



MASTER PLAN
June 27, 2011



Prepared by the Claremont Planning Board
with Technical Assistance Provided by
Upper Valley Lake Sunapee
Regional Planning Commission

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ADOPTION OF MASTER PLAN

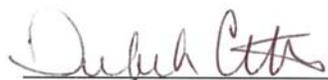
CLAREMONT, NEW HAMPSHIRE

The Planning Board of the City of Claremont, New Hampshire, in accordance with the provisions and procedures of RSA Chapter 675:6, including conducting a public hearing on June 27, 2011, does hereby adopt the City of Claremont Master Plan of 2011. The goals and recommendations contained in this Plan are designed to aid the Planning Board and other town boards in the performance of their respective duties for the purpose of guiding and accomplishing the coordinated and harmonious development of the City of Claremont, New Hampshire.

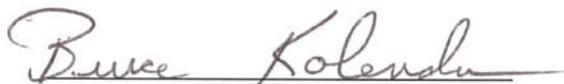
Date Adopted: June 27, 2011

Claremont Planning Board:


Peter Guillette, Chairperson


Deborah Cutts, Mayor


Andrew Austin


Bruce Kolenda


Ruben Ramirez


Richard Wahrlich

CHAPTER I: INTRODUCTION

1 INTRODUCTION

This Master Plan is the result of the Master Plan Advisory Committee and Planning Board expending considerable effort gathering public input in order to prepare a plan which reflects the city's collective vision for the future of our community. The overall vision for the future development of our community expressed by the people of Claremont through this Master Planning process is:

Claremont should be a livable community and regional center that recognizes its historical agricultural and industrial roots, properly manages its natural and aesthetic resources, encourages a diversity of housing and mix of land uses, provides opportunity for business development, supports a program of educational opportunities for all ages and provides a multiple modal transportation system that connects the City's neighborhoods. Claremont should strive to be a healthy community by supporting cultural and recreational opportunities through the support of facilities, programs and events as well as to encourage an interconnection of trails, bikeways, sidewalks and river walks connecting all parts of the City. Achieving this vision will allow Claremont to remain a keystone community in the Upper Valley.

PURPOSE OF THE MASTER PLAN

The process of developing a Master Plan is an opportunity to undertake a comprehensive evaluation of our community's needs and desires as they pertain to the anticipated growth of the city. A Master Plan provides guidelines for the future growth and development of the community. It is a guide for future growth and a tool for public officials and private citizens in decision-making and in the administration of the City's Ordinances. The following Master Plan is based on input supplied by Planning Board members, other officials and agencies, and on responses and comments developed by questionnaires. An attempt has been made to reflect the consensus viewpoints from these sources concerning the city's past, present and desired future. The goal of this master planning process is to proactively chart a course identifying the desired future of our community. Without a comprehensive planning process, in a relatively short time, Claremont could find it has lost many of the features the community finds valuable.

PROCESS TO UPDATE THE MASTER PLAN

Under New Hampshire law (RSA 674:2, 3 & 4), the preparation and adoption of the Master Plan is under the purview of the Planning Board. Claremont's last full Master Plan was completed in 1991. The Land Use Chapter of this plan was completed and adopted in 2006. Since 1991 there has been much change in the City and it is currently undergoing development and redevelopment that is indicative of the opportunities that Claremont provides. Such current activities include:

- Redevelopment of the Monadnock, Wainshal and Woven Labels Mills,
- Relocation of Red River Computer Company,
- Several infrastructure improvements including the Sugar River pedestrian bridge, and
- Ongoing business and development interest in the community.

In recognition of these changes and the potential for future change, the Claremont Planning Board appointed a Master Plan Advisory Committee (Committee) to guide a Master Plan Update. In its first discussion about the Master Plan, the Committee considered how to bring the citizens of the City into the

master plan process. After discussions with the University of New Hampshire Cooperative Extension Service, the Committee decided to hold two public forums. On March 29, 2007 the City held its first public forum at which over 130 residents turned out. The larger group was broken up into seven (7) subgroups, which addressed such topic areas as housing, land use, transportation and economic development. Out of each group came citizen comments on the City's strengths and challenges in each of these areas. Based on the forum discussions there were several themes that emerged, a number of which cut across several topic areas. Several groups pointed out the need for greater support for improved educational facilities as well as the need for housing diversity and mixed-use developments. Other groups pointed out the need for revitalization of Claremont's historic downtown. It is these themes that provide the basis for Claremont's Vision.

- Revitalization of the downtown through infill, cultural attractions and greater retail opportunities.
- Educational opportunities for all of Claremont's citizens.
- Housing to meet a diverse population with a variety of housing for all income levels.
- Assuring that Claremont is a healthy community by offering a range of health care services and opportunities for a healthy lifestyle-including recreational/cultural programs and facilities, walking paths and bike/river trails.
- Providing adequate transportation facilities and services.
- Managing growth by encouraging a balance of uses-residential, business and institutional.
- Providing employment opportunities for Claremont's citizens.
- Enhancing opportunities for Claremont's youth.

GOALS

This Vision is reinforced by a number of broad community goals. These goals reflect Claremont's values and will provide the basic "blueprint" for City's future. Claremont should be a City that:

- Understands that it is poised for the future by properly managing growth that is consistent with the City's vision and provides for a balance of residential, business, industrial and institutional activities.
- Offers a livable, walkable, vibrant downtown with great cultural attractions and events as well as an opportunity for a variety of retail shopping.
- Preserves and protects its rural, agricultural character in balance with economic, business and employment opportunities for its citizens.
- Encourages educational opportunities of all types and for all age groups.
- Provides a balance of housing opportunities to accommodate its diverse citizenry while respecting the City's natural and cultural heritage.
- Act as a beacon for community health that encourages a variety of indoor and outdoor recreational and cultural activities.
- Offers multiple modes of transportation facilities and services that provide connections to neighborhoods, businesses and services.
- Encourages a spectrum of activities and opportunities for youth.
- Recognizes the role of water resources for drinking water, recreational opportunities and providing an aesthetic quality to the community.

ACKNOWLEDGEMENTS

The Planning Board wishes to acknowledge with gratitude the constructive assistance and input of the following, whose past and present contributions were invaluable in developing the Master Plan and the updates:

- The City Council
- Questionnaire Respondents
- City Officials
- Community Forum Participants
- Master Plan Advisory Committee and Subcommittees
- Upper Valley Lake Sunapee Regional Planning Commission

The Claremont Master Plan is based on the views of the city's citizens and local officials. The Upper Valley Lake Sunapee Regional Planning Commission facilitated the master planning process for the Planning Board in the update of the Master Plan to prepare a document that reflects the goals and desires of the City of Claremont and its citizens.

CHAPTER II: HOUSING

1 INTRODUCTION

The time period where the writing of the housing section of the Claremont Master Plan is occurring reflects a period of national economic strength that has turned to a period of national economic weakness. Claremont, though weathering the period of economic weakness fairly well, has had sectors of the housing market and those with need that have indeed been affected by the economic weakness. It will be imperative that this data be updated on a yearly basis by this, or a future Housing committee to review it for accuracy. It is also realized that the U.S. Census of 2000 may be used as a baseline for regional and local data, but current data from the Claremont Planning and Development and Assessing Departments, as well as the Claremont Housing Authority and the Claremont Board of Realtors may be the most accurate reflection of the current housing conditions. This is due to programs and zoning requirements implemented by the city government from 1996 to 2002 to remove substandard housing and to increase home lot sizes for future growth and new construction. These initiatives impacted the number of existing multi-family housing units and opportunities to construct new multi-family housing projects. The data from the 2010 census will be vital to better reconciling local data to reflect current housing conditions in Claremont.

This chapter of the Master Plan presents Goals and Objectives that have been, and will remain integral to the housing philosophy for the City of Claremont regardless of economic conditions or growth trends. The Goals and Objectives provide a long term plan for the growth of Claremont for the next decade.

2 HISTORIC AND CURRENT HOUSING PATTERNS

Development patterns in Claremont, as in most northern New England communities, have been clearly shaped by the physical landscape and regional and national economies. Historically, development in Claremont focused on the level plateau along the Sugar River; forming the Downtown area. Early mills and other industries located here to utilize the Sugar River as a power source. The central business district formed adjacent to the mill district in the downtown and residential neighborhoods grew nearby to serve the workforce. Geographically, residents lived in close proximity to employment, stores, and services.

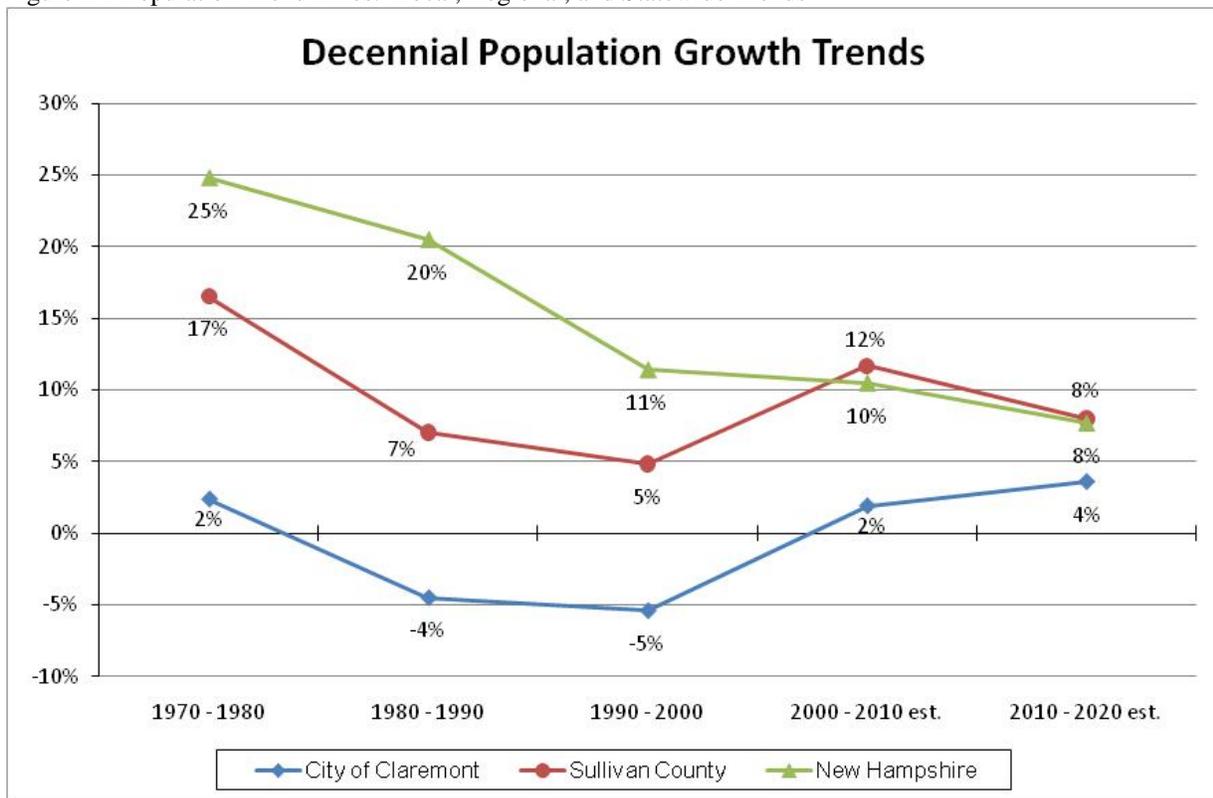
When water power ceased to be a factor in the location of industry, Claremont's industries gradually spread out to other parts of the City that with large tracts of land and easy transportation access. These new development areas included River Road, Claremont Junction, and Washington Street. Over time commercial areas have also developed along regional highways, south along Pleasant Street and Charlestown Road, west along Washington Street, and to a lesser extent east along Main Street.

This residential growth has taken several forms: single-family subdivision, conversion of larger houses to multi-family buildings, new multi-family buildings, and several mobile home parks. Between 1995 and 2002 a reduction in derelict buildings by the City removed approximately 150 units of housing throughout the downtown neighborhoods (Appendix A). North of the Sugar River the high density residential area is bounded by the river to the south and west and Hanover Street to the east. To the south of the River, dense residential development extends east out onto South Street and south along Charlestown Road. Residential density has increased in the previously developed area of the City through the construction of several apartment complexes and the conversion of large single family homes to duplex and multi-family apartment buildings. Currently families with young children are primarily clustered in the in-town neighborhoods according to school district data (Appendix B).

The density of housing development decreases with distance from the downtown with moderate density on Maple Avenue and small areas immediately adjacent to the Downtown and low density in the remainder of the residential areas. In the past few decades, low density residential development has occurred in rural areas of the City on land that was previously in agricultural use. One example is the Route 120 area, from Winter Street to Elm Street. Fifteen years ago most of this land was in agricultural use. Today, development is spread all along these roads with scattered areas of agricultural land remaining. This same pattern has occurred to the southwest on Unity Road and Sugar River Drive, to the northwest in the Redwater Brook Road area, to the south along Charlestown Road and Bible Hill Road, and to the east, north of Washington Street and Newport Road.

The historic population trends for Claremont clearly represent a decline in population of 1,070 residents from 1970 (pop. 14,122) to 2000 (pop. 13,151). Over the same period of time the state population growth trends indicate a consistent statewide rate of growth. The New Hampshire Office of Energy and Planning (NHOEP) staff forecast Claremont population trends to result in growth, rather than decline, in the population. This forecast will be confirmed once the US Census Bureau publishes its 2010 Census. Figure 2-1 and Table 2-1 provide a snapshot of the local, county-wide, and statewide Census-based population trends from 1970 to 2000 and projected through to 2020. Further detailed discussion of housing and population trends is in Appendix A.

Figure 2-1 Population Trend Lines: Local, Regional, and Statewide Trends



Source: NH Office of Energy and Planning, US Census Bureau

Table 2-1 Population Characteristics

POPULATION CHARACTERISTICS						
Population						
	1970	1980	1990	2000	2010 estimate	2020 estimate
Claremont	14,221	14,557	13,902	13,151	13,400	13,880
Sullivan Co.	30,949	36,063	38,592	40,458	45,180	48,800
N.H.	737,578	920,475	1,109,117	1,235,550	1,365,140	1,470,010
Percent Change Since 1970						
	1970	1970 - 1980	1970 - 1990	1970 - 2000	1970 - 2010 est.	1970 - 2020 est.
Claremont	14,221	2%	-2%	-8%	-6%	-2%
Sullivan Co.	30,949	17%	25%	31%	46%	58%
N.H.	737,578	25%	50%	68%	85%	99%
Decennial Percent Change						
	1970	1970 - 1980	1980 - 1990	1990 - 2000	2000 - 2010 est.	2010 - 2020 est.
Claremont		2%	-4%	-5%	2%	4%
Sullivan Co.		17%	7%	5%	12%	8%
N.H.		25%	20%	11%	10%	8%

Source: NH Office of Energy and Planning, US Census Bureau

3 EXISTING HOUSING ANALYSIS

Understanding the historic and current housing patterns in Claremont provides a qualitative understanding of the issues and opportunities in the community. Overall, the following data indicate that housing needs of the population extend beyond the number of housing units to the size, age, quality, and cost of those units. This section focuses on a quantitative assessment of the existing housing stock and how the City may address these issues and opportunities.

Overview of Existing Housing Stock

City tax records indicate that there are approximately 5,553 housing units (both single family and multi-family structures) in Claremont in early 2010. These housing units serve the residential population, which is estimated to be 13,400 in 2010. Tables 3-1 and 3-2 provide summary housing numbers and types of units based on 1990 and 2000 Census data. Table 3-3 and Figure 3-1 summarize the 2010 housing numbers and composition based on the city’s assessing database.

The Census data for 2000 indicate that the composition of the housing stock in Claremont is similar to the types of housing throughout the state with the exception that overall NH has a slightly higher proportion of single family units (62%) and fewer multifamily units (31%), likely due to the overall rural nature of NH communities. In 2000, vacancy rates for rental units and homes for sale were 5 percent and 2 percent, respectively. Statewide vacancies are slightly lower, 4 percent for rental units and 1 percent for homes for sale.

Table 2-2 Total Residential Units by Occupancy and Tenure based on US Census Sampling

	1990	%	2000	%	% Change 90-00 Claremont	% Change 90-00 NH
Total Units	6,228		6,074		-2%	9%
Occupied Units	5,610	90% of Total	5,685	94% of Total	1%	15%
Owner Occupied	3,248	58% of Occ.	3,271	58% of Occ.	1%	18%
Renter Occupied	2,362	42% of Occ.	2,414	42% of Occ.	2%	10%
Vacant Units	618	10% of Total	389	6% of Total	-37%	-22%
Vacant For Sale	54	1.6% Vac.	66	2% Vac.	22%	-57%
Vacant For Rent	333	12.4% Vac.	131	5.1% Vac.	-61%	-70%
Vacant Seasonal	40	1% of Total	64	1% of Total	60%	-1%

Source: US Census

Table 2-3 Summary of Residential Unit Types and Tenure based on US Census Sampling

Type	1990	% of Total	% of Total NH	2000	% of Total	% of Total NH	% Change	% Change NH
Total Units	6,228	100%	100%	6,074	100%	100%	-2%	9%
Single Family Units	2,818	45%	59%	3,011	50%	62%	7%	15%
SF Owner Occ.	2,466			2,575			4%	
SF Renter Occ.	202			347			72%	
Multi-family Units	2,899	47%	33%	2,599	43%	31%	-10%	3%
MF Owner Occ.	389			332			-15%	
MF Renter Occ.	2,072			1,992			-4%	
Mobile Home & Other	511	8%	8%	464	8%	7%	-9%	-13%

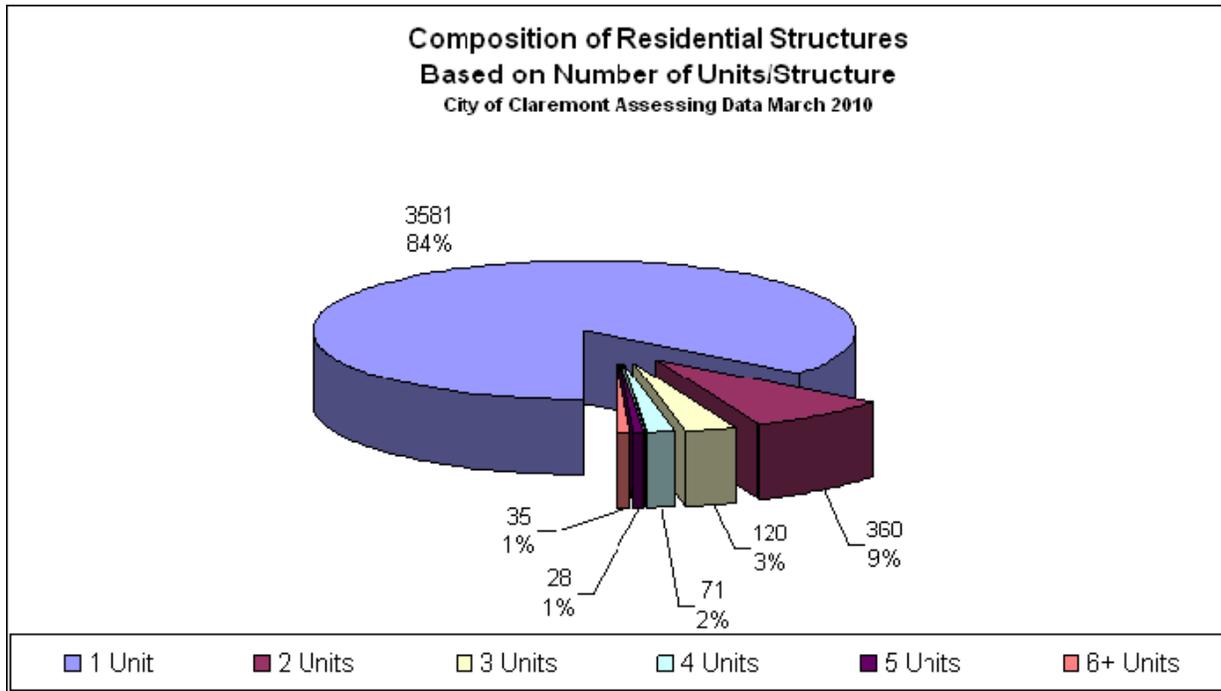
Source: US Census , Units in Structure and Units in Structure by Tenure

Table 2-4 Summary of Residential Structures, 2010

Table: Summary of Residential Structures					
Occupancy	Single and Multi-Family Structures	Condominiums (including Manufactured Housing Parks)	Commercial Apartment Complexes		
1 Unit	3122	458	1	3581	
2 Units	360	0	0	360	
3 Units	120	0	0	120	
4 Units	70	0	1	71	
5 Units	28	0	0	28	
6+ Units	27	0	8	35	
	3727	458	10		
Table: Summary of Residential Units					
Occupancy	Single and Multi-Family Structures	Condominiums (including Manufactured Housing Parks)	Commercial Apartment Complexes		
1 Unit	3122	458	1		
2 Units	720	0	0		
3 Units	360	0	0		
4 Units	280	0	4		
5 Units	140	0	0		
6+ Units	180	0	288		
	4802	458	293		

Source: Claremont Assessing Department

Figure 2-2 Number of Units per Structure, 2010



Source: Claremont Assessing Department

During the 1990s, Claremont’s housing inventory shifted in character to include a higher proportion of single family housing units and a smaller number of multifamily housing. Claremont lost 154 housing units during the 1990s while the number of units in the state and county grew. This loss is primarily due to the City initiated demolition of substandard multifamily housing in the Pearl, High, Hanover and North Street areas.

Due to the difference in sampling methodologies between the Census information and the Assessor’s database there is limited opportunity to compare the two data sets beyond observing general trends in housing composition. The Assessor’s database maintains information on every residential property in the city while Census housing information is created by interviewing a sample of the population in a community and then estimating results for the whole community. The Census data indicate a reduction in the number of units between 1990 and 2000. The 2010 database results may indicate a further net decrease in housing units in the city (accounting for lost residential units due to demolition or changes in use and new units) between 2010 and 2000. Due to the potential inaccuracy of an “apples to oranges” comparison, it is reasonable to conclude that these numbers indicate no substantial growth in the number of housing units since 2000.

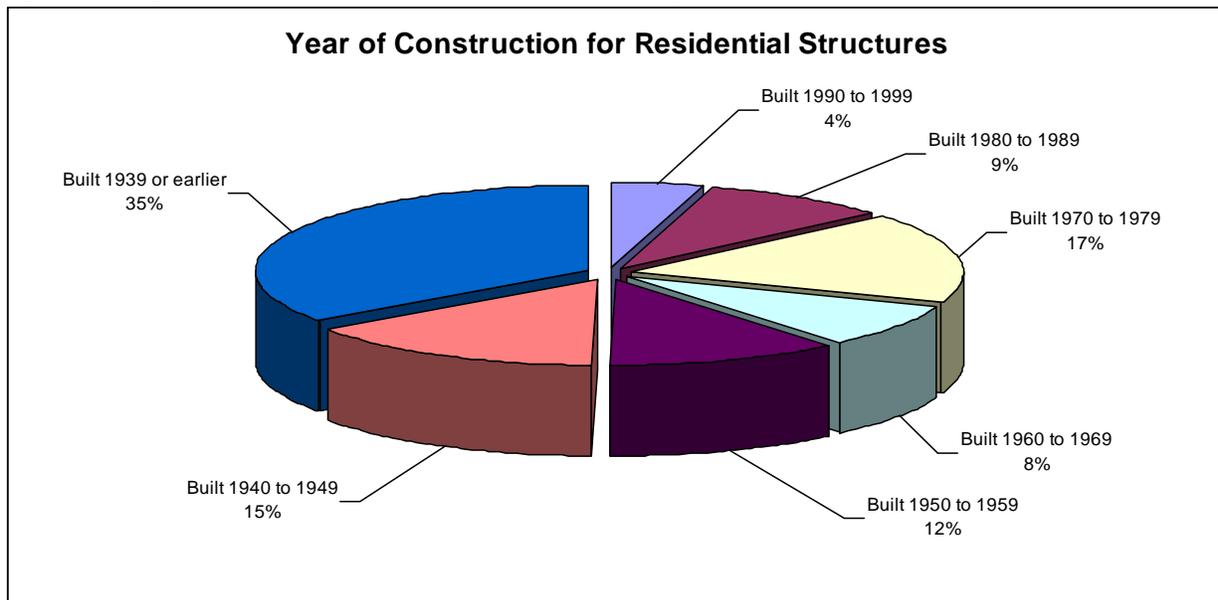
This trend is also happening statewide but to a lesser degree. Claremont’s recent single family housing is developing in the rural areas using open spaces and agricultural land. Notable locations are those near to Thrasher and Cat Hole Road areas north of the downtown.

The Census data also indicate a general trend toward a smaller average household size. This reduced household size in a static or growing population can cause corresponding growth in housing demand. In 2000 single-parent and non-family households now comprised the majority (54 percent of total) of households in the City. This trend suggests the need for smaller, more affordable housing units to accommodate smaller, single-income households.

Single family homes are predominantly located at low densities in the outskirts of the City, but are also located within densely developed inner City neighborhoods like the Bible Hill and Mulberry Street areas south of downtown. The multifamily housing stock is primarily located near the downtown in large buildings like the Claremont Arms on Winter Street and smaller buildings scattered in dense residential neighborhoods like the Prospect, Summer and School Street areas. Mobile homes and other unit types are mostly located in parks in rural areas of the City, like Pine Hill and Sugar River manufactured housing parks on the outskirts of the downtown.

Assuming the availability of housing in the city has had modest growth, if any, a number of issues arise. Figure 3-2 illustrates the construction date of residential structures based on the 2000 census. The age of the structures indicates, generally, periods of growth by decade. For example, the proportion of structures constructed between 1980 and 1990 indicate a substantial decline in new residential construction as compared with the four prior decades. Also, Figure 3-2 illustrates that at least half of the residential structures in the city are at least 50 years old. As much as 85% of the residential structures are more than 30 years old.

Figure 2-3 Proportional Distribution of Residential Structures by Year Constructed



There are many factors that affect the quality of the housing stock including age, quality of construction, and level of maintenance. The poor quality of the housing stock has been cited as the principal housing issue in Claremont. Further, anecdotal information indicates that many individuals and families looking to move to Claremont are interested in purchasing newer residences. The reasons for this preference may range widely from simple personal tastes to more practical interest in a “turn-key” residence where no substantial renovations or maintenance is necessary prior to moving-in.

The existing residential stock will continue to age and maintenance of these structures will become increasingly important. The risk of having such a large proportion of older structures may be that the City is forced to condemn and demolish more substandard structures in the older, interior areas in the city due to property owner neglect. These actions, which are necessary in the interest of the public health and welfare, may disrupt the urban fabric of the downtown and adjacent neighborhoods.

One component of housing for a community is providing a range of housing types at a range of costs to meet the local needs based on employment and income. Housing needs in the city include specialized elderly housing, foster care, and affordable and federally subsidized housing for lower income households. Along with market-rate and subsidized housing for sale and rent, a recent state statute, RSA 674:58-61, requires New Hampshire municipalities to offer reasonable and realistic opportunities for workforce housing.

The New Hampshire Housing Directory of Assisted Housing lists numbers of housing units per community that are currently subsidized with funding from either the U.S. Department of Housing and Urban Development (HUD), USDA – Rural Development, or New Hampshire Housing through permanent financing or rental assistance payment mechanisms. Claremont’s overall housing stock includes approximately 548 or 9% subsidized housing units. Approximately 70% of the assisted housing units in Claremont are housing types for the elderly at the Earl M. Bourdon Apartments (80 units), Hillside Terrace (79 units), Marion Phillips Apartments (100 units) and Sugar River Mills (123 units). This chapter continues to support the long term commitment to elderly citizens being able to stay in Claremont. By comparison the City of Keene (pop. 22,563) housing stock includes approximately 7.9% subsidized units, the City of Dover (pop. 26,884) housing stock includes approximately 7.6% subsidized units, and the City of Lebanon (pop. 12,568) includes approximately 6.5% subsidized units according to the 2000 Census.

Figure 2-4 Household Distribution by Income

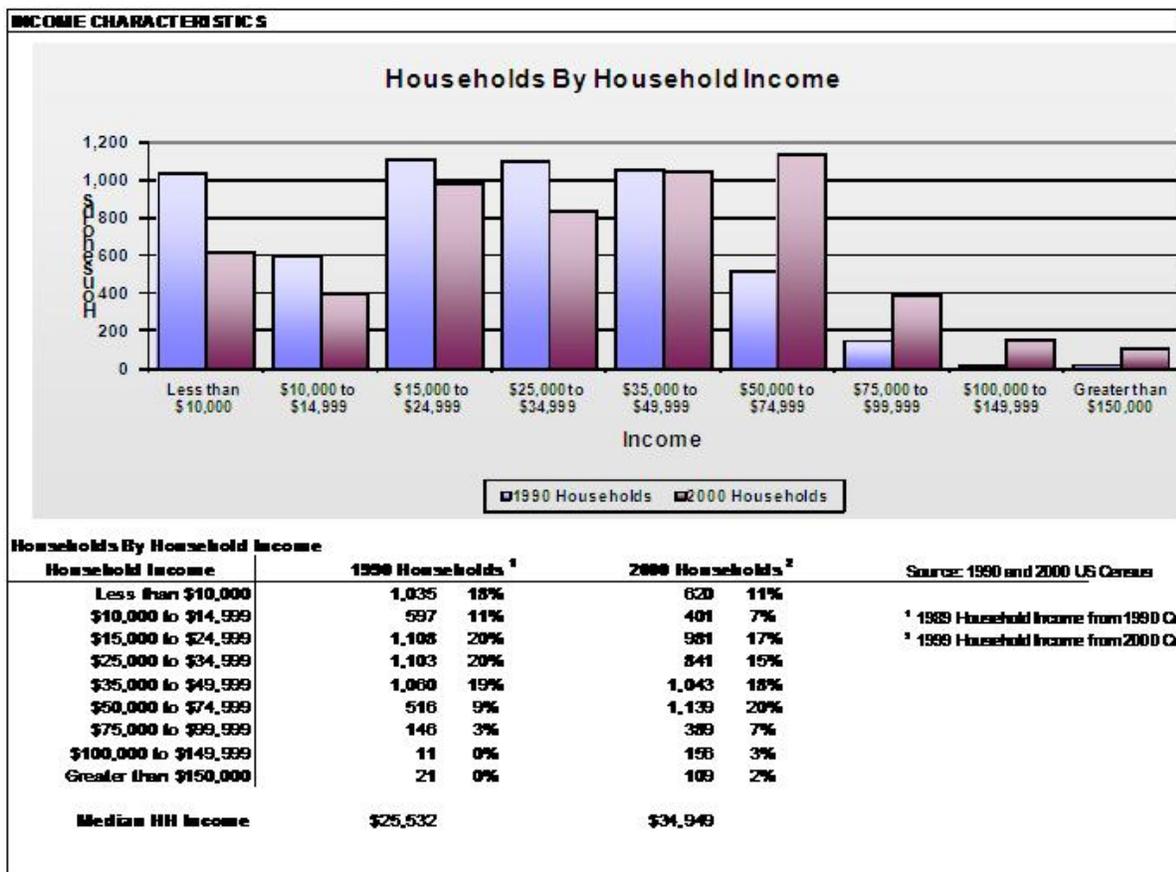
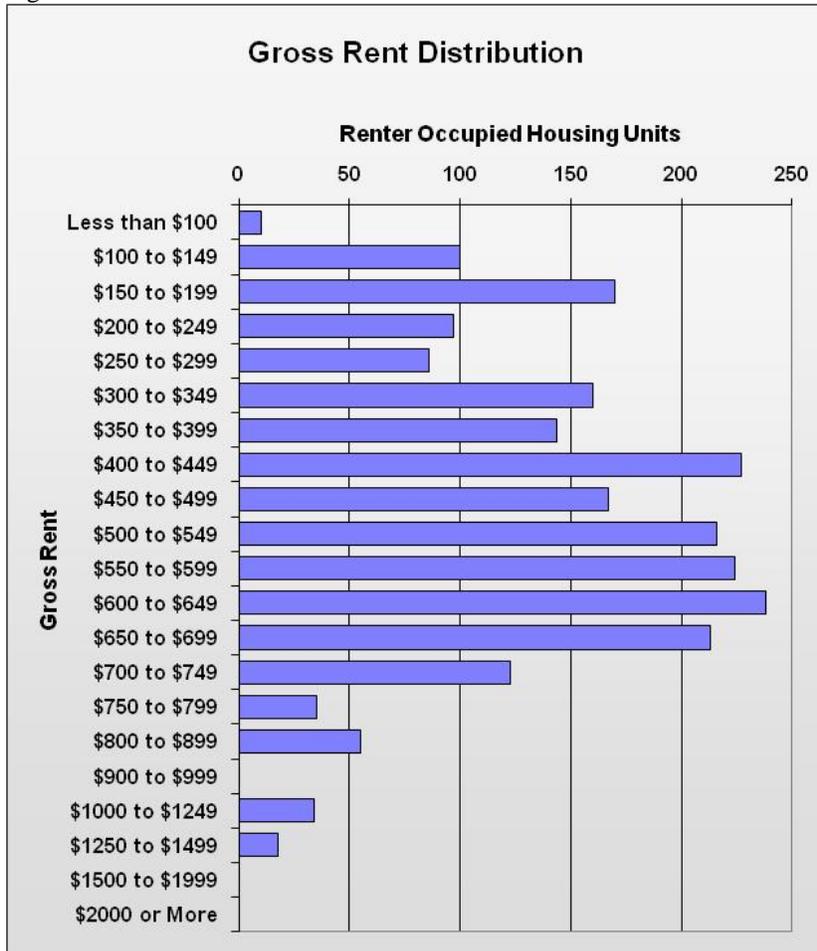


Figure 2-5 Gross Rent Distribution



Source: U.S. Census 2000, SF3, Tables H62

Housing and the Community

The amount and type of future investment and employment growth will have a key role in determining population and housing conditions in the future. Without continued investment in the City, the population is not likely to grow. The high cost of housing in Lebanon (53 % higher than Claremont) has encouraged some households working in the Upper Valley to live in Claremont where less expensive housing options exist. The interest in living in Claremont while working elsewhere has been facilitated by a median purchase price differential between housing costs in Lebanon (\$245,000) and the less expensive Claremont (\$159,900) (NHHFA, 2006). Claremont rents are also lower by about 13 percent (\$770 compared to \$869). This situation has resulted in a significant number of “reverse commuters” traveling from Claremont to work in Lebanon. Housing workers from another labor market area place pressures on the City’s existing housing stock and limits the amount of housing available to support Claremont’s own employment growth. Further study would be helpful to better understand the nature and extent of this housing population dynamic.

Recent efforts to revitalize the City, such as the redevelopment of the Mill District into hospitality, restaurants and offices, and the increasing trend of Upper Valley workers seeking housing in Claremont, are slowly improving the quality of housing by way of private investment in the City’s housing stock.

Some of Claremont's downtown building infrastructure and neighborhood areas may be capable of supporting additional population growth, especially if there is a demand for smaller dwelling units.

This situation may provide an opportunity for the City since much of the existing housing stock is close to employment. By revitalizing this infrastructure and supporting the continuation of the historic settlement patterns, jobs and housing are located near to each other. This retention of compact development and infill development are consistent with the state's smart growth policy and lessens demands on the transportation system, preserves open space, and at the same time accommodates growth. It is also the most efficient redevelopment approach as it uses existing infrastructure such as roads and water and sewer. The more this population can be accommodated within the City's existing neighborhoods, the less will be the need to accommodate the expanding population in more rural areas with the potential for creating sprawl.

The City will need to provide opportunity for new single-family homes and encourage new or renovated space for multifamily units to accommodate the various population segments. The location of new residential activity is important for the City's future as it has the potential to impact future land use and traffic patterns. Housing is also critical in supporting employment opportunities and shaping the appearance of the City. Availability of quality housing units increases the pool of housing for prospective employees.

The more this population can be accommodated within the City's existing neighborhoods, the less will be the need to accommodate the expanding population in more rural areas with the potential for creating sprawl. The location of new residential activity is important for the City's future as it has the potential to impact future land use and traffic patterns.

4 GOALS, OBJECTIVES AND RECOMMENDATIONS

GOAL #1: PROMOTE THE RURAL AND URBAN CHARACTER OF CLAREMONT WHILE PROVIDING HOUSING OPPORTUNITIES FOR ALL PERSONS OF ALL INCOME LEVELS.

RECOMMENDATIONS: Update the current Zoning Ordinance with respect to providing contemporary tools to position for orderly progress while protecting the quality of life.

RECOMMENDATIONS: Encourage building where there is existing water and sewer. Consider extensions of water and sewer services to allow housing development within the current boundaries of municipal infrastructure.

Objective 1 Encourage a gradual increase in the housing supply through rehabilitation of older homes and new construction.

- Review codes and regulatory processes to conform with historic urban character and promote improving quality and safety of existing housing stock.
- Site plans for the conversion of large, older homes and buildings into multifamily dwellings should be reviewed carefully to ensure that adequate parking, sewage disposal, and fire safety are provided. Although use of existing structures to meet housing needs should be encouraged, conversion should not take place at the expense of the health and safety of occupants.

Objective 2 Update the zoning ordinance to reflect future land use patterns in urban and rural areas that enhance traditional growth patterns and promote housing development in areas served by municipal water and sewer.

- Improve all existing neighborhood housing and identify need through data collection of current housing stock.

RECOMMENDATIONS: Maintain affordable housing for low and/or fixed income households.

Objective 1 Pursue innovative combinations of financing mechanisms for housing rehabilitation programs, including private-public partnerships involving public funds, and private non-profit groups.

Objective 2 Continue to seek tax incentives to allow the aging population to remain in their homes.

Objective 3 Encourage the market for assisted living communities in Claremont to provide for local need.

RECOMMENDATIONS: Encourage housing that supports current and future economic development.

Objective 1 Provide reasonable and realistic opportunities for the development of workforce housing, including rental and multi-family housing consistent with New Hampshire's newly enacted Workforce Housing Statute, NH RSA 674:58 through 61, and changes thereof.

- Encourage types of housing that lower development costs such as condominiums and clustered single family homes. While they lower development costs, and, in turn, make home ownership more affordable, clustered development reduces municipal service costs and protects open space areas to provide an attractive asset to the community.
- Ensure that the zoning ordinance affords reasonable opportunities for the citing of panelized, modular, or other types of home building that is done primarily off site.
- Continue to provide opportunities for the development of low density residential areas.

Objective 2 Consider density adjustments based on lot classification of available municipal water and sewer service areas.

Objective 3 Encourage private-public partnerships by cooperating with the efforts of private non-profit groups working toward developing affordable non-public housing. This should include cooperation with any future efforts to transform public housing projects into single family ownership.

Objective 4 Actively pursue access to internet technology in all Claremont neighborhoods. (further information available in the Community Facilities Chapter V)

GOAL #2: MAINTAIN THE CHARACTER OF CLAREMONT'S TRADITIONAL RURAL AND URBAN BALANCE AND ENCOURAGE SMART GROWTH AND GREEN TECHNOLOGY HOUSING OPPORTUNITIES.

Objective 1 Maintain the traditional compact settlement patterns of Claremont to efficiently use land, resources, and investments in infrastructure.

- Ensure that new building construction and redevelopment of historic buildings in the City Center enhance the small-city, historic character of Claremont. Consider building materials, architecture, signage, lighting and landscape features that complement the historic district.
- Encourage any future site design to provide pedestrian linkages with the rest of the City Center. Any development should strengthen the Center's tremendous potential as a pedestrian oriented area with a concentration of various shops, entertainment, services and housing.
- Consider traditional growth patterns when adopting new zoning regulations in order to reinforce the historic built environment.

Objective 2 Foster the traditional character of Claremont's city center and neighborhoods by encouraging human scale development that is comfortable for pedestrians and conducive to community life.

- Foster existing community gathering centers such as Monadnock and Broad Street parks, Arrowhead, the Library and Opera House and encourage new pocket parks or other opportunities that would strengthen Claremont's residential neighborhoods

Objective 3 Incorporate a mix of uses to provide a variety of housing, employment, shopping, services, and social opportunities for all citizens of Claremont.

- Study mixed uses, professional and home occupations, and multiple housing types that would be compatible with traditional smaller scale redevelopment in the downtown area.

Objective 4 Preserve Claremont's working landscape by sustaining farm and forest land and other rural resource lands to maintain contiguous tracts of open land and to minimize land use conflicts.

- Investigate zoning that preserves open space and sustains agricultural and other rural land uses.
- Consider designation of city land that protects the Rice and White Water reservoirs as a city forest.

Objective 5 Provide choices and safety in transportation to create a livable and walkable community that will increase accessibility for people of all ages, whether on foot, bicycle, or in motor vehicles.

- Continue to seek available grant funding to improve or build new sidewalks and pathways.

Objective 6 Protect environmental quality by minimizing impacts from human activities and planning for and maintaining natural areas that contribute to the health and quality of life in Claremont.

- Encourage planned unit development or open space zoning features that would protect agricultural lands or wildlife habitat, preserve unique features or protect open space for aesthetics or passive use while providing new housing opportunities compatible with these purposes.

Objective 7 Involve the community in planning and implementation to ensure that development retains and enhances the sense of place, traditions, goals, and values of Claremont.

Objective 8 Manage growth locally, but work with neighboring towns to achieve common goals and address common problems more effectively.

GOAL #3: COORDINATE CITY CODE INCLUDING LAND USE ORDINANCES WITH THESE RECOMMENDATIONS

Objective 1 ***Review City zoning ordinance for consistency with the vision and goals of the Master Plan.***

- Review and make appropriate amendment proposals to ensure that the zoning ordinance complements these master plan objectives.

Objective 2 ***Review other City ordinances for consistency with the vision and goals of the Master Plan.***

- Review and make appropriate proposals to insure that other City ordinances and regulations complement these master plan objectives.

Objective 3 ***Ensure quality building proposals.***

- Review site plans with this objective in mind.

CHAPTER III: ECONOMIC DEVELOPMENT

1 INTRODUCTION

The focus of economic development has changed over time from a narrow benchmark of job creation and enhanced tax base to address a broader set of goals that are necessary for a thriving business community. These goals include quality job creation, tax stability and expanded tax base, adaptive re-use of vacant properties, brown fields rehabilitation, entrepreneurial and work force development, housing, and education. New benchmarks on quality of life issues that were once viewed exclusively as parks, recreation, public works or public services are increasingly becoming benchmarks for successful economic development as well. A community that is a desirable location for its residents to live is also a community that is a desirable location for commerce. New focuses on business clusters, community amenities, the creative economy and sustainability are now part of the economic development lexicon.

A synopsis of Claremont community indicators is also included in this chapter as a snapshot of some of the assets which interrelate with economic indicators. The economic indicators allow a look at the types of employment, salaries, location of employers, and other factors that have shaped the Claremont economy over the past few decades up to this update. This data, compiled from various local, state, and federal sources, indicate trends and potential opportunities as Claremont looks forward.

2 EMPLOYMENT

Employment History

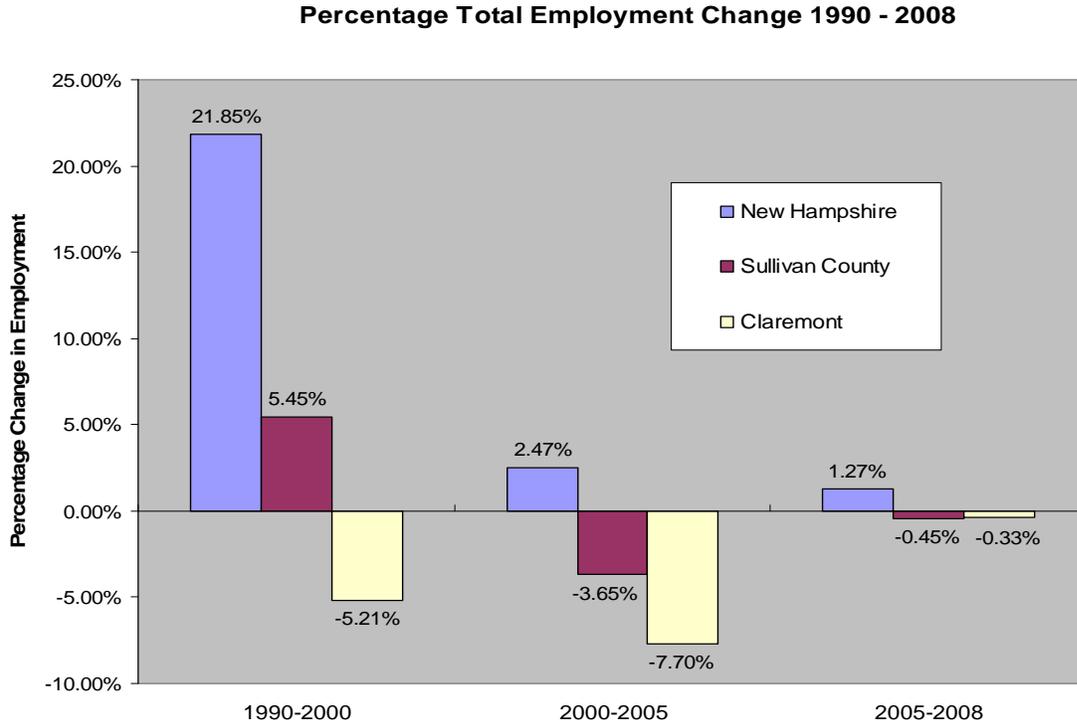
The City's first settlers were primarily subsistence farmers and shepherds. During the mid to late 1800's, the construction of canals and railroads in the western states and a dramatic drop in wool prices facilitated the mass out-migration of farmers to the Midwest. At the same time, a new economy emerged within the City. Railroads and the utilization of waterpower from the Sugar River gave Claremont an advantage for industrial development and the production of textiles and machine tools. The peak of this manufacturing era was in the 1920's.

Once characterized by open agricultural fields and out-buildings, water power gave way to a new employment pattern and a new land use form. Mills, smoke stacks, rail lines, and industrial facilities changed the appearance of Claremont and created a new industrial center. Claremont's Mill District, constructed during the 19th and early 20th century, was the prominent location for industry due to its proximity to the Sugar River. Industrial growth supported a variety of goods and services for the workers and their families. The rapid expansion of the mills in the 1880's created the most significant building boom experienced by the City.

Retail establishments flourished, creating a significant draw from the surrounding area to purchase consumer goods. This gave rise to the name "shopper's town" in the 1960's as Claremont became a regional shopping destination. Many of the retail businesses were located on Pleasant Street in the City Center. Restricted towards the north by the mills and the Sugar River, the City Center expanded southward where residential construction was prominent. This development essentially resulted in today's built environment.

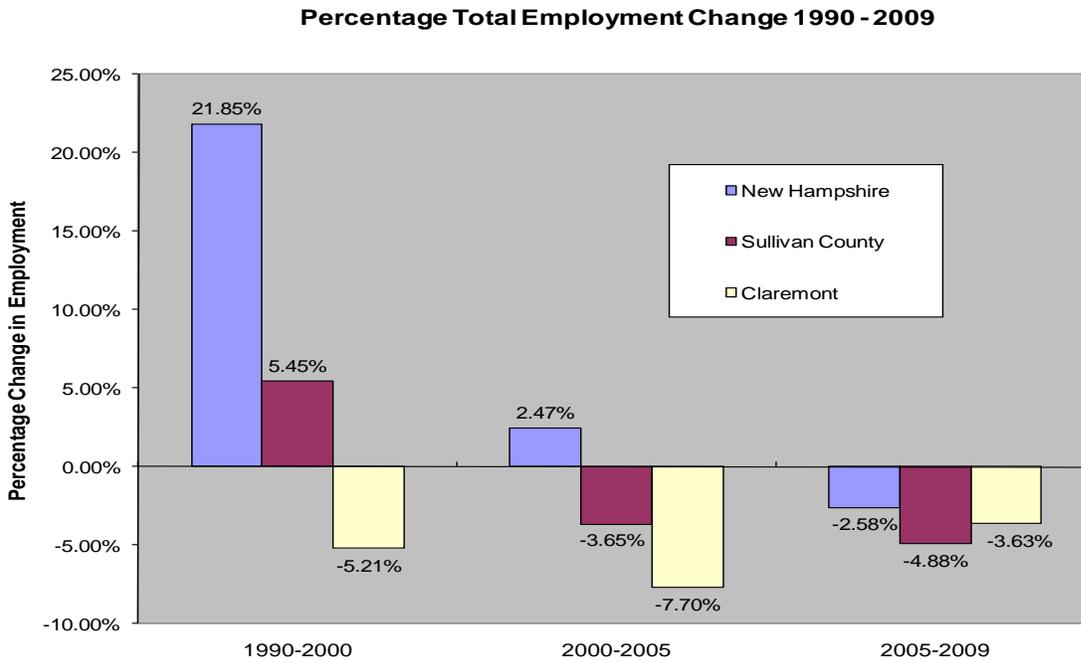
The City's economy began to change in the late 1970s. A national trend in manufacturing employment losses also resulted in the closure or relocation of many of Claremont's industries. Figure 3-1 illustrates three periods of total employment change since 1990 for the city, county and state. Figure 3-2 is an update on these comparisons and reflects the impact of the national recession in 2009.

Figure 3-1: Comparison Total Employment Change 1990-2008



Source: Employment and wages by industry for workers covered by unemployment insurance, NH Department of Employment Security. Employment and Wages, Covered (QCEW) Annual data is an annual average. Quarterly data represents employment levels at the first of the month.

Figure 3-2: Comparison Total Employment Change 1990-2009



Manufacturing industries continue to provide important employment opportunities within the City, and expanded at several locations between 2005-2008. As the following updated employment charts show, jobs in the manufacturing sector during the national recession from 2008-2010 were heavily impacted. There are recent indications of improvement in manufacturing, and it is recommended that annual employment numbers be inserted into this chapter so that trends, particularly in manufacturing, can be monitored. The mill industries that once stimulated a population boom for Claremont have long since gone and an adaptive re-use project in the Mill District is starting to accommodate new types of industry and jobs. The historically significant machine tool and wood products manufacturing industries continue to be important employment sectors with both new businesses and local expansions in the past few years strengthening these industry clusters.

Industry Concentration

The New Hampshire Employment Security Office Economic and Labor Market Information Bureau provided the following comments and tables. Between 2000 and 2009 there has been a slight change in the balance between private and government employment in Claremont. In 2000, the private sector claimed 87.5% of total covered employment. By 2009 the private sector share of employment had decreased to 83.7%.

However, within the private sector, the split between goods-producing (mostly construction and manufacturing) and service-providing employment continued its notable change in concentration. In 2000, the private service-providing businesses provided 69.1% of the total private sector jobs in Claremont and private goods-producing businesses the other 30.9% of private jobs. By 2009, the private service-providing share of total private employment had grown to 85.6% while private goods-producing claimed 14.4% of private jobs.

The Claremont Labor Market Area (Claremont MicroNECTA-New England City and Town Area) consists of Claremont and Unity. About 95.4% of the 2009 LMA employment was in Claremont. For 2009, the average manufacturing employment level was 664, about 14.4% of private covered employment in the MicroNECTA, or 11.6% of total covered employment.

Figure 3-3: Annual Employment in Claremont Metropolitan New England City and Town Area (MicroNECTA)
2006-2008

Claremont, NH MicroNECTA

Industry	2006 Average Annual Employment	2007 Average Annual Employment	2008 Average Annual Employment
Total, Private plus Government	5,905	5,935	5,727
Total Private	5,059	5,061	4,841
Goods-Producing Industries	1,004	972	856
Agriculture/Forestry/Fishing	19	n	n
Mining	0	0	0
Construction	181	n	n
Manufacturing	804	838	721
Service-Providing Industries	4,055	4,089	3,985
Utilities	n	n	0
Wholesale Trade	221	190	171
Retail Trade	1,549	1,541	1,538
Transportation and Warehousing	131	116	90
Information	n	n	n
Finance and Insurance	162	172	179
Real Estate and Rental and Leasing	97	109	100
Professional and Technical Service	150	152	146
Management of Companies/Enterprises	n	n	63
Administrative and Waste Services	82	113	124
Educational Services	n	n	n
Health Care and Social Assistance	944	928	910
Arts, Entertainment, and Recreation	49	48	44
Accommodation and Food Services	381	402	379
Other Services Except Public Admin	123	122	112
Unclassified Establishments	0	n	0
Total Government	846	874	886

The Claremont MicroNECTA (Micropolitan New England City and Town Area) was defined by the US Bureau of Labor Statistics, and consists of Claremont and Unity.

Table prepared by:
Economic and Labor Market Information Bureau
New Hampshire Employment Security
32 South Main Street
Concord, New Hampshire 03301
603-228-4124

Figure 3-4: Annual Employment in Claremont Metropolitan New England City and Town Area (MicroNECTA) 2007-2009

Claremont, NH MicroNECTA

Industry	2007 Average Annual Employment	2008 Average Annual Employment	2009 Average Annual Employment
Total, Private plus Government	5,935	5,727	5,737
Total Private	5,061	4,841	4,600
Goods-Producing Industries	972	856	664
Agriculture/Forestry/Fishing	n	n	14
Mining	0	0	0
Construction	n	n	98
Manufacturing	838	721	552
Service-Providing Industries	4,089	3,985	3,936
Utilities	n	0	0
Wholesale Trade	190	171	152
Retail Trade	1,541	1,538	1,513
Transportation and Warehousing	116	90	84
Information	n	n	65
Finance and Insurance	172	179	160
Real Estate and Rental and Leasing	109	100	94
Professional and Technical Service	152	146	161
Management of Companies/Enterprises	n	63	n
Administrative and Waste Services	113	124	123
Educational Services	n	n	n
Health Care and Social Assistance	928	910	964
Arts, Entertainment, and Recreation	48	44	n
Accommodation and Food Services	402	379	416
Other Services Except Public Admin	122	112	99
Unclassified Establishments	n	0	0
Total Government	874	886	1,137

The Claremont MicroNECTA (Micropolitan New England City and Town Area) was defined by the US Bureau of Labor Statistics, and consists of Claremont and Unity.

Table prepared by:
 Economic and Labor Market Information Bureau
 New Hampshire Employment Security
 32 South Main Street
 Concord, New Hampshire 03301
 603-228-4124

Employment in several industries is more heavily concentrated in the Claremont MicroNECTA than in the state as a whole. These industries with location quotients greater than 1 (industries whose local share of total employment is greater than the same industry's share of total employment for another area, such as the state) are Retail Trade; Real Estate and Rental and Leasing; and Health Care and Social Assistance. Except for Manufacturing, whose concentration slipped below the state concentration, these are the same industries that in 2007 had location quotients greater than 1.

