Hampshire has some policies that promote energy efficiency, the state lags behind other states in the Northeast and has dropped in the rankings since last year. Designing a long-term framework for investments in energy efficiency, such as an energy efficiency resource standard, would move New Hampshire up the rankings and put it on par with other states in the region."
- Quick Facts from Energy Information Administration, March 2014
  - New Hampshire was the ninth lowest per capita consumer of energy among the states in 2011.
  - The transportation sector accounted for 35% of New Hampshire's energy consumption in 2011.
  - The Seabrook nuclear power reactor, the largest in New England, provided 55% of New Hampshire's 2013 net electricity generation.
  - New Hampshire's Renewable Portfolio Standard requires 24.8% of electricity sold to come from renewable energy resources by 2025; 16% of New Hampshire's 2013 net electricity generation came from renewable energy

### *What it means for Central NH Region:*

- The region depends on groundwater and must be protected to ensure healthy, safe drinking water.
- Municipalities need to develop strategies for covering the costs for maintaining and updating our water treatment systems.
- Municipalities are going to have to plan their public drinking water and waste water treatment systems for future population growth.
- Municipalities are experiencing costly damage from flooding, snow, and wind events during disasters or other severe weather events.
- Local municipal and personal household preparedness for severe weather events in the region will help foster greater cooperation and readiness.
- Energy efficiency and conservation techniques help with resiliency to the cost fluctuations of outside sources of energy such as oil, natural gas.
- Understanding energy use /consumption is a critical, first step towards energy efficiency.
- Energy efficiency should be considered an important resource that contributes to the region's overall quality of life.



## Central NH Region Data Tables

**Table A.1: Population Change in the Central NH Region 1990-2010**

	Population			Percent Change		
	1990	2000	2010	1990-2000	2000-2010	1990-2010
Allenstown	4,649	4,843	4,322	4.2%	-10.8%	-7.0%
Boscawen	3,586	3,672	3,965	2.4%	8.0%	10.6%
Bow	5,500	7,138	7,519	29.8%	5.3%	36.7%
Bradford	1,405	1,454	1,650	3.5%	13.5%	17.4%
Canterbury	1,687	1,979	2,352	17.3%	18.8%	39.4%
Chichester	1,942	2,236	2,523	15.1%	12.8%	29.9%
Concord	36,006	40,687	42,695	13.0%	4.9%	18.6%
Deering	1,707	1,875	1,912	9.8%	2.0%	12.0%
Dunbarton	1,759	2,226	2,758	26.5%	23.9%	56.8%
Epsom	3,591	4,021	4,566	12.0%	13.6%	27.2%
Henniker	4,151	4,433	4,836	6.8%	9.1%	16.5%
Hillsborough	4,498	4,928	6,011	9.6%	22.0%	33.6%
Hopkinton	4,806	5,399	5,589	12.3%	3.5%	16.3%
Loudon	4,114	4,481	5,317	8.9%	18.7%	29.2%
Pembroke	6,561	6,897	7,115	5.1%	3.2%	8.4%
Pittsfield	3,701	3,931	4,106	6.2%	4.5%	10.9%
Salisbury	1,061	1,137	1,382	7.2%	21.5%	30.3%
Sutton	1,457	1,544	1,837	6.0%	19.0%	26.1%
Warner	2,250	2,760	2,833	22.7%	2.6%	25.9%
Webster	1,405	1,579	1,872	12.4%	18.6%	33.2%
CNHRPC	95,836	107,220	115,160	11.9%	7.4%	20.2%
New Hampshire	1,109,252	1,235,786	1,316,470	11.4%	6.5%	18.7%

Sources: U.S. Census Bureau, N.H. Office of Energy and Planning, CNHRPC  
Core Metrics