(Note: Beginning with 2009 data, Claremont MicroNECTA employment shares and Location Quotients may be affected by a reporting refinement that now provides county government employment data by location. Prior to 2009, most of Sullivan County employment was reported in Newport.)

Generally, a location quotient is a measure of the relative concentration of jobs by employment sector compared to regional or statewide concentrations. The figures below illustrate location quotients for the City as compared with statewide concentrations. For example, a location quotient of 1.00 indicates that Claremont's local employment concentration is equal to the statewide concentration. A Claremont location quotient above 1.00 indicates a greater concentration of an industry's share of total employment as compared to the statewide numbers and a quotient below 1.00 indicates a lower concentration. The charts show Claremont industry location quotients for the years 2005 through 2008 followed by 2006 through 2009, again to reflect the changes in the national, state and local economy in the past few years.

Figure 3-5: Comparison Goods and Service Providing Industries 2005-2008

Employment in Total Private and Private Service-Providing industries is concentrated in the Claremont area at about the same rate as for New Hampshire as a whole, but Private Goods-Producing employment has slipped relative to New Hampshire

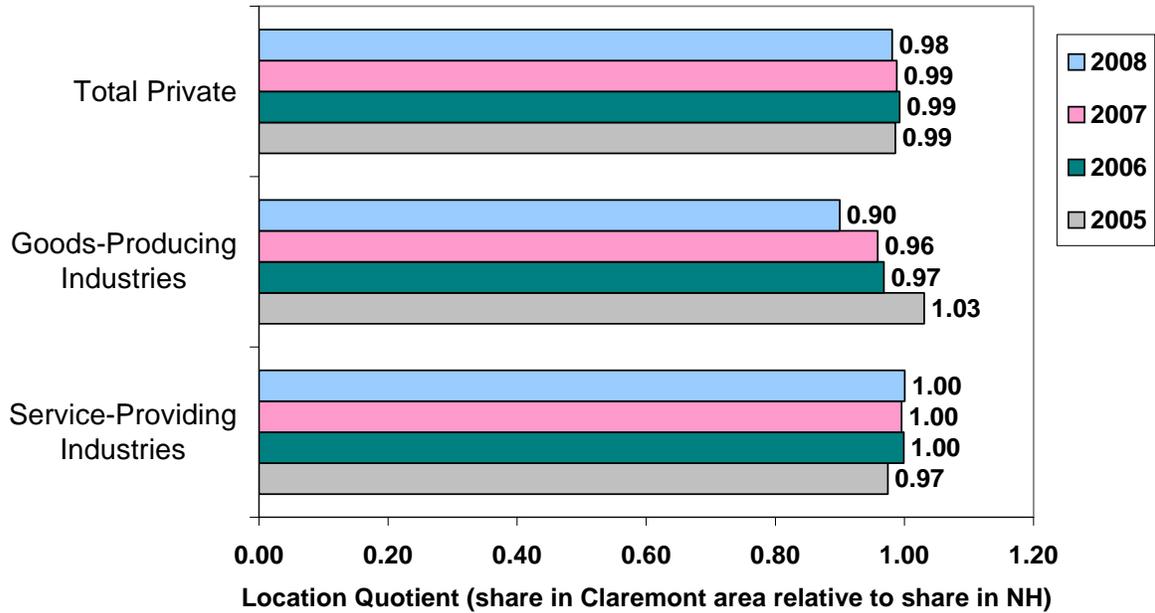


Figure 3-6: Comparison Goods and Service Providing Industries 2006-2009

Employment in Private Service-Providing industries is concentrated in the Claremont area at about the same rate as for New Hampshire as a whole, but Private Goods-Producing employment has slipped relative to New Hampshire

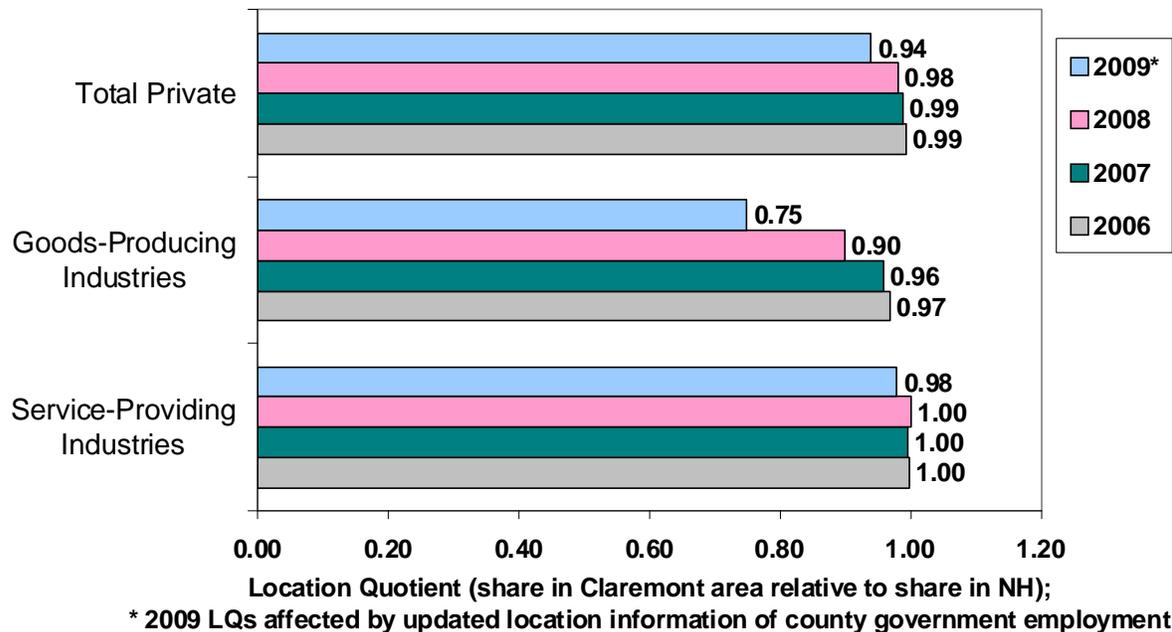


Figure 3-7: Industry Concentration in Claremont Area Greater than Statewide Data 2005-2008



Figure 3-8: Industry Concentration in Claremont Area Greater than Statewide Data 2006-2009

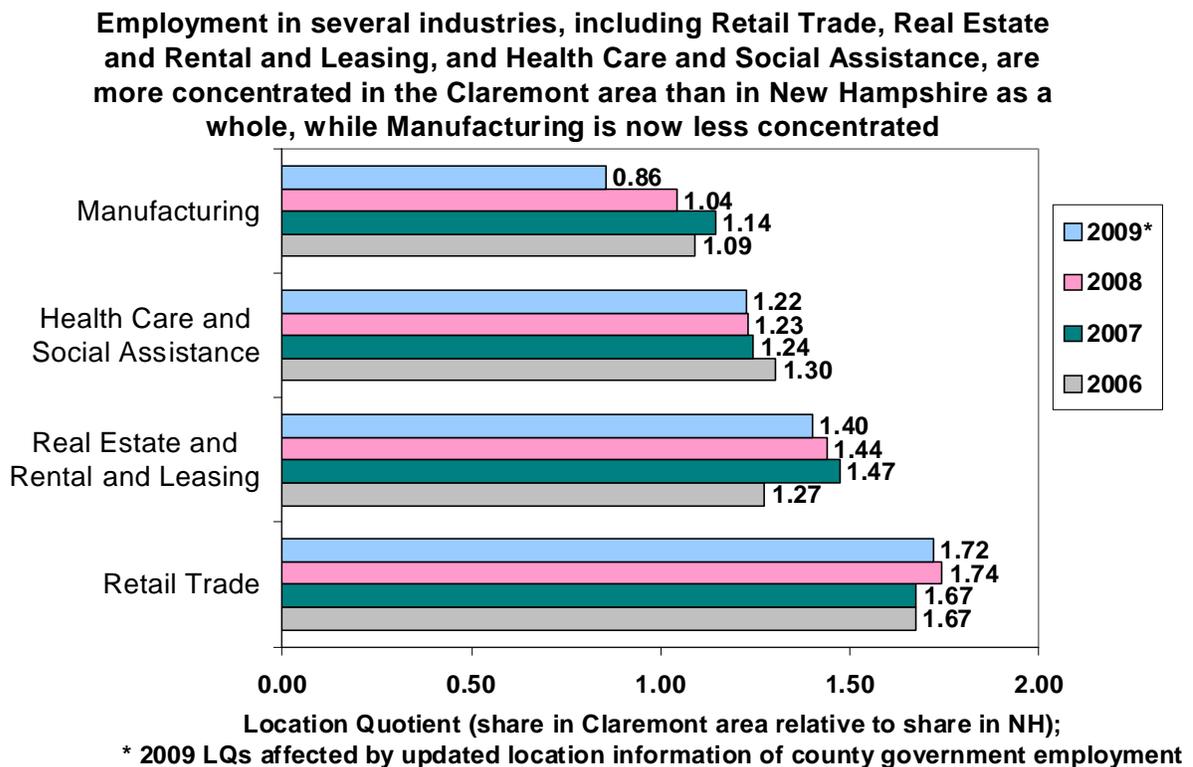


Figure 3-9: Industry Concentration in Claremont Area Less than Statewide Data 2005-2008

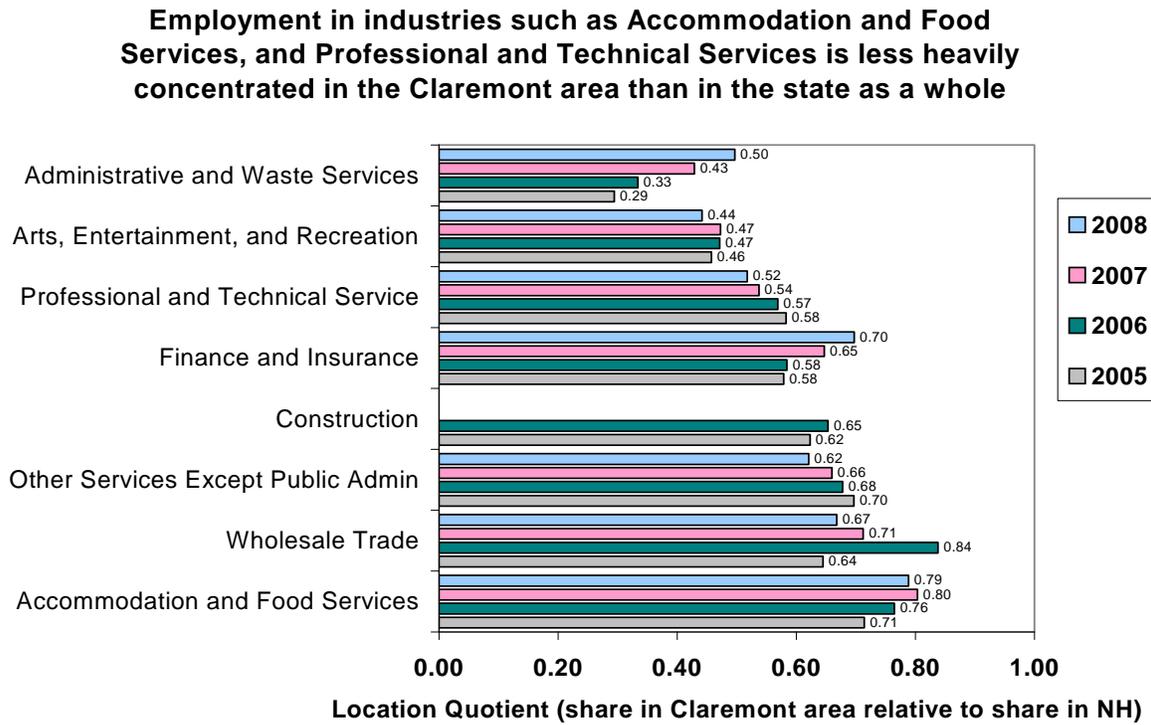
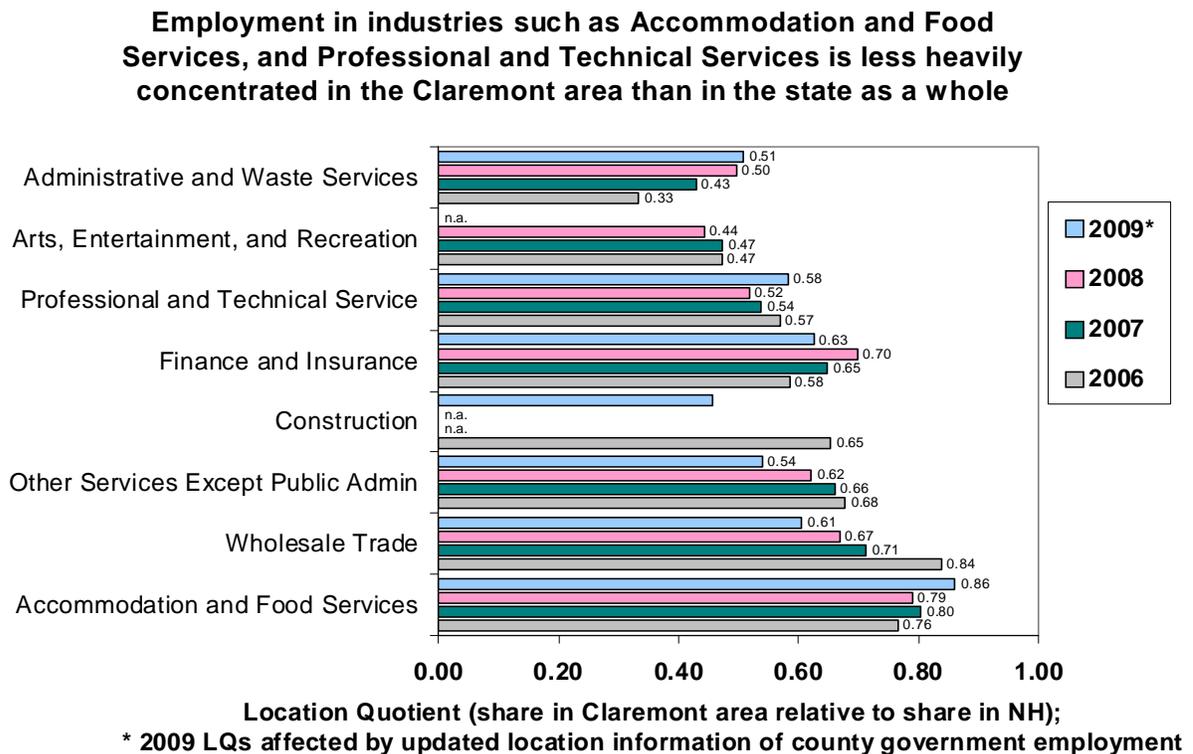


Figure 3-10: Industry Concentration in Claremont Area Less than Statewide Data 2006-2009



While employment for some industries in Claremont is below the statewide average, the figures above indicate growth in Administrative, and Accommodation and Food Services. Professional and Technical Services shows growth in 2009 despite the national recession.

Claremont has maintained a significant amount of its retail trade area over the years. Many shoppers from the region purchase their goods and services in the City of Claremont, even though competition from the Lebanon area retail core has increased. New retail construction on Washington Street, at Broad and Meadow, and commercial investment at North and Main Streets indicate a continuation of the trend on retail trade. Despite a steady rate of commercial growth along Washington Street, the City Center is undergoing significant rehabilitation, with new small retail, education and office businesses acquiring space. Short-term parking, improved downtown traffic circulation, and physical renovation continue to be primary objectives in the City Center. The new Claremont Savings Bank and redevelopment of the Moody Building, as well as rehabilitation efforts either completed or underway in the Oscar Brown Block, Farwell, Dickinson, Union, Latches and the Odd Fellows buildings, among others, are quickly transforming the downtown area. At the same time, a former retail center on Maple Avenue is seeing rehabilitation of buildings primarily in the service sectors.

Major Employers

Table 3-1: City of Claremont Largest Employers

Employer	Product/Service	Employees*	Established
Valley Regional Hospital	Health Care	520	1893
Claremont School District	Education	481	1867
Walmart	Department Store	249	1993
Pathways	Human Services	218	2006 (merger)
Market Basket	Grocery Store	166	1994
City of Claremont	Local Government	132	N/A
Claremont Savings Bank	Banking Services	102	1907
National Field Representatives	Mortgage Services	97	
Home Depot	Building Supplies	95	2005
Structal Bridge	Industrial	81	2007
Herb Thyme Farms	Wholesale Produce	80	
Crown Point Cabinetry	Custom Cabinets	78	1978
Hannaford Brothers	Grocery	63	1989
Red River Computer	Computer/IT	52	1995
APC Paper	Industrial	50	

*Full Time equivalent

Occupational Employment & Wages

NHES updated the occupational wages for the Claremont area in June 2009 using Employment Cost Index (ECI) factors (Table 3-2). Higher wage scales in the creative class occupational categories follow the state trends in the Claremont area. These categories include computer and mathematical specialties, architecture and engineering, life sciences, education, arts, entertainment, sports and media and the creative professionals occupations including managerial, business and financial operations, and legal. According to the University of New Hampshire Leading Industries Analysis produced in 2004 by Professor Ross Gittel, the average occupational employment concentration for these industries in Claremont (23%) was below statewide (39%) and US (36%).

Many of the construction, installation, maintenance and repair occupations, as well as manufacturing production occupations generally provided median wages near or above the median hourly wage for Sullivan County all occupations (\$15.87) and New Hampshire all occupations (\$16.03).

Long term industry projections for Sullivan County, (Table 3-3) estimated employment for 2006 and projected employment numbers to 2016. These projections summarize that there will be maintenance of manufacturing employment and an increase in employment for several of the creative class occupations, primarily professional, scientific and technical services, health care, management, and arts, entertainment and recreation.

The UNH analysis recommendations included:

1. Maintaining the manufacturing base and increasing innovation-based and high value-added activities.
2. Growing (attract new and expand) employment in high wage industry clusters already concentrated in the southeast and north of Sullivan County, including information and professional/technical services, and
3. Developing a creative class with quality of life assets.

Education and Employment

The employment and education data for Claremont indicate that education and training will be necessary to increase the average weekly wage of current residents and diversify Claremont's employment base.

The 1980 US Census data showed significant differences between the education level of Claremont residents over 25 years of age and the statewide averages. Thirty-six percent (36%) of Claremont residents over 25 had not finished high school compared to twenty-eight percent (28%) of New Hampshire residents. According to the 1990 Census the number of residents without a High School diploma remained about the same (33%). This figure dropped significantly in the 2000 Census (21.3%).

The UNH study contained a correlation between higher education and income and determined that Sullivan County ranked second from the bottom of NH counties based on percentage of population aged over 25 years with a bachelor degree or higher and personal income (Sullivan County 19.7%, \$27,671). According to the 2000 Census the percentage of population in Claremont over 25 with a bachelor degree or higher was 12.8%.

In May of 2006 Granite State College (GSC) moved its regional campus to downtown Claremont and has been experiencing approximately 9% growth in enrollments per year. GSC is part of the University System of New Hampshire and offers Associate of Arts, Associate of Science, Bachelor of Arts, and Bachelor of Science degrees in a variety of disciplines. GSC also offers a Post Baccalaureate Teacher Certification program. It also provides the Osher Lifelong Learning Institute (OLLI), which provides adults age 50 or over an opportunity to add to a lifetime of learning.

River Valley Community College currently has the full-time equivalent of 893 students shared between the Claremont and Keene facilities. There are additionally a number of non-credit students and workforce training programs. The largest concentration of students is in the Allied Health programs, particularly nursing. The Claremont campus has recently expanded programming in business management and information technology.

Continued efforts on expanding and making available education opportunities, particularly at the post secondary level, is a critical component to the job and wage opportunities of our residents, particularly as the City continues to transition into new technology and creative sectors in the economy.

3 COMMUNITY ASSETS

Claremont covers 43.1 square miles of land area and .9 square miles of inland water area. Over 55% of the City is forest land. More detail on the current land use can be found in the Land Use Chapter and Natural Resources Chapter of this plan, Table 4 and Map 7-6 respectively. Further information is also available in the Community Facilities Chapter.

Claremont Development Authority Industrial Parks

The Claremont Development Authority owns two industrial parks: Ashley's Landing and Syd Clarke Park. Both parks have municipal infrastructure in place including roads, water and sewer service, and 3-phase electrical power service. Five miles from I-91, these industrial lots are approximately 2 to 19 acres and are just off of NH Route 12A.

Commercial and industrial building lots are also for sale in the privately owned Riverbend Industrial Park, also off NH Route 12A. There are several single commercial/industrial lots and buildings for sale in Claremont primarily in the Rte. 12A, Grissom Lane, Plains and Charlestown Road area but also on Main and Washington Streets.

Infrastructure

Claremont has made a solid investment in infrastructure and transportation networks. A recently completed three year \$21,400,000 capital improvement plan included roads and drainage, water distribution system, waste water collection system, water treatment plant and waste water treatment plant.

Both water and waste water systems have a great deal of capacity for future growth. Water treatment capacity is 3.0 MGD and current use is only at 1.2 MGD. There are 70 miles of distribution system with three pump stations and two storage tanks. The waste water treatment capacity is 3.9 MGJ and current use is at 1.4 MGD, with a collection system of 58 miles collection pipes and five pump stations.

The City maintains 144 miles of paved roads and 40 miles of gravel road.

Public Transportation, CTS, Amtrak, Claremont Airport

Claremont offers several public transportation options. The only western New Hampshire community where people can board an Amtrak passenger train for points north and south is in Claremont. The Vermonter has scheduled service twice a day. In Springfield, Massachusetts the train becomes part of the northeast corridor service that goes south into Philadelphia, New York, Washington DC and Florida, and east into Boston. Freight service is also available from Claremont.

The Claremont Municipal Airport offers general aviation services, including a 3,100 foot runway and 24-hour fuel. There are six new municipal hangars and several privately owned hangars for lease, opportunities to build new privately owned hangars, as well as tie down service.

Within Claremont and Sullivan County the Community Alliance Transportation Services provides scheduled van and bus service with scheduled routes in and between Claremont and Newport.

Parks & Recreation

Hiking, biking, canoeing, fishing, skiing and golf are just some of the opportunities for passive or active recreation in Claremont. There is a boat launch on the Connecticut River on NH Route 12-A, and miles of hiking trails in the City park system. The Parks & Recreation Department currently maintains eight parks with a total land area of 404 acres, and runs multiple seasonal programs for youth and adults. Monadnock Park includes a new outdoor lighted track, which brings school participants and resident runners to the park on a daily basis. Many volunteers support the City parks and recreation programs with their time and talent. Among the annual programs sponsored by Parks & Recreation are the 5K run and Chili Festival, swim meets, and mountain biking.

Arrowhead ski area in downtown Claremont has constructed a new tow for tubing, and because of community volunteers offers skiing and snowboarding. The non-profit Arrowhead Recreation Club is an all volunteer group whose purpose is to educate children and adults by fostering and encouraging all forms of outdoor recreation, including, but not limited to, instruction and training in alpine skiing, cross-country skiing, snowboarding, tubing, hiking, biking as well as motorized operation such as ATVing and Snowmobiling. In the past year they have brought snow making capability to the downtown Arrowhead ski area.

Claremont Country Club offers a nice setting with a challenging 9-hole course that is open to the public seven days a week during season.

Fiske Free Library

The Fiske Free library was established in 1873. With funding from Andrew Carnegie ground was broken at the present building in 1903, with an addition in 1922 and full renovation in 1966. There are currently over 10,000 checkouts a month. Aside from an extensive collection of books, the library also provides public computer access with wireless internet, audio books, DVD's and videotapes and a microfilm machine.

The Fiske has regular programs for the community. A series of live performances in recent months has been well attended by adults and children.

Valley Regional Hospital

Valley Regional Hospital has undergone a \$21 million dollar upgrade to its campus that will improve access to facilities and provide all single in-patient rooms.

The only acute care facility in Sullivan County, Valley Regional offers a 24-hour emergency room, MRI services, and an experienced medical staff. The 35-bed facility offers numerous clinical services and departments from adult and child primary care to nutrition, cardiac, and oncology. The hospital received its national accreditation from the Joint Commission of Accreditation of Healthcare Organizations in October 2004. It is one of the eleven members of the New England Alliance for Health and a member of the New Hampshire Hospital Association. Valley Regional Hospital was the recipient of the 2006 Compass Award for Patient Satisfaction from Press-Ganey, the 2007 Gold Seal of Approval by the Joint Commission, 2007 Accreditation by Center for Medicare and Medicaid Services, and received the 2008 Business of the Year Award from Business NH magazine.

Additional services through Valley Regional Hospital include the Connecticut Valley Childcare Center, Connecticut Valley Home Care and Hospice, The Kane Center, River Valley Associates and Valley Regional Primary Care Physicians in Newport.

Claremont Opera House

Rated as one of the most important historic buildings in the city, the Claremont Opera House was built in 1896. It replaced the 18th Century meeting house located on the site and remains a focal point of downtown Claremont. The structure currently houses City Offices and court facilities, as well as a 783 seat opera house and the John Bennett Atrium.

Non-Profit and Community Service Organizations

Claremont has many active non-profit and community service organizations including the Greater Claremont Chamber of Commerce, Farmer's Market, Historic Society, Kiwanis, Lions, Elks, Moose, City Center Business Alliance, Good Beginnings and the Claremont Soup Kitchen, among others.

4 GOALS, OBJECTIVES AND RECOMMENDATIONS

GOAL #1: ENCOURAGE THE RETENTION AND EXPANSION OF EXISTING BUSINESSES

Objective 1 Continue Open Communication with Claremont Businesses

- Continue business visitation program and conduct visits on a regular basis.
- Coordinate, when feasible, with NH Division of Resources and Economic Development business retention staff.

Objective 2 Support businesses with expansion plans

- Assist business and property owners seeking advice regarding finance, training, real estate or other needs as presented.
- Assist businesses and developers through the planning and building codes processes.
- Create and regularly update an infrastructure report outlining technology, water, sewer and power availability or issues.

Objective 3 Conduct citywide internet technology audit and create a 5 year strategic plan for inclusion as an appendix to this Chapter

Objective 4 Internal code and regulatory processes

- Ensure a process of communication and collaboration between city departments, schools and the county as it effects economic development in Claremont.
- Create a planning and building code application that is uniform, proactive, minimizes time delays and avoids duplicate city reviews.
- Conduct a post process interview with businesses for feedback on form, functionality and usability of regulatory system.

GOAL #2: DEVELOP PARTNERSHIPS TO ADDRESS THE ISSUES OF ENTREPRENEURSHIP AND WORKFORCE TRAINING

Objective 1 Identify partners for ongoing workforce development opportunities

- Create and participate in working group with River Valley Community College, Granite State College, NHDRED, NH Department of Employment Security, Claremont public schools, and the Greater Claremont Chamber of Commerce to ensure continuing communication with Claremont businesses about opportunities and funding.

Objective 2 Create a business incubator program using the Amoskeag model for entrepreneurs.

- Identify partnerships to provide information and training for entrepreneurial development on an on-going basis.
- Identify mentoring opportunities for new entrepreneurs.
- Conduct a feasibility study for construction of a research and development business incubator at Syd Clarke Park with regional education, development and planning partners.

Objective 3 *Create a professional microbusiness incubator in City Center for young and growing companies with shared services.*

- Secure grant funding to upgrade approximately 3000 square feet in the upper level of the Claremont Development Authority's Farwell Block.
- Investigate shared second floor access and environmental mitigation of 56 Opera House Square, currently owned by the City and unoccupied.
- Initiate funding request through the US Department of Commerce, Economic Development Agency, through the Sullivan County Economic Development Strategy

Objective 4 *Support or create networks in the business community that could:*

- Open new opportunities for shared research and development of product,
- Expose common areas of need,
- Provide a venue for the dissemination of information on economic development financing tools, workforce training grants and export information,
- Host bi-monthly manufacturing breakfasts,
- Identify mentoring opportunities for new entrepreneurs.

Objective 5 *Identify partners in the non-profit community to support growth of the arts economy and programs to support their mission and volunteers.*

- Provide grant information and consider opportunities for public/private partnerships to improve quality of life in the City.
- Coordinate public relations and marketing to develop new business in the creative sector.

GOAL #3: FOCUS BUSINESS ATTRACTION EFFORTS ON DIVERSIFICATION AS WELL AS EXISTING BUSINESS CLUSTERS, TAKING ADVANTAGE OF NEW OPPORTUNITIES IN HIGH AND CLEAN TECHNOLOGY AND SERVICE INDUSTRIES

Objective 1 *Identify business clusters*

- Identify existing and emerging business clusters in Claremont and surrounding region and assess annually.
- Focus marketing on identified cluster linkages for new business promotion.

Objective 2 *Target high and clean technology businesses and develop education and planning models to support creative economy jobs.*

- Identify existing technology infrastructure and recommended improvements to support business needs for such infrastructure.
- Create infrastructure and resource marketing tool to target high and clean technology companies and the creative economy sector.
- Create ongoing partnership with the Claremont public schools, Granite State College, UNH, River Valley Community College and other stakeholders to develop strong programs in applied math, science, and computer technology.

- Identify industry needs in the growing renewable energy economy with respect to intellectual capital and natural resources.
- Identify cluster opportunities within the technology sectors.
- Identify opportunities for collaboration with local colleges, technology and research and development.
- Define high technology in the City Zoning Ordinance and identify permitted locations.

Objective 3 Identify location needs in the growing service sector of the local economy, particularly with respect to the accounting, finance, and insurance industries and health care.

- Utilize education and work force partnerships to ensure training and education opportunities meet service sector needs.
- Market City Center location opportunities for these industry clusters.

GOAL #4: TAKE ADVANTAGE OF CLAREMONT’S NATURAL GEOGRAPHY AND CULTURAL/ARCHITECTURAL HISTORY TO PROMOTE TOURISM

Objective 1 Continued revitalization of the historic city center will remain a priority in economic development.

- Continue to provide information on development financing tools for historic restoration and support the use of Community Development Block Grants where they would have a positive impact on building renewal, job creation, or improvements to the built environment.
- Implement the recommendations of the Land Use chapter of the Master Plan with respect to multi-use zoning and appropriate downtown infill.
- Prioritize and annually review necessary enhancements to the City Center for parking, signage, sidewalks and lighting

Objective 2 Identify cultural assets and linkages to promote cultural tourism

- Utilize the Historic District chapter of the Master Plan to identify opportunities for tourism.
- Create historic walks and identify partnerships for regularly scheduled activities to guide residents and visitors.

Objective 3 Identify tourism opportunities utilizing parks and recreation, the Connecticut River boat launch, Connecticut River Scenic Byway designation, and local hiking, biking and snowmobile trails

- Work with parks and recreation, other non-profits and stake holders for better marking on trails and signage and promotion of public parks system and facilities.
- Plan and implement Monadnock Park, Sugar River walk way and bike path
- Identify regularly scheduled events that can be promoted more effectively for residents and visitors alike

Objective 4 Create web site material that would include both cultural and recreation assets to leverage Claremont as a visitor destination.

- Identify web linkages to direct visitor’s to City information.
- Work with Chamber of Commerce and private sector in the hospitality and restaurant industries in Claremont to examine the creation of visitor packages that would engage tourists in local events and activities.

GOAL #5: DEVELOP A STRATEGIC PLAN TO PROMOTE ECONOMIC DEVELOPMENT THROUGH ARTS AND CULTURE

Objective 1 Support non-profit creation for nurturing or grants for the arts community.

Objective 2 Promote the Claremont Opera House and its productions.

- Identify public relations and web site linkages for visitors and residents.
- Include in historic tours of Claremont and consider packaging with period drama.

Objective 3 Review building codes and zoning regulations for compatibility with creative economy.

- Identify impediments and solutions to loft apartments, independent theater, and multi-story multi-use building rehabilitation in the City Center.

Objective 4 Continue to work with the NH Film Office to capture film production or other opportunities within Claremont.

Objective 5 Identify any unique features of business retention, expansion and attraction plans for new-media companies.

Objective 6 Identify unique features of arts entrepreneurship and work with education partners to provide support of those business characteristics.

Objective 7 Investigate “arts in the parks” in appropriate City parks.

- Review other communities who have effective policies and positive outcomes.
- Work with non-profit community to identify grant and partnership opportunities.
- Review legal, procurement or liability issues that would impact public art.

Objective 8 Improve internal and external communication on Claremont and its creative economy through promotion and public relations.

GOAL #6: PROMOTE A SUSTAINABLE ECONOMY THAT SUPPORTS ECONOMIC DEVELOPMENT AND ENSURES ADEQUATE TRANSPORTATION, HOUSING AND QUALITY OF LIFE ENHANCEMENT.

Comprehensive sustainability in economic development refers to how and where people work, how they get to work, how buildings are built, and how buildings are operated and maintained.

Objective 1 Support smart growth principles in the City Center and promote a “walkable” community.

- Give regulatory support to the traditional urban city center design.
- Allow for downtown infill, multi-use zoning, and commercial re-development.
- Provide development information to assist in building rehabilitation.
- Consider adoption of the IEDC Existing Building Code.
- Consider higher density and housing choices in the City Center.

Objective 2 Support multi-modal transportation options as the City grows, particularly in the City Center.

- Consider shared parking option in the City Center where appropriate to maximize day and evening use.
- Create a plan to implement urban commercial and residential parking system in identified city lots.
- Review downtown parking plan annually with input from building owners, tenants and customers to ensure growing demand is being met appropriately.
- Plan/design the Monadnock Park, Sugar River walk and bikeway and identify grants for construction.
- Work with the State of NH to identify a Park & Ride lot for commuters and a connecting schedule of public transportation.
- Support capital improvement of City roads and bridges, and creation of new sidewalks where feasible and not currently available.
- Support ongoing City sidewalk repair.
- Review parking options at site plan review for major commercial and industrial development, including consideration of business support of public transportation to and from the site.

Objective 3 Municipal promotion of energy conservation in public buildings.

- Complete energy audit of municipal buildings.
- Identify grants for energy conservation to improve heating, lighting, doors and windows.
- Renewable energy options for municipal power should be considered if feasible from a cost/benefit analysis and with consideration of quality of life factors for Claremont residents.
- Encourage recycling within municipal offices.

Objective 4 Encourage the Farmer’s Markets and options to provide outlets for sale of locally made products year round. Identify producers and location for year round market opportunities.

Objective 5 Recognize the importance of multiple housing choices that provide for future residential needs of families, the elderly and workforce of Claremont as one of the priority areas in successful community development and incorporates the recommendations of the Housing chapter in their entirety.

**GOAL #7: COORDINATE CITY REGULATIONS WITH THESE
RECOMMENDATIONS**

Objective 1 Review City zoning ordinance for consistency with the vision and goals of the Master Plan.

- Review and make appropriate amendment proposals to ensure that the zoning ordinance complements these master plan objectives.

Objective 2 Review other City ordinances for consistency with the vision and goals of the Master Plan.

- Review and make appropriate proposals to insure that other City ordinances and regulations complement these master plan objectives.

Objective 3 Ensure quality building proposals.

- Review site plans with this objective in mind.

Table 3-2: City of Claremont Employment and Wages

New Hampshire Occupational Employment & Wages - 2009

Claremont Area Occupational Employment & Wages	SOC Code	May 2008 Estimated Employment	June 2009*			
			Entry Level Wage*	Mean (average) Wage*	Median Wage*	Exp. Wage*
Total all occupations	00-0000	14,390	\$9.58	\$17.03	\$14.46	\$20.76
Management Occupations	11-0000	600	\$23.06	\$42.30	\$34.49	\$51.92
Chief Executives	11-1011	60	\$36.77	\$77.45	\$75.37	\$97.80
General and Operations Managers	11-1021	120	\$29.05	\$40.86	\$36.89	\$46.77
Financial Managers	11-3031	70	\$21.83	\$35.17	\$31.31	\$41.85
Education Administrators, Elementary and Secondary School	11-9032	50	\$62,566	\$73,770	\$75,058	\$79,372
Medical and Health Services Managers	11-9111	50	\$25.25	\$36.81	\$33.11	\$42.59
Social and Community Service Managers	11-9151	NP	\$26.46	\$27.99	\$28.61	\$28.76
Managers, All Other	11-9199	60	\$23.64	\$64.19	\$58.33	\$84.46
Business and Financial Operations Occupations	13-0000	460	\$16.86	\$25.25	\$22.61	\$29.45
Cost Estimators	13-1051	30	\$15.08	\$20.77	\$19.29	\$23.62
Business Operations Specialists, All Other	13-1199	230	\$18.01	\$26.90	\$23.66	\$31.35
Loan Officers	13-2072	30	\$16.27	\$25.12	\$20.73	\$29.55
Financial Specialists, All Other	13-2099	NP	\$21.30	\$23.10	\$22.57	\$24.00
Computer and Mathematical Occupations	15-0000	80	\$15.70	\$28.71	\$27.36	\$35.21
Computer Support Specialists	15-1041	30	\$12.91	\$18.51	\$15.67	\$21.32
Architecture and Engineering Occupations	17-0000	100	\$16.74	\$26.66	\$24.28	\$31.62
Architectural and Civil Drafters	17-3011	40	\$17.83	\$25.90	\$23.29	\$29.94
Life, Physical, and Social Science Occupations	19-0000	50	\$9.50	\$17.23	\$13.35	\$21.11
Community and Social Services Occupations	21-0000	210	\$11.41	\$15.97	\$14.29	\$18.25
Educational, Vocational, and School Counselors	21-1012	40	\$18.90	\$24.76	\$25.51	\$27.69
Community and Social Service Specialists, All Other	21-1099	40	\$12.98	\$15.50	\$15.00	\$16.75
Legal Occupations	23-0000	NP	\$24.33	\$29.68	\$29.53	\$32.36
Education, Training, and Library Occupations	25-0000	1,320	\$10.52	\$17.92	\$17.34	\$21.62
Preschool Teachers, Except Special Education	25-2011	30	\$14.10	\$14.51	\$14.50	\$14.72
Elementary School Teachers, Except Special Education	25-2021	210	\$35,541	\$48,000	\$48,366	\$54,230
Middle School Teachers, Except Special and Vocational Education	25-2022	90	\$37,846	\$48,506	\$48,446	\$53,837
Secondary School Teachers, Except Special and Vocational Education	25-2031	NP	\$34,571	\$44,462	\$43,877	\$49,406
Special Education Teachers, Preschool, Kindergarten, and Elementary School	25-2041	50	\$33,766	\$43,780	\$42,742	\$48,788
Special Education Teachers, Secondary School	25-2043	30	\$36,468	\$46,350	\$43,682	\$51,290
Teachers and Instructors, All Other	25-3099	50	\$11.63	\$16.36	\$13.18	\$18.72
Librarians	25-4021	30	\$11.38	\$16.35	\$16.14	\$18.83

* Some occupations, such as teachers, have a nonstandard workweek and are not paid by the hour. For these occupations, annual salaries are displayed instead of hourly wage. May 2008 occupational wages were updated to June 2009 using Employment Cost Index (ECI) factors.

New Hampshire Occupational Employment & Wages - 2009

Claremont Area Occupational Employment & Wages	SOC Code	May 2008 Estimated Employment	June 2009*			
			Entry Level Wage*	Mean (average) Wage*	Median Wage*	Exp. Wage*
Library Technicians	25-4031	30	\$10.96	\$13.28	\$12.50	\$14.44
Teacher Assistants	25-9041	400	\$17,075	\$23,297	\$22,373	\$26,408
Arts, Design, Entertainment, Sports, and Media Occupations	27-0000	90	\$12.37	\$17.09	\$14.89	\$19.46
Healthcare Practitioners and Technical Occupations	29-0000	570	\$14.25	\$29.86	\$24.07	\$37.68
Family and General Practitioners	29-1062	NP	\$56.80	\$63.58	\$63.69	\$66.97
Registered Nurses	29-1111	200	\$22.32	\$29.48	\$28.45	\$33.05
Emergency Medical Technicians and Paramedics	29-2041	90	\$10.84	\$13.38	\$12.49	\$14.65
Pharmacy Technicians	29-2052	NP	\$14.66	\$21.71	\$22.69	\$25.23
Licensed Practical and Licensed Vocational Nurses	29-2061	40	\$17.41	\$20.63	\$21.00	\$22.25
Medical Records and Health Information Technicians	29-2071	30	\$10.17	\$12.34	\$11.79	\$13.44
Healthcare Support Occupations	31-0000	640	\$10.49	\$12.58	\$12.11	\$13.63
Home Health Aides	31-1011	350	\$9.80	\$11.33	\$11.34	\$12.11
Nursing Aides, Orderlies, and Attendants	31-1012	190	\$11.29	\$13.45	\$13.03	\$14.53
Medical Assistants	31-9092	40	\$13.29	\$14.39	\$14.69	\$14.95
Protective Service Occupations	33-0000	190	\$12.48	\$17.57	\$16.18	\$20.12
Police and Sheriff's Patrol Officers	33-3051	80	\$14.57	\$17.46	\$16.26	\$18.90
Food Preparation and Serving-Related Occupations	35-0000	1,130	\$7.37	\$9.78	\$8.67	\$11.00
First-Line Supervisors/Managers of Food Preparation and Serving Workers	35-1012	70	\$13.17	\$16.26	\$16.12	\$17.79
Cooks, Institution and Cafeteria	35-2012	NP	\$10.48	\$14.89	\$15.04	\$17.09
Cooks, Restaurant	35-2014	50	\$8.49	\$11.83	\$11.78	\$13.49
Food Preparation Workers	35-2021	30	\$9.20	\$11.11	\$11.04	\$12.06
Bartenders	35-3011	50	\$7.40	\$9.11	\$8.04	\$9.95
Combined Food Preparation and Serving Workers, Including Fast Food	35-3021	570	\$7.31	\$8.67	\$8.45	\$9.35
Counter Attendants, Cafeteria, Food Concession, and Coffee Shop	35-3022	NP	\$7.45	\$7.75	\$7.60	\$7.89
Waiters and Waitresses	35-3031	140	\$7.36	\$8.04	\$7.48	\$8.38
Dishwashers	35-9021	30	\$8.63	\$8.97	\$9.12	\$9.15
Building and Grounds Cleaning and Maintenance Occupations	37-0000	390	\$10.12	\$12.36	\$12.05	\$13.47
Janitors and Cleaners, Except Maids and Housekeeping Cleaners	37-2011	180	\$10.29	\$12.96	\$12.77	\$14.30
Maids and Housekeeping Cleaners	37-2012	70	\$7.73	\$10.12	\$10.38	\$11.32
Landscaping and Groundskeeping Workers	37-3011	NP	\$11.56	\$12.08	\$11.98	\$12.34
Personal Care and Service Occupations	39-0000	230	\$9.09	\$12.65	\$12.43	\$14.43
Child Care Workers	39-9011	60	\$10.69	\$11.86	\$11.87	\$12.44
Recreation Workers	39-9032	50	\$11.22	\$13.45	\$13.91	\$14.56

* Some occupations, such as teachers, have a nonstandard workweek and are not paid by the hour. For these occupations, annual salaries are displayed instead of hourly wage. May 2008 occupational wages were updated to June 2009 using Employment Cost Index (ECI) factors.

New Hampshire Occupational Employment & Wages - 2009

Claremont Area Occupational Employment & Wages	SOC Code	May 2008 Estimated Employment	June 2009*			
			Entry Level Wage*	Mean (average) Wage*	Median Wage*	Exp. Wage*
Sales and Related Occupations	41-0000	1,470	\$7.87	\$13.69	\$10.08	\$16.60
First-Line Supervisors/Managers of Retail Sales Workers	41-1011	180	\$11.10	\$16.44	\$15.09	\$19.12
Cashiers	41-2011	620	\$7.29	\$8.66	\$8.41	\$9.35
Counter and Rental Clerks	41-2021	NP	\$7.53	\$12.04	\$10.57	\$14.29
Parts Salespersons	41-2022	60	\$10.37	\$14.29	\$14.59	\$16.25
Retail Salespersons	41-2031	360	\$8.47	\$11.77	\$10.49	\$13.42
Sales Representatives, Wholesale and Manufacturing, Technical and Scientific Products	41-4011	NP	\$29.09	\$41.84	\$43.83	\$48.22
Sales Representatives, Wholesale and Manufacturing, Except Technical and Scientific Products	41-4012	80	\$14.62	\$28.11	\$18.95	\$34.86
Office and Administrative Support Occupations	43-0000	2,420	\$9.91	\$14.36	\$13.76	\$16.59
First-Line Supervisors/Managers of Office and Administrative Support Workers	43-1011	190	\$14.22	\$19.28	\$18.30	\$21.81
Billing and Posting Clerks and Machine Operators	43-3021	40	\$11.76	\$15.81	\$15.38	\$17.84
Bookkeeping, Accounting, and Auditing Clerks	43-3031	200	\$13.91	\$17.88	\$16.59	\$19.86
Customer Service Representatives	43-4051	60	\$9.88	\$13.08	\$13.14	\$14.67
Loan Interviewers and Clerks	43-4131	30	\$12.34	\$14.26	\$14.26	\$15.23
Receptionists and Information Clerks	43-4171	120	\$11.14	\$12.90	\$12.98	\$13.78
Information and Record Clerks, All Other	43-4199	NP	\$11.01	\$14.39	\$14.46	\$16.08
Police, Fire, and Ambulance Dispatchers	43-5031	NP	\$13.78	\$16.59	\$15.68	\$17.98
Postal Service Mail Carriers	43-5052	30	\$17.85	\$23.57	\$24.49	\$26.44
Production, Planning, and Expediting Clerks	43-5061	30	\$13.92	\$18.64	\$16.98	\$21.00
Shipping, Receiving, and Traffic Clerks	43-5071	80	\$10.17	\$12.72	\$12.89	\$13.99
Stock Clerks and Order Fillers	43-5081	500	\$8.13	\$10.80	\$10.38	\$12.13
Executive Secretaries and Administrative Assistants	43-6011	50	\$15.22	\$18.54	\$18.35	\$20.20
Secretaries, Except Legal, Medical, and Executive	43-6014	200	\$10.25	\$13.17	\$13.10	\$14.62
Office Clerks, General	43-9061	290	\$10.36	\$13.47	\$13.74	\$15.02
Office and Administrative Support Workers, All Other	43-9199	50	\$7.38	\$11.68	\$10.96	\$13.83
Construction and Extraction Occupations	47-0000	800	\$12.81	\$18.22	\$17.27	\$20.92
First-Line Supervisors/Managers of Construction Trades and Extraction Workers	47-1011	70	\$16.77	\$22.44	\$20.19	\$25.28
Carpenters	47-2031	180	\$13.48	\$19.41	\$18.43	\$22.37
Construction Laborers	47-2061	30	\$11.61	\$14.34	\$14.18	\$15.69
Operating Engineers and Other Construction Equipment Operators	47-2073	90	\$15.40	\$17.70	\$17.70	\$18.85
Electricians	47-2111	80	\$16.76	\$19.63	\$19.60	\$21.06
Painters, Construction and Maintenance	47-2141	NP	\$10.35	\$12.36	\$11.86	\$13.36
Highway Maintenance Workers	47-4051	50	\$13.27	\$15.09	\$14.92	\$15.99

* Some occupations, such as teachers, have a nonstandard workweek and are not paid by the hour. For these occupations, annual salaries are displayed instead of hourly wage. May 2008 occupational wages were updated to June 2009 using Employment Cost Index (ECI) factors.

New Hampshire Occupational Employment & Wages - 2009

Claremont Area Occupational Employment & Wages	SOC Code	May 2008 Estimated Employment	June 2009*			
			Entry Level Wage*	Mean (average) Wage*	Median Wage*	Exp. Wage*
Installation, Maintenance, and Repair Occupations	49-0000	570	\$12.34	\$17.51	\$16.73	\$20.10
First-Line Supervisors/Managers of Mechanics, Installers, and Repairers	49-1011	40	\$18.53	\$26.12	\$24.29	\$29.92
Automotive Service Technicians and Mechanics	49-3023	130	\$12.53	\$15.66	\$14.90	\$17.23
Bus and Truck Mechanics and Diesel Engine Specialists	49-3031	60	\$13.44	\$17.76	\$17.51	\$19.92
Heating, Air Conditioning, and Refrigeration Mechanics and Installers	49-9021	40	\$16.92	\$20.84	\$21.27	\$22.80
Maintenance and Repair Workers, General	49-9042	90	\$14.17	\$17.50	\$16.98	\$19.17
Helpers--Installation, Maintenance, and Repair Workers	49-9098	30	\$8.85	\$12.53	\$9.44	\$14.37
Installation, Maintenance, and Repair Workers, All Other	49-9099	50	\$9.13	\$14.43	\$11.21	\$17.08
Production Occupations	51-0000	2,240	\$12.00	\$15.79	\$14.98	\$17.68
First-Line Supervisors/Managers of Production and Operating Workers	51-1011	90	\$18.36	\$22.87	\$22.64	\$25.14
Assemblers and Fabricators, All Other	51-2099	40	\$9.76	\$12.71	\$11.69	\$14.18
Computer-Controlled Machine Tool Operators, Metal and Plastic	51-4011	40	\$13.51	\$15.47	\$15.48	\$16.45
Lathe and Turning Machine Tool Setters, Operators, and Tenders, Metal and Plastic	51-4034	70	\$12.22	\$15.31	\$15.15	\$16.85
Machinists	51-4041	200	\$12.83	\$16.49	\$16.82	\$18.32
Molding, Coremaking, and Casting Machine Setters, Operators, and Tenders, Metal and Plastic	51-4072	50	\$11.14	\$15.62	\$14.06	\$17.87
Tool and Die Makers	51-4111	100	\$16.58	\$23.19	\$24.63	\$26.49
Welders, Cutters, Solderers, and Brazers	51-4121	60	\$13.10	\$16.50	\$15.58	\$18.19
Metal Workers and Plastic Workers, All Other	51-4199	60	\$14.67	\$19.31	\$19.74	\$21.64
Inspectors, Testers, Sorters, Samplers, and Weighers	51-9061	90	\$13.61	\$15.84	\$15.23	\$16.95
Transportation and Material Moving Occupations	53-0000	780	\$8.57	\$13.81	\$13.34	\$16.42
Driver/Sales Workers	53-3031	80	\$7.61	\$13.41	\$13.70	\$16.31
Truck Drivers, Heavy and Tractor-Trailer	53-3032	220	\$13.94	\$16.98	\$17.04	\$18.51
Truck Drivers, Light or Delivery Services	53-3033	110	\$7.41	\$9.53	\$9.08	\$10.58
Industrial Truck and Tractor Operators	53-7051	40	\$10.74	\$15.12	\$15.12	\$17.31
Laborers and Freight, Stock, and Material Movers, Hand	53-7062	70	\$9.84	\$12.13	\$12.27	\$13.28
Packers and Packers, Hand	53-7064	80	\$8.70	\$9.68	\$9.28	\$10.17

* Some occupations, such as teachers, have a nonstandard workweek and are not paid by the hour. For these occupations, annual salaries are displayed instead of hourly wage. May 2008 occupational wages were updated to June 2009 using Employment Cost Index (ECI) factors.

Table 3-3: Sullivan County Long Term Employment Projections

Long-Term Projections, 2006 - 2016		Industry		Estimated	Projected	2006-2016 Change
Sullivan County				2006	2016	Numeric Percent
NAICS Code	Industry	2006	2016	2006	2016	Numeric Percent
	Total Employment (incl. Self-employed)	15,392	16,541	15,392	16,541	1,149 7.5%
101	Goods Producing Industries	3,930	4,154	3,930	4,154	224 5.7%
11	Agriculture, Forestry, Fishing and Hunting	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
111	Crop Production	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
112	Animal Production	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
113	Forestry and Logging	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
114	Fishing, Hunting and Trapping	0	0	0	0	0 0.0%
115	Agriculture and Forestry Support Activities	42	44	42	44	2 4.8%
21	Mining	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
212	Mining (except oil and gas)	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
213	Support Activities for Mining					
23	Construction	724	816	724	816	92 12.7%
236	Construction of Buildings	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
237	Heavy and Civil Engineering Construction	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
238	Specialty Trade Contractors	474	531	474	531	57 12.0%
31-33	Manufacturing	3,033	3,157	3,033	3,157	124 4.1%
311	Food Manufacturing	58	61	58	61	3 5.2%
312	Beverage and Tobacco Product Manufacturing	0	0	0	0	0 0.0%
313	Textile Mills	0	0	0	0	0 0.0%
314	Textile Product Mills	0	0	0	0	0 0.0%
315	Apparel Manufacturing	0	0	0	0	0 0.0%
316	Leather and Allied Product Manufacturing	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>
321	Wood Product Manufacturing	339	312	339	312	-27 -8.0%
322	Paper Manufacturing	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>	<i>n</i>

323	Printing and Related Support Activities	27	11	-16	-59.3%
324	Petroleum and Coal Products Manufacturing	n	n	n	n
325	Chemical Manufacturing	57	45	-12	-21.1%
326	Plastics and Rubber Products Manufacturing	n	n	n	n
327	Nonmetallic Mineral Product Manufacturing	n	n	n	n
331	Primary Metal Manufacturing	n	n	n	n
332	Fabricated Metal Product Manufacturing	1,256	1,485	229	18.2%
333	Machinery Manufacturing	343	363	20	5.8%
334	Computer and Electronic Product Manufacturing	n	n	n	n
335	Electrical Equipment, Appliance, and Component Manufacturing	n	n	n	n
336	Transportation Equipment Manufacturing	n	n	n	n
337	Furniture and Related Product Manufacturing	171	141	-30	-17.5%
339	Miscellaneous Manufacturing	16	13	-3	-18.8%
102	Service Providing Industries	10,125	11,003	878	8.7%
22	Utilities	76	74	-2	-2.6%
221	Utilities	76	74	-2	-2.6%
42	Wholesale Trade	358	423	65	18.2%
423	Merchant Wholesalers, Durable Goods	136	156	20	14.7%
424	Merchant Wholesalers, Nondurable Goods	166	195	29	17.5%
425	Wholesale Electronic Markets and Agents/Brokers	56	72	16	28.6%
44-45	Retail Trade	2,323	2,395	72	3.1%
441	Motor Vehicle and Parts Dealers	301	288	-13	-4.3%
442	Furniture and Home Furnishings Stores	26	28	2	7.7%
443	Electronics and Appliance Stores	38	46	8	21.1%
444	Building Material and Garden Supply Stores	368	446	78	21.2%
445	Food and Beverage Stores	483	481	-2	-0.4%
446	Health and Personal Care Stores	79	74	-5	-6.3%
447	Gasoline Stations	232	201	-31	-13.4%
448	Clothing and Clothing Accessories Stores	92	79	-13	-14.1%
451	Sporting Goods, Hobby, Book, and Music Stores	61	64	3	4.9%

452	General Merchandise Stores	447	489	42	9.4%
453	Miscellaneous Store Retailers	79	79	0	0.0%
454	Non-store Retailers	117	120	3	2.6%
48-49	Transportation and Warehousing	317	338	21	6.6%
481	Air Transportation	0	0	0	0.0%
482	Rail Transport	1	1	0	0.0%
483	Water Transportation	0	0	0	0.0%
484	Truck Transportation	112	128	16	14.3%
485	Transit and Ground Passenger Transport	13	15	2	15.4%
486	Pipeline Transportation	0	0	0	0.0%
487	Scenic and Sightseeing Transportation	n	n	n	n
488	Support Activities for Transportation	n	n	n	n
491	Postal Service, Federal Government and Private	96	94	-2	-2.1%
492	Couriers and Messengers	n	n	n	n
493	Warehousing and Storage	89	93	4	4.5%
51	Information	124	122	-2	-1.6%
511	Publishing Industries	n	n	n	n
512	Motion Picture and Sound Recording Industries	0	0	0	0.0%
515	Broadcasting (except Internet)	n	n	n	n
517	Telecommunications	10	9	-1	-10.0%
518	ISPs, Search Portals, and Data Processing Services	n	n	n	n
519	Other Information Services	n	n	n	n
52	Finance and Insurance	491	524	33	6.7%
522	Credit Intermediation and Related Activities	348	374	26	7.5%
523	Financial Investment and Related Activities	n	n	n	n
524	Insurance Carriers and Related Activities	128	135	7	5.5%
525	Funds, Trusts, and Other Financial Vehicles	n	n	n	n
53	Real Estate and Rental and Leasing	164	156	-8	-4.9%
531	Real Estate	90	99	9	10.0%
532	Rental and Leasing Services	74	57	-17	-23.0%

533	Lessors of Non-financial Intangible Assets	0	0	0	0	0.0%
54	Professional, Scientific, and Technical Services	273	341	68	24.9%	
541	Professional, Scientific, and Technical Services	273	341	68	24.9%	
5411	Legal Services	43	45	2	4.7%	
5412	Accounting, Tax Prep., Bookkeeping, and Payroll Services	30	35	5	16.7%	
5413	Architectural, Engineering, and Related	86	107	21	24.4%	
5414	Specialized Design Services	n	n	n	n	
5415	Computer Systems Design and Related	n	n	n	n	
5416	Management, Scientific, and Technical Consulting Services	10	18	8	80.0%	
5417	Scientific Research and Development Services	n	n	n	n	
5418	Advertising and Related Services	14	19	5	35.7%	
5419	Other Professional, Scientific, and Technical Services	63	79	16	25.4%	
55	Management of Companies and Enterprises	52	60	8	15.4%	
551	Management of Companies and Enterprises	52	60	8	15.4%	
56	Administrative and Waste Management Services	311	376	65	20.9%	
561	Administrative and Support Services	305	369	64	21.0%	
5611	Office Administrative Services	8	10	2	25.0%	
5612	Facilities Support Services	0	0	0	0.0%	
5613	Employment Services	n	n	n	n	
5614	Business Support Services	n	n	n	n	
5615	Travel Arrangement and Reservation	n	n	n	n	
5616	Investigation and Security	20	25	5	25.0%	
5617	Services to Buildings and Dwellings	142	175	33	23.2%	
5619	Other Support Services	n	n	n	n	
562	Waste Management and Remediation Services	n	n	n	n	
61	Educational Services	1,849	2,033	184	10.0%	
611	Educational Services	1,849	2,033	184	10.0%	
6111	Elementary and Secondary Schools	n	n	n	n	
6112	Junior Colleges	99	121	22	22.2%	
6113	Colleges, Universities, and Professional Schools	0	0	0	0.0%	

6114	Business Schools and Computer and Management Training	n	n	n	n	n
6115	Technical and Trade Schools	0	0	0	0	0.0%
6116	Other Schools and Instruction	n	n	n	n	n
6117	Educational Support Services	0	0	0	0	0.0%
62	Health Care and Social Assistance	1,490	1,705	215	14.4%	
621	Ambulatory Health Care Services	548	685	137	25.0%	
622	Hospitals	n	n	n	n	n
623	Nursing and Residential Care Facilities	374	466	92	24.6%	
624	Social Assistance	n	n	n	n	n
71	Arts, Entertainment, and Recreation	156	203	47	30.1%	
711	Performing Arts, Spectator Sports, and Related Industries	n	n	n	n	n
712	Museums, Historical Sites, and Similar Institutions	n	n	n	n	n
713	Amusements, Gambling, and Recreation	127	168	41	32.3%	
72	Accommodation and Food Services	769	798	29	3.8%	
721	Accommodation	103	120	17	16.5%	
722	Food Services and Drinking Places	666	678	12	1.8%	
81	Other Services (Except Government)	349	395	46	13.2%	
811	Repair and Maintenance	140	163	23	16.4%	
812	Personal and Laundry	86	96	10	11.6%	
813	Religious, Grantmaking, Civic, Professional, and Similar Org.	104	120	16	15.4%	
814	Private Households	19	16	-3	-15.8%	
Government	Government	1,023	1,060	37	3.6%	
	Federal Government, excluding Postal Service ¹	20	19	-1	-5.0%	
	State Government, excluding Education and Hospital ^{2,3}	162	170	8	4.9%	
	Local Government, excluding Education ²	841	871	30	3.6%	
Self-employed and Unpaid Family Workers	Self-employed and Unpaid Family Workers	1,337	1,384	47	3.5%	
	Self-employed	1,324	1,373	49	3.7%	
	Unpaid Family Workers	13	11	-2	-15.4%	

CHAPTER IV: HISTORIC RESOURCES

1 INTRODUCTION/ HISTORIC OVERVIEW

A plan for Claremont's future would not be complete without looking at its past. In terms of planning, historic structures and sites should be considered an integral part of the community's environmental resources for, like other resources of this nature, they are non-renewable. It is the responsibility of each community to plan a program of historic and cultural protection based on local needs and desires. This master plan incorporates the historic structures of Claremont for consideration in citywide development and long range planning. With many historic structures still in place, important buildings and neighborhoods will be identified in this report.

The evolution of Claremont's heritage can be seen in the traditional periods of national and regional architectural styles. The geography and economic (agrarian and industrial) development of the town helped create settlement patterns at different times for farmers and industrial workers. The geography of Claremont has also determined its residential neighborhoods and its mercantile and factory neighborhoods. An example of this transition occurred when the wealthy farmers in West Claremont built second homes on Broad, Summer and Pleasant Streets while less wealthy farmers, who also worked in the mills to augment their income and give their children the advantage of Stevens High School, built modest homes on streets off Broad such as at the west end of Summer Street.

Claremont received its charter in 1764 and was originally divided among the proprietors into parcels of land used for common land, farming, and timbering. Sawmills, gristmills, and related industries were developed at the same time. West Claremont with its fertile land was the center of this development. However, farms were also spread out along the banks of Sugar River and the slopes of Green Mountain. The oldest existing houses from this era are on Clay Hill Road and Jarvis Hill (Route 12A) in the west end of town and on Winter Street in the northeast end of town. Some early houses on the 2nd New Hampshire Turnpike (North St.) remain or have been altered or moved. Within this neighborhood in the area between Washington, Broad, and Hanover Streets a great destruction of historic property, both old and contemporary, occurred as a part of an urban renewal project in the 1970's.

The early center of town was in West Claremont where the Congregationalists and Episcopalians came together to build a shared church – Union Church. This union ended when the Congregationalists moved to the southern end of town and built their own meetinghouse off Maple Ave. The Episcopalians remained in the old settlement area completing their church after the Revolutionary War. In 1823 the Barber family, former Episcopalians and a rector of Union Church, became Roman Catholics built the first Roman Catholic Church adjacent to their house which stood opposite Union Church.

In the early 1790's the town acquired from Col. Josiah Stevens, a portion of his land on the Plain (Broad St.) for a more centrally located town hall. Ichabod Hitchcock, master carpenter and builder of both Union Church and the Congregational Church, moved the Congregational Meetinghouse in 1790 to the site of the present day City Hall, thus securely establishing this area as the center of town. The meeting house, like most early Congregational churches, served as both church and town meetinghouse. When the Congregationalists completed their new church on Pleasant Street in 1835, the old building became the Town Hall. It was replaced with a new brick Town Hall and Opera House in 1897 designed in the Italian Renaissance Revival style by Charles Rich, who also designed buildings at Dartmouth College, and whose firm later designed the Empire State Building. The downtown developed with a mix of industrial, mercantile and residential uses. At the time of General Lafayette's visit to Claremont in 1825, the Tremont Hotel (located in what is now Opera House Square) and other businesses fronted a small square,

while the livery stables, “out houses or privies”, and other related out buildings were in back of these buildings in the hollow (now Crescent St). This area became known as “dog hollow”, a term used for many years even after the area was redeveloped with mill buildings and modern sewer system.

The main street, centered on Broad Street with its town park, had a mixture of uses including the first bank, a small shoe factory and churches, but was primarily an area of fine homes built by some of Claremont’s leading citizens. Several of these were demolished to create the current parking area opposite Broad Street Park. Others have been removed as the pressures of commercial development increased, most notably the area of the Claremont Savings Bank. Although some of the remaining homes are still used as residences, many have been converted to professional offices. The building of Stevens High School on Broad Street in 1868, a decade after the town’s petition to the state legislature, was financed in part by Paran Stevens. Space was allocated for a town library in the school. That collection was a gift of Samuel P. Fiske from his personal library. But, soon the school needed the space and the library was moved to Sullivan Street. With a gift from Andrew Carnegie, the Fiske Free Library moved back on Broad Street to its current location in 1903. The public land on Broad Street, purchased from Josiah Stevens around the same time as the old town hall has moved, was used for a park (Broad Street Park) and was divided by paths and roads establishing a very refined boulevard, and became the focal point of a civic, cultural, educational and religious center.

Tremont Square (now Opera House Square) was the center of commercial enterprises. By the mid 1800’s, besides the Tremont House which dominated the square, impressive commercial blocks such as the Farwell Block, the Brown Block and Brown’s Wooden Block began to replace earlier modest structures. After fire destroyed the Tremont House in 1879, the square was expanded and redeveloped with a new grand hotel on the north side (now the Moody Building) and new banks and library around the corner. Brown’s Wooden Block, also destroyed by fire around the same time was replaced by the Union Block. What were originally devastating events for the town became the impetus to redevelop the town’s commercial center into an impressive European style square.

As the town continued to grow, due to the development of the mills in the late 19th century, the commercial center began to expand to Pleasant Street which had been primarily residential. Fine homes were eventually replaced with large commercial blocks all the way to the Congregational Church containing shops, professional offices, a hotel and Post office. Further commercial development on Pleasant Street continued past the church throughout the 20th century with less impressive buildings. A few of the fine older homes are still present on Pleasant Street, but have been converted to other uses. During the industrial boom in the late nineteenth and early twentieth century Claremont was fortunate to have the builder/architect, Hira Beckwith. His building design/style, primarily Queen Anne Style, was used for business blocks, civic, commercial, and factory buildings, and residential houses. It gave Claremont an architectural unity unknown to any other town in New Hampshire or Vermont during the Victorian Period. That architectural unity held until the late 1960s. It had been slowly destroyed by business sprawl and neglect until the late 1970’s with the establishment of the Claremont Historic District Commission.

Tremont Square (now Opera House Square), Pleasant Street and Broad Street provided the business/residential mix in Claremont that was identified in the Historic District, the first multiple use historic District on the National Register. Also of great importance within the Historic District was the development of the area from Opera House Square to the Lower Village. This period starting in the 1830’s began the transformation of Claremont from a typical New England village to an industrial city due to the expanded use of water power along the Sugar River with sites for up to nine dams. In 1832 the Claremont Manufacturing Company was chartered and purchased 15 acres of land between Sullivan Street and the Sugar River including four of the most valuable water falls in the village. They laid out three new streets, Main Street, River Street and Central Street, and engaged in widespread real estate

speculation and development. Around the bridge on Main Street numerous industrial and commercial sites were developed over the next three decades, while both private and industrial housing lined Main Street to the east and west. River Street served the Claremont Manufacturing Company factories and housing. On a ridge on Central Street overlooking the developing Lower Village private residences were built including a series of fine Greek Revival mansions with temple style porticoes, built by noted architect Aaron Howland of Walpole and described at the time as the finest homes in a 50 mile radius. A new Baptist Church was built at the junction of Main Street and Central Streets, between the earlier town center and the emerging factories. Later, a Catholic church and Methodist church were also built on Central Street, the latter of which was later destroyed by fire.

Some wealthy citizens of the older town center, fearing that the town's center would shift to the rapidly developing Lower Village, formed The Upper Falls Company in 1836. This company evolved into the Monadnock Mills Company in 1843 and developed several specialized mill buildings mostly along Water and Crescent Streets for the production of cotton goods as well as housing for their workforce. Thus began the development of various mill enterprises on both sides of the Sugar River which continued to transform the town's center through the 1930's. Other than the Monadnock Mills, the most notable set of industrial buildings were erected by the Sullivan Machine Company, which later became Joy Manufacturing, a leading employer and dominant force in the community until it closed in the 1980's. Over time Joy built a vast array of buildings on both sides of the Sugar River as well as rail lines to transport their goods to markets. Joy eventually closed its facilities in the center of town and built new ones along 12A in West Claremont leaving a vast array of empty brick buildings in the city center. While some of these were converted to other uses over the years, many remained vacant. Time eventually took its toll on many of these structures due to a lack of maintenance and various fires. On the north side of the river, all but the Sullivan smoke stack were eventually torn down and now serve as a park, visitor center, and parking for the mill area. The establishment of the Historic District in 1978 allowed federal funding and tax incentives for some buildings on the south side of the river to be converted to residential use.

Also of note during this period was the restoration of the Claremont Opera House, addition of the police station/atrium, and improvements to Opera House Square (then Tremont Square) and Pleasant Street. In the early 1970's talk of removing the upper floors of the City Hall/Opera House due to deterioration and safety issues spurred local residents to form a committee to put the building on the National Register of Historic Places and secure funding for its restoration. Federal funding was essential in securing most of the monies needed for these efforts. Beside the restoration of the Opera House, the Square was improved by a new parking area and gardens in the center, repaving the sidewalks with pavers, the burying of power lines and addition of historic lighting poles in the square as well as along Pleasant Street, returning the city center to a more appropriate historic appearance. The Opera House was re-opened in 1979 and again after full restoration in 1983. It remains a vital part of the cultural and economic vitality of the city to this time.

In the first decade of the 21st century the city was finally successful in its attempts to develop a core of mill buildings along Water Street and Main Street. A complex public/private partnership was formed which converted two buildings into the Common Man Hotel & Restaurant, along with Red River Computer Company. Part of the old Sullivan foundry building was incorporated into a new parking garage and office space serving the mill complex. Unfortunately a fourth building slated for high end housing was not completed due to the downturn of the economy and housing market in the second half of the decade. Despite the economic downturn, this development has set the stage for further positive development in the area once the economy recovers.

As the city moves into the coming decades it will face continued pressures from various forms of development. Many important buildings which help define the unique character of our community lie outside the area protected by the Historic District. Loss of these structures would mean a loss of

community identity. As witnessed by the recent mill re-development, historic structures can provide the defining character that many developers desire and seek. They help define the community and connect us to our past. By taking note of our history and taking advantage of some of the tools available and described further in this chapter, the city can manage both desired growth and maintain our historic and cultural heritage that makes Claremont a unique and desirable place to live and do business.

2 HISTORIC PLACES PRESERVATION

Preservation Methods

There are various methods that can be used to encourage the preservation and/or restoration of historic resources. These include: 1) National Register of Historic Places; 2) New Hampshire State Register of Historic Places; 3) local historic districts; 4) Certified Local Government program; 5) local heritage commissions; 6) historic building rehabilitation federal tax credits; 7) historic markers; 8) easements; 9) protection of archeological areas; 10) Scenic Road designation; 11) innovative land use controls; and 12) building code provisions.

Historic districting can be an effective technique for protecting the character of an area. Unlike zoning which focuses on land use, an historic district emphasizes exterior appearance and setting. Yet unlike site plan review, historic districts allow officials to exercise authority over construction and alteration of single family dwellings. However buildings alone need not comprise a district. Effective district preservation should involve streetscapes, landscapes, contributing views and view sheds as well as buildings. It should be noted that historic districting is not an appropriate method for protecting all historical resources in an area, especially where properties are widely scattered.

National Register of Historic Places

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. The National Register of Historic Places was established in 1966 and is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. Benefits of being listed on the National Register include:

- Recognition that a building, site, district, or object is of significance to the nation, the state, and the community,
- Some protection from impacts caused by state or federally funded, licensed or assisted projects,
- Eligibility for federal tax benefits if undertaking an approved rehabilitation project and the property is income-generating,
- Special consideration or relief in application of access, building and safety codes.

New Hampshire State Register of Historic Places

The New Hampshire State Register of Historic Places is one part of the state's efforts to recognize and encourage the identification and protection of historical, architectural, archaeological, and cultural resources. These irreplaceable resources may be buildings, districts, sites, landscapes, structures or objects that are meaningful in the history, architecture, archaeology, engineering or traditions of New Hampshire residents and communities. Benefits of being listed on the New Hampshire State Register of Historic Places include:

- Public recognition that a property is significant to the community,

- Consideration and advocacy in the planning of local and state funded or otherwise assisted projects,
- Qualification for state financial assistance for preservation projects, when funds are available,
- Special consideration or relief in the application of some access, building and safety code regulations.

3 HISTORIC SITES AND STRUCTURES

Inventory

The inventory list that follows is a small list and doesn't encompass all historic properties but merely gently covers a few of the significant structures more well known to the area residents that are participating in the Master Plan writing. It is the committees' intention that one of the goals of the Master Plan be to include a more complete listing and research of the historic buildings and sites prior to the next update of the chapter.

Tremont St. / Opera House Square

Masonic Hall – 8 Tremont Street, M/L 120/47

Interior design by Francis H. Marston, architect, who also designed the Nugget Cinema and Plaza in Hanover;

Claremont National Bank/Pleasant Restaurant – 56 Opera house Square, M/L 120/51

Designed and built by Hira Beckwith in 1876;

Union Block – 1 Pleasant Street, M/L 120/53

Designed and built in c. 1890 by Hira Beckwith and home to his business offices, some brownstone and terra cotta decorations located on the edge of the roof were removed and destroyed in the mid-1900's;

Bailey Block/Fiske Free Library – 2 Main Street, M/L 120/39

Home of E.E. and S.C. Bailey silversmiths, the second home of the Fiske Free Library, and The American Band, original building altered by Hira Beckwith;

Tumble Inn Diner – 1 Main Street, M/L 120/43

1940 Worcester diner;

Hotel Claremont/Moody Building – 16-34 Opera House Square, M/L 120/43

Designed and built by Hira Beckwith, renovated by Hira Beckwith after a fire, dining room torn off and building altered in the 1990's;

Opera House Square (formerly Tremont Square) -

Redesigned in the 1990's with federal revenue sharing funds, an antique fountain with a granite pool replaced the watering trough (moved to Mountain View Cemetery) using a bequest from a Claremont citizen to have a place for dogs, cats and horses to drink;

Lower Village

Sugar River Grist Mill – Main Street, 107/23

Home of an historic water turbine invented by John Tyler, first saw and grist mill constructed in 1767;

I.D. Hall/Esersky Building – 40 Union Street, 107/13

Tontine – Main Street

Foreman houses – 107-121 Main Street, 105/

Set of six identical Victorian cottages, a couple have most to all of their original trim while others have little to none;

Site of Ide Brick Yard – Lafayette Street area

Broad Street: East Side

Broad Street Park – Broad Street, 120/154

A war memorial park featuring a bronze Civil War Memorial figure sculpted by Martin Milmore atop a base of granite. This original soldier bronze was the first public sculpture erected in the State of New Hampshire and was copied or modified by the sculptor for other towns in NH and New England. Other sculptors may have used this sculpture as a model for other monuments all over the United States;

Claremont Town Hall/Opera House – 58 Opera House Square, 120/50

Designed by Charles A. Rich of the New York firm, Lamb and Rich. Hira Beckwith served as builder. The town hall/opera house replaced the original 1790's building, built and moved to the site by Ichabod Hitchcock and renovated in 1868 by Hira Beckwith;

Claremont Fire Station – 100 Broad Street, 120/161

Designed and built by Hira Beckwith;

Universalist Church/Conference Center – 106 Broad Street, 120/166

The original church built in 1832 in the Federal style with four blind arches on each façade with granite imposts. The original façade was flat with doors in the outer arches and windows in the inner arches. Hira Beckwith's alterations in the 1880's included a projecting entrance tower/steeple, interior alterations with stained glass windows;

Fiske Free Library – 108 Broad Street, 120/155

Built by Hira Beckwith from plans designed by H. M. Francis & Son of Fitchburg, MA and with funding from Andrew Carnegie;

Trinity Church – 120 Broad Street, 120/153

Built in 1852, designed by the New York firm Wills and Dudley, one of the best examples of Stick Style architecture in the state, extended and enlarged several times over the years, the church was further altered by the hurricane of 1938 when it lost its steeple;

Goodwin Community Center – 132 Broad Street, 120/

Original Trinity Church parsonage designed and built by Hira Beckwith;

Federal Post Office – 140 Broad Street 120/146

Built in 1931 replaced the original post office located on Pleasant Street;

Geo. Farwell/Stringer Funeral Home – 146 Broad Street, 120/145

Fine example of the Neo-Classical style

Claremont Bank/Spanos/Law Office – 158 Broad Street, 120/133
First Bank of Claremont now an Apartment house once offices of Charles Spanos in the Federal style with blind arches like the Universalist Church and a French Mansard roof alteration;

J. Rounsevel/Clarke-Mortenson House – 174 Broad Street, 120/120
Neo-Classical/neo-Colonial house owned by the Upham family as one of their in-town residences;

Series of important historic homes on the east side of Broad Street;

Broad Street: West side & South end

Buckley and Zopf – 233 Broad Street, 132/55
Neo-Colonial mansion built as a town house for the owners of the “Goddard Mansion” Daughter of Mr. Maynard;

Gov. Ralph Metcalf/ W. Howard Dunn Building – 221 Broad Street, 132/44
Italianate House design and built by Hira Beckwith;

Hosea W. Parker/Moose Home – 209 Broad Street, 132/38
Remains of the Hosea W. Parker mansion designed and built by Hira Beckwith in the Queen Anne style;

Samuel P. Fiske House – 203 Broad Street, 132/37
Fine neo-classical house;

Samuel Fiske/Stevens House – 189 Broad Street, 132/35
A Federal style house influenced by Asher Benjamin with major Colonial Revival alterations;

Stevens High School – 175 Broad Street, 132/5
Original building designed and built by Hira Beckwith;

Tappan/Dow Building – 165 Broad Street, 120/119
One of the finest examples of Neo-Classical/Federal architecture in New England, copies of its Greek porch can be found in Hartland, VT and Old Deerfield, MA.;

Claremont Savings Bank – 145 Broad Street, 120/118
Site of several important historic homes including a Gothic wooden house in Claremont, twin brick Gothic houses, a Stick-Style Queen Anne mansion designed and built by Hira Beckwith and a Neo-Classical brick mansion;

Connecticut River Bank – 127 Broad Street, 120/93
Site of the first shoe factory in Claremont;

Michaud and Sammon – 107 Broad Street, 120/78
Early colonial home, one of a series of fine homes now parking lot and Veterans Club;

Summer Street

George B. Upham House – 14 Summer Street, 132/34
Upham family homestead house moved from Broad Street when Stevens High School was built, early Federal house near identical in style to the Fiske-Stevens House on Broad St., this house

retains much of its original with the exception of the two Victorian bay windows, Upham family was connected with Sullivan Machine/Joy Manufacturing from its founding;

(names)

Federal Brick House with Greek porch (removed)

Howe/Johnson/Snow/Crandall house – 43 Summer Street, 132/2

Built about 1820 by Rev. Howe and expanded and updated on several occasions in the Second Empire/Italianate Style, this is the first example of a Hira Beckwith house, in collaboration with Mr. Freeman, in Claremont;

John Tyler/Elks Home – 54 Summer Street, 131/58

Designed and built by Hira Beckwith in the Queen Anne Style for John Tyler, inventor of the Tyler Water Turbine, a ballroom is on the third floor;

Four homes designed and built by Hira Beckwith and three homes altered and renovated by Mr. Beckwith starting with Century 21 (former home of Judge Ira Colby) on the other side of Pleasant Street ending at the Hira Beckwith residence.

Hira Beckwith/Bennett – 73 Summer Street, 131/53

Residence designed and built for himself (Beckwith) in the High Queen Anne Style;

Prospect Street

Otis Waite House – 33 Prospect Street, 131/47

Frederick Waite/Shulins House – 37 Prospect Street, 131/43

Fred Waite, no relation to Otis Waite, was a builder and superintended the building of several Cornish Colony houses, a fine example of the bungalow style;

Bowles House – 40 Prospect Street, 131/83

Queen Anne Style house at the head of Pearl Street;

Bailey Avenue

(Names) – 6 Bailey Avenue, 120/31

First on the left was designed and built by Hira Beckwith;

Several other significant houses on the street include a Shingle house (Upham), 15 Bailey Avenue, 120-122, and a Stucco house (Brooks), 19 Bailey Avenue, 120/123;

Bond Street

(Names) – 1 Bond Street, 132/10

California bungalow;

Fay House (?) – 18 Bond Street, 132/25

Italianate house designed and built by Hira Beckwith at the head of Green Street;

Pleasant Street

Dow/Nason/Bannon Pharmacy – 109 Pleasant Street, 119/308

Neo-Classical Nason mansion once surrounded by a garden designed by the Olmstead firm with a companion garden at the Crandall house, 43 Summer Street, both of which now house a car service center/gas station;

Congregational Church – 72 Pleasant Street, 120/90

Built in the Gothic Revival Style with pointed arch windows and crenellated tower with square corner turrets;

A series of business blocks several of which were designed and built by Hira Beckwith two of which contain relief sculptures in their facades listed with the Smithsonian Museum in Washington D.C.

Mill District

Moseley Bowstring Arch Bridge – 120/6, 120/8

One of the few extant examples of this type of bridge, crossed over the Sugar River between Mill #6 and the former Monadnock Mill power plant and carried pipes and workers;

Monadnock Mill complex – Water Street

A textile mill complex begun in 1832, noted for producing the first dimity fabric in America, installed Jacquard looms to weave Marseille and matelesse bedspreads;

Sullivan Machinery/Joy Manufacturing – Main and North Streets

A machine tool industry established in 1850, noted for making a variety of machine tools before specializing in mining machines – cutters, drills, compressors, etc. – for the mining, quarrying, and construction industry;

Dutton-Ide-Russell/St. Mary buildings – 16 Central Street, 119/349

Built in 1835, four identical Greek Revival four-column, temple-front houses (3 remaining) built for industrialists, attributed to the master builder Aaron Howland, built on a raised plane the four houses were known locally as “Nabob Row”, a fifth three-columned Greek Revival house opposite (extant) is thought to be by Howland as well;

Several other properties exist in the historic district that are designated and protected by the Claremont Historic District Commission. A locally designated historic district is one of the most effective and comprehensive mechanisms to manage change in a historic area. Its purpose is to preserve the significant character of an area, while accommodating and managing change and new construction in accordance with regulations developed by local consensus.

Charlestown Road

W.H.H.Moody/Highland View Farm – 33-40 Arch Road, 154/3, 5, & 7

A 300 acre estate bordered by a stone wall, the stone arch over Arch Road was the main entrance to the estate, the main house and the caretaker’s house remain, built in the Second Empire Style, Moody raised race horses and local legend says he once supplied horses for the U.S. Cavalry;

West Claremont

The junction of Sugar River and Connecticut River was a former living area of Native Americans 400-800 years ago;

Jarvis Hill road was the site of the original town building and school;

Ashley's Ferry landing, now a public access to the Connecticut River was one of two ferry crossings between Claremont and Weathersfield;

Tory Hole, off Main Street between North and Bowker Streets, a small secluded wooded swampy valley, is so named because it is where the Tories hid from the Whigs;

Godfrey Cooke/"Riverfields"/Hawkins House – 275 Windsor Road, 22/4
Considered one of New Hampshire's finest Federal houses, built in 1825, shows the influence of Asher Benjamin;

Tyler House – 17 Clay Hill Road, 69/23
Oldest standing farmhouse;

Union Church – 133 Old Church Road, 93/32
Begun in 1771 from plan by Royal Governor John Wentworth and built by Ebenezer Rice, designed in the style of Congregational churches, this is the oldest Episcopal church in New Hampshire, retains its original box pews, the tower was added in 1800 and the church lengthened by 20 feet in 1820, wooden horse stalls are located behind the church;

Old St. Mary's Church – Old Church Road, 93/22
Built in 1823 by Rev. Virgil Barber son of Rev. Daniel Barber former rector of Union Church, Federal in style with Gothic Revival touches as seen in the relieving arches over the windows, this is the oldest Roman Catholic Church in New Hampshire, a chapel is on the first floor, the second floor was used as an academy;

High Bridge – Main Street
Two railroad bridges, the original high bridge marked with the remains of its granite piers was built by George Washington Whistler in 1846, the current iron bridge was put in place when the railroad was realigned and graded;

Jarvis Hill

Ralston Tavern/Way/Peterson House – 365-379 Jarvis Hill Road, 104/3
Historic hostelry;

Upham Houses – 51-133 Homestead Place, 80/1
A complex of houses on a family compound, the Upham family founded Sullivan Machine Co.;
Sargeant House
A Victorian cottage on the Upham estate;

Colonial Homes from Baxter Upham book;

Russell Jarvis Homestead – 36-40 Russell Jarvis Homestead Road, 92/1
Originally the home of Judge Sanford Kingsbury built about 1780, bought by Dr. Leonard Jarvis, to this farm Dr. Jarvis' cousin William Jarvis, Consul to Portugal, sent the first large flocks of merino sheep to in 1810.

4 GOALS RELATED TO HISTORIC RESOURCES

Preserving evidence of the past is one key to the future well-being of the community. Claremont's unique land use mix of an urban downtown with outlying farms and woodlands is in itself a reflection of the past. The mill buildings and farms are equally representative of Claremont's History.

GOAL #1: COMPLETE A COMPREHENSIVE SURVEY OF HISTORICAL RESOURCES FOR THE ENTIRE CITY INCLUDING BUILDING DIMENSIONS

GOAL #2: SAFEGUARD THE HERITAGE OF CLAREMONT BY PROVIDING FOR THE PROTECTION OF STRUCTURES AND AREAS REPRESENTING SIGNIFICANT ELEMENTS OF THE CITY'S CULTURAL, SOCIAL, ECONOMIC, POLITICAL AND ARCHITECTURAL HISTORY

RECOMMENDATION: Establish a plan and process by which local landmarks are nominated to and/or placed on the New Hampshire Register of Historic Places.

RECOMMENDATION: Seek grant funding for the maintenance of landmark signs within City government.

RECOMMENDATION: Expand the historic landmark program by educating property owners as to the historic and aesthetic value of their properties, and by signing more properties.

RECOMMENDATION: Secure funding for the City or Historical Society to print a Self Guided Walking Tour booklet outlining the historical sites and buildings in Claremont. The booklets would be available in various locations, e.g. the Library and City Hall, Visitor's Center.

GOAL #3: ENCOURAGE THE REHABILITATION OF HISTORIC BUILDINGS THAT REFLECTS AND RESPECTS EACH BUILDINGS HISTORIC CHARACTER

RECOMMENDATION: In accord with the mill history of Claremont, it would be appropriate, to designate space within one of the mill buildings, as they are developed, to provide a visual arts museum showing the town's waterfront development throughout the 18th and 19th centuries. This display could include still life photography memorabilia.

GOAL #4: ENCOURAGE DEVELOPMENT THAT REFLECTS AND RESPECTS THE HISTORIC LANDSCAPE

RECOMMENDATION: Develop and implement zoning and site plan regulations that preserve and protect the historic character of Claremont and to ensure historic blending to new or rehabilitated buildings on the perimeter of the City.

GOAL #5: REVIEW THE CITY OF CLAREMONT'S ZONING ORDINANCE AND THE CITY'S BUILDING CODE TO IDENTIFY REGULATIONS THAT WOULD UNINTENTIONALLY IMPEDE THE REHABILITATION OR REUSE OF HISTORICAL PROPERTIES

GOAL #6: ENSURE THAT EFFORTS ARE TAKEN IN SUBDIVISION APPLICATIONS TO PRESERVE HISTORIC FARMSTEADS AND OPEN SPACE AREA

GOAL #7: ENCOURAGE ADAPTIVE REUSE THAT RESPECTS CHARACTER-DEFINING FEATURES OF HISTORIC BUILDINGS AND STRUCTURES

RECOMMENDATION: Ensure that future development is sensitive to the historic character of buildings and landscapes within the City.

GOAL #8: ENCOURAGE THE PROTECTION OF HISTORIC STONEMWORK INCLUDING STONE WALLS, FOUNDATIONS, AND CULVERTS

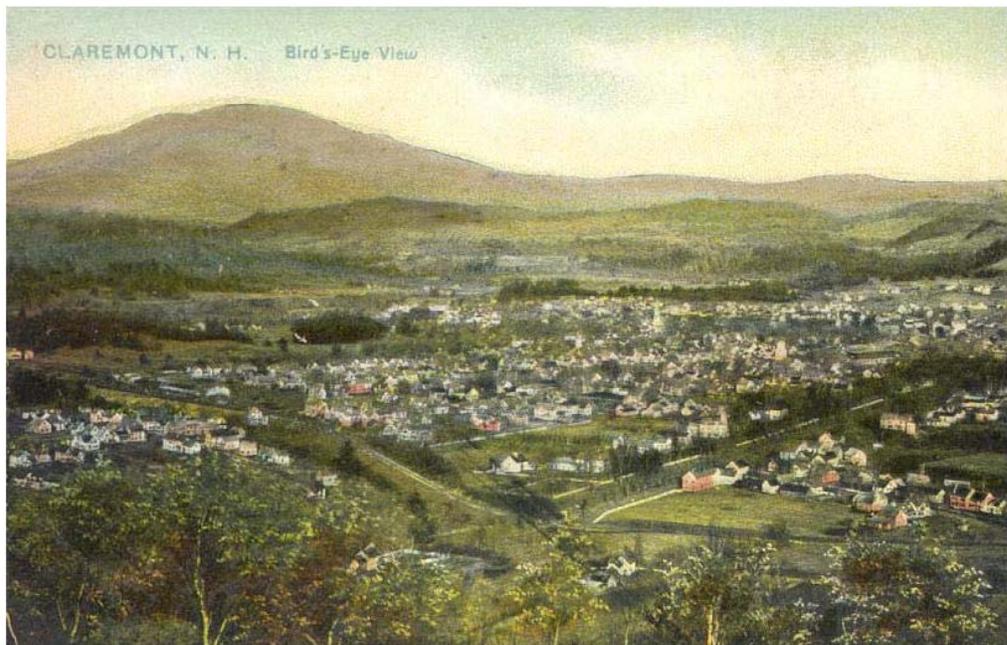
GOAL #9: CONSIDER CREATING THE CITY'S DESIGN REVIEW GUIDELINES IN CONJUNCTION WITH THE STATE AND PROVIDE TO THE PLANNING BOARD TO INCLUDE AN HISTORICAL RESOURCES COMPONENT

GOAL #10: CONSIDER A JOINT HISTORIC DISTRICT COMMISSION / HERITAGE COMMISSION.

GOAL #11: PROMOTE USE OF THE FEDERAL TAX CREDITS IN LOCAL HISTORIC REHABILITATION PROJECTS

GOAL #12: DEVELOP PRIORITIES FOR THE FUTURE LISTING OF PROPERTIES ON THE NATIONAL REGISTER

Figure 4-1



CHAPTER V: COMMUNITY FACILITIES

1 INTRODUCTION

The facilities in Claremont vary in age and condition. There exists a Capital Improvement Plan (CIP), enabled by RSA 674:5-7, that is revised yearly and examines the capital needs of the City. In this chapter, there is an inventory of the existing facilities and recognition of those in need of maintenance and upgrade.

2 EDUCATIONAL FACILITIES

In October 2008, the Claremont School Long Range Facilities Task Force developed a final report that was passed by the School Reinvestment Committee and presented to the School Board. The Committee performed an extensive evaluation of the size and condition of the existing school buildings and developed recommendations accordingly. Much of the information in this section has been compiled from the Report of the Long Range Facilities Task Force to the Claremont School District, dated October 14, 2008.

The Claremont School District consists of three (3) elementary schools: Bluff Elementary School, Disnard Elementary School, and Maple Avenue Elementary School; one (1) middle school – Claremont Middle School, one (1) high school – Stevens High School, and one half of a regional career and technical center (the other located in the Newport NH School District), the Sugar River Career and Technical Center, and the SAU #6 Administrative Offices located in an adjacent structure to the high school, known as the Dow Building.

The middle school, high school, career and technical center, and the Dow Building are all located in the geographic center of town. The neighborhood elementary schools are located in the west, south west and northern sections of Claremont.

Claremont School District Facilities

Sugar River Career & Technical Center

The Sugar River Career & Technical Center was constructed in 1992 and shows no renovation needs at this time.

Stevens High School

Stevens High School was originally constructed in 1879 and has had several additions and renovations over the past 129 years. The 145,000 square foot building serves a diverse population of currently fewer than 700 students in grades 9-12. For many citizens, the historic features of the building hold compelling and immeasurable emotional and intrinsic value. Putting aside the emotional connection most have with the building, the issues affecting this structure's functionality – access, safety and supportive curriculum environment – are lacking on many levels, including but not limited to: limited parking for faculty, staff and students; outdated and inadequate science labs; inadequate and outdated technology access; limited workspace for teachers, guidance, and administrative staff; outdated and inadequate locker rooms. The school's playing fields are located across Broad Street at Monadnock Park, about 300 yards from the school building.

Claremont Middle School

Claremont Middle School, built in 1956 and remodeled in 1995-1996, utilizes a team model in its design and curriculum delivery. Issues in the building include inadequate science labs, locker rooms; environmental issues such as not being energy efficient, inefficient lighting and a shortage of electrical and technology outlets. Locker rooms are not ADA compliant and are prone to mold despite efforts to keep them clean. Office space for faculty, staff and administration is also limited and changes with day-to-day operations. The roof underwent repairs and sprinklers were added in 2010.

Elementary Schools

Bluff Elementary School was constructed in 1939 with an addition added in 1996, bringing its square footage to slightly over 32,500. Disnard Elementary School was constructed in 1958 as St. Mary's High School and transitioned to an elementary school in 1971. Among the needs identified at Disnard, there is no room for all-day kindergarten, insufficient lighting and electrical systems; limited storage space and administrative offices and common rooms are small or non-existent. Maple Avenue Elementary was constructed in 1952 with two major additions in 1968 and 1996. Room size, closets and general storage space is extremely limited, and parking issues also exist. All three schools were sprinkled in 2007-2008.

SAU #6 Administrative Offices

The Dow Building is home to the SAU Administrative Offices. It is also a historical building within Claremont's Historic District. There are inefficient and inadequate spaces, a lack of energy efficiency despite the replacement of the windows in 2005, and lighting and technological access challenges.

Independent Secondary and Post-Secondary Education Facilities

The University System of New Hampshire provides secondary education at two locations in Claremont. River Valley Community College on Hanover Street in Claremont currently has the full-time equivalent of 893 students shared between the Claremont and Keene facilities. There are additionally a number of non-credit students and workforce training programs. The largest concentration of students is in the Allied Health programs, particularly nursing. The Claremont campus has recently expanded programming in business management and information technology.

Granite State College on Pleasant Street in Claremont offers Associate of Arts, Associate of Science, Bachelor of Arts, and Bachelor of Science degrees in a variety of disciplines. GSC also offers a Post Baccalaureate Teacher Certification program. It is a future site for the Osher Lifelong Learning Institute (OLLI), which provides adults age 50 or over an opportunity to add to a lifetime of learning.

3 MUNICIPAL FACILITIES

Municipal Buildings and Departments

City Hall

The City Hall/Opera House was built in 1896 on Opera House Square. The building has undergone extensive renovation since the 1974 Master Plan. The upper floor has been restored as a functioning opera house with many of the original fittings. The lower floor houses the offices of the City Manager, City Solicitor, Finance Clerk & Bookkeeper, City Treasurer & Finance Director, Assessing, Human Resources, Information Technology, as well as the City Council Chamber. All but two offices, Finance and Treasurer's, are handicapped accessible. There are inadequate numbers of rest rooms and meeting rooms in the building.

There are three parking spaces behind the building for maintenance personnel and the City Manager. Other City Hall staff park alongside the fire station or across the street in the Public Parking area. The

proximity of the Hall to the central business district's public parking areas negates the need for a "city hall parking area".

Table 5-1

City Hall Usage	
Department	Staff
Maintenance	3
Central Collections	4
Treasurer's Office	2
Finance	2
City Manager's Office	2
City Solicitor	1
Assessing	2
Human Resources	1
City Welfare	2

Police Department

Since 1880, the men and women of the Claremont Police Department have served the residents of Claremont. In March 1888, the Claremont Police Department employed four police officers, paying them a total of \$198 for the fiscal year. Today the Claremont Police Department employees 23 full-time sworn officers, 1 full-time federally grant funded officer and 5 full-time civilian support personnel. The Police Department is a full service Law Enforcement agency with an operating budget of \$2,320,889 for calendar year 2011. The Emergency Communications division is a full service Emergency Communications Center for police, fire and EMS in the City of Claremont with an operating budget of \$413,902 for calendar year 2011.

The first Chief of Police was appointed in 1900, when George W. Boyd headed up a one man department with the title of "Superintendent." The first police cruiser, a panel truck nicknamed Napoleon, was purchased in 1934. It took another ten years to get the second cruiser. Today, the Claremont Police Department has six (6) line cruisers or marked cruisers commonly referred to as "Black and Whites," three (3) unmarked cars, one (1) pick-up truck purchased with grant money and one (1) All Terrain Vehicle (ATV). The cruiser fleet is rotated on a regular basis through a lease purchase program with the six (6) line cars scheduled for replacement every three years and generally the three unmarked cars are replaced every six plus years. The lease purchase program has been working very well and provides for consistent cost effective operable cruiser fleet with reasonable maintenance costs.

In 1920, 111 cases were handled which included, among others, 12 instances of keeping liquor on sale, eight cases of making home brew, and 44 cases of drunkenness. Today things have changed radically. In 2010 the Claremont Police Department and Emergency Communications Center handled 26,737 Calls for Service. Officers made 818 arrests, took 1574 offense reports and responded to 543 reportable motor vehicle accidents. Responding to this volume of calls, offenses and accidents puts a strain on a sworn staff that has been reduce from an average of 26 sworn full-time officers to a low of 22 sworn in 2009 and our current sworn strength of 24, including our grant funded position. Staffing levels limit our ability to be proactive and limit our ability to provide continual on the job training. With the advent of E-911 and Cell Phones, the Emergency Communications Center in busier than ever. Despite the increase in activity, there has not been a corresponding increase in personnel.

In their quest for continued professional growth, the Claremont Police Department is voluntarily going through the process of becoming an Accredited Law Enforcement agency through the Commission on the Accreditation of Law Enforcement Agencies (CALEA). This is has been a multi-year stepped process

with our first goal being achieved in November of 2009 when we became a Recognized agency through CALEA. We hope to be accredited by November, 2012.

The accreditation process has forced us to take a close look at our facilities. The police building is attached to the northeast corner of City Hall. Access is from Broad Street and from Opera House Square. Court facilities are currently housed in the same building but based on State budgetary issues this court facility could potentially face closure. The current space is not adequate and is fully utilized. The Communications Center is severely limited in space with administrative offices being crammed into equipment rooms. The facilities are also in need of general upgrades and replacement especially the locker rooms, shower rooms, wash room, bathrooms, and the booking and processing area. Additionally, parking is limited and the garage bays are in need of upgrades.

While Homeland Security grant money has helped establish a strong digital radio communications system for the department, we have not been able to keep pace with our in car computer systems. We have been fortunate to receive in car computer hardware through the University of New Hampshire's Car 54 project for our six line cruisers in December 2010. However we currently do not have the funds to make these systems fully integrated into our in-house records and information management system to help alleviate the overwhelming burden in the Communications Center.

Despite the limitations outlined above, the Claremont Police Department continues to successfully meet the challenges it faces. Community interaction is an important function of the Claremont Police Department mission. Community Policing is the cornerstone of the department's policing philosophy with a strong emphasis on encouraging its officers and the community to work together to solve problems. According to Chief Alexander Scott, "Working together, we can all make a difference and continue to keep Claremont a safe and comfortable city."

Fire Department

The Fire Department is located at 100 Broad Street. The fire station was designed by a local architect and constructed in 1917. The street level consists of four apparatus bays, a communications room and shift commander and fire code enforcement offices. This levels' concrete floor was replaced in the late 70's due to the increased weight of fire apparatus. The basement level houses additional equipment such as a rescue boat and trailer and a fire hose drying rack. Additional utility equipment is located on the basement level. The upper floor contains offices for the Fire Chief, an assembly hall and living quarters. A fire sprinkler system was recently installed to protect this vital public safety facility. The garage at the rear of the station houses support vehicles and equipment, however there currently remains a shortage of undercover parking for support vehicles and equipment.

The Deputy Fire Chief is a shift commander and the department training officer. The department is made up of two divisions, twenty full time or career personnel and fourteen paid call personnel. Fulltime personnel are nationally certified at a minimum level of firefighter II and as emergency medical technicians. The fire department is also licensed as a non-transport ambulance service. The Fire Department responds to approximately one-thousand emergency calls annually.

Both previous Master Plans proposed that an additional fire substation be constructed; however, over ninety percent of emergencies calls are answered within four minutes from the fire station's present location. Insurance rates are based on the length of time that it takes fire apparatus to reach a fire scene, the fire department's apparatus and equipment inventory, the number of personnel on duty, the municipal water system and how close a building is to the nearest fire hydrant. Improving and adding to these resources along with additional storage of fire department utility vehicles should be explored.

Public Works

The Department of Public Works currently has an office and a main garage facility on Grandview Street. The public works component of Claremont was recently reorganized to combine the responsibility for water and sewer with management of highways, equipment maintenance, solid waste, and cemeteries.

This reorganization of the public works functions did not include provision of a central facility. To improve communications and efficiency, the City constructed a new office facility at the site of the City's highway garage on Grandview Street.

Visitors Center – Planning & Development

In 2001 Claremont opened a new 2000 square foot Visitors Center on the Sugar River at 14 North Street. The new construction was funded with a grant from the Federal Highway Administration/NH Department of Transportation for scenic byways. The Claremont Visitors Center is part of the Connecticut River Scenic Byways program and provides regional information for guests on the main floor.

The lower level of the building serves as the offices for the Department of Planning and Development, which includes economic development, planning, zoning, building and health code services for the City. Future needs include upgrades to handicapped parking, improved exterior lighting and on-going general maintenance.

A new pedestrian bridge and riverfront public common were constructed and opened in 2006 that connects the historic city center and mill district with the Visitors Center and neighborhoods of North Claremont.

Sawtooth Parking Garage

As a component of the Monadnock Mill Revitalization project in 2009, the City redeveloped the former Sullivan Machine Forge building to create a parking garage to service the area. The new multi-deck garage built into the south side of the historic sawtooth building has 63 public parking spaces available for all day parking on a “first come” basis. Additional surface parking was also created adjacent to the Visitors Center on North Street.

Fiske Free Library

The Fiske Free Library has provided educational, cultural, and recreational resources to the citizens of Claremont for over 130 years. Today the library plays a vital role in the life of the community, providing materials and services that help children learn to read, help students excel, and help adults improve their lives.

The library building, one of nine Carnegie funded library buildings in New Hampshire, was built in 1903, expanded in the 1920s, and updated in the 1960s. While attractive, centrally located, and structurally sound, the library building poses a number of problems for library services. The 1991 Claremont Master Plan noted that “the library is rapidly approaching 100% capacity.” Since that time the library has continued to expand its holdings. Stack areas are crowded and difficult to browse, there is inadequate public seating, and staff work/office space is severely limited. The library’s space challenges are further complicated by an increased demand for public computers and technology and by the loss of the use of the Claremont Conference Center for library programs. Growth in Claremont’s population will increase the demand for library services and will place additional stress on an already overcrowded library.

Human Services

The Welfare Department, housed in City Hall, provides assistance on an emergency basis. For the able bodied unemployed, benefits are generally provided in exchange for community service. Court-mandated community service is also administered through the Welfare Department.

The Claremont Housing Authority (CHA), a private non-profit organization, is housed at the Marion Phillips Apartments on Broad Street. CHA manages several assisted housing complexes in Claremont. The Authority is also responsible for managing the Section 8 certificate/voucher program which allows low income, elderly, and handicapped citizens to rent private housing at market rates.

Municipal Utilities

Water Supply – Existing Sources

Claremont's primary public water source is the Whitewater Brook watershed. Whitewater Reservoir, on the Claremont-Cornish line, is fed by a 4.3 square mile watershed in Cornish and Croydon. The reservoir has a storage capacity of 169 million gallons and an estimated safe yield of about one million gallons per day. The City of Claremont owns 234 acres of land around Whitewater.

The system is also made up of Rice Reservoir with a 37 million gallon storage capacity, and Dole Reservoir which is estimated to hold 37 million gallons. Water is fed from the Whitewater and Rice Reservoirs through a 10" line into Dole where it enters the treatment plant. The City owns 50 acres around Rice and 23 around Dole.

A pump and main along Winter Street were installed in 1981 to draw water from the Sugar River into either the treatment plant or the Dole Reservoir. This was intended as a back-up supply for use when the Dole Reservoir is low and is currently being used about once every other month.

Other sources presently not in use include the Fitch and McQuade Reservoirs and the Clark well. The Fitch and McQuade Reservoirs were taken off line and breached. The City does own a large protective buffer of 298 acres around these reservoirs.

The Clark well on Puckershire Brook was installed in 1972 and has a capacity of between 900,000 and 1,200,000 gallons per day. Use of the well was discontinued in 1981 due to high levels of manganese.

Water Supply – Treatment

The Claremont Water Treatment Plant was constructed to treat high turbidity and bacteria. The Plant opened in 1981 with a capacity of 4 million gallons per day. The treatment plant is located adjacent to the Dole Reservoir. The plant is currently operating at approximately 33% of capacity, or 1.8 million gallons per day.

Water Supply – Storage

A 3 million gallon storage tank is located at Moody Hill.

A half million gallon storage tank is located on Bible Hill. This water circulates constantly as it is used to gravity feed residences in the area. This water tank is fed via a new booster pump station located along Charlestown Road.

Water Supply – Distribution

Claremont's public water supply system extends much further than the downtown area. Public water is available southwest to Grissom Lane, east onto Washington Street, and north on Hanover Street. Most of the City is gravity fed and consequently, pressure is variable.

Almost all of the water supply system is monitored at the treatment plant on meters. Abnormalities indicating potential problems with the lines are responded to immediately.

As is true with any aging water system, pipe sizes and conditions are a concern. As mentioned above, the pipes which feed water from the Whitewater Brook system into Dole Reservoir are ten inches in diameter. Whitman and Howard reported in their 1973 water facilities study that, within one year after cleaning, these pipes have a capacity lower than the safe yield of the reservoir. This means that the City may not be utilizing some of the available water in the system, and so may be pumping from the Sugar River more than necessary. The age of pipes can also be a problem. Some of the existing pipework in Claremont is one hundred years old. Since old pipes are unlined, sediments accumulate and reduce flows.

Water Supply – Future Needs

Whitewater, Rice and Dole Reservoirs, and the Sugar River, are considered to have adequate capacity to supply Claremont's water needs for the foreseeable future.

Wastewater Treatment – Plant

The wastewater treatment plant is located on the Sugar River off Plains Road. It has a capacity of 3.9 million gallons per day. The plant was designed with expansion capability of 1 million additional gallons per day. The plant is currently operating at 40% capacity for liquids and 90% for solids. This means that although the plant could handle twice as much volume as it currently receives, the concentration of solids in the waste currently entering the plant would first have to be reduced.

Because of the high level of solids received from some of the plant's industrial users, industrial pretreatment is a key factor in the successful operation of this plant. 1989 was the first year of full implementation of the pretreatment program with a coordinator and full time enforcement. It is hoped that this program will lead to increased cooperation by industries.

Septage, the material pumped from on-site septic systems is another contributor to the high solids level at the plant. Septage is accepted not just from Claremont, but from surrounding communities as well.

Wastewater Treatment – Collection

Collection. The area served by the wastewater treatment plant is shown on Figure []. As shown, public wastewater treatment is primarily provided to the downtown area and Washington Street. The system serves approximately 195 industrial and commercial users and 2,715 residences.

Wastewater Treatment – Future Needs

Municipal sewer was extended to River Road and the Gully Brook pump station in the late 1980's. No further extensions are under consideration at this time, as capacity is not yet at 50%.

4 PRIVATE UTILITIES

Electric Service

Electric service is provided to Claremont primarily by Public Service of New Hampshire (PSNH). Three phase power, needed by many types of industry, is available in much of Claremont including Rte. 103 from West Claremont through Washington Street; Rte. 120 north past Thrasher Road to River Valley Community College; Charlestown Road through the current business zone; and down River Rd. (Route 12-A) into Charlestown.

Communications

There are currently a number of internet service providers, including Comcast and Fairpoint. High-speed internet access is becoming an increasingly important component to a community's communications infrastructure. A statewide inventory and planning program is currently underway to evaluate the extent and quality of broadband internet service. Among the many goals of the New Hampshire Broadband

Mapping Program will be the development of broadband availability maps to guide future broadband investments.

Claremont Community TV broadcasts meetings and events of local interest.
See the Economic Development Chapter and Housing Chapter Goals for more information.

5 GOALS RELATED TO COMMUNITY FACILITIES

GENERAL GOALS:

Maintenance and regular replacement of fleet vehicles

POLICE GOALS:

Update and Renovate Police Locker Rooms
Refurbish/Replace Emergency Communications Center

FIRE GOALS:

Replace Engines 2 and 3
Replace Ladder 2
Replace vehicle storage barn
Replace north side parking lot retaining wall and install fencing
Replace Airport Hanger – Terminal Building

PUBLIC WORKS GOALS:

Main Street reconstruction from Opera House Square to Esersky Bridge
Drapers Corner reconstruction
North and Main Reconstruction
Charlestown Road and Buena Vista Reconstruction
Coy Paper Bridge
Sugar River Road
Tyler Street
Cemetery Maintenance Facility

PLANNING AND DEVELOPMENT GOALS:

56 Opera House Square mitigation

CITY FACILITIES GOALS:

Replace Phone System
ADA Access improvements to City Hall
City Hall window replacement
Library Expansion

PARKS AND RECREATION GOALS:

Barnes Park Renovations
Outdoor Pool Facility Restoration
New Parks Maintenance Facility
Lighting Improvements at Monadnock Park, Barnes Park, and Veterans Park
New Community Center

CHAPTER VI: RECREATION

1 INTRODUCTION

Claremont's recreation facilities are managed by the Parks & Recreation Department, which is dedicated to improving the quality of life for Claremont's residents. This dedication is demonstrated through the wide range of publicly accessible programs and facilities. Opportunities for, and easy access to, recreation is a major contribution to an individual's quality of life. The amenities offered by the Parks & Recreation Department have a significant impact the City's residents and should be an integral part of land use planning for the City.