Table A.2: Number and percentage of people aged 65+ in 2000 and 2010

		2000		2010		Change: 2000-2010	
		Number	Percent	Number	Percent	Number	Percent
<b>Hillsborough County</b>	Deering	201	10.7%	258	13.5%	57.0	28.4%
	Hillsborough	628	12.7%	661	11.0%	33.0	5.3%
<b>Merrimack County</b>	Allenstown	513	10.6%	524	12.1%	11.0	2.1%
	Boscawen	681	18.5%	723	18.2%	42.0	6.2%
	Bow	603	8.4%	1,003	13.3%	400.0	66.3%
	Bradford	184	12.7%	217	13.2%	33.0	17.9%
	Canterbury	205	10.4%	333	14.2%	128.0	62.4%
	Chichester	223	10.0%	285	11.3%	62.0	27.8%
	Concord	5,564	13.7%	5,885	13.8%	321.0	5.8%
	Dunbarton	158	7.1%	247	9.0%	89.0	56.3%
	Epsom	564	14.0%	673	14.7%	109.0	19.3%
	Henniker	352	7.9%	436	9.0%	84.0	23.9%
	Hopkinton	720	13.3%	906	16.2%	186.0	25.8%
	Loudon	375	8.4%	596	11.2%	221.0	58.9%
	Pembroke	680	9.9%	763	10.7%	83.0	12.2%
	Pittsfield	408	10.4%	474	11.5%	66.0	16.2%
	Salisbury	114	10.0%	189	13.7%	75.0	65.8%
	Sutton	244	15.8%	297	16.2%	53.0	21.7%
	Warner	338	12.2%	424	15.0%	86.0	25.4%
	Webster	146	9.2%	228	12.2%	82.0	56.2%
<b>CNHRPC</b>		<b>12,901</b>	<b>12.0%</b>	<b>15,122</b>	<b>13.1%</b>	<b>2,221.0</b>	<b>17.2%</b>
<b>New Hampshire</b>		<b>147,970</b>	<b>12.0%</b>	<b>178,268</b>	<b>13.5%</b>	<b>30,298.0</b>	<b>20.5%</b>

Sources: U.S. Census Bureau, CNHRPC Core Metrics

Note: Percent is based off of municipal population.

**Table A.3: Labor Force and Unemployment, Central NH Region 2004 to 2013**

Year	Labor Force	Employed	Unemployed	Unemployment Rate	NH Rate
2013	61,861	58,878	2,983	4.8%	5.3%
2012	62,323	59,259	3,064	4.9%	5.5%
2011	62,415	59,275	3,140	5.0%	5.5%
2010	62,525	59,000	3,525	5.6%	6.2%
2009	63,172	59,603	3,569	5.6%	6.2%
2008	62,698	60,394	2,304	3.6%	3.9%
2007	62,233	60,119	2,114	3.3%	3.5%
2006	61,909	59,916	1,993	3.2%	3.5%
2005	60,414	58,460	1,954	3.2%	3.6%
2004	59,929	57,983	1,946	3.2%	3.9%

Sources: *NHnetwork, NH Economic and Labor Market Information Bureau, June 2014*

*NH economic and Labor Market Information Bureau website, laus-nsa-1976-2013*

Note: Data not seasonally adjusted

**Table A.4: Housing Units in 2000 and 2010**

		All Housing Units		Seasonal Units		All Units % Change	Seasonal Units % Change	% Seasonal
		2000	2010	2000	2010	2000-2010	2000-2010	2010
<b>Hillsborough County</b>	Deering	933	932	183	143	-0.1%	-21.9%	15.3%
	Hillsborough	2,326	2,896	324	296	24.5%	-8.6%	10.2%
<b>Merrimack County</b>	Allenstown	1,962	1,881	23	14	-4.1%	-39.1%	0.7%
	Boscawen	1,295	1,453	12	20	12.2%	66.7%	1.4%
	Bow	2,330	2,807	3	16	20.5%	433.3%	0.6%
	Bradford	762	917	183	203	20.3%	10.9%	22.1%
	Canterbury	838	1,002	77	58	19.6%	-24.7%	5.8%
	Chichester	849	963	10	10	13.4%	0.0%	1.0%
	Concord	16,881	18,852	126	115	11.7%	-8.7%	0.6%
	Dunbarton	858	1,077	33	35	25.5%	6.1%	3.2%
	Epsom	1,592	1,839	65	63	15.5%	-3.1%	3.4%
	Henniker	1,679	1,928	54	50	14.8%	-7.4%	2.6%
	Hopkinton	2,210	2,381	77	84	7.7%	9.1%	3.5%
	Loudon	1,684	2,081	47	34	23.6%	-27.7%	1.6%
	Pembroke	2,734	2,872	16	14	5.0%	-12.5%	0.5%
	Pittsfield	1,569	1,769	16	26	12.7%	62.5%	1.5%
	Salisbury	514	598	69	68	16.3%	-1.4%	11.4%
	Sutton	826	985	172	173	19.2%	0.6%	17.6%
	Warner	1,228	1,358	152	175	10.6%	15.1%	12.9%
	Webster	672	849	81	86	26.3%	6.2%	10.1%
<b>New Hampshire</b>		547,024	614,754	56,413	63,910	12.4%	13.3%	10.4%

Sources: *U.S. Census Bureau, N.H. Office of Energy and Planning, CNHRPC Core Metrics*

Note: For each municipality: Vacant Housing Use - For Seasonal, Recreational, or Occasional Use