The Parks & Recreation Department's offices are located in the Goodwin Community Center on Broad Street. The Parks & Recreation Director is also the Administrator of the Goodwin Community Center. In addition to the Director, the Department has a Superintendent of Parks & Facilities and two full-time laborers plus additional seasonal help for park and outdoor facility maintenance including playing fields, playgrounds, and the John McLane Clark Outdoor Pool. These employees answer directly to the Superintendent of Parks & Facilities

2 RECREATION PROGRAMS

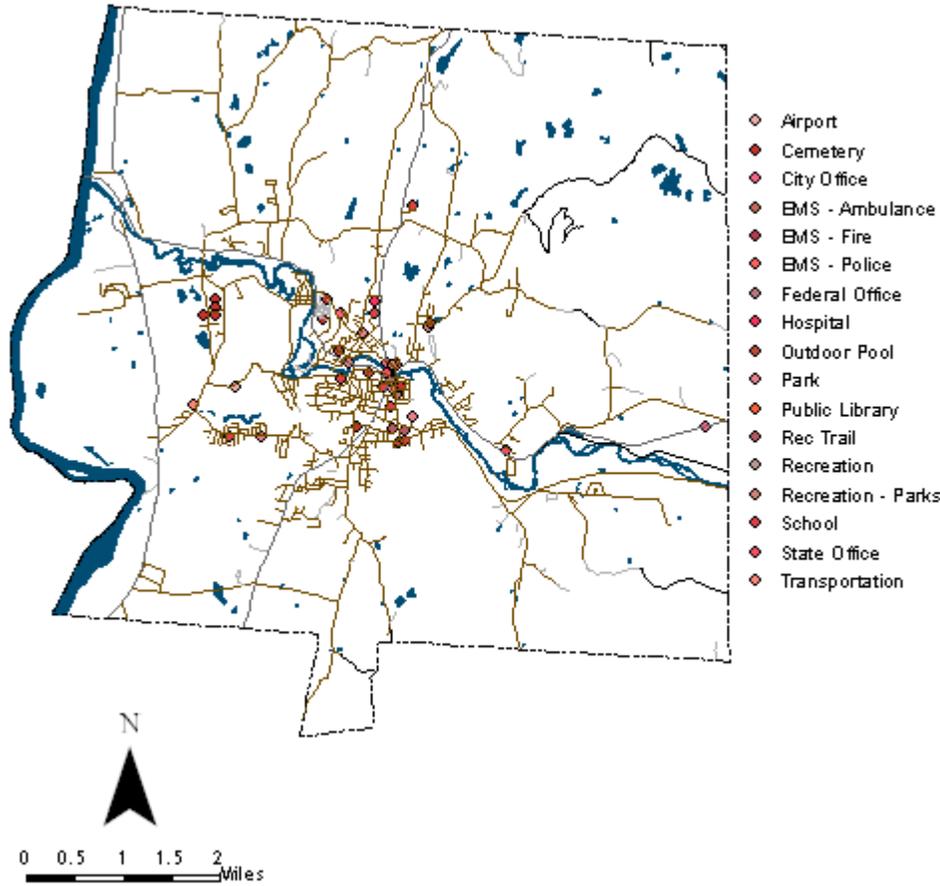
The Parks & Recreation Department and Goodwin Community Center sponsor several types of recreation programs throughout the year. These include aquatics classes, sports and fitness classes, and special events. Special programs are offered for preschool and school age children. Non-residents are welcome to register for these programs as well and are charged a slightly higher fee.

3 MUNICIPAL FACILITIES

Existing Facilities

Public recreation facilities are shown on Map 6-1. These facilities include the Goodwin Community Center facility, eight major multipurpose parks, and other minor facilities. The distribution of these parks throughout the City, particularly in proximity to downtown neighborhoods enables a broad range of uses for these facilities including neighborhood parks and green space, playing fields for organized activities and team sports, and community events. Table 6-2 summarizes these facilities and the predominant uses at the respective properties.

Map 6-1: Overall Facilities Map



Charles Goodwin Community Center

The Goodwin Community Center (GCC) is located next to the Post Office on Broad Street. The Center was established in 1942 with buildings, endowments, and the E. Charles Goodwin Community Center Commission. Funding currently comes from the City of Claremont with revenues supplemented by facility rentals and user fees.

The GCC facility is a collection of buildings that have been constructed over time to meet the evolving community needs. The facility houses the Goodwin-Bailey Indoor Pool, a game room, a meeting room, a full court indoor Gymnasium, and an outdoor basketball court. The second and third floors of the main building are closed to public use because the building does not meet current building and life safety codes for such use.

The Goodwin-Bailey Indoor Pool is a four-lane, 25-yard pool located behind the Goodwin Community Center and is open year round. Built in 1950, it has a boy's and a girl's locker room and showers, a lobby area, and a pool office.

Figure 6-1: Aerial View of Broad Street Park



Broad Street Park

The Broad Street Park, between Broad Street and Pleasant Street, provides an attractive 0.65-acre of green space adjacent to the central business district. The park facility also stretches up Broad Street to South Street and includes all the green space between the sidewalk and roadway curbing.

The park includes historic community structures like the Bandstand, War Monuments for Veterans, and the Freedom Garden Memorial dedicated to the victims and families of September 11th. The park also features seasonal decorations, serves as a community green near City Hall, and is the site of the Claremont Farmer's Market.

Factory Street Park

This small neighborhood park is open to the public with green space and a view of the Sugar River. The Factory Street Park was established in 1978 and is now a 0.35-acre parcel at the corner South Main Street and Factory Street.

Veterans Park

Veterans Park, situated along Veterans Park Road, is the site of the John McLane Clark Outdoor Pool, a lighted softball field, playground, and horseshoe pits. The 18-acre park is open daily from 8:00 AM to 8:30 PM with park facilities open seasonally.

The John McLane Clark Outdoor Pool operates seasonally from June to September and offers public access for recreation and organized activities. The bath house facilities and pool equipment require significant upgrades to continue cost-effective service to the community. These needs will be discussed later in this chapter.

LaCasse Park

LaCasse Park was dedicated to the memory of local veteran Oliver LaCasse and the soldiers who fought and died in World War I. This small neighborhood park is located at the corner of North Street and Lincoln Heights. The Memorial Anti Tank Gun is in need of restoration. The PAK-40 75MM Anti Tank Gun was made by Panzer Abwehr Kanor and has been determined to be a historical piece of armor built in Germany and was captured by American forces and returned to the United States. Date and time is unknown.



Figure 6-2: LaCasse Park Memorial

Visitor Center Common

Visitor Center Common is located along the Sugar River near the Claremont Visitor Center at 14 North Street. This property is approximately 7 acres with nearly 1,400 feet of Sugar River shoreline. The Visitor Center Common occupies a portion of the overall parcel with pedestrian facilities, open space, and pedestrian connections across the Sugar River to the Mill District and downtown, North Street, and Spring Street. The green space is currently used for passive recreation and home to many special community events and functions.

Sarah B.H. Smith Riverside Park

The Sara B.H. Smith Riverside Park is located adjacent to the Washington Street/North Street intersection near the downtown. This park is approximately 2.6 acres in size with 470 linear feet of Sugar River

shoreline. The park facilities include a skate park and open space for passive recreation, and access to the river.

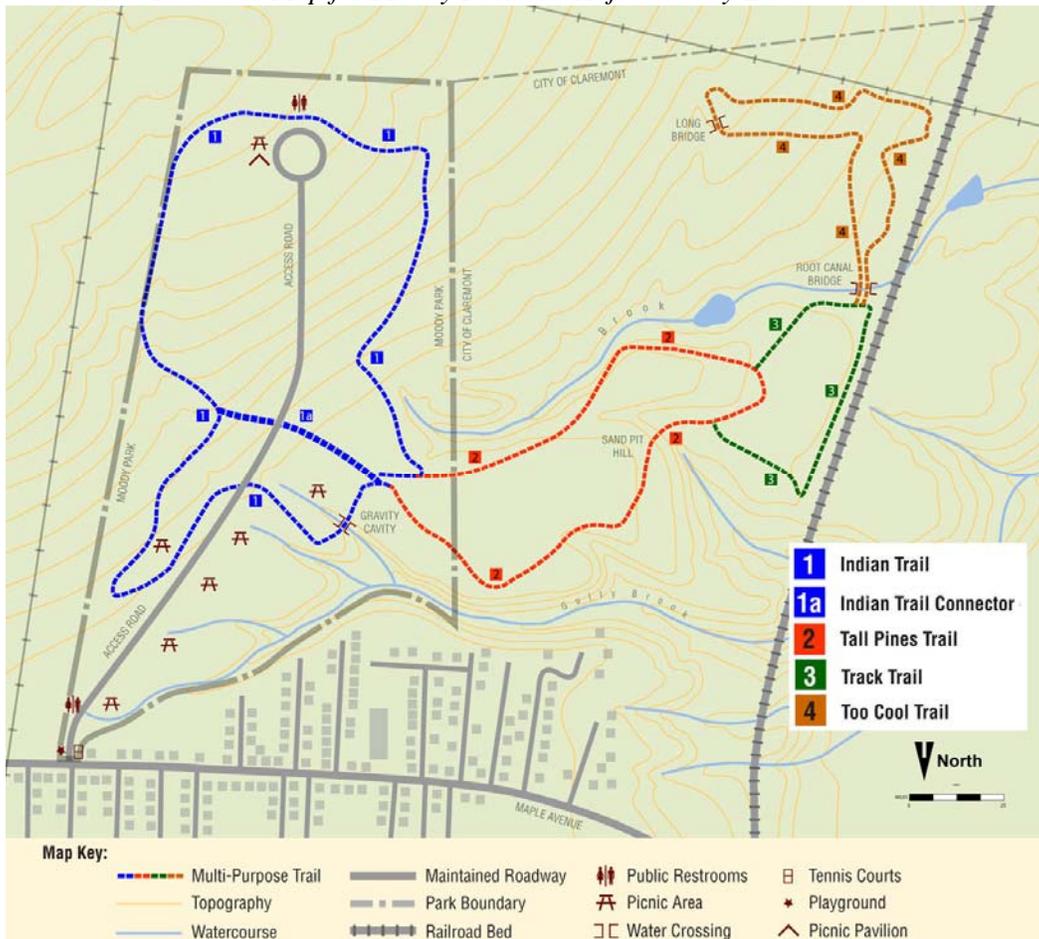
Moody Park

In March of 1916, William H.H. Moody, a retired Claremont Businessman, donated the land known as Moody Park. Moody’s gift to the City was described at the time as “a donation, for use as a public park and recreation ground, to be [enjoyed] for free by the people of Claremont.” The Moody Park property offers picnic areas and a pavilion, a playground, tennis courts, a seasonal ice skating rink, a paved road, and trails as illustrated in Figure 6-3 The park is open to vehicular traffic Memorial Day to Columbus Day (only on weekends after Labor Day) and is open only to hiking, biking, and skiing during the winter. Park hours are 8:00 AM to 8:30 PM.

Moody Park is approximately 95 acres and abuts approximately 215 acres of municipal land on two parcels to the west and south (one parcel shown in Figure 6-3). This aggregated collection of City properties results in a 320-acre, City-owned open space available for outdoor recreation opportunities.

The City's Forestry Management Plan addresses the current and future needs within the park forest. Plans include timber cuts that will address the aging forest and the many invasive species that have developed over the years. The Forest Plan also addresses trail enhancements and improvements within the park facility. The complete Forestry Management Plan is available for reference at the Claremont Planning and Development Office.

Figure 6-3: Overall Facilities Map for Moody Park and Adjacent City Land

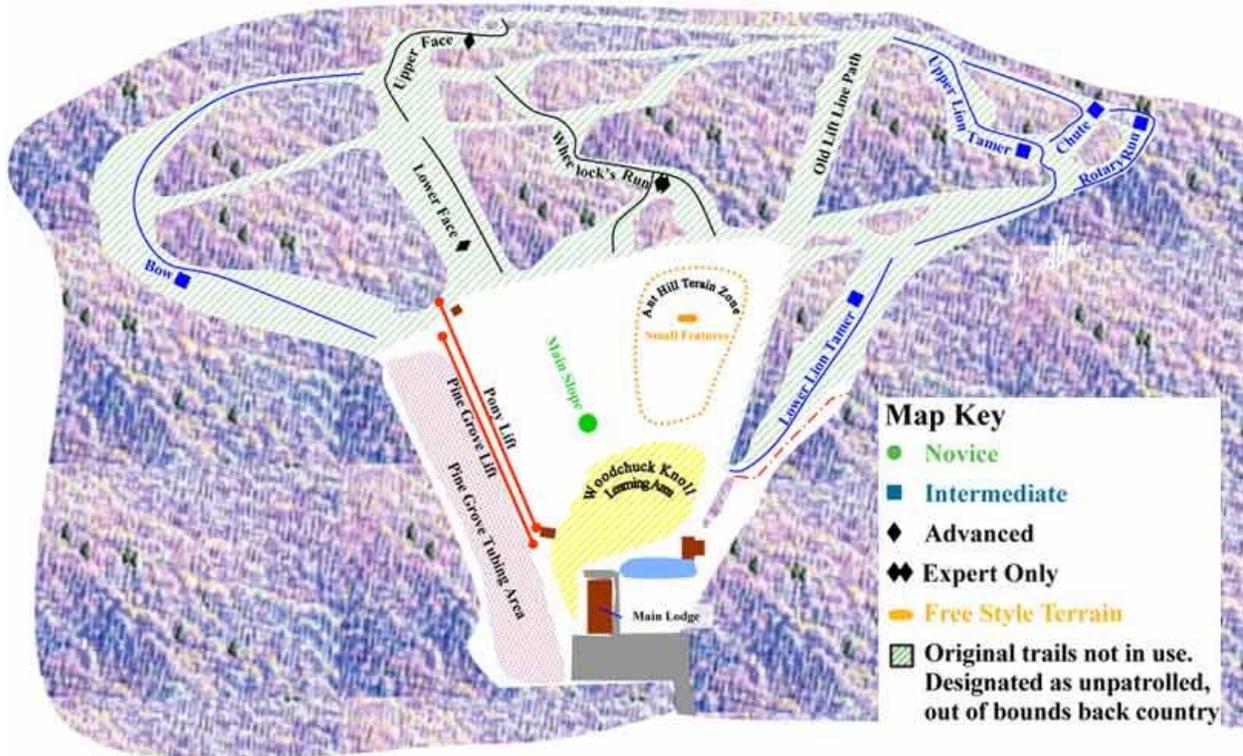


Arrowhead Recreation Area

The Arrowhead Recreation Area is a 204-acre parcel with access from South Street along Easter Way. This parcel is the site for many Parks & Recreation Department programs. This site abuts the Claremont Middle School and the Sugar River Valley Regional Technical Center.

The Arrowhead Recreation Area also hosts ski, snowboard, and snowtube slopes with rope tow service and snow making capacity. The Arrowhead Recreation Club (<http://www.arrowheadnh.com/>) manages these winter operations. The ski slopes opened in 1962 named King's Arrow, in association with a local hotel. From approximately 1979 to 1990 the facility was leased to the Kiwanis Club. In 2001 the Arrowhead Recreation Club was founded and the facility has been operational in many forms since that time. Figure 6-4 illustrates the current open and out of bounds trails for the ski area.

Figure 6-4: Trail Map for Arrowhead Recreation Area



Barnes Park

Barnes Park is located on North Street near the intersection of Elm St. It is home to local baseball games, and other sporting events. The parcel is approximately 7.4 acres including lighted playing fields, a playground, two lighted basketball courts, and bleachers that also house the existing Parks & Recreation Department equipment. During winter months there is a skating rink and warming hut in the park. This facility serves as a neighborhood park and a significant community recreation resource for year-round activities. Park hours are 8:00 AM to 8:30 PM.

In recent years neighboring homes have been demolished and the vacant lots provide additional parking space for Barnes Park. Parking is an important component for future use and planning at this property. Further discussion about future concerns and needs for this park continues later in this chapter.

Monadnock Park

Monadnock Park is located close to downtown with access from Broad Street and Chestnut Street. The parcel is approximately 21 acres with 2.75 acres of city-owned land abutting the parcel. The Monadnock Park abuts the city-owned rail trail that connects with other local and regional trail systems. Park hours are 8:00 AM to 8:30 PM.

The park facilities include playground equipment, tennis courts, a storage building, and a wide range of playing fields including football, regulation and little league baseball fields, a rubberized surface track, a multi-purpose field, and a softball field. Like other City Parks, Monadnock Park is the site of Claremont School District athletic program practices and competitions.

Ashley's Landing

The Col. Ashley Ferry Boat Landing, at the end of Ferry Landing Road, which is off of River Road in western Claremont, provides the only public access to the Connecticut River in the City. Facilities on the 2.1-acre site include a boat ramp, parking area, and opportunities for passive recreation. The parcel has approximately 940 linear feet of Connecticut River shoreline.



Figure 6-5

Table 6-1: Detailed Summary of Park Properties (Source: Claremont Parcel Database)

Park/Facility Name	Property Address	Tax Map Parcel (Map-Lot)	Area (acres)
Goodwin Community Center	130 Broad St	120-149	1.5
	13 Barber St	120-152	0.4
<i>Total Area:</i>			<i>1.9</i>
Moody Park	1 Moody Park Rd	130-122	5.4
	3 Moody Park Rd	141-1	90.0
<i>Total Area:</i>			<i>95.4</i>
Broad Street Park	Broad St	120-154	0.65
Veterans Park	25 Veterans Park Rd	96-86	9.0
	27 Veterans Park Rd	97-17	8.5
<i>Total Area:</i>			<i>17.5</i>
Arrowhead Recreation Area	18 Robert A Easter Way (off South St)	144-10	204.0
LaCasse Park	Lincoln Hts	n/a	n/a
Barnes Park	9 Bernard Way (off North St)	107-300	7.4
Factory St Park	2 Factory St	107-38	0.35
Monadnock Park	190 Broad Street	120-124	21.1
Smith Riverside Park	43 Washington St	108-125	2.6
Ashley's Landing	Ferry Landing Rd (off River Road)	140-13	2.1

Table 6-2: Summary Table of Recreational Facilities for Claremont Parks

	Goodwin Community Center	Moody Park	Broad Street Park	Veterans Park	Arrowhead Recreation Area	LaCasse Park	Barnes Park	Factory St Park	Monadnock Park	Smith Riverside Park	Ashley's Landing
Lodge					●						
Arrowhead Skiway					●						
Grandstand / Bleachers							●		●		
Indoor Gymnasium	●										
Indoor Pool	●										
Outdoor Pool				●							
Neighborhood Park		●	●	●		●	●	●	●	●	
Historic Features	●		●			●					
Basketball Court(s)	●		●								
Tennis Court(s)		●					●		●		
Lighted Court(s)							●				
Picnic Areas		●	●	●	●		●		●	●	●
Parking	●	●		●					●	●	●
Pavilion		●									
Playground		●		●			●		●		
Trails		●			●				●		
Skate Park										●	
Ice Skating		●			●						
Running Track									●		
Football Field							●*		●*		
Baseball Field							●*		●		
Softball Field				●			●*		●		
Soccer Field							●*		●*		
Lighted Field(s)				●			●		●		
Boat Ramp											●
Horseshoe Pits				●							

●*: Indicates the facilities are located on multi-purpose fields.

Planned Facility Needs and Improvements

Planning for future facility improvements is important to maintain a parks and recreation system that serves the community. The recreation system is integral to the City's planning and it has become common knowledge that quality recreational opportunities play a factor in individual or corporate decisions to reside or locate a business in an area. The City should seek to maintain the current level of service by the Parks & Recreation Department and pursue opportunities to improve these facilities and programs.

Overall Parks & Recreation Facility Needs and Planning

There are a number of broad categories for facility needs that require planning. Some of these needs are necessary to maintain the current level of service and quality of facilities. Other needs have been identified to meet a current facility demand and will improve the City's capacity to respond to trends and changes in park facility use. Identified recreation needs and planning opportunities that may apply city-wide include, but are not limited to:

- Develop a pedestrian facility along the Sugar River corridor. This facility will promote connections among residential and commercial areas, existing parks, and the downtown business district.
- Develop an overall pedestrian plan that connects all major and neighborhood parks. This plan may identify pedestrian connections along existing sidewalks and paths and required physical improvements.
- Trends in usage indicate an inherent demand for covered function areas, or picnic pavilions, in public parks. Increase the number of picnic pavilions in the park system.
- The Claremont School District currently relies on Parks & Recreation Department facilities for athletic program practice and competition space. The City and the School District should assess opportunities to expand dedicated school facilities while maintaining sufficient service to the general public. This program may include developing a short-term agreement to share facility maintenance costs.

Charles Goodwin Community Center

The GCC requires regular maintenance of its aging facilities to maintain the current level of service. Any effort to restore full use of the facility would require substantial investment based on a comprehensive restoration program. At present, the City has developed plans for a new community center to replace GCC (further discussion below).

The City should develop a supplemental plan for the GCC facilities to address future use options and associated costs. The plan may address the following points:

- Reassigning use of the existing facility once the new community center is operational.
- Developing a contingency plan for renovations to the GCC to continue use as a community center if the fundraising efforts are not successful.

Planned New Community Center

A group of volunteers, community businesses, and City representatives recognize the current limitations of the GCC facility and initiated a facility planning process. This process began in 2001 and at the time of this Master Plan update the proposed community center has been designed and is nearly ready for construction.

The planned community center facility will be located at the corner of Broad Street and South Street. The facility will house an eight lane competition pool, a leisure pool, an elevated walking track, a two court gymnasium, a cardio fitness room, an exercise classroom, a community function room, and the Parks &

Recreation Department office. A non-profit organization, New Community Center for Claremont, Inc. (N3C), is currently fundraising for the development with substantial support from community businesses and individuals.

Veterans Park

There is substantial need for maintenance of the existing facilities at Veterans Park. The maintenance program includes renovation and equipment maintenance at the outdoor pool and bath house and associated facilities, maintenance of the parking lot. Additional improvements to the park under consideration include landscape and improvements to the park design, as well as installing a fenced-in, off-leash dog park.

Moody Park

It will be important to implement the Forest Management Plan to maintain the quality of the existing forested areas and trails system in Moody Park. Other needs at Moody Park match city-wide issues, including maintenance of the vehicular road and parking facilities, improving picnic facilities and available covered function space, and providing open recreation areas. There is opportunity to clear an open, multi-purpose playing field in the park. The sandy soils on the property will require special planning and amending the soil for growing turf.

Barnes Park

Barnes Park is home to a grandstand that also houses the Parks & Recreation Department Maintenance Facility. The overall grandstand structure does not meet current needs for either use due to the need for general repairs and improvements and inadequate space for the Maintenance Facility. Specific improvements should include accessible bathroom facilities and changing room space for the public and school-sponsored events at the park.

Future planning for this park should include consideration of acquiring abutting lots for park use. Such a planning effort should identify future activity areas, potential landscape and access improvements, and identifying parking areas.

4 COMMUNITY ATTITUDES

The Recreation Department conducted a Needs Assessment Study for its facility planning in 2001 and the City of Claremont conducted a broader Community Attitude Survey in 2008 as part of the master planning effort. The following tables summarize the community responses to these surveys.

2001 Recreation Needs Assessment Study

The City Recreation Department conducted this survey to help determine citizen usage, needs, and priorities for the parks and recreation system. The scope of this survey ranged from perceived quality of recreation facilities in the City to stated needs and preferences for new or renovated facilities. The following bullets summarize community attitudes about existing facilities at the time of the survey.

- Half of the responding households participating in recreational programs. 89% of the participating programs responded that the programs were Excellent (32%) or Good (57%).
- 78% of responding households stated that they had visited a park in the last year. 75% of those respondents rated parks as Excellent (20%) or Good (55%).
- The most popular programs included Art/Theater/Outdoor Concerts, Recreational Swimming, Special Events, Youth Basketball & Baseball, Youth Swim Lessons, and Walking Programs.
- The most popular facilities included trails, neighborhood parks, playgrounds, and indoor facilities.

2008 Community Attitude Survey

The City's Community Attitude Survey addressed a broad range of City services, facilities, and regulations. The survey also requested opinions regarding future land use and funding options. The following tables summarize survey responses relevant to recreational facilities.

Table 6-3: Public Opinion - Importance of City Attributes

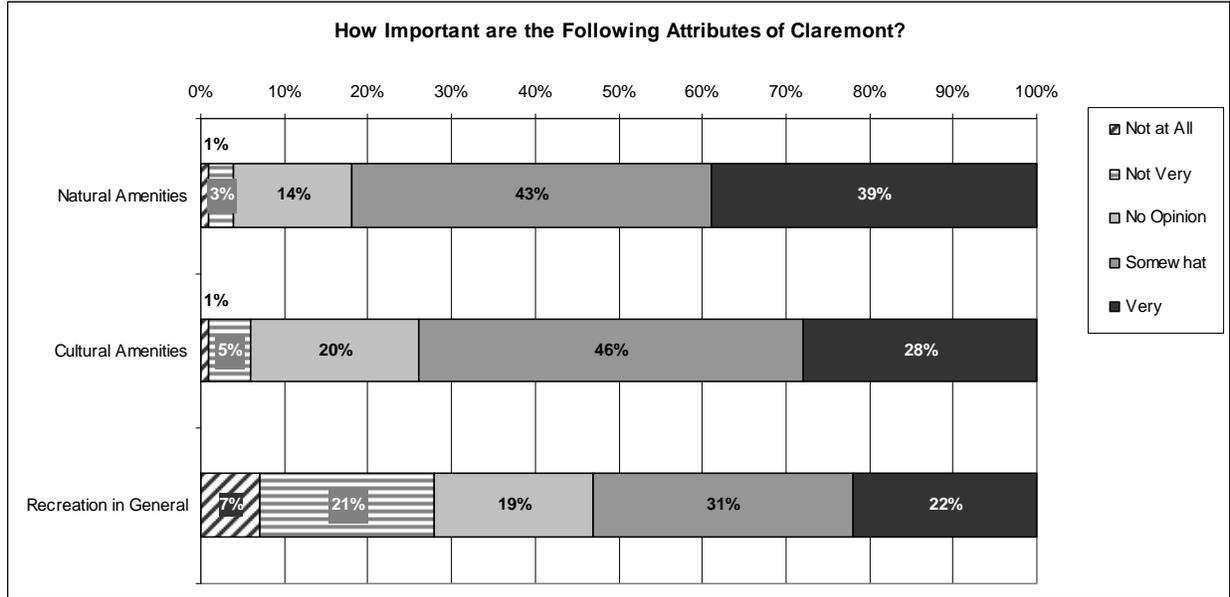
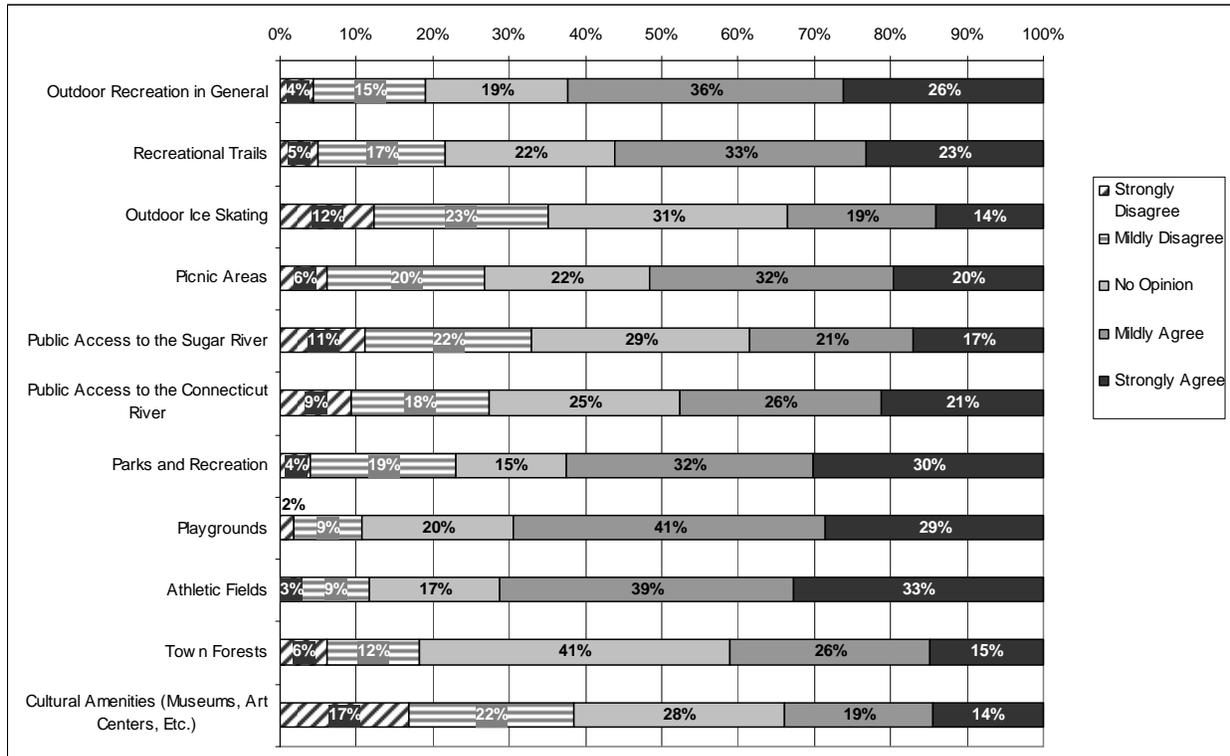


Table 6-4: Public Opinion - Sufficiency of Funding for Recreational Facilities and Programs



5 GOALS, OBJECTIVES AND RECOMMENDATIONS

GOAL #1: MAINTAIN EXISTING PARKS & RECREATION DEPARTMENT LEVEL OF SERVICE FOR ITS PROGRAMS AND FACILITIES

Objective 1: Regularly update facility needs through the City Capital Improvements Program

Objective 2: Develop an agreement between the City and the School District to share maintenance costs of City facilities utilized by the School District.

Objective 3: Implement the Forest Management Plan for all forested Parks & Recreation Department parcels.

GOAL #2: DEVELOP AND IMPLEMENT PARK IMPROVEMENT PLANS FOR EXISTING AND FUTURE RECREATION NEEDS

Objective 1: Facilitate and support fundraising and construction of the planned new community center.

Objective 2: Develop a comprehensive facility plan for City parks and recreation areas and programs. Monitor and report on facility usage trends to indicate facility deficiencies, unmet community needs, and opportunities for new facilities or programs.

- Request feedback from program participants regarding program quality and individual feedback to make improvements and/or adjustments.
- Develop an improvement plan for every park managed by the Parks & Recreation Department. This plan may include planned improvements to existing facilities, new facilities, and improvements to access and open spaces.
- Develop a pedestrian plan connecting all parks, including a pedestrian path along the Sugar River corridor.

Objective 3: Identify opportunities for facility improvements and expansion.

- Evaluate public and privately owned parcels for future acquisition and incorporation into the City parks and recreation system.
- Work with the Claremont School District to plan for future City and School District recreational facility needs.

CHAPTER VII: NATURAL RESOURCES

1 INTRODUCTION

General overview of assets

- Forest Resources
- Water Resources
- Physical Geography/Topography
- Agricultural Resources
- Cultural Features and Recreational Resources

The economic, cultural, public safety and health benefits of environmental protection are increasingly being quantified in economic and social measures that show them to bring significant values to human society.

Community Goals Summary (survey and public workshops):

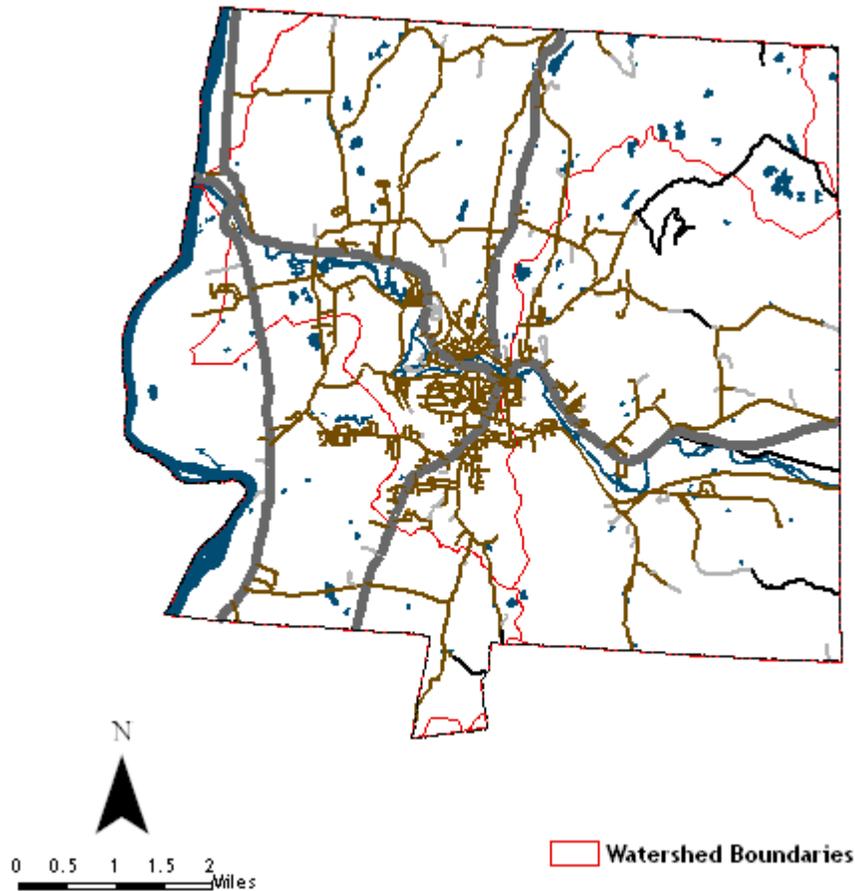
- Natural Resources Inventory
- Recreational Resources
- Open and Forested Areas
- Public Access to Water and Trails
- Conservation and Wildlife Protection
- Scenic Resources

This chapter provides an overview of Claremont's natural environment that includes its open spaces, watersheds, water bodies, potential drinking water supplies, wildlife, forests, and the public access to these resources.

WATER RESOURCES

All of Claremont is within the Connecticut River watershed and most of it is within the Sugar River watershed. As rain and snowmelt travel within this "catch basin" and flow by gravity into the water bodies and ground, they carry various amounts of nutrients and pollutants with them. A watershed approach to water resources planning is critically important, as watersheds are the main units of surface water and groundwater recharge. In addition, the land uses located within a watershed directly impact the water quality.

Map 7-1 Watershed Boundaries and Surface Waters.



Surface waters

The Comprehensive Shoreland Protection Act, RSA 483-B, protects 6 water bodies in Claremont. The Connecticut River and the Sugar River are perhaps the most prominent, but, Chapin Pond, Coy Paper Dam, Rice Reservoir, and Whitewater Brook are important as well from both a water quality and wildlife habitat standpoint.

Wetlands

Wetlands are areas where the water table is usually at or near the surface or the land is covered by shallow water. Wetlands include such areas as swamps, bogs, fens, floodplains and shorelands. Wetlands must have the following three attributes:

1. At least periodically, the land supports predominantly water loving, or hydrophytic plants;
2. The substrate is predominantly poorly drained hydric soil; and
3. The substrate is saturated with water or covered by shallow water for at least fourteen days during the growing season each year.

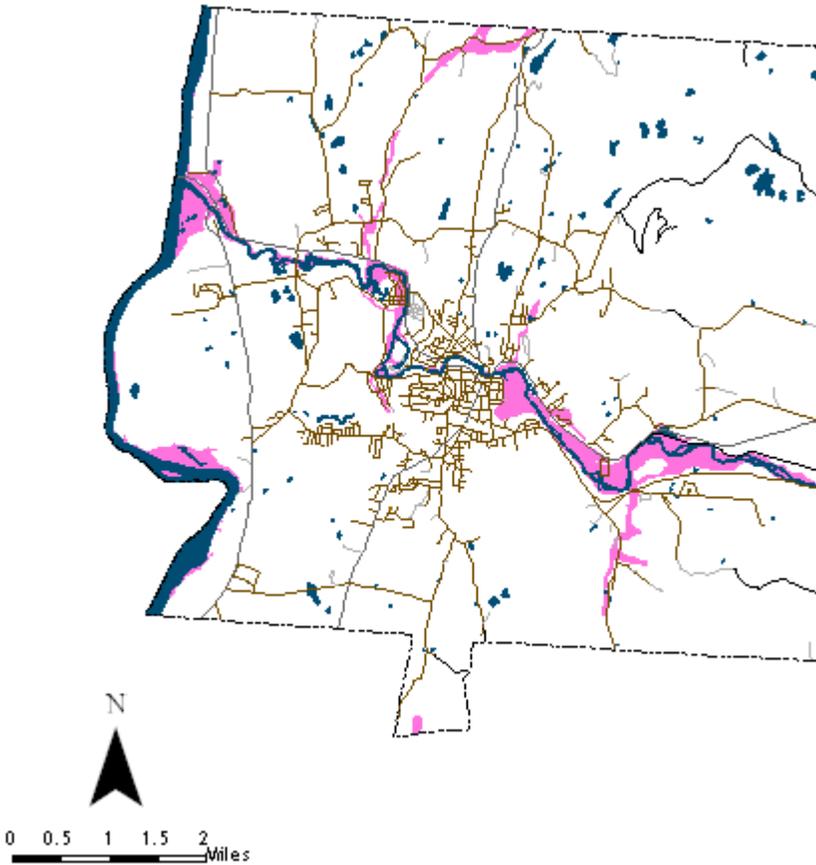
The value of wetlands for groundwater and stream recharge, flood attenuation, pollution abatement, and wildlife habitat is still little understood and vastly under-appreciated. Wetlands function as natural water treatment and storage areas as well as part of the overall habitat for wildlife. Wetland areas in Claremont are generally well-distributed with concentrations along riverways and in small catchment areas.

- Wetlands are delicate ecosystems,
- susceptible to disruption by change
- possess the potential to absorb nutrients from sewage, wastewater effluent and runoff

Floodplains

Floodplains are the periodically inundated flat lands adjacent to rivers and streams. Floodplains serve as storage areas for water during times of flooding and provide travel corridors for wildlife. Due to their important ecological characteristics, development in floodplains presents some special problems, including: 1) A high probability of property damage during flooding; 2) The restriction of periodic water storage resulting in potentially greater flooding; and 3) The increased likelihood of erosion and sedimentation. The latter factor can cause increased turbidity of water in rivers and streams.

Map 7-2 Flood Storage in Claremont



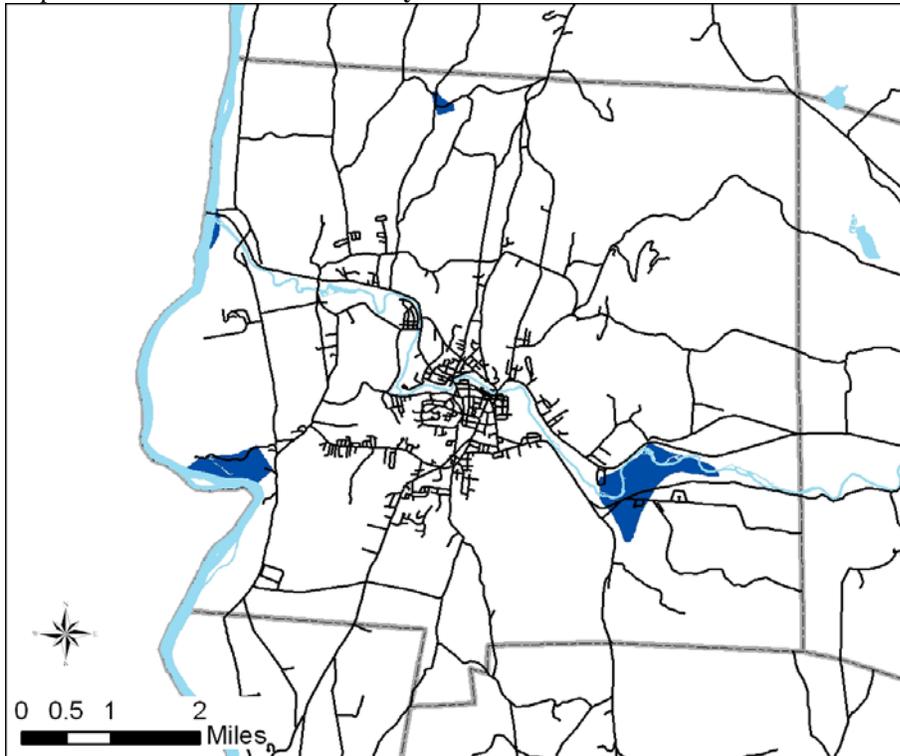
Groundwater Resources

Groundwater is water below the land surface. Groundwater is found in gravel pockets or in fissures in bedrock. The term “aquifer” describes water saturated earth materials from which a water supply can be obtained. There are three types of groundwater aquifers: stratified drift; till; and bedrock. The basic difference is that stratified drift and till aquifers are composed of unconsolidated glacial deposits (loose earth materials), while bedrock aquifers are solid rock. In stratified drift aquifers, the materials are sorted

sand and gravel. In till aquifers, the materials are a gravel, sand, silt and clay mixture. In bedrock aquifers, the rock is fractured.

Groundwater is a vitally important resource, providing drinking water for more than half of the United States population and more than 95 percent of its rural population. Additionally, more than one-third of the water used in agriculture for irrigation and livestock watering nationwide is from groundwater resources. Many industrial processes depend on groundwater and it also serves to support sensitive ecosystems, such as wetlands and wildlife habitats.

Map 7-3 Groundwater **Transmissivity** in Claremont



Public Access to Surface Waters

Ashley's Ferry was established by Col. Joseph I. Hubbard, this was the Connecticut River ferry between Claremont and Weathersfield, Vermont was taken over by Oliver Ashley in 1784. This site is now known as Ashley's Ferry boat ramp.

Erosion Impacts on Surface Waters

Much can be done at the local level to prevent degradation of surface water quality. Shoreline protection, including preservation of vegetative buffer strips, and erosion and sedimentation control can both be used to reduce the amount of pollution entering surface waters. In developing a strategy for establishing protective buffers for surface waters and wetlands, the City should include protection and management techniques.

Land acquisition, from willing owners, is an important non-regulatory measure to protect water quality. The Conservation Commission is authorized by RSA 36-A: 4 to acquire the fee simple (full title) or a lesser interest in land for conservation purposes. Other water resource protection options to pursue are

conservation easements, which place permanent restrictions on certain uses of the land, or landowner donations.

Erosion and sedimentation control and stormwater management are other tools that can be used to decrease surface water quality degradation associated with development and other activities.

Stormwater runoff from roads and other impermeable surfaces often enters surface waters directly or via drainage structures, and carries with it salt, sediment and other pollutants.

2 LANDSCAPE AND GEOGRAPHY

Topography

Steep Slopes

Areas of slopes over 15%, the point at which special precautions need to be taken, are abundant in Claremont. These areas are scattered throughout the northern and southeast sections of the city and are also found to the west of the downtown on Twistback Hill and on Barber Mountain along the Connecticut River. For the most part, these areas are zoned for low density development with one house per five acres. Development has tended to avoid these areas because of the extra costs and inconveniences involved with controlling erosion and installing a properly functioning septic system.

Scenic Areas: Highlands and Lowlands

Scenic features

- Hilltops and ridgelines
- Meadows and agricultural lands
- Water bodies
- Cultural and historic features
- “Working landscape” (farms, animals, crops)
- Natural features and open space
- Community gateways

Soils and Geology

Local Geology

The Soil Conservation Service has classified Claremont's soils into the following five groups:

Windsor-Unadilla Variant-Agawam: This group is found in the level areas along the Connecticut River and in the Downtown. The soils in this group were formed by glacial outwash deposits and tend to be deep, excessively drained and well drained sandy and loamy soils.

Bernardston-Cardigan-Kearsarge-Dutchess: Most of Claremont's soils are in this group. These are mainly loamy soils formed in glacial till and can be well drained or excessively drained.

Colton-Adams-Rumney: These soils are located along the Sugar River west of the Downtown. They are deep, loamy and sandy soils formed in glacial outwash deposits and alluvium.

Monadnock-Marlow-Lyman: This soil group is only found in the far southeast corner of Claremont. It consists of well drained and excessively drained loamy soils formed in glacial till.

Monadnock-Marlow-Herman: This soil group is found only in the far northeast corner of Claremont. It consists of well drained and excessively drained loamy soils formed in glacial till.

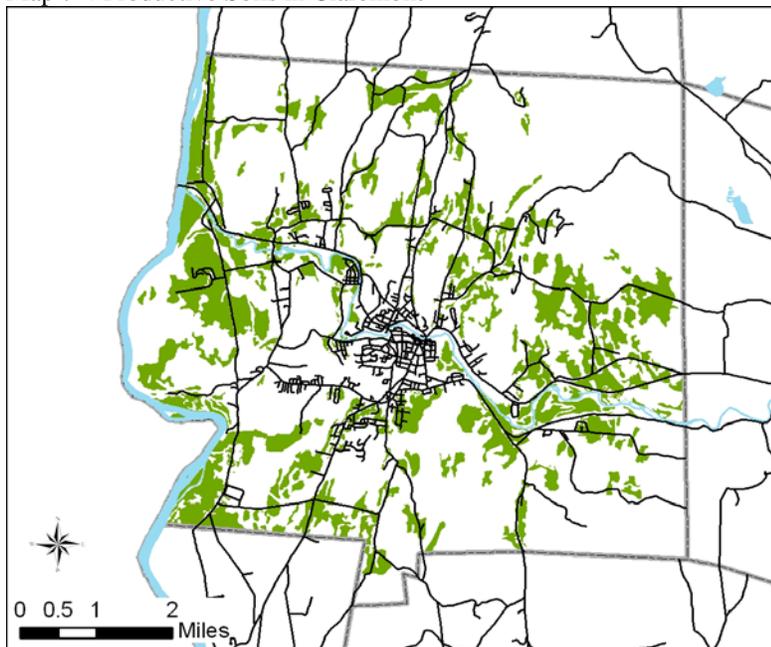
With the exception of a few small isolated patches, all of Claremont's soils are classified by the Soil Conservation service as having severe limitations for on-site septic disposal. This means that properties of the soil or site are so unfavorable that the need for special design results in significantly increased construction costs. In some areas, the limitation is caused by poor drainage, shallow depth to bedrock, or a high water table. In others, the problem is caused by layers of silt or clay. During the glacial period, the lower river valleys in Claremont were the bed of Lake Hitchcock. Soils in these areas contain layers of clay and silt that were deposited by this glacial lake. These deposits cause problems for on-site septic disposal because the effluent drains across these impermeable layers instead of down into the ground.

Most of the areas in Claremont with frequent reports of septic system problems are in the areas of glacial lake bed. These include the following:

- Chestnut Street Extension
- Lower portions of Green Mt. Road and Winter Street
- Hanover Street (ledge)
- Paddy Hollow
- Plains Road
- Beaugard Village
- Sullivan Flat
- Airport Hill
- Claremont Junction
- River Road-Grissom Lane area

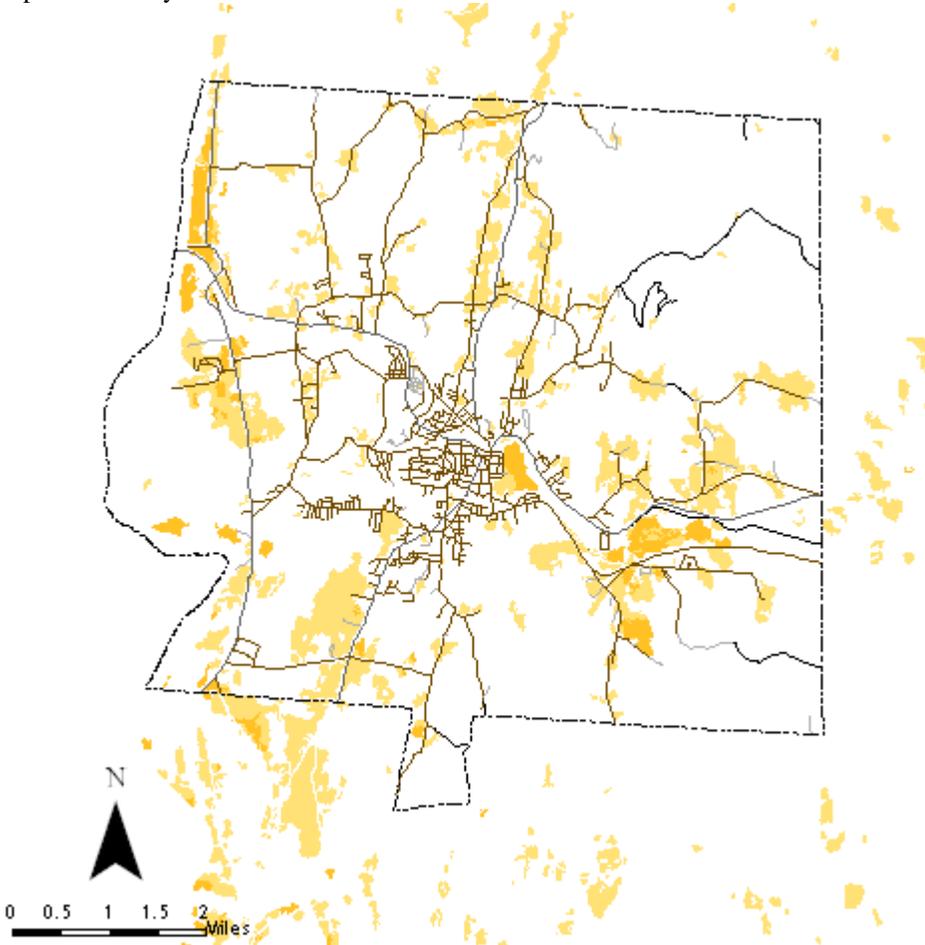
Agricultural Soils

Map 7-4 Productive Soils in Claremont



Agricultural lands usually impose the least constraints to development for residential, commercial, or industrial uses. This partly explains why the amount of farmland has decreased, and is the reason why the community needs to act soon if it wishes to conserve agricultural lands.

Map 7-5 Actively Farmed Land in Claremont



Community Use of Natural Resources

Open Space

The scenic landscape of a community helps define its natural, cultural and historical heritage and thus establishes its identity. A visually pleasing environment makes a significant contribution to a community's overall quality of life. The erosion of the visual character of a community can have not only psychological impacts, but also very real economic impacts through the loss of tourism, depreciated real estate, and an inability to market the community to prospective businesses and residents. As with other environmental impacts, visual degradation can happen incrementally to slowly change the character of a community. Open space land also provides wildlife habitat and corridors.

Much of the northern New England character is built upon the framework of the agricultural economy. These lands provide habitat and travel corridors for wildlife, educational opportunities and "breathing space" for residents and visitors, as well as a disappearing link with history. Local farms provide fresh, high-quality food directly to the community and the region, eliminating the need for energy- and cost-

intensive shipment and travel. They contribute directly and also indirectly to the economy by providing the quality of life that attracts companies and their workforce as well as tourists.

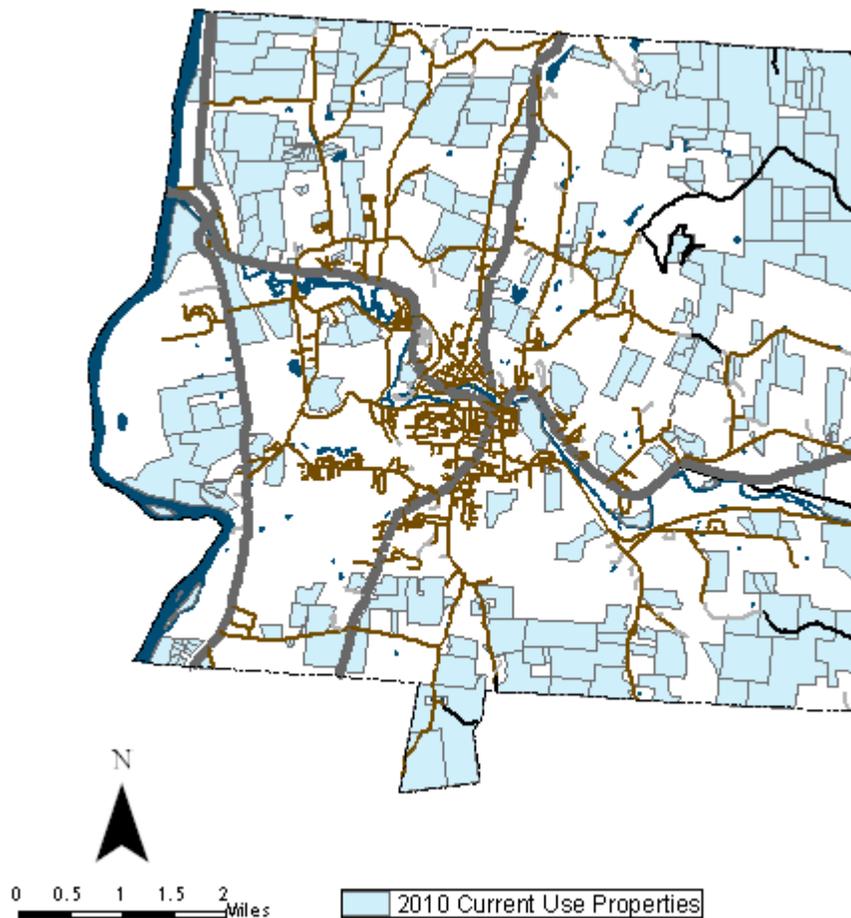
The values or benefits of open space and agricultural lands include the following:

- Enhance the small-town character;
- Provide scenic views that contribute to the quality of life and to a visitor's aesthetic experience;
- Support tourism;
- Promote self-sufficiency and small-scale economy when continued for agricultural purposes;
- Enhance and protect wildlife habitat; and
- Ensure a positive fiscal impact on the city by enhancing property values and keeping property taxes down.

Land Development and Current Use

The current use program in New Hampshire provides property owners the benefit of reduced property taxes on open space lands, but does not ensure long-term protection. The purchases of conservation easements, development rights or fee simple acquisition of significant open space or agricultural lands do provide long-term protection.

Map 7-6 Current Use Properties



Recreation and Natural Resources

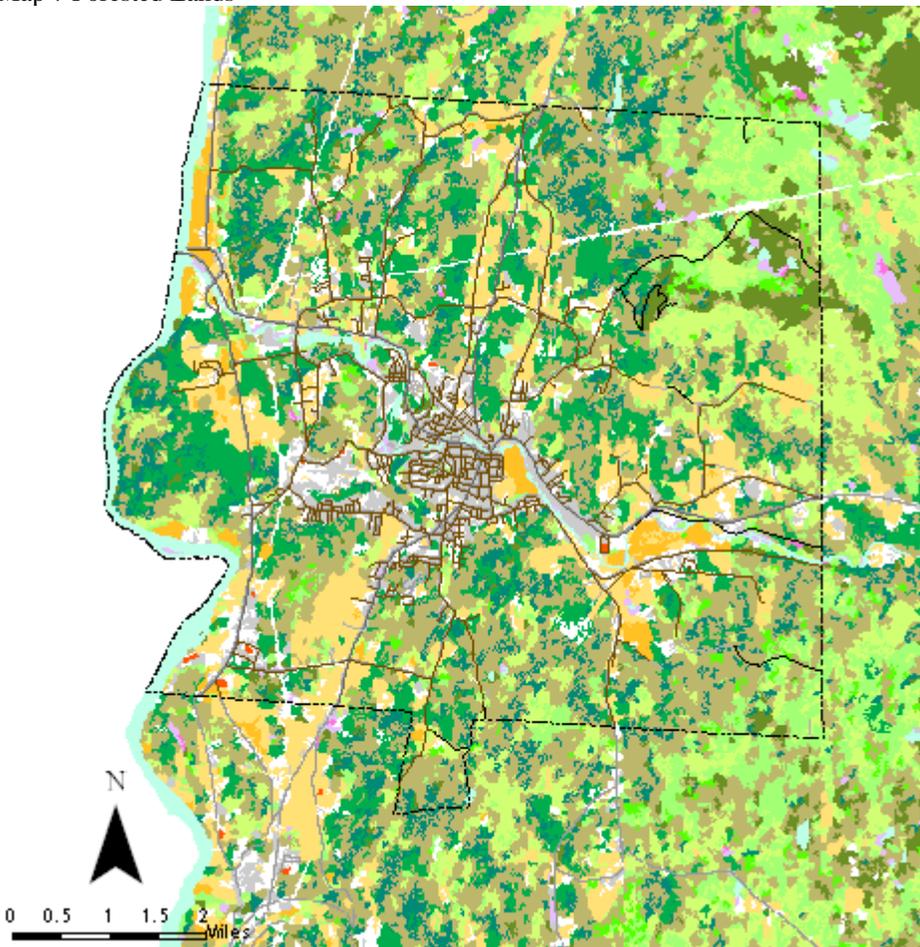
Trails, River Access, Parks and Open Space are integral parts of the community. It is often through recreation that the human environmental and natural environment amalgamates to create a whole community. More detail on the recreational opportunities in the City of Claremont's urban and rural areas can be found in the Recreation Chapter of this Master Plan.

3 FOREST RESOURCES

Overview of City of Claremont Forest Management Plan

Forested areas provide the appealing backdrop for New England villages and serve as a commercial resource for local industries.

-Map 7 Forested Lands



Forested areas have many benefits, including:

- Providing important wildlife habitat;
- Providing jobs and raw materials for construction and wood products;
- Improving air quality;
- Contributing to the scenic landscape;

- Creating shade and acting as windscreens;
- Serving as a recreational resource; and
- Stabilizing land to minimize soil erosion and resulting sedimentation, which degrades water quality.

In 2008 forestry consultants, Ecosystem Management Co., Meadowsend Timberlands, LTD was hired by the City of Claremont and prepared a Forest Management Plan for the City of Claremont Forestlands. It included the following parcels: Arrowhead Forest, Cat Hole Road, Industrial Road Lots, Moody Park, Rice Reservoir, Veteran’s Park, White Water Reservoir, and the Winter Street Lot. These lots contain approximately 1535 acres. The Natural Resource Chapter of the Master Plan adopts the Forest Management Plan in its entirety. The major focus of the forestry plan is to identify trends and commonalities of all the identified city owned properties, and the management goals, objectives, and practices that will be generally applied. The forest conditions, specific management goals and objectives, timber volumes, soil types, access considerations, special wildlife habitat considerations, historical information and other specific details are addressed on a parcel by parcel basis.

The management plans for each individual parcel are designed for a 10-year period, however, they are meant to be flexible. As the science and knowledge base grows, as market conditions change, and as technology changes so must the management techniques. While the overall goals of management will remain consistent, the objectives and practices used to reach desired goals must be flexible.

Forest Management and Natural Resources

Management of the City of Claremont forestlands will be geared to meet multiple, often interrelated goals and objectives. Even though economically and sustainably growing and harvesting trees is notably a major focus of ownership, timber is only part of the resource evaluated in the planning process. Water resource protection, open land, wetland and riparian conditions, wildlife habitat, recreational opportunities, scenic value, as well as renewable natural resource products such as biomass and fuel wood are evaluated and included in management recommendations. Forest management on these lands will occur under the umbrella of land stewardship for the good of the forest and the people it serves.

Poorly managed forest harvesting operations, as well as development of large areas of forested land, can result in wildlife habitat degradation, soil erosion, and other negative environmental impacts.

- impacts of logging on surface waters
- forestry BMPs and protecting natural resources (secondary impacts)
- important to develop educational program regarding forestry for public and private lands (broad interest for city lands and private loggers possible)

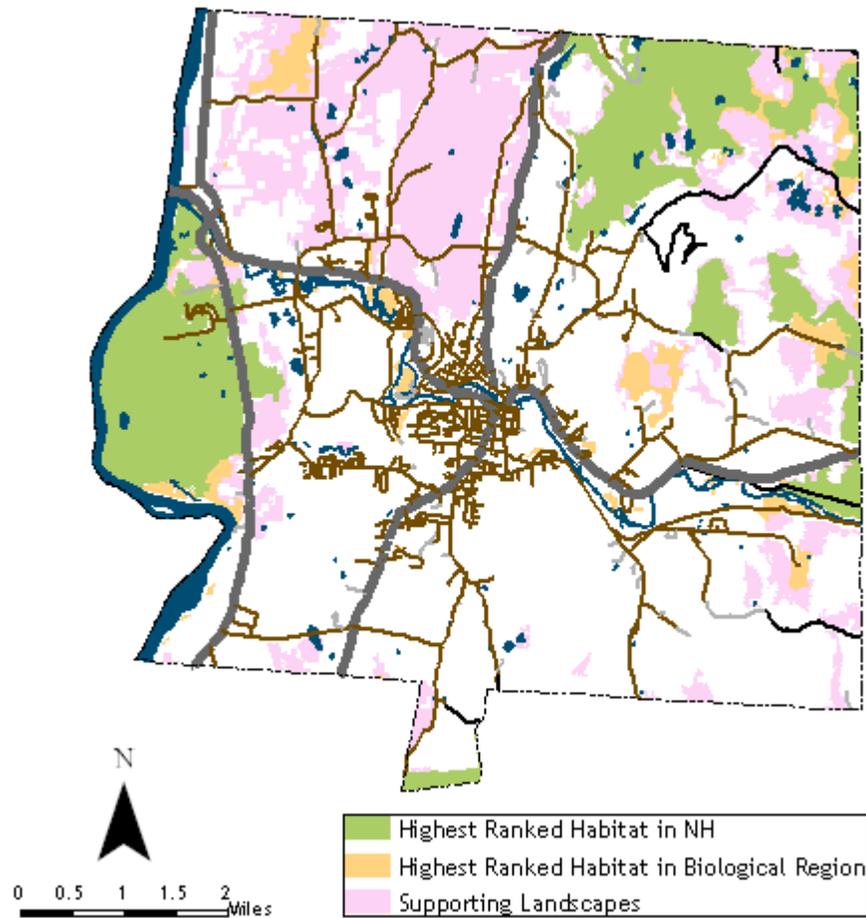
4 WILDLIFE RESOURCES

Wildlife Habitat

Important benefits of protecting wildlife habitat and maintaining biological diversity are:

- Wildlife and its habitat enhance our quality of life and enrich our community.
- Wildlife related activities, such as fishing, hunting and wildlife watching, generate significant economic activity.
- Wildlife and its habitats cannot be supported solely through public acquisition of lands for protection, so local communities and private landowners are critical partners in wildlife conservation.

Map 7-8 2010 State of NH Wildlife Action Plan



Wildlife and Human Development

There are four basic impacts on wildlife that result from development:

- Unique or significant habitats are not recognized as such and are subsequently developed;
- Too much of an area may be developed, leaving an inadequate representation of natural plant communities to support native wildlife;
- Some wildlife is more successful in association with human development at the expense of other species;
- Domestic pets, especially cats, prey on native wildlife.

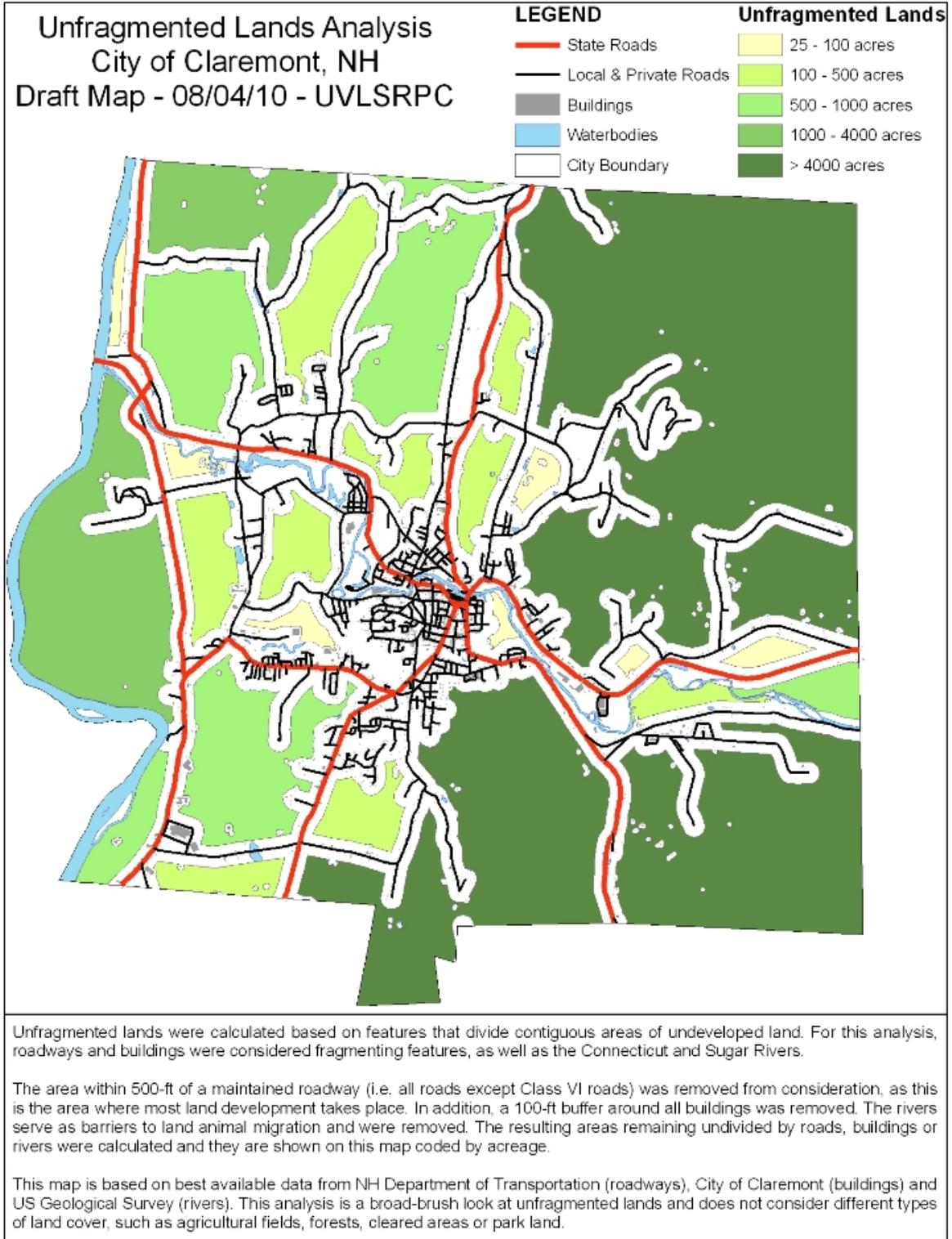
The future well-being of wildlife depends upon large areas that are natural and undeveloped, as well as natural corridors along rivers, streams, and wetlands. A major challenge for biological diversity is sprawling development patterns that cover the rural landscape and that can cause habitat fragmentation. The fragmentation of wildlife habitat can result in parcels that are too small to support populations of some native species. Small parcels likely mean an increase in human disturbance, low productivity, decreased food availability, and increased predation by domestic animals. Wide-ranging species such as black bear will no longer be found in that habitat.

For optimum wildlife habitat, blocks of unfragmented land should be limited to human activity or development. Wildlife biologists consider 250 acres as a minimum for unfragmented habitat.

Importance of unfragmented lands:

- Wildlife habitat (broad roaming areas) – species' needs
- Acknowledge importance of open land (forested or clear) for habitat
- Interconnected areas improve diversity in gene pool

Map 7-9 Unfragmented Land



5 GOALS, OBJECTIVES AND RECOMMENDATIONS

GOAL #1: NATURAL RESOURCE INVENTORY

RECOMMENDATIONS: Create an inventory to support the City of Claremont’s objectives for natural resources protection and provide a basis for informed land use planning

Objective 1: Provide a framework document that highlights the natural infrastructure to support numerous facets of municipal planning

Objective 2

Emphasize providing new natural resource information, as opposed to the dissemination of existing information

Objective 3

Provide a wetland component that will lend itself to support a multi tiered priority process

GOAL #2: IMPLEMENT FOREST MANAGEMENT PLAN

To actively manage Claremont’s natural areas with a strong land ethic in order to achieve responsible land stewardship. These stewardship activities will help to promote Claremont as a healthy community with a quality of life that values the environmental quality of forest ecosystems and the benefits of commercial and recreational land uses.

RECOMMENDATIONS: Adopt a holistic view of natural systems which places human activity within rather than apart from the natural environment.

Objective 1: Designate some “forever wild” areas to serve natural diversity and educational opportunities

Objective 2: Create educational infrastructure such as interpretive signs and kiosks and provide diverse opportunities for education

Objective 3: Identify and conserve important archaeological and cultural sites

RECOMMENDATIONS: Implement forest management that is ecologically, economically, and socially responsible.

Objective 1: Protect and improve the water quality of our water resources including streams and wetlands

Objective 2: Be responsible stewards of the land and its resources

Objective 3: Maintain the stability and integrity of the ecosystems within our control

Objective 4: Maintain a healthy, biodiverse, productive and aesthetically pleasing forest

Objective 5: Manage with respect to “Natural Community” type

RECOMMENDATIONS: Resource extraction should not exceed the regenerative capacity of the ecosystem or reduce natural productivity or diversity.

Objective 1: Enhance the quality and quantity of our timber resource

Objective 2: Manage for Sustainable harvest and growth

Objective 3: Provide periodic revenue through the sale of forest products

RECOMMENDATIONS: Adopt management practices that support indigenous habitats and prevent fragmentation so that wildlife can migrate for seasonal food and reproductive needs.

Objective 1: Provide and enhance the naturally diverse variety of wildlife habitat in forest, wetland, and open land settings

RECOMMENDATIONS: Manage for ecologically and socially sustainable recreational opportunities.

Objective 1: Continue to provide for both motorized and non-motorized sustainable recreation opportunities such as ATV and snowmobile trails, foot paths, and cross county skiing and snowshoe trails

Objective 2: Continue to provide recreational infrastructure such as picnic areas and shelters where appropriate

Objective 3: Create aesthetic vistas along recreational trails and wildlife viewing areas

Objective 4: Provide opportunity for hunting

GOAL #3: ENCOURAGE INDIVIDUAL LANDOWNERS TO BE GOOD STEWARDS OF THEIR OWN PROPERTIES

RECOMMENDATIONS: Promote public education on Best management Practices (BMPs).

Objective 1: Make available information on best management practices for agriculture, forestry, and other resource extraction activities.

CHAPTER VIII: TRANSPORTATION

1 INTRODUCTION

A good transportation system is essential to provide the citizens of Claremont a quality of life that meets their aspirations. To meet this standard the transportation system must be easy to use by the public, provide for the safety of the community, support its economic engine, and allow various forms of transit (e.g. – buses and taxis).

A transportation system includes forms of infrastructure that enables various modes of travel including (but not limited to) walking, biking, on-road and off-road vehicles, trains, airplanes, and boats. Such infrastructure may include roads, rails, bicycle paths, parking, sidewalks, crosswalks, curb cuts, traffic lights and signs, intersections, airports, boat launches, and hiking trails. Developing the transportation system as a community resource is critical to provide opportunities for improved lifestyle and promote economic development. It will be critically important for Claremont’s transportation system to meet the growing demands of the city’s population, commercial, and industrial development in order to promote the community’s overall quality of life.

Claremont should annually plan to improve on all transportation resources so that steady progress is achieved. This chapter will focus on recommendations for Claremont to improve the overall transportation system and implement short-term and long-term planning to support future improvements.

Such system improvements should be measurable. Improvements since the 1991 Master Plan include increased road maintenance, parking has been developed, directional and parking signs have been added, bus routes expanded, and improvements have been made to trails.

2 TRANSPORTATION GOAL, OBJECTIVES, AND RECOMMENDATIONS

The goal, objectives and recommendations that follow are intended to provide a map to meet the challenges for the city’s future and satisfy the preferences expressed in the survey of citizens for the Master Plan.

OVERALL GOAL: PROVIDE AN INTEGRATED TRANSPORTATION SYSTEM THAT MAKES CLAREMONT AN ATTRACTIVE COMMUNITY TO ITS RESIDENTS AND VISITORS.

RECOMMENDATION 1: Maintain adequate parking facilities accessible to the downtown business district.

Objectives:

- Develop a program to provide overnight parking for residential tenants of downtown buildings so that those buildings may be profitably developed and their value increased.
- Build additional safe and cost effective parking to accommodate more workers, students, visitors and residents to the downtown using a coordinated and long-term approach.
- Take the opportunity to develop vacant land and remove derelict buildings for parking.
- Encourage the school administration to eliminate the need for school-related parking on city streets.
- Make parking lots aesthetically pleasing with “green fences” or plantings.

- Consistently enforce the downtown on-street parking limit of two hours.

RECOMMENDATION 2: Improve the appearance and importance of the airport.

Objectives:

- The city should pursue the removal of the partially built Great Lakes building.
- Continue to develop resources to make the airport a more valuable private aviation facility that can meet the needs of businesses and residents.

RECOMMENDATION 3: Develop bicycle, hiking and recreational vehicle routes.

Objectives:

- As roads are repaved or rebuilt provide for pedestrian and bicycle facilities by adding sidewalks or pathways, where feasible, or markings providing space for joggers and bicyclists to travel.
- Install ramped curbs at crossings to allow these forms of traffic to pass without an obstacle.
- Use directional and warning signs which promote these forms of transportation on and off city streets.
- Look for opportunities to develop walking trails along the Sugar River and on city owned property.
- Install bicycle racks for secure parking of these vehicles at frequently visited places, including places where regional public transit is provided.
- Install a seasonal boat dock to improve the utility of the Connecticut River launch site as a family attraction.
- Create a policy for the safe use of recreational vehicles and, where necessary, coordinate with the State of New Hampshire.
- Include provisions for bicycle travel in future land use regulation updates.
- Set policy for use of watershed areas for hiking and recreational vehicles.

RECOMMENDATION 4: Provide for a walkable community.

Objectives:

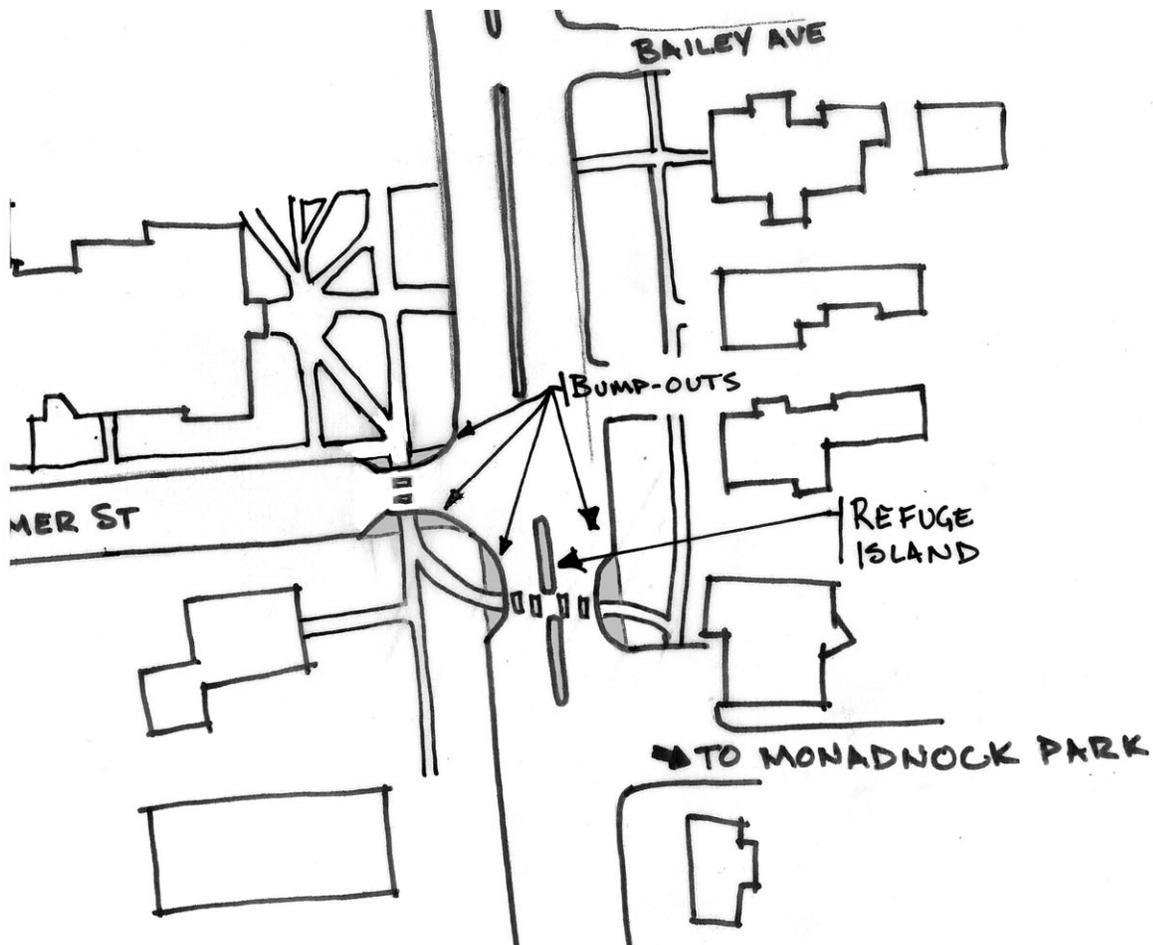
- Build sidewalks on every street within the pupils' required walking radius of schools.
- Promote active student transportation opportunities like walking school bus or bike train programs for student commutes to and from schools.
- Streets that lead to school bus stops should have a sidewalk.
- Provide sidewalks and bicycle routes between city parks.
- Build sidewalks on at least one side of every city street within the developed portion of the community.
- Require new development to provide for sidewalks either through construction or an easement for future construction.
- Consistently fund the repair and construction of sidewalks annually.
- Develop a citywide bicycle and pedestrian plan that can be gradually achieved by acquiring property, easements, and additional space on roads.
- Seek federal funding for bicycle and pedestrian projects.

RECOMMENDATION 5: Improve traffic flow in the central business district.

Objectives:

- Assess need for a traffic light at the intersection of Summer and Broad Streets to improve motor vehicle access to Broad Street and pedestrian safety near Stevens High School.
- Use traffic calming techniques such as narrowing the roadway for crosswalks to improve pedestrian safety. (See Figure 1)
- Eliminate parking spaces and other obstructions near intersections which block the line of sight drivers have for oncoming traffic.
- Remove through truck traffic to reduce congestion especially at Opera House Square and improve pedestrian safety.

Figure 8-1 Safer crosswalks with traffic calming



At busy pedestrian crossings such as the one at Summer and Broad Streets at Stevens High School the roadway can be narrowed to prevent vehicles from passing on the same side of the street which endangers pedestrians.

RECOMMENDATION 6: Improve public transportation resources.

Objectives:

- Build parking areas for park and ride commuters who share automobiles or use transit for commuting.
- Build shelters for citizens waiting to use public transportation.
- Provide shuttle service from commuter parking areas to the central business district to ease the downtown parking demand.
- Support regional bus service.
- Consult regularly with private and governmental groups interested in public transit.
- Investigate ways to contribute financially for the development of mass transit.

RECOMMENDATION 7: Fix traffic problems on Washington Street.

Objectives:

- Develop a route for southbound trucks.
- Develop road network redundancy so that accidents or blockages along Washington Street, particularly in the vicinity of the North Street and Winter Street intersections, do not impede emergency service to or from the hospital.
- Build a road off Washington Street that creates a second way to cross the Sugar River.
- Create zoning and planning provisions that reduce curb cuts along Washington Street such as common entrances for several businesses on parcels which may have separate ownership. (See diagrams.)
- Approve zoning and planning measures that require or create parallel back street connections and avoid cul de sacs and hammerheads. (See Figures 2a and 2b.)
- Apply policies for traffic on Washington Street to other areas of heavy commercial development such as the Charlestown Road and North Street.

Figure 8-2a – Subdivision with Dead-end Streets

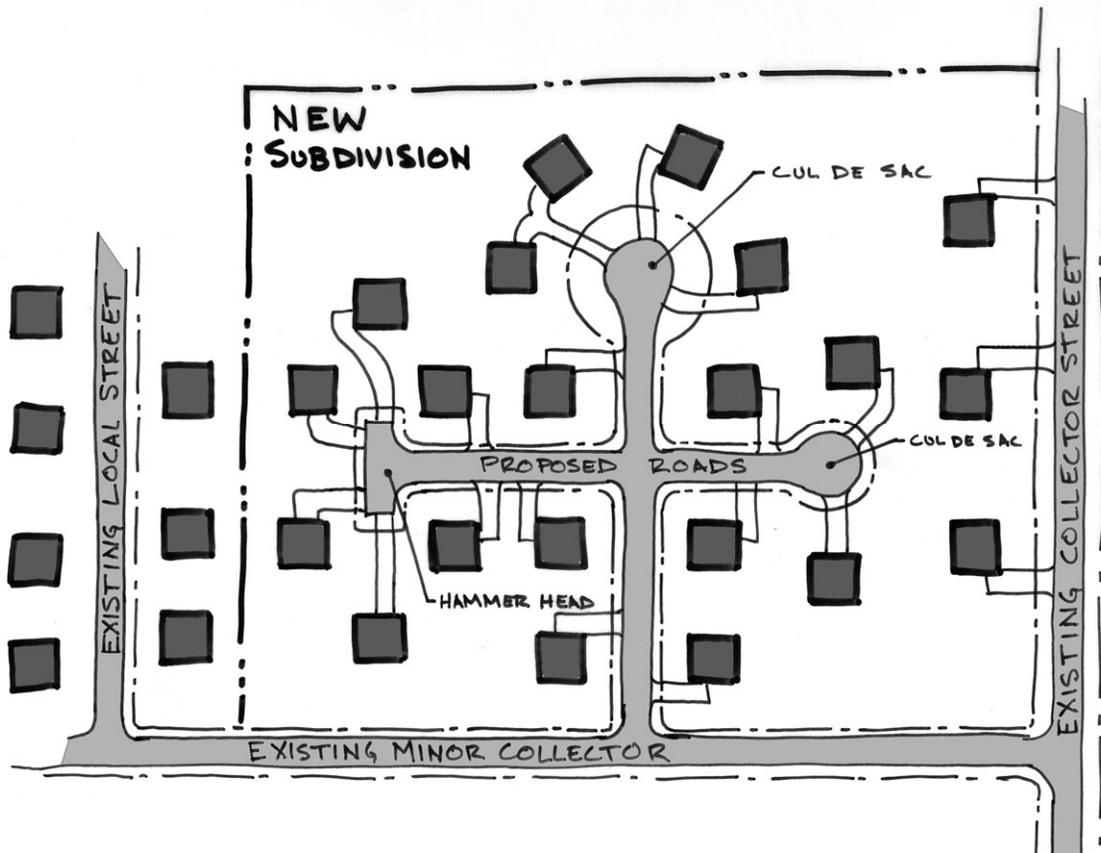
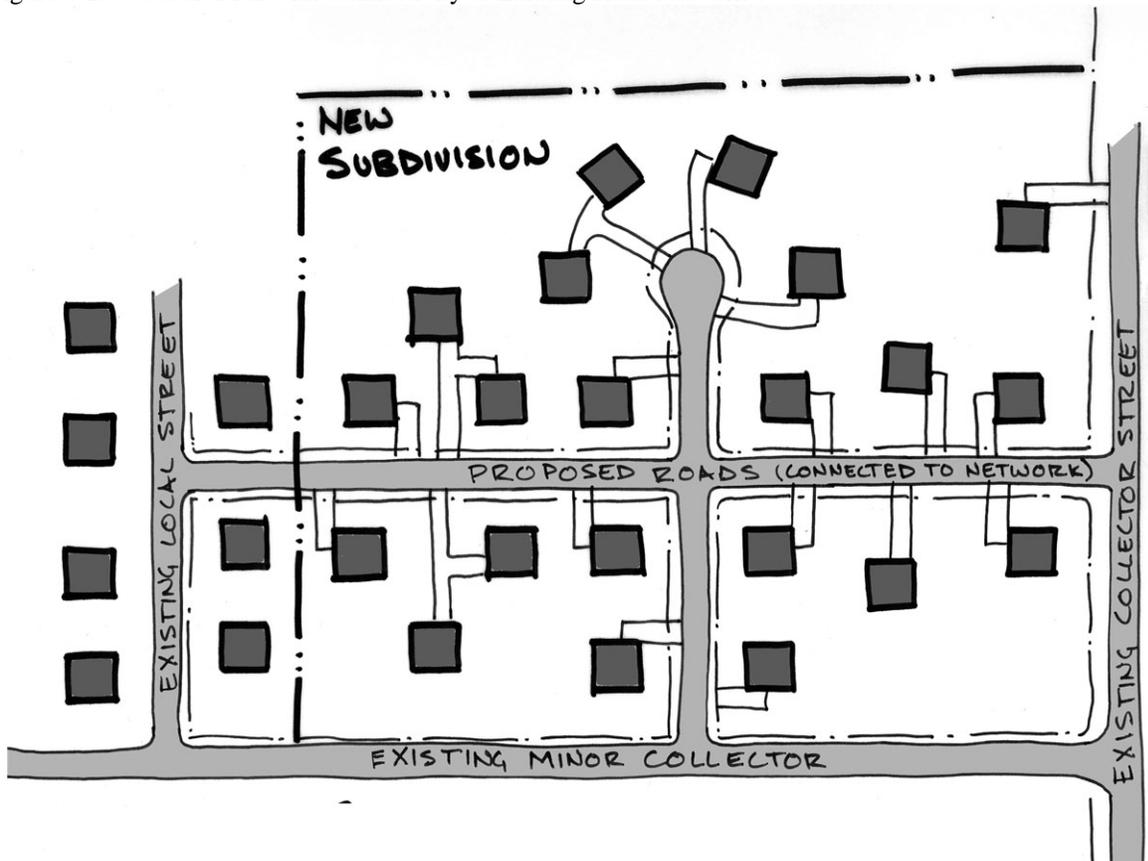


Figure 8-2b – Subdivision with Connectivity to Existing Road Network



Instead of cul de sacs and hammerheads

A well connected street system provides motorists, pedestrians, and bicyclists better and more direct routes to schools, shopping, work, and other neighborhoods. A well connected street system not only provides shorter and more efficient connections, but also serves to reduce traffic congestion along the major arterial roadways. A well connected street system improves emergency response times for firefighters, police and ambulance services.

RECOMMENDATION 8: Steadily improve the roadways in Claremont.

Objectives:

- Consistently fund the rebuilding and repaving of roads.
- Create a pavement management program including a system to prioritize most important byways are maintained first and the ones in the worst condition, but less often used, are maintained secondarily.
- Ensure that new road and sidewalk construction meets the code requirements of the city.
- Acquire property or easements so that when funding becomes available for improvements to the transportation network the city can act.
- Do design work so that projects are “shovel ready” in case funding becomes available.
- Continue to improve the Route 103 roadway to facilitate east-west traffic.
- Participate in the Upper Valley Lake Sunapee Regional Planning Commission’s Transportation Advisory Committee which plans for improvements on a regional basis.

- Communicate with elected local state representatives about city and regional transportation needs in order to get necessary planning and funding.
- Communicate to the state DOT the city's fiscal constraints and transportation needs for long-term improvement.
- The Traffic Committee should review accident statistics so that dangerous intersections can be identified and improved. The improvements at Drapers Corners will be the product of such planning. Problem intersections include the ones at Sullivan, Mulberry and Union; the one at Mulberry, Tyler and Myrtle; at Plains Road and River Road; and at Summer and Mulberry.
- Make improvements to the transportation system aesthetically pleasing and responsive to the surrounding land uses through context sensitive design practices.
- If a proposed development will adversely impact an intersection or road the Planning Board should consider requiring that appropriate capital improvements be implemented as a part of the review and approval process.
- Work with NHDOT to improve River Road (Route 12A) to include shoulders to better accommodate emergency situations, bicycles, pedestrians, line of sight, and increased truck traffic.
- Review standards for roads in ordinances to ensure they are appropriate.
- Implement a maintenance program to bring city road signs in conformance with the Manual of Uniform Traffic Control Devices.
- Work with the NHDOT preventative maintenance program for bridges.

3 CONCLUSION

Claremont's consistent and creative attention to the transportation system will make the community a better place to live and work while being attractive to visitors. That outcome will more likely ensure achieving our goals of a desirable quality of life and economic success.

4 TRANSPORTATION APPENDICIES

TABLE A: Traffic Count History for Roads in Claremont (2001-2008)

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

Bureau of Planning, Traffic Section, Traffic Reports											<i>27-Apr-09</i>
STAT.	TYPE	LOCATION	FC	2001	2002	2003	2004	2005	2006	2007	2008
Town: CLAREMONT											
091001	02	NH 12 & 103 (CENTRAL RD) EAST OF VERMONT SL (SB-NB)(01091002-01091003)	06	9229	8954	9272	9206	9100	9466	9306	9078
091011	82	NH 12 & 103 (MAIN ST) SOUTH OF CEMETARY RD	14	*	4800	*	*	5300	*	*	5100
091012	82	NH 12 & 103 (MAIN ST) SOUTH OF WATER ST (SB/NB) (81091099-091100)	14	*	*	6800	*	*	5700	*	*
091013	82	NH 11 & 103 (WASHINGTON ST) NORTH OF MOODY AVE	06	*	22000	*	*	24000	*	*	20000
091016	82	NH 12A (JARVIS HILL RD) NORTH OF FERRY RD	07	2500	*	*	2800	*	*	1300	*
091017	82	MAPLE AVE EAST OF BUENA VISTA RD	16	*	*	6000	*	*	5300	*	*
091019	82	SUMMER ST WEST OF PLEASANT ST (EB-WB) (81091101-091102)	17	*	*	2100	*	*	2000	*	*
091020	82	SULLIVAN ST EAST OF WALNUT ST (EB-WB) (81091103-091104)	16	*	*	*	2900	*	2700	*	*
091021	82	SULLIVAN ST EAST OF ALBION AVE	16	*	1900	*	*	1600	*	*	1300
091029	82	NH 120 (NORTH ST) BETWEEN LINCOLN HEIGHTS AND NH 11	16	*	*	10000	*	*	13000	*	*
091030	82	BROAD ST SOUTH OF SUMMER ST	17	*	11000	*	*	*	*	*	*
091031	82	WINTER ST NORTH OF WASHINGTON ST	17	2600	*	*	2800	*	*	*	2800
091033	82	NORTH ST WEST OF BARNES ST (SB/NB) (81091116-81091117)	16	*	*	*	7100	8000	*	*	7300
091034	82	AINSWORTH AVE WEST OF FERRY RD	09	*	350	*	*	710	*	*	690

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

Bureau of Planning, Traffic Section, Traffic Reports

27-Apr-09

STAT.	TYPE	LOCATION	FC	2001	2002	2003	2004	2005	2006	2007	2008
Town: CLAREMONT											
091035	82	FERRY RD EAST OF AINSWORTH AVE (EB-WB) (81091078-091079)	07	*	*	1500	*	*	2500	*	*
091036	82	BUENO BISTA RD SOUTH OF MAPLE AVE	17	1300	*	*	1300	*	*	1500	*
091037	82	EAST PLEASANT ST EAST OF BIBLE HILL RD (SB/NB) (81091114-81091115)	16	7500	*	*	7700	*	*	8100	*
091038	82	HIGH ST SOUTH OF CHAPEL ST (SB/NB) (81091068-091069)	19	140	*	80	*	*	90	*	*
091039	82	HARVARD ST SOUTH OF MOODY ST	09	*	70	*	*	*	*	*	*
091040	82	NORTH ST SOUTH OF BANK AVE	16	6500	*	*	6300	*	*	6700	*
091041	82	NH 12 & 103 (CENTRAL RD) EAST OF NH 12A	02	7700	*	*	9800	*	*	8600	*
091042	82	THRASHER RD EAST OF NH 120	17	390	*	*	470	*	*	420	*
091043	82	MULBERRY ST NORTH OF NH 11 & 12	17	3500	*	*	4200	*	*	2800	*
091044	82	WATER ST EAST OF MAIN ST (EB-WB) (81091105-091106)	17	*	*	*	680	*	1800	*	*
091049	82	RD #217 NORTH OF SUMMER ST (SB/NB) (81091066-091067)	17	14000	*	*	15000	*	*	14000	*
091051	81	RD #217 SB SOUTH OF POLICE COURT	17	15000	*	*	9900	*	*	8000	*
091052	62	NH 12A (RIVER RD) AT CORNISH TL	06	*	*	*	2300	*	2400	*	*
091053	62	NH 120 (CONNECTICUT VALLEY RD) AT CORNISH TL	07	2700	*	2500	*	*	2600	*	*
091054	82	NH 12A (FERRY RD) AT CHARLESTOWN TL	07	1100	*	*	1300	*	*	1500	*
091056	22	NH 11 & 103 (CENTRAL RD) AT NEWPORT TL	06	10000	*	9200	*	*	11000	*	*

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

Bureau of Planning, Traffic Section, Traffic Reports

27-Apr-09

STAT.	TYPE	LOCATION	FC	2001	2002	2003	2004	2005	2006	2007	2008
Town: CLAREMONT											
091057	82	NH 12A (FERRY RD) NORTH OF JOY MFG	07	*	2000	*	*	2800	*	*	2200
091060	82	MAPLE AVE EAST OF THE PLAINS RD	16	*	*	3300	*	*	3500	*	*
091061	82	CITIZENS ST OVER SUGAR RIVER	17	*	*	1700	*	*	1500	*	*
091070	82	PLAINS RD SOUTH OF SULLIVAN ST	16	2500	*	*	2400	*	*	2300	*
091071	82	NH 11 & 103 (WASHINGTON ST) EAST OF ROBERTS HILL RD (EB-WB) (81091107-091108)	02	*	*	*	9900	*	*	*	9300
091072	82	NH 11 & 103 (WASHINGTON ST) NORTH OF WATER ST (EB-WB) (81091097-091098)	14	11000	*	*	*	*	*	*	*
091073	82	NH 12 & 103 (MAIN ST) ON BRIDGE OVER SUGAR RIVER (EB-WB) (81091109-091110)	14	*	*	6300	*	*	6200	*	*
091074	82	NH 120 (HANOVER ST) SOUTH OF DUNNING ST ON COMPACT LINE (SB/NB) (81091111-112)	16	*	*	2600	*	*	3300	*	*
091075	82	NH 12 & 103 (MAIN ST) EAST OF BOWKER ST (EB-WB) (81091095-091096)	14	*	*	9700	*	*	11000	*	*
091076	22	NH 11 & 12 (PLEASANT RD) SOUTH OF CLIFTON AVE (EB-WB) (21091083-091084)	16	11000	*	11000	*	*	12000	*	*
091080	81	TREMONT SQUARE (ONE WAY) EAST OF PLEASANT ST	14	*	*	7500	*	*	7300	*	*
091082	22	NH 12A (RIVER RD) NORTH OF NH 12	06	2200	*	2200	*	*	2400	*	*
091086	22	NH 11 & 12 (CHARLESTOWN RD) AT CHARLESTOWN TL	16	5700	*	8100	*	*	8400	*	*
091087	82	NH 11 & 12 (PLEASANT ST) NORTH OF GREEN ST	16	7400	*	*	7500	*	*	8500	*
091089	82	PLAINS RD OVER SUGAR RIVER	07	*	*	1600	*	*	1600	*	*

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC

Bureau of Planning, Traffic Section, Traffic Reports

27-Apr-09

STAT.	TYPE	LOCATION	FC	2001	2002	2003	2004	2005	2006	2007	2008
Town: CLAREMONT											
091090	82	THRASHER RD WEST OF BOWKER ST	19	*	770	*	*	1000	*	*	1000
091091	82	BOWKER ST OVER WALKER BROOK	09	*	*	50	*	*	85	*	*
091092	82	SPRING ST NORTH OF MAIN ST	19	*	3100	*	*	4000	*	*	4600
091093	82	MYRTLE ST OVER CONCORD RR	19	*	1200	*	*	1300	*	*	1300
091094	82	BOWKER RD OVER REDWATER BROOK	09	*	180	*	*	400	*	*	300

TABLE B: CLASS DESCRIPTIONS FOR ROADS IN CLAREMONT 2010

Class	Road Class Description	Paved (miles)	Unpaved (miles)
I	Primary State System	7.16	n/a
II	Secondary State System	9.24	n/a
IV	Urban Compact Section Highways	11.53	n/a
V	City Roads and Streets	65.8	23
VI	Unmaintained City Roads	n/a	12.97
Private	Private Roads	n/a	13.67

Source: NHDOT Planning and Community Assistance roads dataset, 02/2010 update

New Hampshire Department of Transportation Highway Classification System

State Highways

- Class I: Primary State System
- Class II: Secondary State System
- Class III: State Recreational Roads
State Highways and Local Planning
- Class III-a: Boating Access Roads

Municipal Highways

- Class IV: Urban Compact Section Highways
- Class V: Town or City Roads and Streets
- Class VI

TABLE C: CLAREMONT ROADS AND INTERSECTIONS CRITICAL NEED OF SERVICE

Intersections	
	Draper's Corner
	North and Main Street
Roads	
	Airport Hill
	Bible Hill Sections (4)
	Cat Hole Road
	Central Street
	Charles Street
	Charlestown Road
	Chestnut Street
	Clay Hill Road
	Dustin Heights
	East Green Mountain Road
	Elm Street
	First Street
	Foisey Hill Road
	Leslie/Marcotte/Stone Avenues
	Main Street – Water to Elm
	Myrtle Street
	Pearl Street Sections
	Piper Hill
	Plains Road at Lower Main Street
	Second Street
	Sullivan Street
	Thrasher Road
	Twist Back Road
	Willow Street
Bridges	
	Coy Bridge Deck
Sidewalks	
	Main Street – Water to Elm
	Charlestown Road Sections
	As Identified by Safe Route to Schools Program

Source: Department of Public Works

TABLE D: CLAREMONT AIRPORT - AIRPORT IMPROVEMENT PROGRAM 2009-2015

2009	LPV Survey and Obstruction Analysis
2010	Construction west taxiway
2011	Obstruction Removal
2012	Property Acquisition (easements)
2013	Obstruction Removal
2014	Update Airport Master Plan
2015	Design Only: Runway 11-29 Reconstruction & RSAs

Source: State of New Hampshire, Department of Transportation, Division of Aeronautics

CHAPTER IX: LAND USE

The Land Use chapter was adopted previous to the preceding chapters of the Master Plan on March 26, 2008

INTRODUCTION

The Land Use Chapter of a community's Master Plan is the one "upon which all the following sections shall be based" (NH RSA 674:2). An understanding of the City's land uses, current zoning, growth trends, natural resources, transportation and infrastructure is useful to determine the opportunities for and challenges to growth. Using the vision for Claremont along with the overall goals as a guide, this chapter sets the framework for the size, location and pattern of the City's future land uses.

This chapter will foster harmonious development patterns which will promote health, safety, and the general welfare through planning principles, policies and proposed regulations. This chapter assesses the City's current land use, land use change and the current land use regulations, proposes a vision and land use goals for the City and provides strategies for realizing this vision

The City of Claremont is developing this Master Plan update sequentially, one chapter at a time. As a result, some background assessment within other chapter elements that would ordinarily be addressed in separate chapters—such as natural resources and infrastructure—is critical to determining future land use. In particular there is a strong connection between land use and transportation which is discussed in a subsequent section this chapter.

A VISION FOR CLAREMONT

Claremont's last Master Plan was completed in 1991. Since that time there has been much change in the City and it is currently undergoing development and redevelopment that is indicative of the opportunities that Claremont provides. Such current activities include:

- Redevelopment of the Monadnock, Wainshall and Woven Label Mills,
- Relocation of Red River Computing,
- Several infrastructure improvements including the Sugar River pedestrian bridge, and
- Ongoing business and development interest in the community.

In recognition of these changes and the potential for future change, the Claremont Planning Board appointed a Master Plan Advisory Committee (Committee) to guide a Master Plan Update. In its first discussion about the Master Plan, the Committee considered how to bring the citizens of the City into the master plan process. After discussions with the New Hampshire Cooperative Extension Service, the Committee decided to hold two public forums. On March 29, 2007 the City held its first public forum at which over 130 residents turned out. The larger group was broken up into seven (7) subgroups, which addressed such topic areas as housing, land use, transportation and economic development. Out of each group came citizen comments on the City's strengths and challenges in each of these areas. Based on the forum discussions there were several themes that emerged, a number of which cut across several topic areas. Several groups pointed out the need for greater support for improved educational facilities as well as the need for housing diversity and mixed-use developments. Other groups pointed out the need for revitalization of Claremont's historic downtown. It is these themes that provide the basis for Claremont's Vision.

- Revitalization of the downtown through infill, cultural attractions and greater retail opportunities.
- Educational opportunities for all of Claremont's citizens.
- Housing to meet a diverse population with a variety of housing for all income levels.
- Assuring that Claremont is a healthy community by offering a range of health care services and opportunities for a healthy lifestyle—including recreational/cultural programs and facilities, walking paths and bike/river trails.
- Providing adequate transportation facilities and services.
- Managing growth by encouraging a balance of uses—residential, business and institutional.
- Providing employment opportunities for Claremont's citizens.
- Enhancing opportunities for Claremont's youth.

Based on these themes, the Master Plan Advisory Committee offers the following vision for the City:

Claremont should be a livable community and regional center that recognizes its historical agricultural and industrial roots, properly manages its natural and aesthetic resources, encourages a diversity of housing and mix of land uses, provides opportunity for business development, supports a program of educational opportunities for all ages and provides a multiple modal transportation system that connects the City's neighborhoods. Claremont should strive to be a healthy community by supporting cultural and recreational opportunities through the support of facilities, programs and events as well as to encourage an interconnection of trails, bikeways, sidewalks and river walks connecting all parts of the City. Achieving this vision will allow Claremont to remain a keystone community in the Upper Valley.

This Vision is reinforced by a number of broad community goals. These goals reflect Claremont's values and will provide the basic "blueprint" for City's future.

Claremont should be a City that:

- Understands that it is poised for the future by properly managing growth that is consistent with the City's vision and provides for a balance of residential, business, industrial and institutional activities.
- Offers a livable, walkable, vibrant downtown with great cultural attractions and events as well as an opportunity for a variety of retail shopping.
- Preserves and protects its rural, agricultural character in balance with economic, business and employment opportunities for its citizens.
- Encourages educational opportunities of all types and for all age groups.
- Provides a balance of housing opportunities to accommodate its diverse citizenry while respecting the City's natural and cultural heritage.
- Act as a beacon for community health that encourages a variety of indoor and outdoor recreational and cultural activities.
- Offers multiple modes of transportation facilities and services that provide connections to neighborhoods, businesses and services.
- Encourages a spectrum of activities and opportunities for youth.
- Recognizes the role of water resources for drinking water, recreational opportunities and providing an aesthetic quality to the community.

GOALS AND OBJECTIVES

Goal 1: Promote new development and redevelopment that provides for a sustainable pattern of land use that is consistent with the Master Plan Vision.

Goal 2: Encourage a balance of uses that provide for places to live, work and engage in recreational activities through an appropriate mix of commercial, residential and industrial growth.

Goal 3: Enhance the City's main transportation corridors by improving their appearance, encouraging an appropriate mix of uses and establishing corridor management techniques to allow for compatible pedestrian and vehicular activity.

Goal 4: Maintain and enhance Claremont's downtown's historic role as the civic, cultural, commercial, and social center of the City.

Goal 5: Preserve the rural and scenic character of the City.

Goal 6: Protect and enhance the character of Claremont's traditional neighborhoods.

DEMOGRAPHIC TRENDS

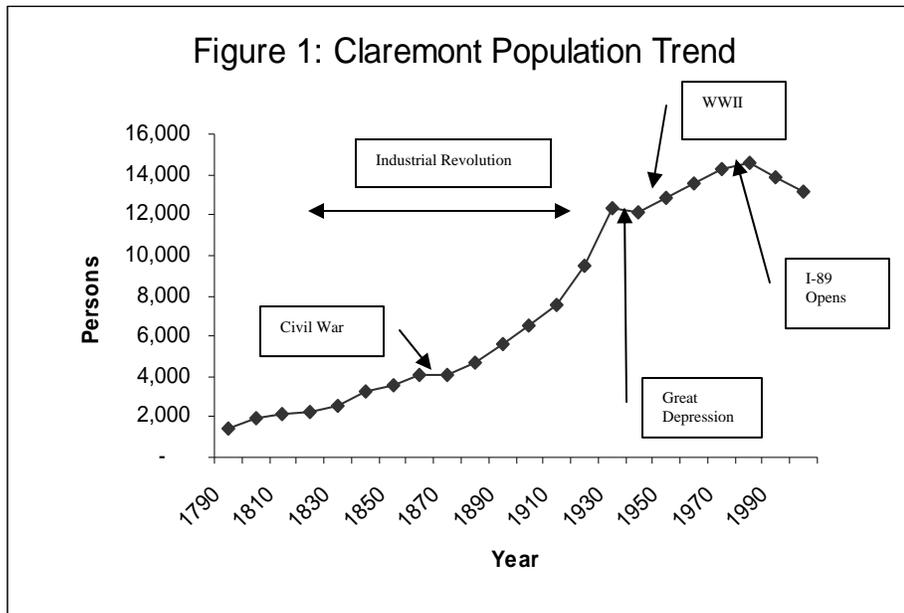
Historical Trends

From the early 1800's until the Great Depression and World War II, Claremont experienced steady growth. During the 1930's and early 1940's, the City's population declined and then continued to grow until about 1980 when it began to decline again. At present, the population appears to have stabilized and is projected to grow modestly over the next ten to twenty years. See Figure 1.

Manufacturing has long been an economic mainstay for the City and the health of the manufacturing sector has had a direct affect on the population of the City. During the industrial revolution (1870-1930), the growth in manufacturing facilitated significant population growth. From about 1980 to 2000, the population in Claremont decreased at a rate of about one-half of one percent each year. This trend mirrored a steady loss of employment, which began in the late 1970s, when manufacturing industries, such as Joy Manufacturing, left Claremont.

Recent Trends

More recently the City has been experiencing an economic transition from a heavy manufacturing economy to a lighter manufacturing/information and service economy. As a result, Claremont's population appears to have stabilized and is projected to rebound from a 25-year period of decline.



Source: State and US Census

In contrast, Table 1 shows population trends in Sullivan County and the state which have experienced steady growth during the period 1970 to 2000. Statewide between 1990 and 2000, New Hampshire grew by about 11 percent and during the same period Sullivan County increased by 5 percent, significantly less than the state average. Much of the growth in Sullivan County has been occurring in rural communities, not in larger urban centers like Claremont which has lost about 5 percent of its population since 1990.

The second and third largest communities in the county, Newport and Charlestown, are growing at rates lower than the county average. Rural communities in Sullivan County have experienced the most significant growth over the past 20 years. Since 1990, six Sullivan County communities have grown at rates higher than the State of New Hampshire average (11.41%): Croydon, Grantham, Springfield, Sunapee, Unity, and Washington.

Table 1: Population Change

	1970-80	1980-90	1990-00
Claremont	2.36%	-4.50%	-5.40%
Sullivan County	16.52%	7.01%	4.84%
New Hampshire	24.80%	20.51%	11.41%

Source: U.S. Census

The 1990s were a period of out-migration of the young, working-age population. This suggests that the number of new jobs did not keep pace with the number of residents entering the workforce

Residential Subdivisions Show Modest Growth

Another measure of Claremont’s growth over the past ten years is the number of approved subdivision lots. Although these approvals may not have resulted in building permits, the numbers indicate the level of demand for new housing and the potential for increased population. During this period there have been a total of 84 new subdivision lots approved or an average of about 8.4 per year as shown in **Table 2**.

Table 2: New Subdivision Lots

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
New Lots	18	11	10	4	6	13	2	4	6	12
Cumulative	18	29	39	43	49	62	64	68	74	84

Source: City of Claremont

While there has been some demand for new residential lots, this growth can only be characterized as modest for a community with a current housing stock in excess of 6,000 units based on US Census data.

Population Projections

Gains in employment reported by City staff in early 2006 and ongoing private investment in housing construction and mill building redevelopment suggest that Claremont's population may have stabilized since the 2000 Census. At the same time, school enrollments continue to decrease through 2006; an indicator that family size is becoming smaller.

The New Hampshire Office of Energy and Planning projects that the decline in Claremont's population will stop between 2005 and 2010 and begin to increase by almost 1,500 to 14,600 by 2030 at an annual compound rate of 0.3 percent per year. **See Table 3.** If this growth is realized, it will mark a turnaround for the City even though this projected rate of growth is slower than the increase expected for the state and county (0.8% per year). New employment growth will be the major factor stimulating future population growth.

Table 3: Population Projections

	2000 Observed	2005 Est.	2010	2015	2020	2025	2030
Claremont	13,151	13,120	13,400	13,620	13,880	14,230	14,600
Sullivan Co.	40,458	42,060	45,180	47,140	48,800	50,460	51,960
N.H.	1,235,786	1,315,000	1,365,140	1,420,000	1,470,010	1,520,310	1,565,040

Source: U.S. Census and NH OEP

Changing Demographics

Perhaps the most significant population phenomenon to expect in the future is how the population cohorts will change. It is projected that the county's population age cohorts from birth to age 24 will decrease between 2000 and 2030, while the population 65 years and older will almost triple from 6,384 in 2000 to 18,002 by the year 2030. As a proportion of total population, this segment will increase from the 2000 figure of 16 percent of total population to more than one-third (35%) of total population by 2030. This change will likely have a significant impact on Claremont's services and infrastructure, even if total population numbers remain constant. Claremont will remain the most significant employment and service center for the county, providing healthcare, social services, retail, and financial services to most of the county's residents. It is likely that Claremont will need to service much of the demands necessitated from this shift in population.

Another important consideration is the projected smaller proportion of workforce population (ages 25 to 64) for the future. This cohort in the year 2000 comprises more than half of the total population, however, by 2030 will decrease to about 44 percent. While the total number of persons in this age group increases slightly (1,165 persons or 5.33%), a smaller proportion of working adults may affect the City's ability to attract and retain employers making employment growth a challenge.

Demographics and Land Use

Historically, much of the City's growth was concentrated around the center of the City near the Sugar River. Much of the remainder of the City was in forestry and agricultural use with a very low density of housing with some small clusters at major roadway intersections. As the City grew, it generally expanded from the central core with suburban-like residential growth. Single family homes are predominantly

located at low densities in the outskirts of the City, but are also located within densely developed inner City neighborhoods. The multifamily housing stock is primarily located near the downtown in large buildings. Mobile homes and “other” unit types are mostly located in parks in rural areas of the City, like Pine Hill and Sugar River manufactured housing parks on the outskirts of the downtown.

Trend to Smaller Households

More recently, there have been changes in the composition of households which have resulted in a slight growth in housing demand. This change is attributed to a decline in family households and a corresponding increase in non-family households. Single-parent and non-family households now comprise the majority (54 percent of total) of households in the City. This trend suggests the need for smaller, more affordable housing units to accommodate smaller, single-income households. Some of this demand for smaller households can be accommodated within existing developed areas serviced by water and sewer. By encouraging this type of development, the City can maintain its rural character. While current residential development has been predominately single-family units, the City may want to consider the need to establish policies to provide for the type of housing that can accommodate smaller families.

Some of Claremont’s downtown building infrastructure and neighborhood areas may be capable of supporting additional population growth, especially if there is a demand for smaller dwelling units. This situation may provide an opportunity for the City since much of the existing housing stock is close to employment. By revitalizing this infrastructure and supporting the continuation of the historic settlement patterns, jobs and housing are located near to each other. This retention of compact development and infill development are consistent with the state’s smart growth policy and lessens demands on the transportation system, preserves open space, and at the same time accommodates growth. It is also the most efficient redevelopment approach as it uses existing infrastructure such as roads and water and sewer. The more this population can be accommodated within the City’s existing neighborhoods, the less will be the need to accommodate the expanding population in more rural areas with the potential for creating sprawl.

Low Housing Cost Encouraging Reverse Commuting

The high cost of housing in Lebanon (53 % higher than Claremont) has encouraged some households working in the Upper Valley to live in Claremont where less expensive housing options exist. This situation has resulted in a significant number of “reverse commuters” traveling from Claremont to work in Lebanon. Housing workers from another labor market area places pressures on the City’s existing housing stock. Any additional employment growth in Claremont will also create additional housing demand.

The City will need to provide opportunity for new single-family homes and new or renovated space for multifamily units to accommodate the various population segments. The location of new residential activity is important for the City’s future as it has the potential to impact future land use and traffic patterns.

Please see Appendix A for a full discussion of Population and Housing and their relationship to Land Use.

EXISTING LAND USE/LAND USE CHANGE

Introduction

The pattern of existing land use in Claremont gives the community its special character. This character is shaped by a variety of natural, historical and cultural features and phenomena. The traditional settlement pattern that defines much of the Claremont landscape consists of both an urban core and rural/village environments linked by several major travel corridors. The urban center was established on a relatively level plateau along the Sugar River. Early business and industry located here to take advantage of the water power provided by the river. Dense areas of housing also grew up in this area where residents were close to the employment offered in the mills or in local shops and services that supported the businesses and people living in the “downtown.” Claremont’s public institutions also developed here—City Hall, schools, and the library. In the outlying areas agriculture began to thrive to serve the needs of the growing downtown population. Small crossroad villages also sprung up to service the agricultural families. Eventually, Claremont developed a strong sheep farming agriculture that took advantage of the hilly terrain above the Connecticut River and the mills in downtown Claremont. The City became well-known for its balance of industry and agriculture.

As water power declined and the sheep growing areas moved west, Claremont’s industry and housing began to spread further over the landscape particularly along the major travel corridors of the City. These corridors included: Washington Street-Newport Road, West Pleasant Street-Charlestown Road, Sugar River Road, Hanover Road, and Red Water Brook Road. Over time more residential activity has continued to encroach onto land that was previously agricultural and the corridors have become developed as retail commercial corridors. As agriculture declined a significant portion of the town reverted to forest land which still constitutes a major portion of the City’s land cover.

Existing Land Use

The City of Claremont is approximately 28,220 acres or 43.1 square miles of land area and 0.9 square miles of inland water area. As shown in Table 4 below, the single most extensive land use in Claremont is forest land which covers over 55% of the City’s area. See Table 4 below and Map 1, Current Land Use/Land Cover. The largest contiguous concentration of this land cover is in the north east quadrant of the City. It occupies more than twice the area of the next highest category of use which is low density residential which occupies 22% of the City’s land area. This activity is located on the periphery of the downtown area with the highest concentration located north of the Sugar River. Open fields and agriculture represent 8% of the land area. High density residential occupies approximately 4% of the City’s land area while both medium density residential and industrial make up 2.08 % and 2.58%, respectively. The remaining uses are all under 2%.

Table 4
Current Land Use/Land Cover

Use/Activity	Acres	Percentage of City
Central Business District	70	0.25
General Commercial	291	1.05
Mill District	67	0.25
Industrial	714	2.58
Medical Center	38	0.14
Mixed Use	627	2.26
Low Density Residential	6159	22.21
Medium Density Residential	578	2.08
High Density Residential	1148	4.14
Motorized Recreational	47	0.17
Open Field/Agriculture	2311	8.33
Forested	15,675	56.54
Total	27,725*	100

Source: Upper Valley Lake Sunapee Regional Planning Commission, 2007

*Note: Total area may vary from the published area of 28,220 because of map scale differences.

Land Use Change

Changes in land use over time provide an indication of those factors that have shaped and affected the character of Claremont. This information can also provide the basis for community land use policy to guide and manage future growth. The UNH Agricultural Experiment Station prepared a report in 1978 to determine the amount of land use change from 1952 to 1975 statewide by community. This study employed aerial photo interpretation and used 5-acre minimum blocks of use for the following categories of use.

- Developed land—residential, commercial, industrial, institutional
- Agricultural land—cropland, pasture land, orchards, nurseries
- Forest land—land supporting tree growth with 30% crown closure
- Idle—land formerly in agriculture
- Other—wetlands, marshes, etc.

Table 4
Land Use Change--Claremont

Use Category	1950	1970	Net Change	Percent Change
Agriculture	6528	6141	-387	-5.93
Forest	16509	16913	404	2.45
Developed	2506	2934	428	17.08
Idle	562	117	-445	-79.18
Other	20	20	0	0.00
Total	26125	26125		

Source: UNH Agricultural Experiment Station, 1978

*Note: Total area may vary from the published area of 28,220 because this study based on uncontrolled aerial photographs and not current data resulting in map scale differences

Agricultural Land

From 1953 to 1970, there was an approximately 6% decrease in agricultural land or approximately 387 acres. Much of this land was developed or reverted to forest.

Forest Land

During this period forest land was the predominant land cover. By 1970 it increased by 404 acres to almost 17,000 acres or 64.7 % of the City.

Developed Land

During this twenty year period, developed land also increased by 428 acres comprising a total of 2934 acres of land. Much of this increased land was from conversion of agricultural and idle land.

There is no current data that has tracked change in land use over the period of 1970 to 2000. Although the land use/land cover categories for the current land use map and the categories for the land use change report from 1978 differ, it appears that while there has been some change in use, forest land is still the predominant use. Developed land has increased significantly as the result of commercial, residential and industrial growth since 1970. Much of this growth has resulted from agricultural land conversion.

CURRENT ZONING REGULATIONS

Introduction

Claremont has adopted zoning and subdivision and site plan regulations to manage building activity and growth. At present, there are fourteen (14) zoning districts that control the types and density of uses. These generally fall into residential, business and industrial zones with separate zones for healthcare and mill use. There are also five (5) overlay districts including: Historic, Floodplain, Floodway, Streambank, and Airport Approach. Each of these provide additional standards beyond the underlying district. Table 5 identifies the number of acres in each zone and the percentage of Claremont each encompasses. The Agricultural Residential (AR) comprises more than half of the City while the Rural Residential (RR-1 and RR-2) comprise another 28.44% of Claremont. In contrast, the Multiple Use Health District comprises the smallest zone and along with the Business I, the Multiple Use Mill, and the Professional Residential Districts each are less than 1% of the City's land area.

It would appear that there is more than enough low density agriculture and residential zones in Claremont, while several of the smaller zones are so small that consideration might be given to consolidating these with adjacent zones.

Table 5
Number of Acres and Percentage of Zoning Districts

Zone	Total Acres	Percentage of City
Agricultural Residential (AR)	15,129.76	53.5
Rural Residential (RR)	4,749.68	16.8
Rural Residential II(RR-2)	3,277.13	11.6
Residential District I (R-1)	2,185.54	7.7
Residential District II (R-2)	453.35	1.6
Professional Residential (PR)	59.55	00.21
Industrial District I (I-1)	746.69	02.6
Industrial District II (I-2)	543.91	01.92
Industrial District III (I-3)	314.02	01.1
Business District I (B-1)	34.35	00.12
Business District I.5 (B-1.5)	31.08	00.11
Business District II (B-2)	558.94	01.97
Multiple Use Health District (MUHD)	88.50	00.03
Multiple Use Mill District (MUM)	46.62	00.16
Total	28,219.12	99.42

Source: City of Claremont, 2007

Description and Location of Zones

Agricultural Residential

The AR zone is the largest zoning district and comprises over 50% of Claremont. It includes much of the remaining forest and open land area. It permits general farming and agriculture; forestry and tree farming; nurseries, greenhouses and roadside stands; parks and similar open space uses; single-family dwellings (on a minimum of 5 acres) and manufactured housing. Sawmills, camping areas, gravel operations, home occupations, planned residential development and duplexes area allowed by special exception.

Rural Residential

This district comprises the second largest zoning district in the City and is interspersed with the AR district outside the City center. It permits the same types of farming and residential activities as in the AR district as well as non-profit institutions such as schools and libraries; hospitals and rest homes; veterinary hospitals; and manufactured housing parks if subdivision approval was obtained prior to 1988. Residences must be on a 1-acre minimum lot. Sawmills; gravel operations; automobile operations; hotels, motels, and inns; planned residential development; golf courses and duplexes are allowed by special exception.

Rural Residential II

This district allows any use permitted in the AR district and it permits non-profit institutions such as schools and libraries; hospitals and rest homes; veterinary hospitals; and manufactured housing parks if subdivision approval was obtained prior to 1988. Residences shall be on a 1-acre minimum lot. Sawmills; gravel operations; automobile operations; hotels, motels, and inns; planned residential development; golf courses and duplexes are allowed by special exception.

Residential District I

The R-1 district is generally located closer to the City center than the previous zones and allows single-family dwellings (on a minimum of 10,000 SF lots); parks; nonprofit schools and libraries; professional offices and manufactured housing parks if subdivision approval obtained prior to 1988. Home occupations; rest homes; museums, churches, and charitable organizations; planned residential development; and golf courses are allowed by special exception.

Residential District II

This district (R-2) allows for multifamily dwellings and tends to be located just outside the central business district. It also allows any permitted use in the R-1 district as well as tourist homes and rooming houses. It also allows by special exception any such special exception allowed in the R-1 district as well as funeral homes. Minimum lot size is 10,000 SF.

Professional Residential

This district is located in three areas of the central downtown:

- West Pleasant Street
- Broad Street
- Tyler/Sullivan Street

It allows any use permitted in the R-1 or R-2 districts as well as business and professional offices; photographic services, schools as a private business; clubs; and art galleries or shops. Minimum lot size is 5,000 SF. Since this district permits a number of mixed uses and abuts R-2 and B-1 districts, consideration might be given to incorporating it into a broader mixed use downtown zoning district.

Business District 1.5

The purpose of this district is to provide for limited commercial uses and it is limited to two locations in the central downtown—along a portion of North Street and between Tremont Street and the Sugar River west of Broad Street. Comprising a little over 30 acres, it is the smallest district in the City. It allows for business offices, retail stores, restaurants service establishments as well as the business uses allowed in the Professional Residential Zone. Special exceptions may be granted for a variety of more intensive business uses such as indoor places of amusements and hotels and motels. Minimum lot size is 5,000 SF.

Business District 1

This district allows for retail stores; business, professional and government offices; service establishments; hotels and motels; taverns and indoor recreation facilities; clubs and trade/professional schools. There is a special exception of residential use as well as for second hand and antique shops; radio and TV studios and indoor places of amusement. Minimum lot size is 5,000 SF.

Industry District I

This is the largest industrial district comprising almost 750 acres. There are several locations:

- Along the west side of River Road (Route 12A) in the southwest area of the City,
- Straddling Grissom Lane between the Charlestown Road and River Road,
- The airport and along Plains Road west of the central downtown, and
- Along Twistback Road near the Sugar River also west of the downtown.

It allows for manufacturing and packaging of a variety of products; foundry casting; machine shops; aircraft landing fields; sawmills; freight/truck terminals; food processing; printing; warehousing and contractor's yards; and manufactured homes on lot if approval obtained prior to 1988. It allows for such uses as fuel storage and sales; recycling facilities; planned residential development and sand and gravel extraction by special permit.

Industry District II

This district is located between two I-1 districts along Grissom Road and in a small area between Half Mile Road and the Sugar River. It allows for any of the permitted use in the I-1 district as well as heavy manufacturing and mobile homes on lots if approval obtained prior to 1988. Special exceptions are similar to those allowed in the I-I district. Minimum lot size is 80,000 SF.

Industry District III

The purpose of this district is to provide for light and high technology industries in a campus manner. It is located along Grissom Road, divided by a portion of the I-1 district. Permitted uses include business and professional offices; business and industrial research laboratories; manufacturing and packaging of articles related to the high tech industry. Minimum lot size is 80,000 SF.

Multiple Use Mill District

This district straddles the Sugar River in the central downtown. It allows for business, professional, and government offices; retail sales; restaurants; hotels and taverns; public and private non-profit clubs; and parking garage or facility. On parcels of three or more acres, planned unit developments are permitted. Light manufacturing, child care; residential are allowed by special exception.

Multiple Use Healthcare District

This is a district set aside to provide for medically related activities. It is a single district located north of the downtown on the Hanover Road comprising close to 90 acres. Permitted uses include hospitals, skilled nursing facilities, and extended care facilities; medically related professional offices; hospice,

respite and nutritional facilities; laboratory and diagnostic facilities and any facilities incidental to the above. Special exceptions are allowed for hotel and motels, medical or nursing school facilities; and child care facilities. Planned unit developments are allowed where a parcel is two or more acres.

Assessment of Current Zoning

1. The Washington Street B-2 business corridor east of the downtown is appropriate, but consideration should be given to re-zoning the adjacent areas north of the B-2 zone to be more compatible such as a higher density residential. At present, there is a mix of AR, R1, R2 and RR2 that abut the B-2 zone.
2. There are numerous zones in the downtown area, including the Mill District, R-2, B-1, B-1.5, and Professional Residential. Since this is the main urban concentration in the City with a mixture of residential and businesses uses, the City may want to consolidate these zones into a single urban mixed use district.
3. The airport is within the existing I-1 Zone. Since restrictions are imposed by the FAA or other federal agencies that do not apply to the rest of the district, designating the airport area a separate zoning district may alleviate any potentially conflicting issues with the provisions of the I-2 Zone.
4. The I-1 and I-2 Zones do not need to be expanded. Since there are now three industrial zones, the City may want to examine this situation and perhaps consolidate these two districts into a single zone with a special exception for intensive uses.
5. The City has expressed a need for a mix of housing types. Several zoning changes could be considered to address this desire.
 - Allow residential by right on the upper floors of downtown buildings.
 - Encourage re-habilitation of downtown structures or infill development.
 - Replace the current PRD provisions of Zoning Ordinance (ZO) with a more appropriate Open Space Development regulation
6. The City has expressed interest in encouraging open space/ recreation/ recreational tourism. The Northeast Quadrant of the City would appear to be suitable for managed forestry, hiking, biking, cross-country ski trails and activities. Much of land is owned and managed by City and has numerous class six roads and substantial forest resources. A combination of zoning and City-owned land policies could be put in place in this area.
7. To support the recreational/tourism initiative, the City will need to encourage hospitality uses— motels, hotels, B&B's.
8. There are number of areas in Claremont where industrial zones do not appear to be consistent with adjacent uses or resource constraints. Examples include the area near between Sugar River and Twistback Road zoned I-1 and the area near Lafayette Street I-2 Zone, which is mostly wetland.
9. The AR Zone comprises 59% of the City. Consideration should be given to the need to retain this zone in its current form since agricultural activity requiring large land holdings has diminished.

For example, small village districts (nodes of mixed use) might be allowed around major intersections.

10. There are several changes that might be considered to the business zoning to recognize the needs of today's businesses.

- Expanding B-2-type zone to allow for land intensive uses such as for businesses with lots of equipment, e.g. contractors.
- Consolidating the B 1.5 zone into one of the other business zones.
- Extending the B-2 Zone along Main Street west of Bonmark Drive, replacing the current AR.

11. The use of condominiums as a legal means of ownership is gaining in popularity. The City may want to consider condominium overlays for all districts—residential, business, industrial.

Appendix E provides a full assessment of the City's current Zoning Ordinance.

OPPORTUNITIES AND CHALLENGES

Centers of Activity

As part of the Master Planning process a Community Forum was held on March 29, 2007 to solicit community attitudes toward a number of community topic areas such as recreation, housing, economic development and natural resources. Forum participants identified a number of cultural and recreational opportunities that were specific to Claremont and that were very important community resources that represent centers of community activity. These included single point resources such as the Opera House while others were linear resources such as river corridors or trails. See Map 2, Community Facilities. The single point resources include such features as the following:

- Hospital
- Library
- Opera House
- Recreation Center
- Schools
- Parks
- Connecticut River Commission Visitor Center

The linear resources include such features as:

- Sidewalks
- Stream and River Corridors
- Bicycle Lanes/Trails

These resources can provide a catalyst for community activity and can be important nodes for expanding similar activities or complementary development if properly managed by the City. For example, the City has established a multiple use health district around the hospital that allows for similar uses. The library, opera house and recreation center because of their central location can provide a catalyst for a mixed use urban district downtown. These “activity centers” can then be linked by sidewalks and trails. **See Appendix D, Community Services for a full discussion of the City’s facilities and infrastructure.**

Access/Corridors

The City of Claremont is centrally located within New England at the hub of the region’s transportation system. Located adjacent to Interstate 91, major destinations such as New York City, Montréal, and Boston are within 250 miles.

The transportation system is an important factor in determining a community’s land use pattern. The transportation system is a land use *form* in terms of its linear physical presence and a land use *function* in terms of the service it provides to shoppers, businesses and residents in their day-to-day activities. The City’s transportation system is comprised of roads, railroads, bicycle and pedestrian infrastructure, parking, a public transportation system, and an airport facility. With few exceptions, land use development has conformed to the strong centric design of the City and its transportation corridors.

Much of the transportation activity within the City is automobile-oriented. The City’s existing 144-mile road system was initially developed to serve agricultural transactions between the City center and rural

farms. See Map 3, Transportation Corridors Since the City's transportation system was designed to facilitate travel to the City center, many of Claremont's main arterial roads (including NH Routes 11, 12, and 103) intersect at what is now Opera House Square in the center of Claremont's downtown area. This convergence of major roadways provides good access to the City, but also has resulted in heavy traffic in the downtown area. Over the past 60 years, development has responded to the use of the automobile as the main means of transportation, resulting in dispersed land uses, varied travel demands, and a more complex transportation network.

Claremont also has an important rail system, reflecting the City's early industrial prominence. See Map 3. The system is primarily oriented towards freight traffic, with limited passenger service to destinations between New York and Montréal provided by Amtrak that uses a north-south trunk line connects Claremont to other northeastern destinations. A short 7-mile segment of rail spur extends into the City center parallel with Taylor Street and is operated by a private railroad company. This infrastructure has been used infrequently in recent years. Passenger service is also limited due to inadequate facilities within the existing rail station, which does not allow passengers to check baggage.

Pedestrian travel is accommodated by a thirty-five mile sidewalk system in the core of the City. However, new development, for example will require the City to consider expanding the system. There are no sidewalks along Charlestown Road or where new industrial development is occurring along NH Route 12A. Consideration should be given to creating sidewalks outside the downtown area to help integrate land uses and support alternative transportation.

Public transportation is limited within the City. Community Transportation Services (CTS) provides a demand response transit service between Claremont and neighboring Newport with several stops within the City, including Opera House Square, Valley Regional Hospital, and the Washington Street shopping area. See Map 3. Service is also provided to the County Complex in Unity. See Appendix B, Transportation, for a full discussion of Claremont's transportation system.

Infrastructure/Utilities

Providing and maintaining community facilities and services is one of the primary functions of government. Changes in the City's population and employment levels may have a direct impact on the quantity and quality of services demanded and how they are provided. Demand for additional services may require expansion of public buildings and spaces or more hours of operation to serve residents. Growth and development will largely determine the amount and type of services demanded. Since Claremont's growth is projected to be slow to moderate, it is expected that there will not be significant additional demand for City services.

A future land use plan should consider the future demands for community services and their land use implications. Facilities and services are not only important in terms of planning for their adequacy; they are also land uses themselves which shape the community. Services that are high in quality are assets for growth and development, while poor facilities can detrimentally affect the quality of the adjacent development and be a drain on the local economy.

The City has a well developed distribution system for water and sewer services. **See Map 2, Community Facilities.** The present total storage capacity of the City's water reservoirs is 245 million gallons per day. The backup water supply is the Sugar River, which is used several times each year. There are 70 miles of water distribution piping, two storage tanks, three reservoirs, and three dams. The system can supply about 4 million gallons of water per day with an excess capacity for a current demand that ranges from 0.9 to 1.5 million gallons per day.

Waste water or sewer services also contain excess capacity. The systems can treat a total of 3.2 million gallons per day. Usage typically does not exceed 1.4 million gals/day, leaving the system with significant excess capacity. The City maintains about 50 miles of sewer collection pipe and six pump stations. With the current water and wastewater systems in place, Claremont could handle the demands from a population of about 20,000.

Within the system's service area there is a considerable amount of land available for development. **See Map 2.** This suggests that expanding the extent of the existing system would be inefficient because it would make land available for development which may not be needed in the immediate future. Supporting a water and sewer system to serve a decentralized or thinly-settled land use pattern would be more expensive for the City to maintain due to the increased amount of water and sewer lines. It is likely that an expansion of the service will be necessary in the future to support additional growth; however, at this time it would be most effective to expand the system by filling in unserved areas within the boundary of the existing system. **See Appendix D, Community Services for a full discussion of the City's facilities and infrastructure.**

Natural Resources—Constraints and Opportunities

Introduction

Natural resources contribute to defining a community's unique character. Claremont's natural resources provide residents with a rich quality of life and many recreational opportunities. Natural resources are also an important consideration in estimating the city's capacity for growth and development potential. Natural resources can provide both opportunities and challenges for growth. For example, steep slopes and wetlands are less suitable for development while better drained, flatter areas are generally considered more suitable for development. The natural resource base of Claremont is an important factor in determining local land use decisions. The following is a description and analysis of Claremont's natural resource base as it pertains to land use decisions.

Topography and Geology

Situated along the Connecticut River, Claremont is located in the New England upland region. Most of Claremont is composed of rolling topography where the highest points are between 1500 and 2000 feet above sea level. The highest point is Green Mountain at approximately 2000 feet. The lowest point in Claremont is at the banks of the Connecticut River at approximately 90 feet. Topography is an important factor in assessing development suitability. While areas of relatively high relief are considered a visual asset, they are also areas that may be vulnerable to development. Due to the sensitivity of these areas, development should either be discouraged or carefully managed to maintain visual quality and minimize erosion concerns. Alternatively, low lying areas are typically associated with water resources such as river corridors and may be prone to flooding, and/or contain deposits of sand and gravel or rich farmland soils.

Geology

Bedrock geology is an important consideration in determining future land use suitability. Where bearing strength is high, most types of development can be supported. The bedrock in Claremont is fairly uniform in strength, and the bearing strength of all the formations is adequate for most types of development. Alternatively, bedrock at or near the surface can pose a constraint to development.

The surficial geology of Claremont is primarily characterized by large areas of glacial till. Along the Sugar Rivers and other major streams, stratified drift deposits are found as well as alluvial deposits (floodplain deposits).

The following are common geologic features in Claremont:

Bedrock outcrops/ledge are composed of metamorphic rocks located close to or above the surface of the ground. This formation presents a constraint to development, particularly where septic systems or foundations are involved. Bedrock geology can be important consideration in determining future land use suitability. Where bearing strength is high, most types of development can be supported. The bedrock in Claremont is fairly uniform in strength, and the bearing strength of all the formations is adequate for most types of development.

Unstratified drift or glacial till is composed of a mix of sand, silt, clay, gravel and boulders that overlays much of the bedrock in Claremont. These glacial deposits may limit percolation for proper siting of septic systems and do not generally hold sizable supplies of groundwater.

Stratified drift is composed of fine sands and gravel. In Claremont these deposits are generally associated with the Sugar River and an area along Plains Road. They provide suitable sources for drinking water supplies and sand and gravel deposits. Where potable groundwater is present, caution is necessary in the regulation and design of septic systems to prevent ground water contamination.

Swamp deposits occur in low, poorly drained areas along watercourses such as the Sugar River. These areas typically contain high water tables and may have water ponded at the surface. Wetland resources are usually associated with these deposits.

Wetland (Hydric) Soils

These soils are formed in association with silts and clays, some areas of till, and the more recent alluvial sediments deposited by streams and rivers. These include poorly and very poorly (Hydric A and B) drained material having a water table at or near the ground surface for five to nine months of the year. Wetland soils are commonly found along water courses and in low lying areas, such as the Sugar River and Hubbard, Spring Farm and Redwater Brooks.

Wetlands provide many valuable natural functions and are best left undeveloped and in their natural state. These soils occur mostly in natural drainage areas and are valuable to the community for absorbing excess flood waters and preventing downstream flooding, providing habitat for fish and wildlife, groundwater recharge to aquifers and acting as a surface water filter by trapping sediment and other pollutants. These soils comprise of approximately 3,357 acres within the City.

Slope

The slope or steepness of the land is defined by the change of elevation over horizontal distance. For example, a 10 foot rise within 100 feet is a 10% slope. Slope is important for planning purposes for several reasons. The increase in slope corresponds to the potential increase for surface runoff and erosion. The soil depth is also thinner as slopes increase, thereby decreasing the capacity of the land to filter septic system effluent in areas that lack public sewer services.

Slopes can be determined from USGS topographic maps. The most suitable slopes for development are from 0 to 12-15%. Within the City, areas south of the Sugar River, especially south of Maple Avenue and west of the Charlestown Road, tend to be relatively flatter than those to the north of the river. **See Map 4, Natural Resources.**

Once slopes exceed 15 to 20 % slope, there is greater chance for environmental impact and increased development costs. Most of these areas are found in the north of the Sugar River especially in the Cathole Road and Foissy Hill Road section of the community. There are approximately 4184 acres of slopes 20% and greater in Claremont (*Upper Valley Lake Sunapee RPC, 2007*).

Water Resources

Claremont is relatively rich in water resources—making up approximately 3,300 acres (*Upper Valley Lake Sunapee RPC, 2007*). Two of the region’s major rivers flow through the community as well a number of smaller brooks. There are no major lakes, although there a several small ponds and man-made reservoirs such as the Rice and Dole Reservoirs north of the Sugar River. Regulatory measures such as shoreline set backs and conservation districts can help preserve the health of water resources.

Groundwater

Groundwater makes up the subsurface link in the hydrologic cycle. A recharge area is an area of land surface that contributes water to an underground groundwater aquifer that may support groundwater wells. Land use activity within a recharge area may directly affect the quantity and quality of the ground water supply. Consequently, such uses should be carefully managed.

Claremont is served by a relatively large stratified drift aquifer comprising 8,970 acres (*Upper Valley Lake Sunapee RPC, 2007*) that correspond to the Sugar River in the western area of the City. **See Map 4, Natural Resources.** Groundwater yield is rated by the transmissivity or yield of the stratified drift aquifer. Yield is measured in feet squared per day and the USGS has classified yield into four categories: Less than 500, 500 to 1000, 1000 to 2000 and 2000 to 3000. Although the groundwater is potentially recoverable by wells, the pumping of water from an aquifer requires careful analysis. The Claremont aquifer has several sites that yield greater than 8,000 ft² /day.

Floodplains

There are approximately 1,866 acres of floodplain lands in Claremont (Upper Valley Lake Sunapee RPC, 2007). See Map 4, Natural Resources. Floodplains are adjacent to rivers, streams and surface water bodies. Claremont's 100-year flood boundaries are for the most part associated with the Sugar River. These are areas susceptible to flooding during periods of excessive stormwater runoff. Floodplains play an important role in that they accommodate excessive water during flooding thereby protecting adjacent properties and downstream areas. Floodplains also provide critical habitat to wildlife. Wetlands are often connected to floodplain areas.

The Federal Emergency Management Agency (FEMA) has prepared Special Flood Hazard Area maps. The maps identify the 100-year flood areas. Areas in the 100-year floodplain may be eligible for federally subsidized flood insurance. The maps also serve as a planning tool to establish a district that would limit certain land uses in these flood-prone areas. The City's zoning ordinance regulates activities in the floodplain areas.

Conserved Lands

These are land areas greater than two acres held for purposes of protection and conservation. These areas have been identified by the Society for the Protection of NH Forests and various NH state agencies. They comprise 1,343 acres within the City.

Each of these resource areas presents both constraints to development but also opportunities for open space protection and resource management. Of the total 28,220 acres in the City, approximately 15,400 have resource value. These areas are generally suited to low density development, passive recreation, habitat protection and land preservation.

DEVELOPMENT ISSUES

Community Heritage

The City of Claremont is rich in history and culture. Claremont once had a dominant agricultural industry that was supplemented by the development of a strong manufacturing sector. With the concentration of activity and development in the downtown area near the Sugar River, Claremont developed as an industrial and agricultural center. This urban/rural development is still evident today in the City's cultural and recreation institutions. Many of the City's cultural activities take place in the downtown area and are housed in such buildings as:

- Opera House/City Hall
- Library
- Schools
- Recreation Center
- Fire Station

The City is also rich in social and recreational opportunities including:

- Arrowhead Ski Area
- Numerous parks including Moody and Monadnock
- Ashley Ferry Landing
- Open lands (many owned by the City) for walking, hiking, fishing, and other recreational activities

The challenge for Claremont will be to encourage growth and development that is compatible with these resources.

Smart Growth

The pattern of current land use in Claremont has evolved over time and generally conforms to an urban-rural form where there is a compact central downtown that contains a mix of uses surrounded by residential neighborhoods. Beyond these neighborhoods is a rural environment of low-density housing, agricultural activity and significant forest lands. In response to the automobile this pattern has given way to highway commercial uses and industrial parks outside of the downtown area. Because of Claremont's slow growth over the past 20 years, there has been little residential sprawl that has affected many other Upper Valley communities. This situation provides Claremont with an opportunity to incorporate "Smart Growth" principles into its land use policies.

Smart growth is an approach to managing development that builds on a community's strengths by increasing opportunities to meet community needs for housing, economic development and quality of life by accommodating growth by minimizing sprawl and providing a more efficient, compact development. Smart growth is also about protecting and enhancing a community's important cultural and natural resources. Smart growth is not about strict guidelines and conventions, but rather a set of guidelines by which a community can achieve its own vision with growth strategies that meets its need.

The smart growth principles that are most applicable for Claremont include:

- *Mix land uses*—encourages communities to provide a mix of housing, business, retail services, and recreational/social opportunities in the same location. This principle could be employed in Claremont’s downtown where residential, commercial, civic and industrial activities
- *Create a range of housing opportunities and choices*—encourages communities to provide a variety of housing to meet the needs of all income levels. Claremont has an opportunity to provide a full range of housing types from single –family residential in traditional neighborhoods or in the more rural areas of the City to multi-family residential in the downtown.
- *Create walkable neighborhoods*—this principle encourages community’s to provide opportunities for its citizens to create traditional neighborhoods that provide human scale development which is conducive to pedestrians, providing an opportunity for a healthy life style. Claremont has over 35 miles of sidewalks mostly in the downtown area. Any new development should create a “walkable” neighborhood with sidewalks.
- *Preserve farmland, natural beauty and critical environmental areas*—preserve farm and forest lands as well as other natural resource lands and rural landscapes. Claremont has large tracts of farm and forest land. City residents have indicated a desire to maintain these resource areas. The City will need to adopt strategies—both regulatory and non-regulatory to properly manage and protect these lands.
- *Provide a variety of transportation choices*—encourages communities to provide a range of transportation choices to insure accessibility to services, shopping and civic/cultural institutions for people of all ages. Modes of transportation should include walking, bicycle, motor vehicles or public transportation. Claremont provides some of these choices, although more could be done to encourage walking and bicycling.

Neighborhood Character

During the rise of industrialization large mill buildings were established near the Sugar River to accommodate manufacturing enterprises. Walkable residential neighborhoods also grew to house the mill workers and other business people in the City. With the rise of the automobile suburban residential areas became more commonplace, but these lacked the compact character and mixed use of the more traditional neighborhoods. In an effort to minimize the sprawl of large suburban neighborhoods, many communities are turning to the concept of traditional neighborhood planning that encourages a mix of uses and housing types, walking, bicycling and neighborhood parks and use of local roads for auto travel rather than always needing to use collector roads.

Claremont has established the infrastructure for the traditional neighborhood such as in Maple Street area. The City will need to provide greater opportunities for enhancing the existing neighborhoods and establishing a land use policy that encourages compact, neighborhood development in areas outside the currently developed suburban residential areas.

Land Protection/Conservation

Conservation and protection of Claremont's natural and cultural resources is important to the residents of the City. Open fields, wetlands, forest areas, streams and rivers, historic buildings all need to be managed in manner that maintains their quality while still accommodating additional growth. The existing land use section and natural resources section above discusses the range and amount the natural resource areas. For example, the northeast area of the City is mainly forested in an area of rugged topography. Since many of the parcels in this area are owned by the City, it would be important for the City to establish a management approach for the appropriate use of these areas with the goal of resource conservation and preservation. In addition, there is a large area within the City of open fields, agriculture and low density residential (approximately 30%). Maintaining the rural character of this area is important to the City as expressed in its vision.

Commonly, many communities have attempted to maintain these rural open space areas through large lot zoning. In Claremont, the Agricultural Residential Zone which covers over ½ of the City has 5 acre zoning. This approach to managing growth has often promoted sprawl by consuming large plots of land that does not protect open space. The challenge for Claremont will be to manage growth in a manner that protects and, where necessary, enhance these resource areas. One approach to protecting these areas is referred to as Open Space Development which allows for smaller lot size but preserves much of the remaining land a permanent open space.

FUTURE LAND USE

Introduction

The future land use plan builds upon a variety of factors that have been identified and discussed in this chapter. This plan establishes a blueprint for the geographic allocation of future uses and activities in the City. Some of the key factors that have been taken into consideration in determining the City's future land use include:

- The inherent natural environment that is unique to Claremont,
- The existing land use,
- The vision and goals expressed earlier in this chapter,
- The projected growth in population and future needs for business and industry,
- The two community forums where citizens expressed their preferences for the City's future, and
- The results of the Community Attitude Survey.

The future land use plan is intended to be the basis for new or revised City policies including the extension of public utilities, other public investments and improvements to the existing zoning ordinance. The Future Land Use section and accompanying map is not intended to be a new zoning plan or map. The Future Land Use plan recommends several new planning areas as well as expansion of existing zoning districts. New areas include:

- A mixed use urban district in downtown Claremont that would consolidate a number of the existing zones in this area;
- A rural recreation area in northeast Claremont; and
- An airport district that would recognize the particular needs and regulations of that type of use.

The future land use plan is described below and shown on **Map 5, Future Land Use**. For each use area a purpose is identified and typical uses proposed.

Rural Recreational/Agriculture

This area would cover a large portion of northeast Claremont and corresponds to an area that is currently zoned Agricultural Residential (AR).

Purpose: To protect and manage the significant forest, agricultural and water resources; encourage low intensity recreational activity and support services; protect the City's water supply reservoirs; and to allow for low density residential. Examples of areas include Cat Hole, Dole Reservoir and Red River Brook.

Typical Uses:

- Sustainable forestry and tree farming
- Agriculture
- Outdoor recreation such as hiking, walking, cross-country skiing
- Seasonal dwellings
- Limited low density residential dwellings

- Municipal water system support facilities
- Campground with associated services
- Tourist home (Bed & Breakfast)

Rural Residential/Agriculture

This area would cover much of the outskirts of Claremont and, similar to the area proposed for Rural Recreational/Agriculture. It corresponds to an area that is currently zoned Agricultural Residential (AR). Examples of areas include West Claremont, River Road (north of Ashley's Landing) and Piper Hill.

Purpose: To promote agriculture and forestry as well as low density single family residential thereby preserving the City's rural character and natural environment. Open Space Development should be encouraged to protect the City's open spaces and encourage attractive living environments. In appropriate circumstances low impact non-residential uses may be permitted where there is good access to community roads and services.

Typical Uses:

- Agriculture
- Forestry
- Single family dwellings
- Manufacture housing parks
- Accessory dwelling
- Home occupation
- Contractors and tradesmen
- Outdoor recreation facility
- Tourist home (B&B)
- Small businesses such as a neighborhood grocery store, day care facility or kennel
- Veterinary offices and hospitals

Suburban Residential

This area would be between the Rural Residential/Agriculture and the Urban Residential east, south and west of the downtown. It generally corresponds to the current R-1 Zone. Examples include Charlestown Road / Maple Avenue and Roberts Hill.

Purpose: To provide for medium density single-family residential and two-family residential in appropriate circumstances. Traditional neighborhood development would be encouraged to create a compact development pattern and encourage attractive living environments. Low impact non-residential uses, such as small scale commercial businesses, may be permitted where there is good access to community roads and services.

Typical Uses:

- Single family dwellings
- Accessory dwelling
- Two-family dwelling
- Home occupation
- Tourist home (B&B)

- Small businesses such as a neighborhood grocery store or day care facility
- Civic use
- Professional office in residence

Urban Residential

This area would be between the Suburban Residential and the proposed downtown Mixed Use area. It generally corresponds to the current R-1 and R-2 Zones. Examples include the Bluff area, North Street and Chestnut Street.

Purpose: To provide for high density single-family and multi-family residential in established neighborhoods close to the downtown and many of the City’s civic institutions. Traditional neighborhood development would be encouraged to create a compact development pattern with street connectivity, emphasis on the pedestrian environment (sidewalks, granite curbing, and street trees).

Typical Uses:

- High density single family dwellings
- Accessory dwelling
- Multi-family dwelling
- Home occupation
- Tourist home (B&B)
- Hospitality businesses—hotels, restaurants
- Small businesses such as a neighborhood grocery store or a day care facility
- Civic use
- School

Urban Mixed Use

This area would correspond to the current downtown area and Mill district areas where there are currently six different zones. Much of this area is built out and any new development would be infill or redevelopment of existing structures. Examples include Downtown and the Mill district.

Purpose: To provide for commercial retail, civic and financial institutions, high density multi-family residential in established neighborhoods in the downtown. A compact development pattern is encouraged that would foster a mix of uses, buildings oriented to the street, parallel street parking, community spaces and parks and an emphasis on the pedestrian environment (sidewalks, granite curbing, and street trees).

Typical Uses:

- High density multi-family dwellings
- Commercial retail
- Professional office
- Hospitality businesses—hotels, restaurants
- Parking facility
- Places of worship
- Civic use
- Educational institution

- Indoor recreation

Highway Business

This area would generally correspond to the current B-2 Zone along the Washington Street Corridor east of the downtown although it would be expanded.

Purpose: To provide locations for commercial retail uses which require a large land area and access to the area highway system such as shopping centers, drive-through facilities and auto sales/services as well as high density multi-family residential.

Typical Uses:

- Large commercial retail
- Restaurant
- Warehouse
- Hotel/Motel
- Drive through services
- Vehicle sales and services
- Auto service station
- Multi-family residential
- Fuel storage
- Contractors and tradesmen

Neighborhood Business

This area would generally correspond to several locations along North and Main Streets and the Charlestown Road as shown on the Future Land Use Plan and would encourage uses similar to those in the current B-1 Zone. Examples include Maple Avenue, Charlestown Road and Claremont Junction.

Purpose: To provide locations for limited commercial uses that are compatible with surrounding residential development. Typical uses would include small scale business and retail, such as convenience grocery stores; professional offices; restaurants and personal services.

Typical Uses:

- Small scale retail
- Business and professional offices
- Bank branch office
- Restaurant
- Motel
- Personal services such as beauty shops
- Indoor recreation
- Contractors and tradesmen
- Day care center

Airport

This area would correspond to a current area of Industrial Zoning south of Sullivan Street.

Purpose: To provide a location for limited airport activities and small aircraft.

Typical Uses:

- Airport runways
- Hangars
- Outside airplane storage
- Airport terminal with airport and aviation support services
- Light industry
- Lodging facilities

Medical/Office

This area would correspond to the existing Multi-use Healthcare Zone along Elm Street north of the downtown. Examples include Valley Regional Hospital and the NH Community Technical College.

Purpose: To provide locations for health care-related services and medical offices that are compatible with surrounding residential development. It would also allow professional office and institutional uses such as schools and civic buildings.

Typical Uses:

- Hospital
- Medical offices
- Professional offices
- Educational institutions
- Civic
- Tourist home (B&B)
- Small hotel/motel
- Research and development

Campus Business and Industry

This area generally corresponds to the existing Industrial-3 Zone in the southwest portion of the City. An example is the Sid Clarke industrial park.

Purpose: To provide locations for business and industry that require large areas for offices, light manufacturing and parking in a campus-like setting that poses minimal environmental impact and is compatible with adjacent residential development.

Typical Uses:

- Business offices
- Business and research laboratories
- Light industry

- Assembly
- High technology business
- Day care
- Storage
- Hotel
- Restaurant
- Small scale retail (i.e. convenience store)

Industry

This area would generally correspond to the existing Industrial-1 zone and Industrial 2 zone north on Grissom Lane, River Road and Plains Road.

Purpose: To provide locations for medium and heavy business and industry activity that may require manufacturing and/or storage of large equipment as well as good highway access.

Typical Uses:

- Manufacturing, both light and heavy
- Warehouse
- Truck terminal
- Lumberyard
- Junk yard
- Recycling facilities
- Extraction of sand & gravel
- Fuel storage
- Contractors and tradesmen

ACTION PLAN

Introduction

The following preliminary actions steps are based on the following:

- the two visioning sessions conducted by the City in March and June of 2007,
- the background studies for the Land Use Chapter and
- the combined opinions and experience of City staff, residents, stakeholders and the City's planning consultants.

Action Strategies

Goal 1: *Promote new development and redevelopment that provides for a sustainable pattern of land use that is consistent with the Master Plan Vision.*

1. Consider permitting a suitable area north of the B-2 business zone along Washington Street for use as a higher density residential zone or a mixed/residential business zone which is more compatible with the existing land use than the existing AR zone. This area could represent one of several that could accommodate new single-family subdivisions.
2. Require new large scale commercial and residential development to undertake an environmental and energy impact review in an effort to minimize such impacts as part of the City's site plan review process.
3. Encourage the use of Low Impact Design (LID) when appropriate.
4. Require new commercial development and redevelopment to provide:
 - Significant landscaping and vegetative cover to enhance the aesthetic and environmental quality of the development and
 - Provide direct pedestrian connections from the street frontage to building entrances.
5. Require new commercial and residential development to incorporate more interconnected streets and pedestrian ways to encourage vehicular and non-vehicular movement within the development.
6. Identify locations where small village districts (nodes of mixed use) might be allowed around major intersections. Such districts could provide services to the growing residential population south of downtown Claremont. An example of this is Claremont Junction.
7. Identify areas within business zones to allow for businesses with equipment storage needs such as contractors.
8. Consider expanding the Business 2 Zone in two locations:
 - along Main Street west of Bonmark Drive, replacing the current AR and

- The Washington Street corridor.

Rationale:

The background studies in the Land Use Chapter and visioning sessions indicate the City's population will increase and consequently, new land area will be needed for commercial, retail and residential uses.

Goal 2: Encourage a balance of uses that provide for places to live, work and engage in recreational activities through an appropriate mix of commercial, residential and industrial growth.

1. Target areas with the City that will provide for a range of new housing opportunities such as:
 - the area along River Road north of Claremont Junction proposed to be Rural Residential for single family homes on large lots,
 - the newly proposed Suburban Residential area north of the Washington Street for single family subdivisions, and
 - the Urban Residential area for smaller cottage-like homes on small lots or for multi-family residential.
2. Identify areas within the current residential zones of the City for small scale mixed use (village) or commercial areas with appropriate development standards that would be consistent with the existing residential densities and standards.
3. Change the zoning in the airport area from I-1 to a separate Airport Zone.
4. Allow Bed and Breakfast lodging in residential areas with appropriate standards to minimize the impact to surrounding residential uses.
5. Consider consolidation of the three industrial zones into two zones—one similar to the current I-3 which encourages more campus-like business development and one that can accommodate more medium to intensive use with a special exception for intensive industrial activities. Also consider small-scale retail commercial uses, such as a convenience store in the River Road industrial area, on a limited basis as a special exception to service the industrial employees.
6. Encourage the development of lodging facilities—hotels, motels and Bed & Breakfast operations—as a means to support the recreational/tourism opportunities within Claremont and the Upper Valley.

Rationale:

There is a need for new housing opportunities at various price ranges. There is also a need for mixed use development. The City's present zoning does not encourage new housing and other appropriate uses in a mixed use setting.

Goal 3: Enhance the City's main transportation corridors by improving their appearance, encouraging an appropriate mix of uses and establishing corridor management techniques to allow for compatible pedestrian and vehicular activity.

1. Establish “Gateway” entrances into Claremont along the major roadways that enter the City. Such areas might include the Washington Street Corridor, the area of Draper’s Corner on the Charlestown Road (NH Routes 11 and 12) and Main Street (NH Routes 12 and 103). These areas should provide appropriate signage and encourage aesthetic features to welcome visitors to the City.
2. Undertake a land use/transportation corridor study for Washington Street east of the downtown to improve the overall quality of the corridor and in preparation for establishing a Highway Commercial Overlay District (HCO). Such a study would consider design, vehicular, transit, bicycle, pedestrian circulation, and the interrelationship between land use and transportation. The study would provide guidelines for development and redevelopment of sites along Washington Street that would consider: proposed land use, desired quantity and quality of new uses, roadway alignment, site distances and intersections, current and projected traffic volumes, critical natural resources and scenic values.
3. Identify areas along the Washington Street corridor where landscape and pedestrian improvements could be undertaken to improve the aesthetics and enhance pedestrian-friendliness. This activity could be undertaken in conjunction with the corridor study.
4. Continue to pursue the extension of the rail trail/bike trail adjacent to Washington Street along the former rail corridor through the downtown to Claremont Junction and other appropriate areas within the City.
5. Encourage the planning and development of a City wide trail network.

Rationale:

There is a greater recognition of the connection between land use and transportation and the need to provide for interconnections and to make existing highways more pedestrian friendly.

Goal 4: *Maintain and enhance Claremont’s downtown historic role as the civic, cultural, commercial, and social center of the City.*

1. Consolidate the current six zones (MUM, R2, PR, B-1, B-1.5, and B-2) in the downtown area into a single urban mixed use zone that allows for appropriate urban uses with special exceptions as needed. Examples include: schools, libraries, churches, civic buildings, inns, restaurants, multi-family residential, home occupations, retail, artisan living/working, elderly/assisted living and public open spaces. The intent is new district would be to encourage new development and redevelopment consistent with the City’s existing urban environment.
2. Amend the zoning ordinance dimensional requirements in the downtown, such as front setbacks and lot coverage, to be more consistent with the types of uses and building configuration that are commonly found in an urban environment.
3. Consider zoning changes that provide for flexible parking standards in the downtown area such as allowing/encouraging shared parking facilities where uses are complementary or do not have conflicting use demands. The City should facilitate this opportunity for shared parking as it controls many parking spaces in the downtown area.

4. Allow residential use on the upper floors of the downtown buildings by right, provided adequate parking is available.
5. Include a provision in the downtown zoning district to encourage the placement of parking areas behind buildings to encourage the location of building facades on the street. Where this cannot be achieved, require screened parking lots.
6. Restrict or prohibit drive-throughs in the downtown in order to provide improved pedestrian safety and maintain the quality of the urban streetscape.
7. Revise the sign regulations in the proposed consolidated mixed use downtown district to be consistent with the quality and character of this area.
8. Establish uniform standards for such public amenities as sidewalks, street trees, benches and street lighting that encourage pedestrian activity in the downtown.
9. Review the provisions and standards of the Historic District Ordinance to determine if there are any minor activities (such as window replacement) that could receive a certificate through an administrative review.

Rationale:

The City rightfully takes great pride in its historic district. However, existing buildings in the historic district are not receiving the attention and investment they should in order to be economically viable. The above action items are designed to encourage more investment in the downtown and Mill areas.

Goal 5: Preserve the rural and scenic character of the City

1. Replace the current PRD provisions of Zoning Ordinance (ZO) with a more appropriate Open Space Development (or Conservation Development) regulation. The density of the residential units could vary to be consistent with the availability of water and sewer services.
2. Consider adopting a new zone to replace the current Agricultural Residential zone in the northeast section of the City with a Recreational Residential Zone. Such a zone would allow for agriculture, forestry, outdoor recreational facilities/activities, low density residential, and home occupations.
3. Consider changing the industrial zone designations in the area between Sugar River and Twistback Road (zoned I-1) and the areas near Plains Road (zoned I-1) and the area near Lafayette Street (I-2 Zone), which are mostly wetland.
4. Update the Streambank District regulation to be more consistent with the State of New Hampshire's revised regulations under the Comprehensive Shoreland Protection Act—RSA 483.
5. Update the Streambank District regulation to incorporate provisions based upon Claremont's goal for water resource protection. These changes would include protection for all surface water resources including perennial streams and rivers, wetlands, vernal pools, and seasonal or intermittent streams. The district should provide for a variable width buffer area based on the value of the water resource, the type of use and the slope of the area. The regulation would identify permitted uses, non-permitted uses and uses allowed by special exception which meet specific standards.

6. Initiate a process for designation of Prime Wetlands as provided for in RSA 483--A:7 that are based upon the *Guide to the Designation of Prime Wetlands in New Hampshire*, 1983. Such a designation will provide added protection for particularly valuable wetlands over and above the proposed updated Streambank District regulation previously proposed.
7. Establish a program to identify and designate Scenic Roads under NH RSA 253.

Rationale: *The City also takes great pride in the maintenance and enhancement of its agricultural base and its open space. These actions promote the open space concept.*

Goal 6: *Protect and enhance the character of Claremont's traditional neighborhoods.*

1. Where appropriate, allow for small-scale business activities such as convenience grocery stores in residential neighborhood areas. Such uses could provide a needed service for these areas. These uses will need to be compatible with the surrounding neighborhood and could be subject to a special exception provision that would require standards to minimize the impact to the adjacent residential area.
2. In order to accommodate the trend toward smaller household sizes in Claremont allow the following within all residential districts:
 - Allow accessory dwelling units (ADUs) as a matter of right.
 - Identify locations where smaller footprint housing within relatively dense developments would be suitable.
3. Promote the concept of Traditional Neighborhood Development that encourages compact mixed use neighborhoods where residential, small-scale commercial and civic buildings are within close proximity to each other.

Rationale: *The above actions encourage the retention and establishment of small scale neighborhoods.*

APPENDIX A - Population and Housing

POPULATION & HOUSING

Introduction

An understanding of Claremont's population characteristics and trends provides the basis for short and long term community planning. Total population, rate of growth, long-term population projections and the characteristics of Claremont's various population groups can have an important influence on housing, land use, community services and facilities and traffic circulation. City officials can use this information to establish land use and housing policies as well as timely and efficient provision of community services

Population characteristics change due to several independent factors: births, deaths and migration both into and out of the City. Migration has been a significant factor affecting the City's population. During the different phases of Claremont's growth, migration has had varying affects on the City, some dramatic. During the City's early growth period, from about 1830 to 1920, in-migration contributed to significant population gains for the City due to the growth of large industries. Later in the 1970s and '80s the City experienced out-migration due to depressed economic conditions. Slower population growth then ensued, primarily due to natural increase (more births than deaths), until the population peak in 1980. The population in the last 20 years has declined, again due to a loss of employment and out-migration.

Population dynamics are an important factor affecting the use of land within the City. Settlement patterns, housing types, and employment opportunities are all related to population trends. The following trends are critical to planning for Claremont's future:

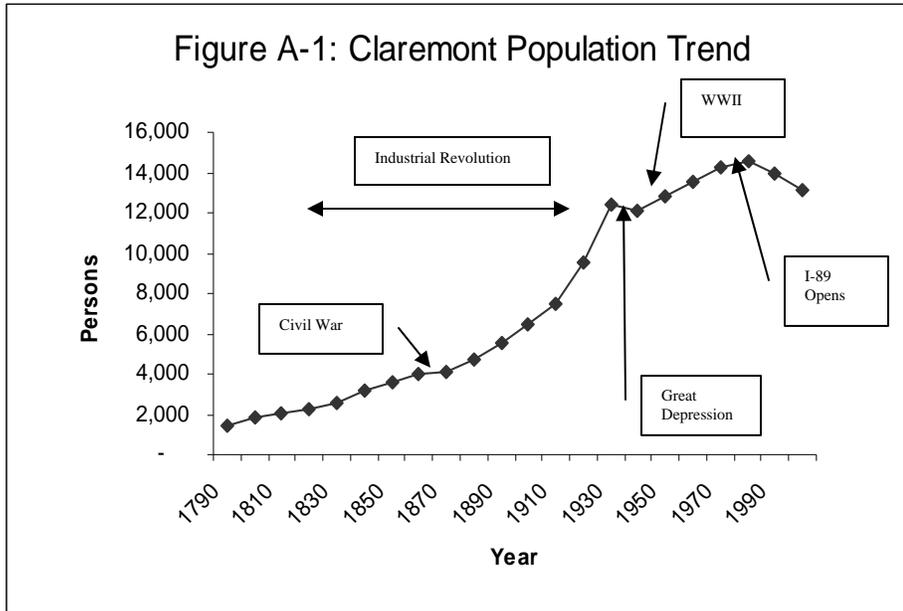
- Lower birth rates;
- An aging population;
- Declining household size and its continuation; and
- Growth outside of the City, (e.g. rural Sullivan County communities, Upper Valley, state and nation).

Population Trends

Manufacturing has long been an economic mainstay for the City and the health of the manufacturing sector has had a direct affect on the population of the City. During the industrial revolution (1870-1930), the growth in manufacturing facilitated significant population growth. From about 1980 to 2000, the population in Claremont decreased at a rate of about one-half of one percent each year (**See Figure A-1**). This trend mirrored a steady loss of employment, which began in the late 1970s, when manufacturing industries, such as Joy Manufacturing, left Claremont.

More recently the City has been experiencing an economic transition from a heavy manufacturing economy to a lighter manufacturing/information and service economy.

As a result, Claremont's population appears to have stabilized and is projected to rebound from a 25-year period of decline.



Source: State and US Census

Conversely, **Table A-1** shows population trends in Sullivan County and the state, which have experienced steady growth. Statewide between 1990 and 2000, New Hampshire grew by about 11 percent and during the same period Sullivan County increased by 5 percent, significantly less than the state average. Much of the growth in Sullivan County has been occurring in rural communities, not in larger urban centers like Claremont, which has lost about 5 percent of its population since 1990. The second and third largest communities in the county, Newport and Charlestown, are growing at rates lower than the county average. Rural communities in Sullivan County have experienced the most significant growth over the past 20 years. Since 1990, six Sullivan County communities have grown at rates higher than the State of New Hampshire average (11.41%): Croydon, Grantham, Springfield, Sunapee, Unity, and Washington.

The 1990s were a period of out-migration of the young, working-age population. This suggests that the number of new jobs did not keep pace with the number of residents entering the workforce.

Table A-1: Population Change

	1970-80	1980-90	1990-00
Claremont	2.36%	-4.50%	-5.40%
Sullivan County	16.52%	7.01%	4.84%
New Hampshire	24.80%	20.51%	11.41%

Source: U.S. Census

Residential Subdivisions

Another measure of Claremont’s growth over the past ten years is the number of approved subdivision lots. Although these approvals may not have resulted in building permits, the numbers do indicate the level of demand for new housing and the potential for increased population. During this period there have been a total of 84 new subdivision lots approved or an average of about 8.4 per year. **See Table A-2.**

Table A-2: New Subdivision Lots

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
New Lots	18	11	10	4	6	13	2	4	6	12
Cumulative	18	29	39	43	49	62	64	68	74	84

Source: City of Claremont

While there has been some demand for new residential lots, this growth can only be characterized as modest for a community with a current housing stock in excess of 6,000 units based on US Census data.

Population by Age

Table A-2 shows Claremont’s population is getting older as the “baby boomer” generation (born between 1946 and 1964) ages. This is a national trend affecting many communities. The large, increasing elderly population brought about by this trend will likely require more assisted living facilities and senior care services. This trend will also have far reaching impacts on Claremont’s housing stock and transportation system since many in this population cohort need access to such services without the use of an automobile.

Table A-3: Claremont Population by Age

Age Group	Claremont Percentages		NH Percentages		Claremont Percentages		NH Percentages	
	1990	1990	1990	1990	2000	2000	2000	2000
Under 15 yrs.	2,891	21%	21%		2,549	19%	21%	
15 to 24 yrs.	1,883	14%	14%		1,537	12%	13%	
25 to 34 yrs.	2,200	16%	18%		1,700	13%	13%	
35 to 44 yrs.	1,952	14%	16%		2,051	16%	18%	
45 to 54 yrs.	1,370	10%	10%		1,827	14%	15%	
55 to 64 yrs.	1,275	9%	8%		1,270	10%	9%	
65 to 74 yrs.	1,343	10%	6%		1,072	8%	6%	
Over 74 yrs.	988	7%	5%		1,145	9%	6%	

Source: U.S. Census

In the year 2000, about 17 percent of Claremont’s population was 65 years old and older compared to 12 percent statewide. The number of elderly persons will begin increasing in the year 2011, as the first segment of the baby boomers reaches retirement age. This segment of the population is currently 46 to 61 years of age.

Table A-4: Median Age

	1980	2000	Percent Increase
City of Claremont	31.5	38.8	23.2%
Sullivan County	31.6	40.0	26.6%
New Hampshire	30.1	37.1	23.3%

Source: U.S. Census

This aging of the population has been happening for many years. **See Table A-3.** The median age of Claremont residents has also increased by about 20 percent from 1980 to 2000, another indicator of the City’s aging population. The recently reported (2000 census) median age for Claremont residents is 38.8 years old; this is slightly older than the state median of 37, one of the highest median ages in the US.

Population Projections

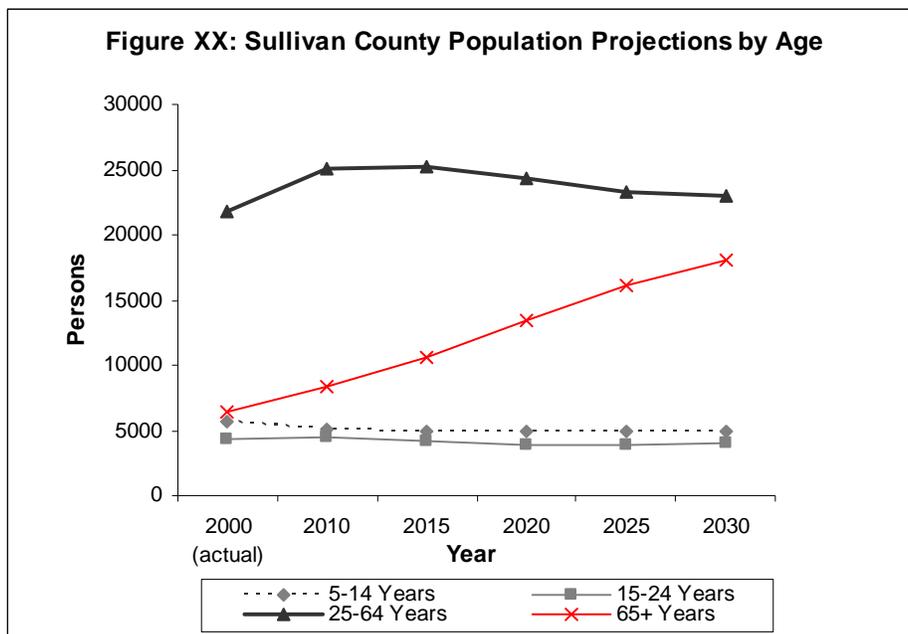
Gains in employment reported by City staff in early 2006 and ongoing private investment in housing construction and mill building redevelopment suggest that Claremont’s population may have stabilized since the 2000 Census. At the same time, school enrollments continue to decrease through 2006; an indicator that family size is becoming smaller.

Table A-5: Population Projections

	2000 Observed	2005 Est.	2010	2015	2020	2025	2030
Claremont	13,151	13,120	13,400	13,620	13,880	14,230	14,600
Sullivan Co.	40,458	42,060	45,180	47,140	48,800	50,460	51,960
N.H.	1,235,786	1,315,000	1,365,140	1,420,000	1,470,010	1,520,310	1,565,040

Source: U.S. Census and NH OEP

The New Hampshire Office of Energy and Planning projects that the decline in Claremont’s population will stop between 2005 and 2010 and begin to increase by almost 1,500 to 14,600 by 2030 at an annual compound rate of 0.3 percent per year. **See Table A-4.** If this growth is realized, it will mark a turn around for the City even though this projected rate of growth is slower than the increase expected for the state and county (0.8% per year). New employment growth will be the major factor stimulating future population growth. Conversely, population decline will follow employment losses.



Source: New Hampshire Office of Energy and Planning, November 2006.

Changing Demographics

Perhaps the most significant population phenomenon to expect in the future is how the population cohorts will change. **Figure A4** above depicts the Office of Energy and Planning population projections, by age, for Sullivan County. It is projected that the county's population age cohorts from birth to age 24 will decrease between 2000 and 2030, while the population 65 years and older will almost triple from 6,384 in 2000 to 18,002 by the year 2030. As a proportion of total population, this segment will increase from the 2000 figure of 16 percent of total population to more than one-third (35%) of total population by 2030. This change will likely have a significant impact on Claremont's services and infrastructure, even if total population numbers remain constant. Claremont will remain the most significant employment and service center for the county, providing healthcare, social services, retail, and financial services to most of the county's residents. It is likely that Claremont will need to service much of the demands necessitated from this shift in population.

Another important consideration is the projected smaller proportion of workforce population (ages 25 to 64) for the future. This cohort in the year 2000 comprises more than half of the total population, however, by 2030 will decrease to about 44 percent. While the total number of persons in this age group increases slightly (1,165 persons or 5.33%), a smaller proportion of working adults may affect the City's ability to attract and retain employers making employment growth a challenge.

Households and Families

Growth in Claremont households has lagged far behind the state. During the 1990s, Claremont's total households grew by 1.3 percent compared to 15.4 percent statewide **See Table A.5**. While population in Claremont has declined, there have been changes in the composition of households which have resulted in a slight growth in housing demand. This change is attributed to a loss in family households and a corresponding increase in non-family households. This trend in household arrangements is happening nation-wide, together with a reduction in household size. Single-parent and non-family households now comprise the majority (54 percent of total) of households in the City. This has a major affect on housing demand, as this trend suggests the need for smaller, more affordable housing units to accommodate smaller, single-income households. While current residential development has been predominately single-family units, the City may want to consider the need to establish policies to provide for the type of housing that can accommodate smaller families.

Table A-6: Households and Family Trends

	1990	2000	Claremont Change 90-00	NH Change 90-00
Total Households	5,610	5,685	1.3%	15.4%
Persons per Household	2.45	2.28	-7.0%	-3.4%
Family Households	3,752	3,428	-8.6%	10.6%
Persons per Family Household	3.07	2.86	-6.9%	-3.8%
Married-Couple Family Household	2,985	2,587	-13.3%	7.0%
Single-Parent Family Household	767	841	9.6%	29.4%
Non-Family Households*	1,858	2,257	21.5%	27.3%
Persons per Non-Family Household	1.20	1.40	16.3%	11.7%

Source: U.S. Census. Note: * Includes Single Person Households

Housing Units

Housing is also critical in supporting employment opportunities and shaping the appearance of the City. Availability of quality housing units increases the pool of housing for prospective employees.

Table A-6 shows that Claremont lost 154 housing units during the 1990s while the number of units in the state and county grew. This loss is primarily due to the City initiated demolition of substandard multi-family housing in the Pearl, High, Hanover and North Street areas. In 2000, vacancy rates for rental units and homes for sale were 5 percent and 2 percent, respectively. Statewide vacancies are slightly lower, 4 percent for rental units and 1 percent for homes for sale.

Table A-7: Units by Tenure & Vacancy

	1990	%	2000	%	% Change 90-00 Claremont	% Change 90-00 NH
Total Units	6,228		6,074		-2%	9%
Occupied Units	5,610	90% of Total	5,685	94% of Total	1%	15%
Owner Occupied	3,248	58% of Occ.	3,271	58% of Occ.	1%	18%
Renter Occupied	2,362	42% of Occ.	2,414	42% of Occ.	2%	10%
Vacant Units	618	10% of Total	389	6% of Total	-37%	-22%
Vacant For Sale	54	1.6% Vac.	66	2% Vac.	22%	-57%
Vacant For Rent	333	12.4% Vac.	131	5.1% Vac.	-61%	-70%
Vacant Seasonal	40	1% of Total	64	1% of Total	60%	-1%

Source: US Census

Claremont, like most urban communities in New Hampshire, has a diverse inventory of housing types. **See Table A-7.** One-half of the City’s housing stock is single-family units, about 40 percent is multi-family units, and the remainder (10%) is manufactured homes and other unit types.

About 10 percent of the City’s total housing stock is subsidized units.

Source: NH Housing Finance Authority

Single family homes are predominantly located at low densities in the outskirts of the City, but are also located within densely developed inner City neighborhoods like the Bible Hill and Mulberry Street areas south of downtown. The multifamily housing stock is primarily located near the downtown in large buildings like the Claremont Arms on Winter Street and smaller buildings scattered in inner-ring dense residential neighborhoods like the Prospect, Summer and School Street areas. Mobile homes and “other” unit types are mostly located in parks in rural areas of the City, like Pine Hill and Sugar River manufactured housing parks on the outskirts of the downtown.

The housing stock in Claremont is similar to the types of housing throughout the state with the exception that overall NH has a slightly higher proportion of single-family units (62%) and fewer multifamily units (31%), likely due to the overall rural nature of NH communities.

During the 1990s, Claremont’s housing inventory has shifted in character to include a higher proportion of single-family housing units and a smaller number of multi-family housing. This trend is also happening statewide but to a lesser degree. Claremont’s recent single-family housing is developing in the rural areas using open spaces and agricultural land. Notable locations are those near to Thrasher and Cat Hole Road areas north of the downtown.

Table A-8: Units by Type

Type	1990	% of Total	% of Total NH	2000	% of Total	% of Total NH	% Change	% Change NH
Total Units	6,228	100%	100%	6,074	100%	100%	-2%	9%
Single Family Units	2,818	45%	59%	3,011	50%	62%	7%	15%
SF Owner Occ.	2,466			2,575			4%	

SF Renter Occ.	202			347			72%	
Multi-family Units	2,899	47%	33%	2,599	43%	31%	-10%	3%
MF Owner Occ.	389			332			-15%	
MF Renter Occ.	2,072			1,992			-4%	
Mobile Home & Other	511	8%	8%	464	8%	7%	-9%	-13%

Source: US Census , Units in Structure and Units in Structure by Tenure

Claremont has perhaps accelerated this shift in the housing inventory through a City demolition program which started in the early 1990s to address issues with poor housing quality. Many dilapidated units were demolished while few multi-family units were constructed. It is estimated that most of the 150 lost units were due to this demolition program. These lost units have not been full replaced as only 65 units of multi family have been approved in the past 12 years and these were only approved since 2003. Four of these units were for new construction and the remainder are in renovated buildings downtown including 14 units in the Way School and 47 yet to be built condominiums in Peterson Mill.

Housing & Land Use Issues

The poor quality of the housing stock has been cited as the principal housing issue in Claremont.¹ This problem has been the result of a lack of private investment in the City resulting from recent employment losses and a stagnant economy. Recent efforts to revitalize the City, such as the redevelopment of the Mill District into condominiums, restaurants and offices, and the increasing trend of Upper Valley

2007 Total Tax Rate Comparison	
Claremont	\$32.90
Lebanon	\$22.45
Newport	\$21.91
Note: Tax rates are per \$1,000 of local valuation.	
Source: Department of Revenue Administration	

workers seeking housing in Claremont, are slowly improving the quality of housing by way of private investment in the City’s housing stock. The amount and type of future investment and employment growth will have a key role in determining population and housing conditions in the future. Without continued investment in the City, the population is not likely to grow.

The high cost of housing in Lebanon (53 % higher than Claremont) has encouraged some households working in the Upper Valley to live in Claremont where less expensive housing options exist. The interest in living in Claremont while working elsewhere has been facilitated by a median purchase price differential between housing costs in Lebanon (\$245,000) and the less expensive Claremont (\$159,900) (NHHFA, 2006). Claremont rents are also lower by about 13 percent (\$770 compared to \$869). This situation has resulted in a significant number of “reverse commuters” traveling from Claremont to work in Lebanon. Housing workers from another labor market area places pressures on the City’s existing housing stock and limits the amount of housing available to support Claremont’s own employment growth. Further study would be helpful to better understand the nature and extent of this housing-population dynamic.

With current population levels below the 1980s peak, some of Claremont’s downtown building infrastructure and neighborhood areas may be capable of supporting additional population growth. Further study of this infrastructure would be instructive to determine if Claremont has the ability to

¹ Upper Valley Housing Needs Analysis, Applied Economic Research, August 2002.

accommodate additional growth within existing neighborhoods or business areas without using large amounts of open space. This situation may provide an opportunity for the City since much of the existing housing stock is close to employment. By revitalizing this infrastructure and supporting the continuation of the historic settlement patterns, jobs and housing are located near to each other. This retention of compact development and infill development are consistent with the state's smart growth policy and lessens demands on the transportation system, preserves open space, and at the same time accommodates growth. It is also the most efficient redevelopment approach as it utilizes existing infrastructure such as roads and water and sewer.

Furthermore, by using the existing housing stock to the fullest extent possible, rehabilitation of existing multi-family units is encouraged. This process will help in maintaining a strong City center. As population increases, additional housing units and space for employment opportunities will be needed. The more this population can be accommodated within the City's existing neighborhoods, the less will be the need to accommodate the expanding population in more rural areas with the potential for creating sprawl. The location of new residential activity is important for the City's future as it has the potential to impact future land use and traffic patterns.

Analysis Summary

- Out-migration has been the most significant factor affecting Claremont's population.
- There are indications that Claremont's population has begun to stabilize after a 25 year period of decline.
- Claremont's median age has increased by more than 20 percent since 1980 to 2000. The aging of Claremont's population is expected to continue. County-wide persons 65 year old and older will almost triple from 6,384 in 2000 to 18,002 in the year 2030.
- Population projections for the City predict that the population will grow by 249 persons between 2000 and 2010.
- During the 1990s, Claremont's total households grew by 1.3 percent compared to 15.4 percent statewide.
- Growth in households is predominantly within non-family households suggesting the need for smaller housing units.
- Growth in housing units has been slow and the majority constructed is single-family units.
- The poor quality housing stock is an issue for the City; however, the problem is becoming less severe as private investment improves the condition of housing.
- Much of the existing housing stock is close to employment. By revitalizing the existing housing stock the City can reinforce mixed use development patterns and provide proximately located housing and jobs.

APPENDIX B - Transportation

TRANSPORTATION

Introduction

The City of Claremont is located in west central New Hampshire along the Connecticut River adjacent to the New Hampshire/Vermont border. Centrally located within New England, Claremont is positioned at the hub of the region's transportation system. Located proximate to Interstates 89 and 91, major destinations such as New York City, Montréal, and Boston are within 250 miles.

The transportation system is an important factor in determining a community's land use pattern. The transportation system is a land use *form* in terms of its linear physical presence and a land use *function* in terms of the service it provides to shoppers, businesses and residents in their day-to-day activities. The City's transportation system is comprised of roads, railroads, bicycle and pedestrian infrastructure, parking, a public transportation system, and an airport facility. With few exceptions, land use development has conformed to the strong centric design of the City and its transportation corridors.

Public Roadways

Much of the transportation activity within the City is automobile-oriented and will probably continue that way for the foreseeable future. The City's existing 144-mile road system was initially developed to serve agricultural transactions between the City center and rural farms. **See Map 3, Transportation Corridors.** Since the City's transportation system was designed to facilitate travel to the City center, many of Claremont's main arterial roads (including NH Routes 11, 12, and 103) intersect at what is now Opera House Square in the center of Claremont's downtown area. This convergence of major roadways has resulted in heavy traffic in the downtown area, which is discussed further within the Land Use-Transportation Connection section of this appendix. Later, the system was expanded to support the mills along the Sugar River, and eventually, the industrial development occurring outside the City in areas adjacent to NH Route 12A and the Connecticut River. Over the past 60 years, development has responded to the use of the automobile as the main means of transportation, resulting in dispersed land uses, varied travel demands, and a more complex transportation network.

New private roads associated with the residential subdivision of land are scattered throughout the rural, low-density residential areas of the community. While the City does not currently own or maintain these roads, there is nothing preventing a future City council from adopting them as public Class V highways. This has potential maintenance and development implications for the City, namely the cost of maintenance and potential to support additional growth.

Airport and Rail Services

Claremont currently maintains a federally and state funded municipal airport at a site near Claremont Junction, which is adjacent to emerging industrial development. The airport was built in 1927 and is used primarily for recreational flying and some business traffic. The development of passenger service is unlikely at a small municipal airport, such as Claremont's. However, the facility has the potential to assist in emergencies, to facilitate the delivery of supplies and provide emergency access/egress. The airport provides a competitive advantage to some local industries. Optimum Manufacturing, for instance, currently uses the airport for business activities. Expansion options are limited at the site due to topographic constraints. The airport's position on the top of a hill limits expansion possibilities due to the cost of fill and land acquisition. In 2006, with federal and state assistance, the City constructed six new hangars to generate revenue in addition to existing fuel sales. Additional private hangars are planned.

The airport is currently in the I-1 (industrial) Zone. This zoning designation presents a conflict since the Federal Aviation Administration (FAA) establishes certain use and activity regulations that may be appropriate for airport use, but not for the remainder of the I-1 zone. To avoid future conflict, consideration should be given to zoning this area as an Airport District.

Claremont also has an important rail system, reflecting the City's early industrial prominence. **See Map 3, Transportation Corridors.** The system is primarily oriented towards freight traffic, with limited passenger service to destinations between New York and Montréal provided by Amtrak. A limited passenger rail facility is located at Claremont Junction near the intersection of Plains Road and Maple Avenue. The old Boston and Maine line running north-south is a trunk line connects Claremont to other northeastern destinations. A short 7-mile segment of rail spur extends into the City center parallel with Taylor Street and is operated by a private railroad company. At one time, this rail spur provided local industry convenient access to external markets and supplies, an important advantage in supporting industries during the City's industrial prominence. However, as a result of Claremont's economic transition and the general decline of the rail industry, this infrastructure has not been used as extensively in recent years. Passenger service is also limited due to inadequate facilities within the existing rail station, which does not allow passengers to check baggage.

Bicycle and Pedestrian Facilities

The City of Claremont has an extensive sidewalk system within the urban center of the City as well as a City-owned rail trail that runs from east to west through the City. This is a significant resource for encouraging alternative transportation modes such as walking and biking.

A rail line once extended from the western side of the City to Concord. Outside of the City, the right-of-way for this former active rail line is now owned by the State of New Hampshire. This segment between Claremont and Newport no longer serves as a rail line, but is currently being used as a recreational rail-trail accommodating pedestrians, cyclists, snowmobiles and ATVs. In 1996, the City, with federal and state assistance, purchased the right-of-way within City limits. At present, the trail is underutilized except for a short segment just north of Washington Street (frequently used to access the larger trail system) and a portion of the corridor in the City center which is used as a private rail spur for freight. At present, there are a number of potentially conflicting uses of this trail including biking, walking, horseback riding and ATVs. This trail offers an opportunity for safe walking and biking and has the potential to connect to other points of interest and greenways within the City. Most of the bicycle traffic in the City currently uses the existing road system.

Pedestrian travel is accommodated by a thirty-five mile sidewalk system in the core of the City extending from the fringe of inner ring residential neighborhoods to Hanover, North, Pleasant, Washington, and Maple Streets. This system is designed around the most populated areas in the City. However, new development, for example will require the City to consider expanding the system. There are no sidewalks along Charlestown Road or where new industrial development is occurring along NH Route 12A. Rural residential subdivisions outside of City core also do not have sidewalks. Consideration should be given to creating sidewalks in these areas to help integrate land uses and support alternative transportation.

Parking

Parking provides an important function to the City, allowing access to City services and supporting commuters and shoppers. The City's parking can be divided into several categories: public or private and off-street or on-street. The City maintains several off-street parking lots, one of which is for City offices. Most parking is private and located in off-street parking lots along Pleasant Street, Washington Street and in industrial areas adjacent to the municipal airport and Connecticut River.

Reports have documented long-term parking shortages with in the Central Business District². Most of the parking in this area is private and public on-street parking fills quickly during peak hours. This shortage in long-term parking results in long-term usage of short term parking spaces. Available parking within the municipal lot on weekend provides some relief. City staff has also reported the need for additional parking for the public library, police department and City offices. The City plans to add 400 new parking spaces with the primary source being the new Sawtooth parking garage in downtown. Of the 400 spaces, 84 will be connected to the downtown via a pedestrian bridge to North Street. These improvements will meet the estimated need for additional parking spaces within the downtown.

There is a Vermont Park and Ride facility located off Exit #8 off I-91 in Ascutney that services individuals from Claremont. The State of Vermont plans to expand the facility for car pooling and transit services.

Public Transportation

Public transportation is limited within the City. Community Transportation Services (CTS) provides a demand response transit service between Claremont and neighboring Newport with several stops within the City, including Opera House Square, Valley Regional Hospital, and the Washington Street shopping area. **See Map 3, Transportation Corridors.** Service is also provided to the County Complex in Unity. Many other human service providers and other private entities provide limited transportation services. Most services have been predominantly used by the elderly and disabled populations, and have not traditionally been viewed as a contributor to economic development and citizen convenience. The existing system does not serve emerging industrial development occurring adjacent to NH Route 12A and the Connecticut River.

Transit can be a useful tool for economic development by providing a convenient means for employees to get to and from the workplace if it provides a stable transportation option for the workforce. By providing alternative transportation options for commuters, commuting costs are lowered and less pollution produced. Also, fewer parking spaces may be provided within existing development if served

² City of Claremont Master Plan, UVLSRPC, 1991

with transit services. There are advantages to investing in transit, but perhaps its most important contribution is that it can provide a measure of mobility for the approximately one-third of the population that cannot drive.

Land Use-Transportation Connection

Improved access to land has encouraged growth

The construction of Interstates 91 and 89 made many New England communities, including Claremont, more accessible and has encouraged development. Building infrastructure such as sidewalks, paths and parking or providing alternative transportation (bus, rail) also has the potential to encourage growth. Likewise, deficiencies in the transportation infrastructure may also inhibit development.

Redevelopment in the downtown along Pleasant Street has been hampered, in part, due to limited parking and high through traffic volumes. However, along Washington Street, easier access and ample parking has spurred the growth of retail development. Similarly, the growth of industry along NH Route 12A has taken advantage of both road and rail access to relatively open land. This trend has shifted commercial development away from the City center. Improved access and parking in the downtown will assist in refocusing development to the core of the City.

Growth affects travel demand

Increase in travel demand is one of the greatest impacts that growth has upon a community. The highway-oriented commercial development along Washington Street continues to be a significant traffic generator in Claremont. Combined with the lack of efficient regional east-west transportation corridors, there has been a shift in traditional traffic patterns. Because most of the City's existing arterial roads (including Washington Street) intersect at the City center, traffic congestion along the Washington Street corridor is felt most heavily in Claremont's downtown. From 1999 to 2005 traffic increased from 22,000 vehicles per day (VPD) to 24,000 VPD.

Shifts in traffic patterns are not only inconvenient to residents, but also result in consequences to business and the competitiveness of the City's economic environment due to the increased delays in obtaining supplies and shipping goods. Freight truck traffic congestion in the vicinity of Opera House Square has resulted in conflicts with pedestrians and bicycles, air quality concerns, and undue strain on roadway infrastructure.

Auto-oriented development along Washington Street has also placed demands on City services. Police respond to many traffic accidents, which are the result of conflicts created by high access densities and improper site designs. There are increasing concerns that Charlestown Road will develop similarly, causing the same traffic safety and congestion issues.

To address the congestion issues, several alternative truck routes have been considered in prior Master Plans and a truck route study is planned in 2008 in cooperation with UVLSRPC. At one time, the City considered a loop road designed to circumvent the downtown and improve access to industrial areas while improving circulation in the downtown. Past studies and recent discussions have focused on North Street as the major east-west route within the City and Broad Street as the major north-south road. A connection over the Sugar River connecting Washington Street to Chestnut Street has also been suggested, which would make it easier to reach downtown from the east and act as a bypass for Washington Street traffic.

This system of connected streets would also support intra-City traffic by connecting, Elm, Mulberry, Summer and Broad Streets.

The issue of traffic congestion is exacerbated by the fact that more people are living further away from their jobs, resulting in increased travel demands for commuting and shopping. Residential growth is a major contributor as recent residential growth since it has occurred primarily in the more rural areas of the City, farther from employment centers. On the other hand, the close proximity of housing and jobs encourages walking, biking and transit and decreases single occupant vehicle use. Historic settlement patterns have had a very strong focus on the center City, with the housing stock close to employment and downtown services. The City needs to consider a better balance between land uses in order to reduce travel demands. This could include allowing higher densities and mixing uses near employment centers, like that emerging on NH Route 12A.

This is already happening in the downtown as a mix of housing and jobs are being incorporated into the Mill District redevelopment. Such efforts at encouraging compact mixed development is also consistent with the State of New Hampshire's Smart Growth Policy.

Land use form influences travel demand and transit use

The design of large scale commercial activities can be a considerable obstacle to integrating land uses and reducing travel demands. Washington Street, for example, has developed with large parking lots separating the buildings, a wide road, few crosswalks, and no designated bicycle lanes. This land use pattern results in excessive automobile use between adjacent businesses that are within walking distance and increased congestion. Consideration should be given to providing better pedestrian infrastructure and redesigning parking so that it does not discourage walking for future highway commercial retail development.

The design of residential subdivisions can also affect travel demand. New residential subdivisions such as Roberts Hill Road and Heritage Circle have dead-end road designs. Not requiring connectivity between residential subdivisions and other land uses forces traffic to use fewer roadways, resulting in heavier traffic volumes which may require widening the road once congestion becomes problematic. Such subdivision layout also has a negative impact on emergency response when access is disrupted on the only entrance road. Some neighborhoods close to the downtown have complex, looping street designs such as Grove Street, which isolates people from one another and from surrounding neighborhoods. This land use pattern encourages single-occupant automobile use. On the other hand, Summer and Pearl Streets near the downtown are an example of development designs that encourage the potential for transit use, not just the automobile.

In contrast, the area along Maple Avenue, that was formerly an area of commercial retail activity, has become obsolete because it does not provide for "easy auto access" or the space to accommodate larger parcels of land. Consequently, this area has become functionally obsolete as a retail area. This presents a challenge in terms of types of land uses that would be suitable to replace the existing vacant spaces. Currently there is a transition in use towards noncommercial land uses, namely office and residential.

Future Transportation Services

Land use and transportation policies should be integrated in a manner that meets the needs of residents and development objectives of the City. This will require managing the demand for the use of automobiles, connecting emerging development areas, balancing the location of housing and jobs, providing for traffic calming, allowing mixed land uses, and providing for high-density development.

Analysis Summary

- Land use development has conformed to the strong centric design of the City and its transportation corridors.
- Most transportation activity within the City is automobile-oriented
- The intersection of key arterial roads in the City center has resulted in congestion from heavy vehicle traffic which creates conflicts with pedestrians and cyclists, affects air quality, and puts undue strain on roadway infrastructure. These issues may have a negative effect on downtown redevelopment.
- The existing airport and railway infrastructure can potentially enhance the growth possibilities of the City.
- The existing rail-trail offers an opportunity for the City to encourage pedestrian and bicycle travel and connect public spaces.
- Although there are parking shortages within the Central Business District this is being addressed within downtown redevelopment plans, including the addition of parking facilities.
- Community Transportation Services (CTS) provides a demand response transit service within the City and to several outside destinations, namely Newport and Unity. Service is limited and is not targeted toward emerging employment centers.
- Improved access and parking in the downtown will assist in refocusing development to the core of the City.
- Because most of the City's existing arterial roads (including Washington Street) intersect at the City center, traffic congestion along the Washington Street corridor is felt most heavily in Claremont's downtown.
- Auto-oriented development along Washington Street has also taxed public services.
- Several alternative truck routes have been considered in prior Master Plans and to address heavy vehicle traffic and congestion in the downtown. A truck route study is planned in 2008.
- The issue of traffic congestion is exacerbated by the fact that more people are living further away from their jobs, resulting in increased travel demands for commuting and shopping.
- The design of large scale commercial activities can be considerable obstacles to integrating land uses and reducing travel demands.
- Land use and transportation policies should be integrated in a manner that meets the needs of residents and development objectives of the City.

APPENDIX C - Economic Trends

ECONOMIC TRENDS

Introduction

Claremont has a long and proud history as a manufacturing community. The Claremont-Newport and Springfield-Windsor, Vermont areas were once well known for the production of textiles, precision machine tools, and a wide range of other manufactured products. This bi-state region was once referred to as the Precision Valley. In Claremont, the rise of these industries and the subsequent economic transition to a light manufacturing, higher technology and service-oriented and retail economy has considerably shaped settlement patterns.

“...Farm to Factory”

The City’s first settlers were primarily subsistence farmers and shepherds. During the mid to late 1800s, the construction of canals and railroads in the western states and a dramatic drop in wool prices facilitated the mass out-migration of farmers to the Midwest. At the same time, a new economy emerged within the City. Railroads and the utilization of waterpower from the Sugar River gave Claremont an advantage for industrial development and the production of textiles and machine tools. The peak of this manufacturing era was in the 1920s.

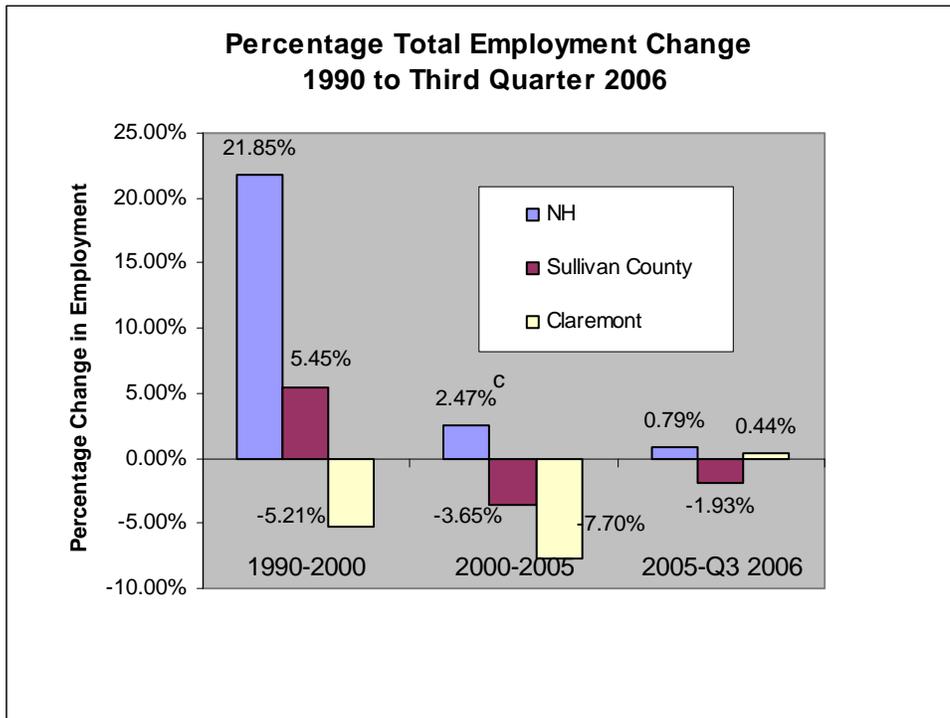
The City of Claremont has a remarkably different appearance now than it did 200 years ago when it was as a predominantly agricultural community. Once characterized by open agricultural fields and out-buildings, water power gave way to a new employment pattern and a new land use form. Mills, smoke stacks, rail lines, and industrial facilities changed the appearance of Claremont and created a new industrial center. Claremont’s Mill District, constructed in the late 19th century, was the prominent location for industry due to its proximity to the Sugar River.

Industrial growth supported a variety of goods and services for the workers and their families. The rapid expansion of the mills in the 1880s created the most significant building boom experienced by the City. Retail establishments flourished, creating a significant draw from the surrounding area to purchase consumer goods. This gave rise to the name “shopper’s town” in the 1960s as Claremont became a regional shopping destination. Many of the retail businesses were located on Pleasant Street in the Central Business District (CBD). Restricted towards the north by the mills and the Sugar River, the CBD expanded southward where residential construction was prominent. This development essentially resulted in today’s built environment.

Shift to Service Economy

The City’s economy began to change in the late 1970s. A national trend in manufacturing employment losses also resulted in the closure or relocation of many of Claremont’s industries. **Figure D-1** shows three periods of total employment change for the City of Claremont, Sullivan County and State of New Hampshire. While statewide employment has grown for all periods, both the City of Claremont and Sullivan County have experienced significant employment losses since 1990.

Figure D-1



Source: Employment and wages by industry for workers covered by unemployment insurance, NH Department of Employment Security. Employment and Wages, Covered (QCEW) Annual data is an annual average. Quarterly data represents employment levels at the first of the month.

Manufacturing industries continue to provide important employment opportunities within the City, and have recently expanded at several locations. The mill industries that once stimulated a great population boom for Claremont have long since gone and are being replaced in a major adaptive re-use project providing new types of industry and jobs. The machine tool and wood products manufacturing industries continue to be important employment sectors, with both new businesses and local expansions in the past few years strengthening these industry clusters. For 2006, data provided by the New Hampshire Department of Employment Security (NHDES) indicates that manufacturing industries comprise 16% of private covered employment in the MicroNETA (defined as Claremont and Unity, with 98% of the Labor Market Area employment in Claremont), or 13.7% of total covered employment. Many industries followed early textile, corporations like Joy Manufacturing and Coy Paper, and these buildings have been purchased by new and expanding companies, Customized Structures and Tyler Mills, LLC. More recently businesses, such as Lacrosse Footwear, have also left the City and the building purchased by a new company from New Jersey.

Recent employment growth has been predominantly within light manufacturing, technological / information and retail services. Service industries are becoming a larger share of total City employment. According to NHDES, in 2006 about 80 percent of Claremont employers are in the service providing sectors, primarily within retail trade, local government and healthcare. A lack of sales tax in New Hampshire along with more restrictive land use laws in Vermont has encouraged this retail growth. Much of this new commercial development has been comprised of big-box stores, which are auto-oriented and located adjacent to the downtown in the area along Washington Street. Claremont has maintained a significant amount of its retail trade area over the years. Many shoppers from the region purchase their goods and services in the City of Claremont, even though competition from the Upper Valley (Hanover and Lebanon area) has increased. Despite location of new retail establishments on Washington Street, the CBD is undergoing significant rehabilitation, with vacancies dropping and new small retail, education and office businesses acquiring space. Short term parking, improved downtown traffic circulation, and physical renovation continue to be primary objectives in the CBD. The \$2.5 million Oscar Brown Block project, as well as the new Claremont Savings Bank, rehabilitation at the Farwell, Dickinson, and Moody buildings, are only a few of the recent projects in the City Center. At the same time, the former retail center on Maple Avenue is seeing rehabilitation of buildings primarily in the service sectors.

Table D-1 below shows the major employers in the City. Annual average employment levels based on NH Department of Employment Security data are currently (2005 = 5,680) about 13 percent less than 1990, when total employment equaled 6,492.

Table D-1: City of Claremont Largest Employers

Employer	Product/Service	Employees	Established
Valley Regional Hospital	Health Care	469	1893
Claremont District School	Education	400	1867
Wal-Mart	Department Store	340	1993
Customized Structures	Prefabricated Houses	210	1984
City of Claremont	Local Government	157	N/A
Market Basket	Grocery Store	139	1994
Home Depot	Building Supplies	125	2005
Eagle Times	Newspaper Publishing	116	1912
Hannaford Brothers	Grocery Store	115	1989
Crown Point Cabinetry	Custom Cabinets	106	1978
Claremont Savings bank	Banking	89	1907

Source: City of Claremont Economic Development Department, 2005.

Emerging Employment Center

Economic transitions may alter land use and employment patterns. Claremont residents once had a very strong orientation to the City itself as a manufacturing community. A place of employment survey taken in 1980 by the US Census indicated that about $\frac{3}{4}$ of the City's residents were employed within the City. This historic orientation supported Claremont's position as the shopping and employment center for many communities. However, declining employment opportunities and resulting population decline has lessened the prominence of Claremont as an employment center. The most current "place of employment" data (2000) indicated that just over half (53%) of Claremont residents are working in the City. This trend has been accompanied by high out-migration levels for age groups just entering the labor force (20-34 yrs. old), suggesting that there are fewer employment opportunities within the City for its own or the region's residents, although recent activity in Claremont indicates that the 2000 data may show significant changes in this employment pattern when updated in 2010. See also Appendix A, Population and Housing, that further discusses this trend. Over the past 100 years or so, the region's employment center has essentially shifted from Precision Valley communities to Upper Valley communities, which have experienced strong growth.

The City of Claremont is regaining its position as a regional center by way of creating employment opportunities. Some recent successes include:

- Use of Tax Increment Financing (TIF) to invest back into the Mill and River Road Districts, and creation of Community Reinvestment Opportunity Program (CROP) zones in both areas to encourage revitalization through tax credits;
- Use of various economic development finance tools (through regional development agencies, the State of New Hampshire and the Claremont Development Authority) to provide assistance to Customized Structures Incorporated (CSI) and Crown Point Cabinetry in their expansions as well as the Brown Block and Mill rehabilitation projects, among others,
- Adaptive re-use of 138,000 square feet of unproductive former mill space within the City's historic district for new multi purpose uses such as a restaurant, hotel, residential condominiums and high tech employers. and
- Establishment of a post-secondary educational opportunity by incorporating a campus for the University System of New Hampshire (USNH) Granite State College on Pleasant Street.

Redevelopment within the Mill District has also advanced significantly as a result of the City bonding \$10 million in infrastructure improvements including parking as well as water and sewer enhancements. One of the former Monadnock Mills buildings has been sold to the Common Man Restaurants for adaptive re-use as a new 200-seat restaurant and conference room facility. Red River Computers will be relocating to the City from Lebanon, and will provide 100 high-technology jobs to the employment base in a second of the former Monadnock Mill buildings, that will also house a Common Man Inn and another available floor of Class A office space. Claremont has also seen new employment successes outside of the Mill District. In 2003, Mikros Technologies, an R&D and high tech manufacturer, relocated from Lebanon to Claremont and brought about forty new jobs to the Route 12A area.

Much of the new industrial development has been located near NH Route 12A (River Road), Grissom Lane and the Claremont Airport. This is due to such factors as changes in zoning laws, the high cost of rehabilitating former mill buildings, relatively lower property values, and the availability of larger sites outside the downtown. The White Mountain Children's Center child care facility plans to locate in the Ashley's Landing Industrial Park. This development will be a first step in incorporating needed workforce services in the River Road area.

Vacant industrial space within the City such as Tambrands, Coy Paper, Lacross, and the former CSI and Crown Point buildings, have been purchased by new and expanding companies. While not visible in employment data, City officials note that published employment levels do not account for the new commitments made by employers and suggest that the City's employment levels are rebounding.

Future Growth

Employment levels from 2005 to the third quarter of 2006 have stabilized after approximately fifteen years of employment losses, potentially signifying the start of employment gains. The challenge for Claremont will be to increase employment levels and replace the previous semi-skilled manufacturing employment with high level service and information oriented businesses. This effort will require City leaders to provide an environment supportive of a new industrial form and function. While retail service development has done well due to the population growth within the region, high-tech and information related employment will take some effort to attract and/or grow.

Although Claremont currently has ample land for business development in its industrially zoned areas, the City will need to decide the types of employment opportunities to support, since the amount of available land is finite and the type of employment can have very different community impacts such as the amount of land required, level of traffic, and environmental impacts. On average, professional and technical service industries pay 110 percent more than retail trade industries (2000) and have a much higher economic impact multiplier. Also, the current retail trend towards development of national chain-stores, means that most of these large retail establishments in Claremont contribute very little in terms of economic growth to the City and region. These uses have a place in Claremont's economy due to City's role as a regional distribution center and as the service center for Sullivan County. However, locally-based industries that export a service or product are more effective in encouraging economic growth.

Value of Manufacturing versus Retail Business

Locally-based businesses enhance the exchange of goods and services locally and contribute towards money multiplication within the region. Estimates comparing these impacts were completed by the NH Department of Employment Security for Sullivan County (see Exhibit D-1 at the end of this section). In each of the simulations, significant additional employment was generated by the secondary effects of introducing a new manufacturing firm with 100 employees. For Retail Trade, however, the secondary effects are negative. This is because the new retail firm competes with existing firms for both sales and employees. Thus, it is estimated that 100 new Retail Trade jobs in Sullivan County results in a net gain to the county's economy of fewer than 40 jobs. Because part-time schedules are common in Retail Trade, retail jobs average fewer hours per week than manufacturing jobs.

Claremont has experienced below average growth in leading industries or "creative class" occupations according to the University of New Hampshire Leading Industries Analysis. These include high-wage industry clusters like computer/mathematical occupations, arts, entertainment, legal, architecture, and health care. These sectors have large secondary affects on the economy. Valley Regional Hospital continues to be the City's largest employer and the Upper Valley has experienced steady growth in health

care and education related industries which has afforded communities like Lebanon average weekly wages that are about 40 percent higher than Claremont (\$872 compared to \$608 in 2005).³

The City has the ability to influence the private market to create these jobs. Providing suitable small-size spaces will be critical in providing for new high-tech and information businesses. This includes providing 21st century infrastructure such as broadband to support the exchange of information. An adequately-sized and trained workforce is also important to supporting this type of growth. The City needs to establish a strong tie with the secondary and post secondary educational institutions to ensure that training is available to workers entering the “knowledge economy”. The mixed use healthcare zoning district in the area of the Valley Regional Hospital could be expanded to include the NH Technical College to facilitate this growth and provide continued opportunities for health and education industries.

Economic Growth and Quality of Life

A focus on quality of life elements of the City is also critical. These less tangible aspects, like the natural and social environment are necessary to attract the needed talent and creativity. Established social and cultural facilities which are a byproduct of the City’s earlier prominence can play a central role in reinvigorating the City’s social environment. Investments in transit would also be helpful to support commuters, and downtown revitalization is important to attracting talent and spurring growth.

Claremont is well-positioned for continued growth in retail trade for a number of reasons including the City’s position on the border of Vermont, the lack of a sales tax, and the growth in population within the region (i.e. trade area). Furthermore, ongoing capacity enhancements to Washington Street have reduced traffic congestion and have likely extended the extent of developable area in the retail corridor.

Attracting New Business and Retaining Existing Businesses

Encouraging employment growth has been challenging, but growth is beginning and will be critical to the City’s future business growth and prosperity. Many challenges remain, including addressing the lower-than-state-average educational levels within the City, which has been a major obstacle to encouraging growth. Another obstacle is the City’s emphasis on industrial infrastructure, which will no longer provide the same advantages to industry that it once did. New forms of infrastructure such as wireless communications and high-speed data transmission are examples of the infrastructure that will make the City competitive in attracting information services. Claremont has fiber optic capabilities within the CBD and along state highways such as NH Route 11, 103 and 12A, and Broadband is available in the River Road industrial area. Continuing to develop this infrastructure will be crucial in diversifying the City’s employment base.

There is a great need to maintain manufacturing employment and increase innovation-based and high value-added occupations to diversify the employment base. Existing land is available within established business parks and about 400 acres of City-owned industrial zoned land is available proximate to emerging industrial growth on Route 12A. These areas provide the necessary elements (water, sewer, transportation) to support growth and should be sufficient in size to support future development.

³ New Hampshire Department of Employment Security, Unemployment Insurance, 2005.

However, they are not well connected to the City center and are missing supporting services and alternate transportation infrastructure.

Analysis Summary

- Current employment data suggests that Claremont's employment losses have stabilized, but have not reached the peak levels of about 20 years ago.
- Claremont's economy has shifted from heavy manufacturing industries to primarily light manufacturing, value added wood products, service-producing businesses with an emphasis on retail trade.
- Retail services now comprise the largest proportion of total employment in Claremont. These industries have benefited from an advantage in their location proximate to Vermont, a lack of sales tax in New Hampshire, and population growth in the surrounding rural communities that comprise Claremont's trade area.
- Claremont is well-positioned to support continued growth in the retail trade sector. However, retail trade jobs pay far lower average weekly wages than other industries, and contribute little to the economic base of the City and region.
- New business development has created a decentralized land use pattern with industries and shopping locating in areas away from the downtown and historic industrial areas (e.g. Mill District and Washington Street). This isn't a true statement. New business development is occurring across the mill area right down into Washington Street. The new industrial parks are outside of the central business area and this creates issues with transportation, and access to lodging and restaurants.
- Due to losses in employment in the 1990's, Claremont is actively advocating business development to maintain its role as an employment center. Once employing 2/3 of working residents, Claremont, as of 2000, employs about half of the City's working residents.
- Continued employment growth, both in terms of quantity and quality, is critical to the City's future and will rely heavily upon attracting and nurturing a sufficiently-sized and skilled workforce, and providing appropriate advantages in information-based infrastructure such as high speed data transmission and wireless communications.

Exhibit D-1

Impact of Retail Trade Employment vs. Manufacturing Employment In Sullivan County⁴

To compare the economic impact to Sullivan County of introducing new retail trade employment versus new manufacturing employment, we ran five simulations in our New Hampshire 10-region (county), 70 industry sector REMI (Regional Economic Models, Inc) econometric model. For each of the five simulations, we introduced to the Sullivan County economy a new firm with employment of 100. For comparisons to a Retail trade scenario we choose the following manufacturing industries: Fabricated metal product manufacturing, Machinery manufacturing, Electrical equipment and appliance manufacturing, and Textile mills. (These businesses are identified by a NAICS—North American Industry Classification—code number which is a system for classifying businesses by the US Census.)

The resulting total employment in the table below is the sum of the direct impact of each new firm (its 100 jobs) and employment generated by secondary effects. The secondary effects are *indirect effects* which are generated by the local spending of each new firm on goods and services and *induced effects* which result when workers, whose jobs are dependent on the new firms, spend their wages locally on consumer goods and services.

In each of the manufacturing simulations, significant additional employment was generated by the secondary effects of introducing a new firm with 100 employees. For example the introduction of 100 new fabricated metal product manufacturing jobs would yield a total of 142 to 153 net new jobs. For Retail trade, however, the secondary effects are negative. This is because the new retail firm competes with existing firms for both sales and employees. Thus, 100 new Retail trade jobs in Sullivan County results in a net gain to the county's economy of fewer than 40 jobs. Because part-time schedules are common in Retail trade, retail jobs average fewer hours per week than manufacturing jobs.

⁴ Prepared by Economic and Labor Market Information Bureau, NH Department of Employment Security

For each Industry a REMI simulation was run adding a firm with 100 jobs to the Sullivan County Economy for the years 2005 through 2015. The five separate simulations yielded the following total employment for the county.

NAICS	44-45	Retail trade									
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Employment	32	33	34	35	35	35	35	35	36	36	36
NAICS	332	Fabricated metal product manufacturing									
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Employment	142	147	149	150	151	151	151	151	152	152	153
NAICS	333	Machinery manufacturing									
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Employment	159	166	169	171	171	171	171	172	172	173	173
NAICS	335	Electrical equipment and appliance manufacturing									
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Employment	159	166	170	172	172	172	172	172	172	173	173
NAICS	313	Textile mills									
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Total Employment	144	151	155	157	158	159	160	161	162	164	165

Prepared by
 Economic and Labor Market Information Bureau
 New Hampshire Employment Security

APPENDIX D - Community Facilities & Services

COMMUNITY FACILITIES & SERVICES

Introduction

Providing and maintaining community facilities and services is one of the primary functions of government. Changes in the City's population and employment levels may have a direct impact on the quantity and quality of services demanded and how they are provided. Demand for additional services may require expansion of public buildings and spaces or more hours of operation to serve residents. Growth and development will largely determine the amount and type of services demanded. Since Claremont's growth is projected to be slow to moderate it is expected that there will not be significant additional demand for City services.

A future land use plan should consider the future demands for community services and their land use implications. Facilities and services are not only important in terms of planning for their adequacy; they are also land uses themselves which shape the community. Services that are high in quality are assets for growth and development, while poor facilities can detrimentally affect the quality of the adjacent development and be a drain on the local economy.

The City provides a wide range of services including administration, emergency services, public works, education and parks and recreation. Existing services are centrally located within the City center, thereby providing convenient accessibility for residents, supporting private commercial land uses and acting to integrate activities within the downtown.

City Hall

City government and administration are sited in the City Hall complex between Opera House Square and Broad Street. The existing building is centrally located and contains most of the City's administrative services and the Opera House. The Claremont Waypoint Visitor Center at 14 North Street accommodates development and planning services on the bottom floor.

The City developed the existing municipal complex on Broad Street in the early 1970s in response to space needs. Much of the building is old and contains antiquated systems and poorly organized spaces. For instance, financial services are housed in eight separate locations within the building. Most of the building is not handicap assessable, including the bathrooms and the City Council seating area. There is no conference room space, additional office space or extra storage places.

The existing downtown location of the City Hall is valued by residents; there is, however, limited parking. Growth in City services will require the City to consider reorganizing and/or providing additional space for City administration.

Emergency Services

Fire Department

The Claremont Fire Department is a "full service" department with a full time staff and paid-call fire personnel. Services include fire code compliance and fire safety inspections, fire prevention training, fire suppression, emergency medical care, technical rescue services and hazardous

material control. The fire department is also a state licensed non-transport ambulance service with paramedic level personnel.

The 1917 brick fire station is located centrally along Broad Street across from the City Hall complex. The building is old, but in excellent condition and is able to accommodate all of the City's fire and rescue equipment. A central location within the City provides fire services with good response times to most locations within the City. About one thousand emergency responses are made annually by the department with nearly seventy percent of all calls responded to within six minutes. Those calls that take longer response times are frequently in rural areas outside of the downtown. At present, there has not been any serious consideration of the construction of substations in response to decentralized development patterns.

Space at the existing fire station is adequate, but limited. Apparatus has been custom built to specifications that account for the slope of the entrance ramp and interior dimensions of the station. It is anticipated that there will be a need for increased space in the future. Space needs may be accelerated if the fire department elects to provide their own ambulance service, a trend in many communities confronted with decreasing fire calls. This may provide cost savings for the City by more efficient utilization of fire department staff, but will require the City to address space limitations at the fire station.

Future development will have implications for the fire department. Redevelopment within the City is very positive for the fire department as once buildings are brought up to current building codes they become less of a liability to the City and are much safer for the inhabitants. Code deficient housing units are a significant issue within the upper floors of downtown buildings. New development tends to be safer from fire hazard; however, it will likely increase demands upon existing services. These demands will be less if new development is located within or near the City center. However, if taller buildings are allowed by zoning to accommodate additional densities, it will be necessary to ensure that existing fire apparatus is able to service taller buildings and that site designs allow the most efficient use of ladder trucks.

Police Department

The Claremont Police Department is located within the City Hall complex between Broad Street and Opera House Square. Located across the street from the fire department, the police department is also has very good response times given its central location. The police department was relocated into the City Hall Complex in the early 1970s.

According to the department, the current facility is being used to its potential and will require expansion as the population grows, probably within the next decade. The existing facility is on a small parcel of land with little room for expansion. Parking is limited to a small surface lot in the rear of the building. In addition to the expected storage and office needs, the department is investigating locations for training space. One of the immediate needs is a place for a shooting range. This activity has historically occurred on private lands throughout the City; however, complaints have resulted in the department considering a new location.

Land development has also had considerable impact on police services. Washington Street traffic and traffic circulation patterns are a great concern. The department responds to many traffic accidents in this

area of the City. These accidents result from excessive access points onto Washington Street. This linear land use pattern creates many conflicts between turning vehicles. Almost one-half of all accidents (47%) are related to left turning movements into commercial establishments.⁵ A traffic safety committee comprised of City staff has been advocating for the elimination of future left turns along Washington Street. The City is concerned that Charlestown Road will develop similarly and thus, increase police demands in that area.

Another area of concern for the department is the downtown. Most police calls are within the core of the City. Pleasant Street, which provides housing options on the top levels of existing storefronts and is near the inner-ring residential neighborhoods, provides a population of individuals who frequent the City center at all times of the day. This denser population appears to have resulted in relatively higher crime levels in the downtown. Numerous complaints are received by the department and it is unclear to what degree this problem inhibits redevelopment efforts.

Public Works

The Claremont Department of Public Works provides several primary services including transportation, water, and wastewater treatment.

The Public Works Department maintains a garage on North Street to support their activities and house equipment. The department also maintains other smaller facilities within the City and cares for City vehicles such as police cruisers and administrative vehicles.

Transportation

One of the larger responsibilities of the department is the maintenance of the City's transportation system. This includes paving, grading, maintaining, and snowplowing the City's 144 miles of road and 35 miles of sidewalk. The more centralized the system, the easier it will be to maintain.

The need for roads in the future will depend on the amount, location and types of development. If development is directed to the core of the City, it is unlikely that additional roads will be needed to support future growth. However, dispersed development patterns may require creating new roads to provide redundancy, avoid bottle necks, and meet subdivision frontage requirements.

Improvements are currently being planned to the City's transportation system to address traffic issues in the downtown. **See the Transportation Appendix** for further discussion of this situation.

⁵ USDOT, Federal Highway Administration, Access Management, Location and Design, April 2000.

Water and wastewater

The City has a well developed distribution system for providing water and sewer services to residents and businesses. The present total storage capacity of the City's water reservoirs (Rice, Dole and Whitewater) is 245 million gallons per day. The backup water supply is the Sugar River, which is used several times each year. There are 70 miles of water distribution piping, two storage tanks, three reservoirs, three dams and various supporting equipment which comprise the water distribution system. The system can supply about 4 million gallons of water per day. The system has excess capacity for a current demand that ranges from 0.9 to 1.5 million gallons per day.

Waste water or sewer services contain excess capacity. Recent improvements have increased treatment capacity by about 0.6 million gal/day. The systems can treat a total of 3.2 million gallons per day, whereas usage typically does not exceed 1.4 million gals/day. The City maintains about 50 miles of sewer collection pipe and six pump stations. With the current water and wastewater systems in place, Claremont could handle the demands from a population of about 20,000.

Within the system's service area there is a considerable amount of land available for development. **See Map 2, Community Facilities.** This suggests that expanding the extent of the existing system would be inefficient because it would make land available for development which may not be needed in the immediate future. Supporting a water and sewer system to serve a decentralized or thinly-settled land use pattern would be more expensive for the City to maintain due to the increased amount of water and sewer lines. It is likely that an expansion of the service will be necessary in the future to support additional growth; however, at this time it would be most effective to expand the system by filling-in unserved areas within the boundary of the existing system.

Education

A community's school system can have significant influences on land use. It also has the potential to influence the growth of the area served. School Administrative Unit (SAU) No. 6 provides education services to the City of Claremont and the neighboring towns of Cornish and Unity. A list of the school facilities within the City are identified in **Table E-1.**

Table E-1: School Facilities

School- District 101 - Claremont				Grade Span / Type		
Bluff 1 Claremont,	School Summit NH	(#20145) Rd. 03743-2467	Grade	Span:	K	1-5
			Type: Public School			
Claremont 107 Claremont,	Middle South NH	School (#20115) St. 03743-3186	Grade	Span:		6-8
			Type: Public School			
Disnard 160 Claremont,	Elementary Hanover NH	School (#20165) St. 03743-2314	Grade	Span:	K	1-5
			Type: Public School			
Maple 210 Claremont,	Avenue Maple NH	School (#20160) Ave. 03743-2833	Grade	Span:	P K	1-5
			Type: Public School			
Stevens 175 Claremont,	High Broad NH	School (#20140) St. 03743-2628	Grade	Span:		9-12
			Type: Public School			

Source: State Department of Education 2007.

Schools in the City are centrally-located, and have significant space constraints, making parking and expansion difficult. The Bluff, Disnard and Maple Avenue schools are all located in residential neighborhoods. Any expansion will need to minimize impacts to the adjacent residents.

Enrollments have been decreasing. In 2007, there were 1,983 students within the district which has decreased by about 40 percent from the 2,052 reported in 2004. Most of the reductions are in the Middle School and Stevens High School. In contrast, the Maple Avenue School enrollment increased by 50 students over the past two years.

While the number of total students is decreasing there are still modernization and space needs. There is currently no space for a full-day kindergarten and the Middle School is in need of classroom space. Due to a lack of outdoor space, the SAU currently uses the City’s playing fields and recreational resources to support their athletics programs.

The SAU’s schools are old and will require modernization of their systems to keep up with current standards for a learning environment. A recent accreditation review resulted in the SAU being placed on “warning” due to deficiencies with facilities which “prohibit the delivery of 21st century curricula”. A school investment committee has been formed to address these issues. A significant concern is the inadequacy of space in Stevens High School. Renovation of the school, which is centrally located in the downtown, is a possibility but poses challenges due to the small size of the site and the noise from traffic on Broad and Summer Streets. New school construction is also a possibility, but will require about 30 acres of land due to state standards for siting a new school. These standards make rural locations more attractive due to the availability of space. Rural sites have the potential to create issues with busing and traffic resulting from the loss of the central location.

Parks & Recreation

The Parks and Recreation Department provides recreation facilities and programs to Claremont residents. The department is located in the historic Goodwin Community Center (built in 1885) and located on Broad Street.

The department maintains the community center, in addition to Arrowhead ski area and various parks within the City that total more than 400 acres. **See Table E-2.**

Table E-2: Community Parks

Park	Size (acres)
Barns Park	6.0
Monadnock Park	27.0
Moody Park	175.0
Veterans Park	8.0
Factory Street Park	0.049
Broad Street Park	0.66
Ashley Ferry Landing	2.0
Arrowhead Ski Area	185.0
Total Area	403.709

The Goodwin Community Center and the Parks & Recreation Department are planning for a new community center facility to replace the existing Goodwin Community Center (GCC). The GCC building was built more than 100 years ago and is in need of modernization. Maintenance budgets have not permitted sufficient levels of maintenance. Portions of the building are currently closed to the public due to fire code issues. Conceptual plans have been developed to construct a new 55,000 square foot facility with an expected cost of \$10 to \$15 million. Several sites have been considered in addition to the existing location; including Barns Park, Arrowhead, Mill District, and Veterans Park.

A recent survey of recreational needs indicates that residents desire newer and improved facilities. An indoor track was rated highly as a facility desired by residents. These growing demands point to the need to address space issues and new recreational services.

Fiske Free Library

The Fiske Free Library has provided educational, cultural and recreational resources to the citizens of Claremont for over 130 years. Today, the library plays a vital role in the life of the community, providing materials and services that help children learn to read, help students excel, and help adults improve their lives.

The library building, one of nine Carnegie funded library buildings in New Hampshire, was built in 1903, expanded in the 1920’s, and updated in the 1960’s. While attractive, centrally located, and structurally sound, the library building poses a number of problems for library services.

The 1991 Claremont Master Plan noted that “the library is rapidly approaching 100% capacity.” Since that time the library has continued to expand its holdings. Stack areas are crowded and difficult to browse, there is inadequate public seating, and staff work/office space is severely limited.

The library’s space challenges are further complicated by an increased demand for public computers and by the loss of the use of the Claremont Conference Center for library programs. Growth in Claremont’s

population will increase the demand for library services and will place additional stress on an already overcrowded library.

Analysis Summary

- Claremont's City services are centrally located in the downtown and inner ring areas of the City making access convenient and strengthening the City center.
- The City Hall complex is being used to its existing potential and will require an expansion or more efficient use of space in the near future. Parking availability is limited.
- The need for an expansion of the Fire Department can be expected in the near future. This expansion may be hastened if an ambulance service is incorporated into the fire service.
- Police services will need more space in the near future for offices, storage and a practice shooting range.
- Access conflicts and density along Washington Street have increased the demand for police services due to numerous accidents.
- Many complaints are received by the Police Department related to crime within the downtown. It is unclear to what degree this problem inhibits redevelopment efforts.
- The City has a well developed distribution system for providing water and sewer services to residents and businesses. These systems contain excess capacity to support additional growth. It is likely that an extension of the service will be necessary to support additional growth; however, at this time it would be most effective to expand the system by filling-in unserved areas within the existing extent of the system.
- The SAU's schools are old and will require modernization of their systems to keep up with current standards for a learning environment.
- Plans are underway for a new community center at the existing location or several new sites for a new building including Barns Park, Arrowhead, Mill District, and Veterans Park.

APPENDIX E - Zoning Assessment Memo

Memorandum

Date: August 1, 2007

To: Gerald Coogan, AICP
Planning Director

From: Jack Mettee, AICP
Appledore Engineering, Inc.

Re: Zoning Assessment—Staff Interviews
Master Plan Update
Claremont, New Hampshire
AEI/2245

On July 24th, I interviewed six (6) City staff members to get a better understanding of any issues or concerns they might have with respect to the current zoning ordinance (ZO) or zoning map. These individuals included:

- Nancy Merrill, Business Development Coordinator
- Jane Taylor, City Solicitor
- Mike Piatraskiewicz, Asst. Assessor
- Ken Walsh, Code Enforcement Office
- Peter Chase, Fire Chief
- Bruce Temple, Director Planning & Development, DPW

A summary of each discussion is attached to this memo as Exhibit 1.

While there was a range of concerns expressed, there were several that were expressed by at least two (2) and sometimes three (3) of the interviewees. These common concerns are summarized below.

1. The Washington Street B-2 business corridor is appropriate, but there should be consideration given to re-zoning the adjacent areas north of the B-2 zone to be more compatible such as a higher density residential. At present, there is a mix of AR, R1, R2 and RR2 that abut the B-2 zone as shown in Figure 1.
2. There are too many zones in the downtown area. These should be consolidated into a single urban mixed use zone that allows for appropriate uses, perhaps some with special exceptions. See Figure 2.
3. The existing I-1 Zone for the airport area should be zoned as an Airport District, especially since some of the restrictions are imposed by the FAA or other federal agencies. See Figure 3.

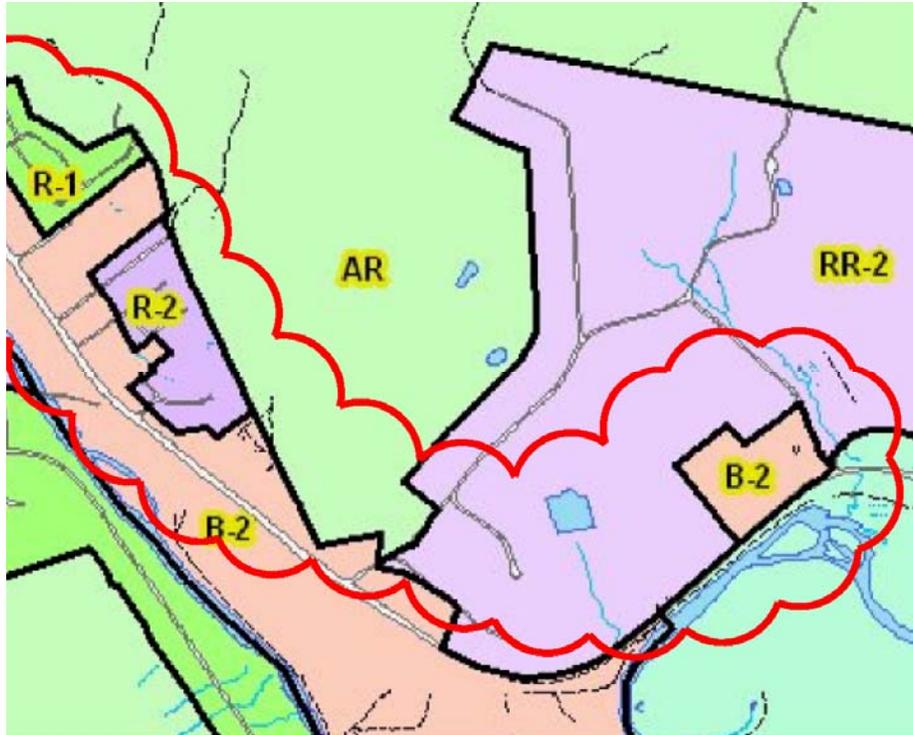


Figure 1. Washington Street Zoning Area

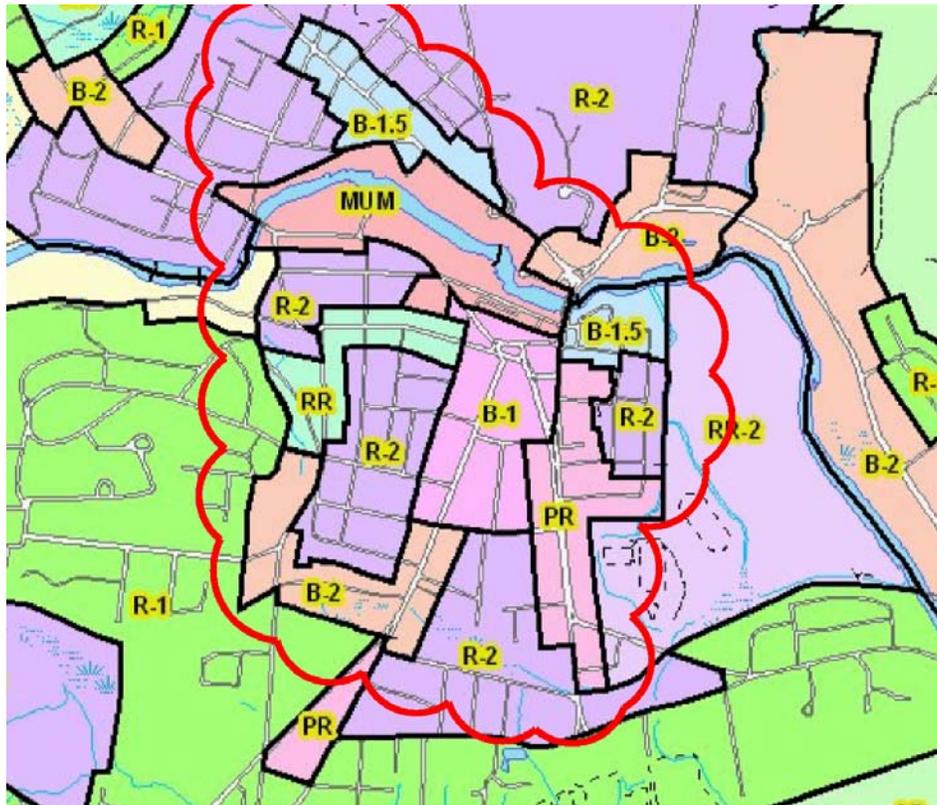


Figure 2. Downtown Zoning Area

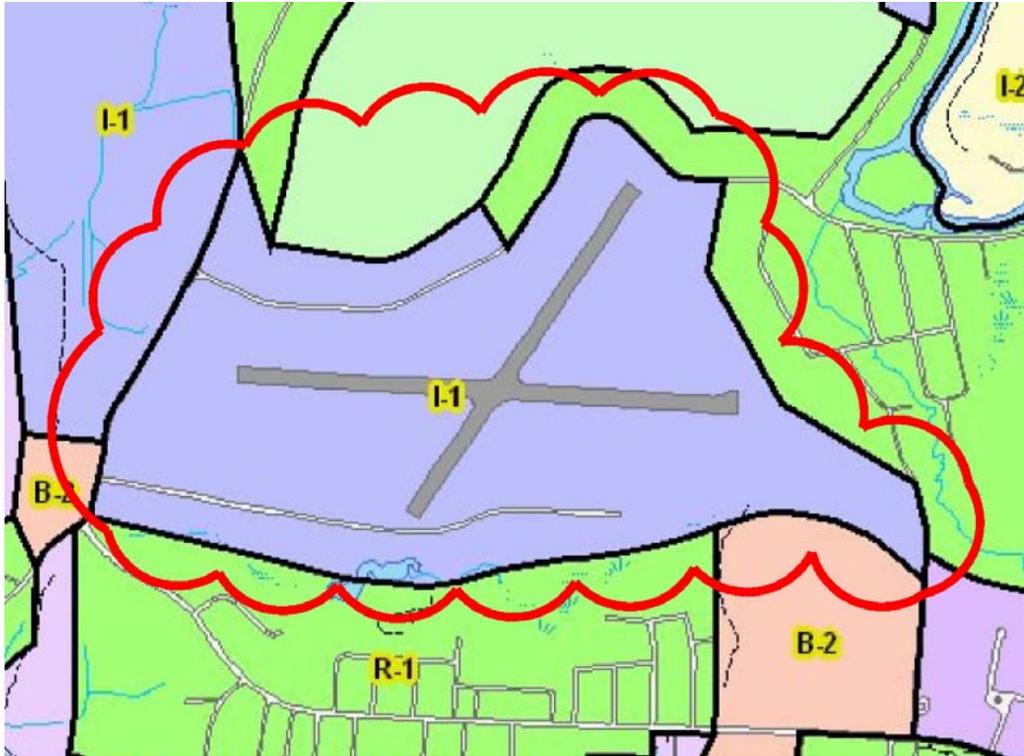


Figure 3. Airport/Industrial Zoning

4. The I-1 and I-2 Zones do not need to be expanded. Need to be re-examined and perhaps consolidated into a single zone with a special exception for intensive uses.
5. Increase the opportunity for housing. This could be done through several initiatives:
 - Allowing residential on the upper floors of downtown buildings.
 - Encouraging re-habilitation of downtown structures or infill development.
 - Replace the current PRD provisions of ZO with a more appropriate Open Space Development regulation
6. Encourage open space/ recreation/ recreational tourism.
 - Northeast quadrant. Much of land is owned and managed by City and has numerous class six roads and substantial forest resources. Provided for managed forestry, hiking, biking, x-country ski trails and activities.
 - Recreational trail system—Washington Street rail to trail. Beauregard Street area part of a Sugar River Greenway with rail to trail.
 - Interconnected system of walking/biking trails; need to be sure they are safe.
7. Encourage hospitality uses—motels, hotels, B&B’s. Modify zoning as needed to encourage. Can B&B’s be allowed in residential zones?

8. Location of Industrial Zone(s) Zone. Why is area near between Sugar River and Twistback Road zoned I-1? Why is the area near Lafayette Street I-2 Zone since mostly wetland? See Figure 4.
9. Support for AR Zone, but could it be smaller. At present, it encompasses about 59% of the City.

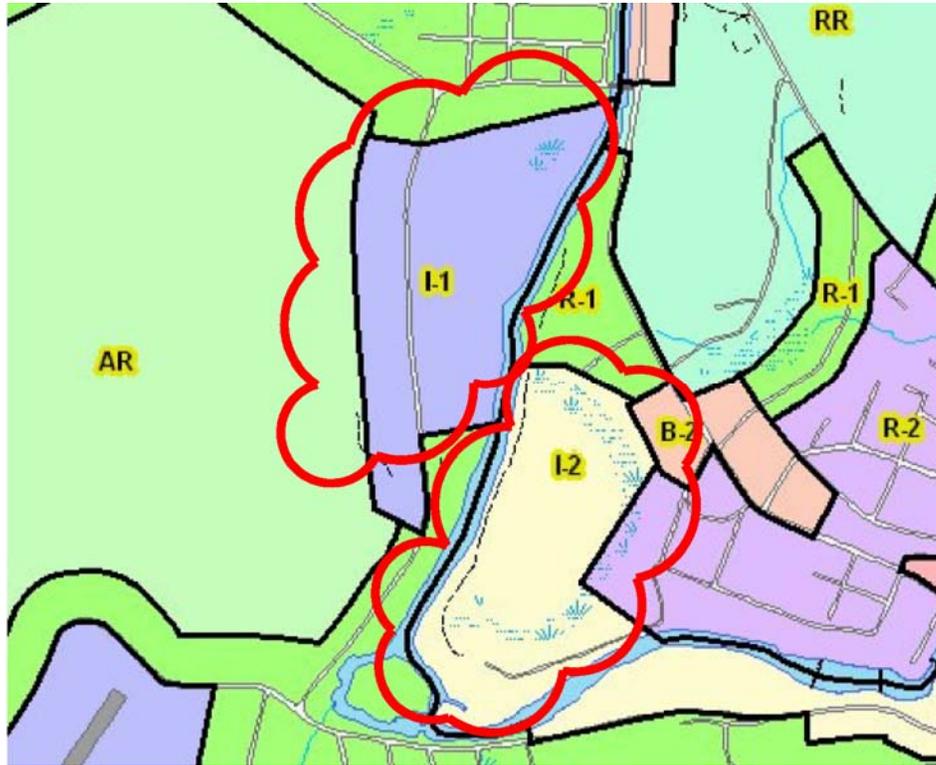


Figure 4. Twistback Road and Lafayette Road Industrial Zoning

Other concerns/suggestions included:

1. Expand B-2-type zone to allow for land intensive use such as for businesses with lots of equipment, e.g. contractors.
2. Is the B 1.5 zone necessary or can the number of business zones be consolidated?
3. Accommodate the “Back Street Trades”—small construction support businesses such as plumbers, welders, similar trades people with 1-3 employee.
4. Can area near west of Bonmark Drive zoned B-2 along Main Street be extended, replacing the current AR, to the RR-2 zone? See Figure 5.

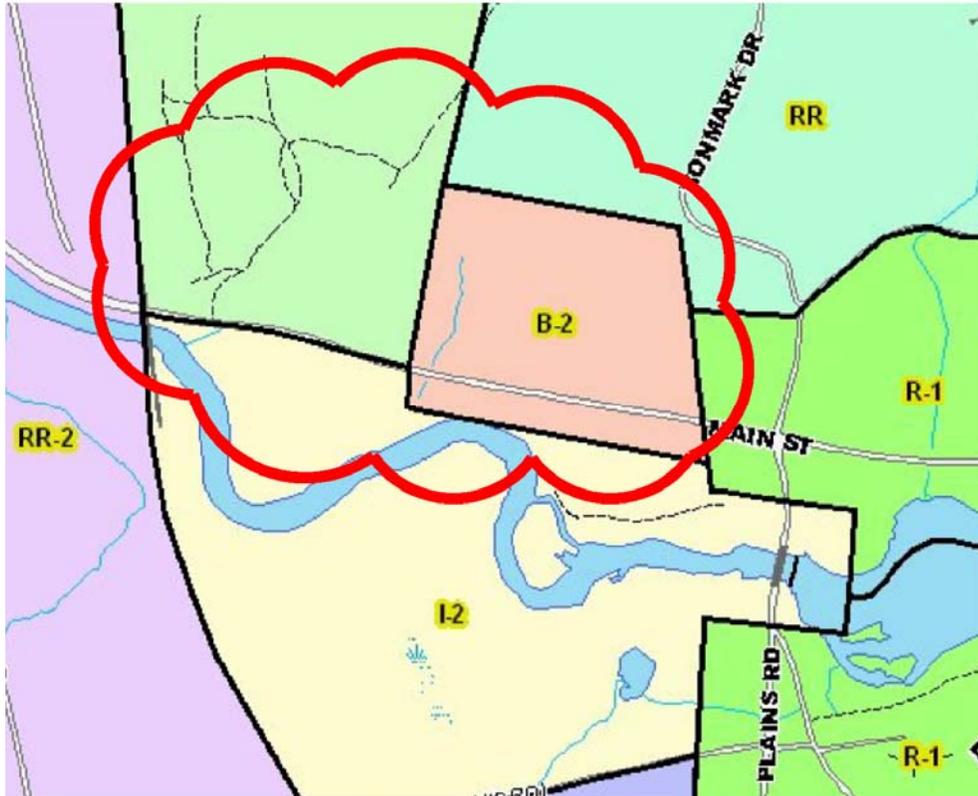


Figure 5. Main Street Business Extension

5. Condominium overlays for all districts—residential, business, industrial.
6. Beauregard Street. Could this area become part of a “Sugar River Trail/Greenway” encompassing the rail trail and rail trail extension
7. Southeast Quadrant—similar low intensity uses as NE quadrant.
8. Consider adding buffering setbacks where conflicting zones abut.
9. Small village districts (nodes of mixed use) around major intersections.
10. Need parking plan for downtown.
11. Specific code issues:
 - Private land owner filling that causes impacts to adjacent properties.
 - Fences—location, setback, impact line of site, aesthetics
 - Swimming pools—location & setbacks (define setback)
 - Nonconformance—needs to be cleaned up esp. with regard to voluntary versus mandatory removal of structure.
12. Require residential sprinklers outside hydrant area.

I believe that the foregoing observations of the City staff with respect to the current zoning ordinance and zoning map provide a good basis for potential changes to the City's land use policies. In combination with additional recommendations from the Land Use Chapter, these can lay the foundation for future zoning changes. For example, there were several suggestions to consolidate the various zoning districts (downtown area, industrial zones). Perhaps the number of current zoning districts that now number 14 could be consolidated and /or reduced to make for a more "user-friendly" document.

Please contact me should you have any questions or comments.

JMM/maa

Enclosure

EXHIBIT 1

Staff Interview Summaries

EXHIBIT 1

Claremont, NH Master Plan Update Staff Interview Summaries July 24, 2007

Nancy Merrill, Business Development Coordinator, 9:30 am

1. Zoning Map Issues

- Concurs with Washington Street Corridor as B2 district. Concerned about adjacency of residential zones—R1, R2, RR-2—and AR zone. Would be good to have transition zone such as R-1 or something similar.
- Too many zones downtown. See attached proposed “Urban Mixed Use” Zone location.
- Concurs with current AR Zone as is.
- Industrial Zone (I-1) that includes airport should be separate Airport District. E.g. I-1 does not allow hangars.
- Why is area near between Sugar River and Twistback Road zoned I-1?
- Can area near west of Bonmark Drive zoned B-2 along Main Street be extended, replacing the current AR, to the RR-2 zone?

2. Other Zoning Issues

- Likes idea of I-3 to allow campus-like businesses.
- Can I-1 and I-2 be merged? Very similar at present. Special exception for intensive industry.
- Re-consider residential downtown for second and third floor as permissible use; not a special use.
- Is there a way to expand B-2-type zone to allow for land intensive use such as for businesses with lots of equipment, e.g. contractors, Reed Trucking, etc. Maybe these could be allowed in Industrial Zone
- What is best way to accommodate the “Back Street Trades”—small construction support businesses such as plumbers, welders, and similar trade’s people with 1-3 employees—possibly home occupation if small enough or process not too noxious.

3. Housing Opportunity

- Need residential/housing opportunities for Claremont workers.
- Encourage downtown re-hab for residential.
- New housing desirable
- Connect residential areas to Big Boxes, etc. on Washington Street.

4. City-owned Parcels

- There is much City- owned land. Should have plan for use.
- Northwest Claremont—Forest management, recreation, open space.

1. Suggested that current Master Plan process should have as much public participation as possible even in formulation of recommendations. MPAC should hammer out recommendations with initial suggested recommendations from staff/consultant.
2. Perspective:
 - Zoning ordinance has been “rolling” (amendments added incrementally); lacks consistent language; references, etc.
 - ZO needs update to:
 - ❑ allow residential on upper floors of downtown buildings (encourage mixed use);
 - ❑ improve/deal with/allow condominium overlay for all districts—residential, business, industrial.
 - ❑ Update industrial zones—make sure certain provisions apply to all zones, e.g. Emission standards.
3. Replace PRD with improved Open Space Ordinance.
4. Why is the area near Lafayette Street I-2 Zone since mostly wetland. Could this become part of greenway?
5. Beauregard Street—continual flooding, most properties bought out by federal government Could this area become part of a “Sugar River Trail/Greenway” encompassing the rail trail and rail trail extension.
6. Northeast Quadrant—Much City-owned property. Open area. Class 6 Roads. Designate for City forest, private forestry, recreation (hiking, x-country ski trails)
7. Southeast Quadrant—similar low intensity uses as NE quadrant.
8. Encourage hospitality businesses; B&B’s (may need to adjust zoning to allow); maybe allow motels in industrial zones to serve businesses.
9. Consider adding buffering setbacks where conflicting zones abut.
10. Airport industrial zone should become an airport district.
11. Washington Street B-2 needs transition zone to north, e.g. higher density residential with buffer such as R-2.
12. Provide for consolidated mixed use urban district downtown.

1. Allow mixed-use flexible zoning to encourage revitalization in downtown.
2. Approximately 60% of City is in current use.
3. More opportunity for walking/biking trails/lanes – many areas of City not safe for pedestrians and cyclists.
4. Have enough commercial/industrial land; commercial/industrial under valued.
5. Need more housing in general and more affordable housing. Encourage housing renovation improvements.
6. Concur with “Village District” nodes of mixed use at major intersections.
7. Need to have parking plan for downtown.
8. Historic District does not appear to have higher value than surrounding properties.
9. Encourage hospitality – B&B’s; hotels.
10. Sugar River – good fishing

1. Filling on private land
 - Landowners wanting to use fill on private land – potential impacts to adjacent property such as drainage, erosion and sedimentation. At what point do you require notification and/or plan?
 - Often done by contractor for City project that has hourly subcontractor – no control.
2. Fences – big problem
 - If greater than six 6', need building permit.
 - Issues
 - should survey of property line be required?
 - location (need setback)
 - does it affect line of sight?
 - aesthetics – which side faces abutters?
 - need around swimming pools
3. Swimming Pools
 - As appendix to revised building code
 - Issues – Setbacks; What about corner lot – what is frontage, side yard etc.?
4. Setbacks – clarify point of origin to measure – pavement; property line; sidewalk
5. ADA Accessibility Features – What is setback – ramps, etc
6. Non conformance – need to distinguish between:
 - Voluntary Removal of structure @ discretion of landowner – what are future rights?
 - Mandatory Removal – by order of City = use same footprint of nonconforming?
7. Do we need to clarify “Intent to maintain use” (owner intending to re-use even if no activity to reconstruct) even if not changed after specified time? E.g. one (1) year vacancy, loose grandfathering.

Peter Chase, Fire Chief, 2:15 pm

1. Encourage residential sprinklers for subdivision outside hydrant service area (fire ponds with dry hydrants not too effected since takes time to get to pond then set up equipment to fight fire).
2. Distance form fire station. 90% of residential structures in Claremont are four (4) minutes from central fire station (2 mile diameter/1 mile radius).
3. Current Code – Sprinkler required for multi-family structure with more than two (2) units & institutional uses greater than 10,000 sf (hospitals, daycares, schools, churches, nursing homes are also considered high hazard potential).

1. Housing
 - Need reasonably priced housing - \$250 k.
 - Current zoning does not encourage housing stock.
 - North of Washington Street = ok, good views back to City and the west.
2. AG/RR2—vast majority of land in Claremont
 - Too much
 - Possible to compare numbers of farms at present to say 30 years ago
3. Open space subdivisions. (PRD)—too difficult to do now; need to revamp regulations
4. Plenty of water & sewer capacity only at 30% currently.
5. Industrial park zoning = enough – don't need more
6. Concurs with MHD zone = professional, educational or medically related users
7. Highway Business/Corridors
 - Washington Street = supports as is.
 - Charlestown Road = needs attention
 - North Avenue = in favor of zoning for business activity
8. Opportunity for recreation related-tourism
 - Need Recreation related business e.g. NH swim meet @ Claremont but minimal accommodations.
 - Northwest Claremont – City forest & recreational trails
 - Local Mountain Biking Group
9. Mixed Use
 - Opportunity for mixed-use along Jarvis Hill road/near Uptown Estate.
 - Encourage in downtown.

APPENDIC F - Community Attitude Survey



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Form Preview

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UNIVERSITY of NEW HAMPSHIRE
COOPERATIVE EXTENSION

Claremont Master Plan Survey

The Claremont Master Plan Advisory Committee would appreciate your responses to the following questions as they seek to revise the City's Master Plan. The Master Plan is an important document that sets a direction for the future growth and development in Claremont. This survey should be filled out by one person in your household, although other family members may be consulted. Please read each question carefully before responding and answer the questions to the best of your ability. You can also take the survey on the internet at: <http://.....>

Otherwise, you can fill out this paper copy of the survey and drop it off at the Planning & Development Department, 14 North Street or U.S. mail it to Claremont Master Plan Advisory Committee, c/o Ms. Michelle Aiken, Planning & Development Department, 14 North Street, Claremont, NH 03743. If you or someone you know did not receive a copy of the survey, please call 603-542-7008, or email maiken@claremontnh.com to obtain a hard copy. Thank you for your participation!

1) How many years have you lived in Claremont? (please type the number of years in the following space)

2) Which of the following best describes your living situation? (please check one response only)

- Homeowner
- Renter
- Live with family; friend; or significant other
- Other

3) Please indicate the area of Claremont which best describes where you live (please check one response only)

- Bluff area
- Maple Avenue
- Barnes Park
- Bible Hill
- Green Mt.
- West Claremont (includes Main St.)
- Downtown / Claremont Center
- Washington Street
- Claremont Junction

4) Which of the following categories describes your age? (please check one response only)

- 19 years or under
- 20 to 34 years

- 35 to 44 years
- 45 to 54 years
- 55 to 64 years
- 65 years or over

How important to you are each of the following attributes of Claremont? (please check the response that most nearly reflects your opinion for each item below)

	Not at all important	Not very important	Neutral/no opinion	Somewhat important	Very important
5) Downtown area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6) Quality of public schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7) Proximity to highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8) Proximity to employer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9) Small city atmosphere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10) Proximity to health facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11) Natural amenities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12) Cultural amenities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13) Friendly atmosphere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14) Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Claremont provides sufficient funding, resources, and and/or support for each of the following activities with respect to the city's natural and historic character: (please check the response that most nearly reflects your opinion for each item below)

	Strongly disagree	Mildly disagree	Neutral/no opinion	Mildly agree	Strongly agree
15) Promotion of economic development	<input type="radio"/>				
16) Encouragement of downtown redevelopment	<input type="radio"/>				
17) Preservation of historic structures/areas	<input type="radio"/>				
18) Preservation of small-city character	<input type="radio"/>				
19) Land conservation	<input type="radio"/>				
20) Protection of water resources	<input type="radio"/>				
21) Preservation of scenic character	<input type="radio"/>				

Claremont provides sufficient funding, resources, and and/or support for each of the following community services/functions: (please check the response that most nearly reflects your opinion for each item below)

	Strongly disagree	Mildly disagree	Neutral/no opinion	Mildly agree	Strongly agree
22) School facilities	<input type="radio"/>				
23) Community Center	<input type="radio"/>				
24) Police protection	<input type="radio"/>				
25) Fire protection	<input type="radio"/>				

- | | | | | | |
|------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 26) Rescue/ambulance service | <input type="radio"/> |
| 27) Libraries | <input type="radio"/> |
| 28) Streets and roads | <input type="radio"/> |
| 29) Recreation in general | <input type="radio"/> |
| 30) Affordable housing | <input type="radio"/> |
| 31) Public access television | <input type="radio"/> |

Claremont provides sufficient funding, resources, and and/or support for each of the following recreational and cultural opportunities: (please check the response that most nearly reflects your opinion for each item below)

- | | Strongly disagree | Mildly disagree | Neutral/no opinion | Mildly agree | Strongly agree |
|---|--------------------------|------------------------|---------------------------|-----------------------|-----------------------|
| 32) Outdoor recreation in general | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 33) Recreational trails | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 34) Outdoor ice skating | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 35) Picnic areas | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 36) Public access to the Sugar River | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 37) Public access to the Connecticut River | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 38) Parks and Recreation | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 39) Playgrounds | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 40) Athletic fields | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 41) Town Forest | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 42) Cultural amenities (e.g. museums, art center, etc.) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Claremont provides sufficient funding, resources, and and/or support for each of the following community infrastructures: (please check the response that most nearly reflects your opinion for each item below)

- | | Strongly disagree | Mildly disagree | Neutral/no opinion | Mildly agree | Strongly agree |
|--|--------------------------|------------------------|---------------------------|-----------------------|-----------------------|
| 43) Road maintenance | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 44) Transfer station | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 45) Recycling | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 46) Pedestrian walkways | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 47) Downtown parking | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 48) City water supply | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 49) City wastewater treatment facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 50) Cemeteries | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Claremont effectively addresses the following aspects of city regulations and enforcement: (please check the response that most nearly reflects your opinion for each item below)

- | | Strongly disagree | Mildly disagree | Neutral/no opinion | Mildly agree | Strongly agree |
|--|--------------------------|------------------------|---------------------------|---------------------|-----------------------|
|--|--------------------------|------------------------|---------------------------|---------------------|-----------------------|

- | | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 51) Zoning Ordinances and enforcement | <input type="radio"/> |
| 52) Subdivision Regulations and enforcement | <input type="radio"/> |
| 53) Site Plan Regulations and enforcement | <input type="radio"/> |
| 54) Building code and enforcement | <input type="radio"/> |

Would you like to see the following commercial activities in Claremont? (Please check one response for each item below)

- | | Yes | No | No opinion/Not sure |
|--|-----------------------|-----------------------|-----------------------|
| 55) Small retail shops | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 56) Major retail chains (e.g. big box stores) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 57) Retail malls | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 58) Offices (e.g. banks, doctor's office, lawyers) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 59) Professional office park | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Would you like to see the following service-sector businesses in Claremont? (Please check one response for each item below)

- | | Yes | No | No opinion/Not sure |
|--|-----------------------|-----------------------|-----------------------|
| 60) Bed & Breakfasts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 61) Hotels/motels | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 62) Restaurants - local | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 63) Restaurants - chain | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 64) Gas station/auto repair | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 65) Medical services/facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 66) Recreational businesses (e.g. campground, amusement park, ATV track) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 67) Broadband/DSL/Wireless Communications | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Would you like to see the following industries in Claremont? (Please check one response for each item below)

- | | Yes | No | No opinion/Not sure |
|-------------------------------------|-----------------------|-----------------------|-----------------------|
| 68) Manufacturing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 69) Light industry (e.g. high tech) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 70) Wind farms | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 71) Renewable energy park | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 72) Saw mills/wood processing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 73) Auto salvage yards | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

- | | | | |
|---|-----------------------|-----------------------|-----------------------|
| 74) Agriculture-related businesses (e.g. farms, greenhouses, farm stands) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 75) Home-based businesses | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Would you like to expand the following housing options in Claremont? (Please check one response for each item below)

- | | Yes | No | No opinion/Not sure |
|---|-----------------------|-----------------------|-----------------------|
| 76) Single-family homes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 77) Townhouses | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 78) Two-family homes (e.g. duplexes) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 79) Multi-family homes (3-4 units) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 80) Apartment buildings (5-plus units) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 81) Senior housing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 82) Conversion of owner-occupied homes to apartments | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 83) Manufactured homes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 84) Manufactured housing parks (e.g. mobile home parks) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 85) Public housing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 86) Conservation subdivisions (Conservation subdivisions refer to several single-family dwelling units built on reduced lot sizes with shared common space) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Would you support the following methods for guiding and managing growth in Claremont? (Please check one response for each item below)

- | | Yes | No | No opinion/Not sure |
|--|-----------------------|-----------------------|-----------------------|
| 87) Require new residential subdivisions to set land aside for conservation | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 88) Permit higher residential density in areas where City water and sewer services can be readily extended | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 89) Allow higher density residential and commercial development to promote village clusters and to preserve open space | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 90) Allow a mix of residential and commercial activity for certain zones/development projects | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| 91) Require developers to pay an impact fee to help offset the costs of City services and improvements | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

- 92) Continue the existing City policy of not allowing building for residential uses on Class VI roads
- 93) Should the City of Claremont increase the amount of land zoned as commercial (B 2) and industrial (I -1, 2, 3)
 Yes
 No
 No opinion/Not sure
- 94) Do you think it is important for the Planning Board to require new buildings to be more energy efficient?
 Yes
 No
 No opinion/Not sure
- 95) Should there be a larger tax break for senior citizens to help them to stay in their current homes?
 Yes
 No
 No opinion/Not sure
- 96) Would you support a Pay-as-you-throw trash pickup service, whereby by residents would pay for each bag of trash collected but not be charged for recyclables collected?
 Yes
 No
 No opinion/Not sure
- 97) Do you need access to public transportation for employment purposes or for basic life activities, such as shopping, medical appointments, etc.?
 Yes
 No
 No opinion/Not sure
- 98) Do you have access to high-speed internet service (e.g. cable, wireless, DSL)?
 Yes
 No
 Not sure
- 99) Please use the space below to comment on issues or topics discussed in this survey or any other issues or topics that might pertain to the update of the Claremont Master Plan:

Submit

Reset

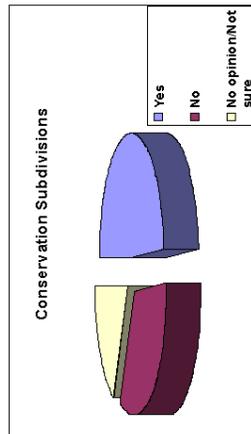
Publish Survey

Edit survey

Before using any surveys for research purposes, please consult the policies regarding [Protecting Human Subjects in Research at UNH](#).

Housing Options:

- Overall, survey respondents indicated that they would prefer to see single-family homes (81%), duplexes (54%), and senior housing (57%), over multi-family homes (20%), and apartment buildings (17%).
- The majority of respondents indicated that they are concerned about the conversion of owner-occupied homes to apartments, manufactured/mobile homes, mobile home parks, and/or public housing.



- Conservation subdivisions, which refers to several single-family units built on a small lot with shared common space, appears to be a moderately favorable development option. In fact, forty-eight percent of the survey respondents indicated that they would like to see conservation subdivisions expanded in Claremont. And sixty-eight percent of survey respondents indicated that they would like to see new residential subdivisions set land aside for conservation

Growth:

- The majority of respondents indicated that they are in favor of permitting higher residential density in areas where City water and sewer services can be readily extended (61%); allowing higher density of residential and commercial development to promote village clusters and to preserve open space (63%); and requiring developers to pay an impact fee to help offset the cost of City services/improvements (74%).
- On the other hand, respondents' opinion is divided regarding residential development on Class VI roads (yes 26%, no 39%, no opinion 33%); as well as an increase of commercial and industrial zoned land (yes 22%, no 29%, no opinion 48%).

Industries:

- The majority of respondents **favor** the development of light industry (87%) and agriculture-related businesses (82%), such as farms, greenhouses, farm stands, etc.
- Overall, they would also like to see more:
 - Manufacturing (76%)
 - Wind farms (59%)
 - Home-based business (71%)
- Respondent opinions are somewhat divided about the expansion of saw mills/wood processing facilities (yes 41%, no 34%, no opinion 25%).
- The majority of respondents are *not* in favor of more auto salvage yards (77% said no).



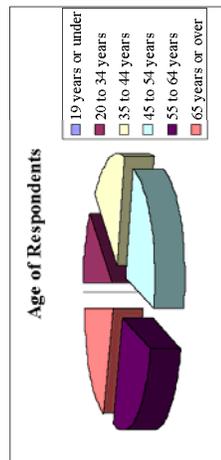
Claremont, NH

Overview of Master Plan Survey Findings

October 2007

A Brief Overview:

- 335 surveys were completed
- 87% of the survey respondents reside in Claremont, accounting for a 5.1% household response rate.
- 62% of the resident respondents have lived in Claremont for 20 years or longer.



Major Findings:

- Of all of Claremont's attributes that were presented in the survey, the ones the ones that are *most valued* are the downtown (13%), the quality of public schools (12%), and the friendly atmosphere (12%).
- The city's natural amenities (11%) and proximity to health facilities (11%) are also clearly valued.
- Partly due to the above reasons, 87% of respondents indicated that they would like to see light industrial and small retail shops in specific permitted zones.

Natural and Historic Character:

Overall, respondents **agree** that Claremont provides sufficient support and/or resources for:

- Encouragement of downtown redevelopment (78%)
- Preservation of historic structures/areas (64%)
- Preservation of small-town character (65%)
- Preservation of scenic character (63%)
- Protection of water resources (63%)
- Land conservation (53%)

Community Services and Recreational and Cultural Opportunities:

- Overall, respondents **agree** that Claremont provides sufficient support and/or resources for:

- Police, fire, ambulance and library services (81%, 83%, 81%, and 70% respectively)
- Outdoor recreation, park, playgrounds and athletics fields (62%, 63%, 70%, and 71% respectively).

- However, respondents indicated that they would like to have **more** access to outdoor ice skating, public access to the Sugar and Connecticut River, town forest and cultural amenities.

Community Infrastructures, Town Regulations, and Local Enforcement:

- Overall, respondents **agree** that Claremont provides sufficient support and/or resources for:
 - Wastewater treatment (73%)
 - Public water supply (72%)
 - Cemeteries (63%)
 - Downtown parking (54%)
 - Building code/enforcement (50%)
- Areas where respondents are divided as to whether Claremont provides sufficient support and/or resources for include:
 - Zoning regulations and enforcement (only 46% agree)
 - Transfer station (only 45% agree)
 - Road maintenance (only 45 % agree)
 - Subdivision regulations and enforcement (only 43% agree)
 - Recycling (only 34% agree)

Consumer Services and Commercial Activities:

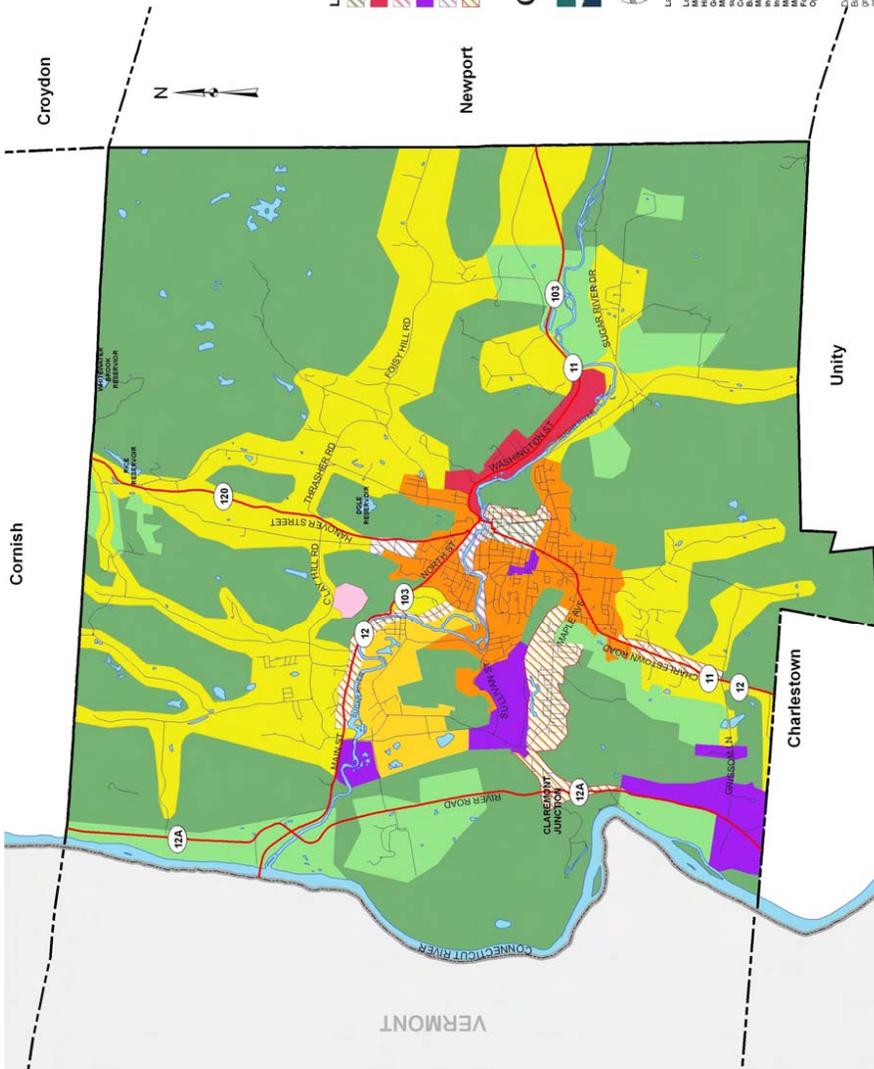
- Overall, respondents would like to see **more** small, local businesses such as shops, motels, restaurants, and B&B's.
- However, overall, respondents **do not** favor retail mall, gas station and auto repair and recreational businesses (such as ATV track, campground, amusement park etc.).

APPENDIX G - Master Plan Maps

City of Claremont, New Hampshire

Map 1: Current Land Use/ Land Cover

DRAFT



Legend

Land Use Category	Color
Central Business District	Yellow
General Commercial	Orange
Mill District	Red
Industrial	Purple
Medical Center	Light Blue
Mixed Use	Light Green
Low Density Residential	Light Yellow
Medium Density Residential	Light Orange
High Density Residential	Light Red
Motorized Recreation	Light Purple
Open Field	Light Green
Forested	Dark Green

CLAREMONT
Appledore Engineering Inc.
 Upper Valley Lake Sunapee
 Regional Planning Commission

Land Use Descriptions:
 Low Density Residential: Predominantly single-family homes, 1 to 4 units per acre.
 Medium Density Residential: Predominantly housing types at 4 to 8 units per acre.
 High Density Residential: Predominantly housing types at 8 to 20 units per acre.
 General Commercial: Land uses involving the sale of goods and services, retail, such as residential, office, retail, public institution, and entertainment.
 Industrial: Intermittently developed mixed use area of the city.
 Medical Center: Intermittently developed mixed use area of the city.
 Mixed Use: Intermittently developed mixed use area of the city.
 Motorized Recreation: Focuses on the Sugar River and containing a mix of uses including economic activity including manufacturing, communication, electric, warehousing, and airport.
 Open Field: Predominantly pastures, agricultural fields, and supporting structures.

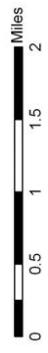
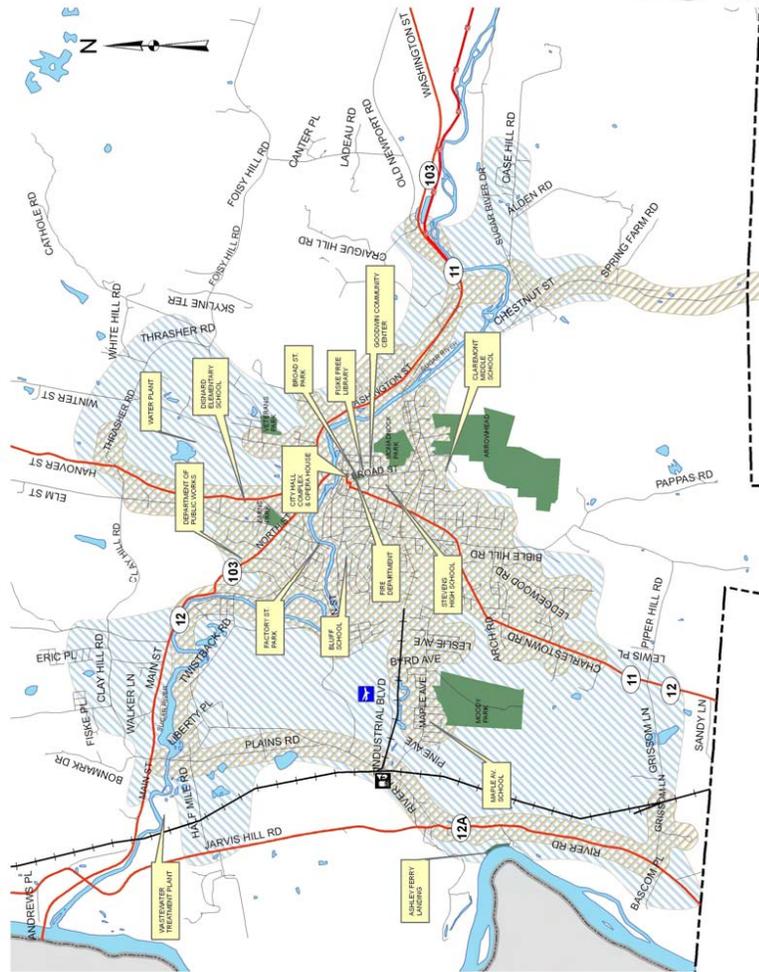
DATA SOURCES:
 Base map features: USGS 1:24,000 scale digital line graph (DLG) data.
 Land cover data: Aerial photography and field data.
 Land use data: City of Claremont, Land Use Agreements by UVLRPC, 2007.
 Map Created by UVLSRPC, October 2007

City of Claremont, New Hampshire

Map 2: Community Facilities

- Legend**
- Railroad Stops
 - Airport
 - Rail Lines
 - Active
 - Inactive
 - Railtrail
 - Sewer Service Area
 - Water Service Area

DRAFT



DATA SOURCES:
Base map features, including town boundaries, from USGS
Topographic Data; Railroads from the National Railroad
Inventory; Sewer and Water Service Areas from the
City of Claremont. Facility and water service area locations identified by UVALRPC.
Map created by Upper Valley Lake Sunapee
Regional Planning Commission in
cooperation with Appledore Engineering, October 2007.

City of Claremont, New Hampshire

Map 4: Natural Resources

DRAFT

- Legend**
- Slopes 20% + 
 - 100-Year Floodplain 
 - Conserved Lands 
 - Hydric Soils 
 - Acquifers 
 - Developed Land 
 - Rivers & Streams 
 - Lakes and Ponds 

CLAREMONT
Upper Valley Lake Sunapee
Regional Planning Commission
**Appledore
Engineering Inc.**

DATA SOURCES:
Slope data created by the UVLSRPC.
Slopes were derived from a 20
meter resolution contour lines.
Slopes were derived from a
1:24,000 scale digital line
graph (DLG) data. The
DLG data were derived from
USGS data depicting underground
layers of rock and sand that
contains water with a specific
yield. The data were used to
determine the hydraulic conductivity
of the soil. The data were
provided by the City of Claremont.

Map Created by UVLSRPC, October 2007

