



*Meredith NH
Growth
Projections
Route 3-25
Corridor Study*



June 11, 2007



*Applied Economic
Research
Laconia NH*

Meredith Route 3/25 Corridor Analysis: Growth Projections and Traffic Zone Growth Allocation

This report was prepared by Applied Economic Research under contract to McFarland Johnson, Inc. This report sets forth growth projections and traffic zone allocations for Meredith and surrounding communities. It was prepared as part of a planning project, funded by the NH Department of Transportation, to upgrade Routes 3 and 25 in Meredith. The projections and allocations will be used as inputs to a traffic model developed by RSG, Inc., which will help define alternatives and select a preferred alternative for the Route 3/25 corridor as it passes through Meredith.

Both the projections and the allocation were reviewed and accepted by the corridor study committee at its May 15th meeting. A copy of the power point presentation prepared as part of this analysis is included as an addendum to this narrative.

While maintaining responsibility for the analysis and its conclusions, the participation of John Edgar, Meredith's planning director, and the Lakes Region Planning Commission are hereby acknowledged.

The following narrative is divided into two major topics: (1) Presentation of the overall growth projections; and (2) Presentation of the allocation of the projections to the traffic zone level.

Growth Projections

The traffic model requires the following inputs at the traffic zone level for the year 2030:

1. Single family housing units
2. Multi family housing units
3. Retail employment
4. Non-retail employment

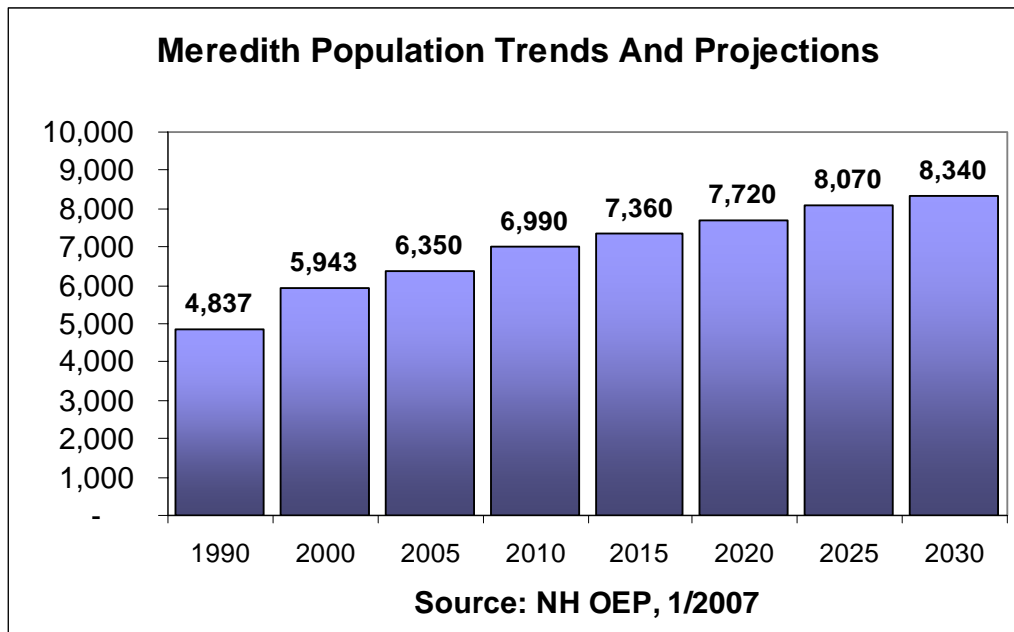
The sources relied on are:

- Population Projections from the NH Office of Energy and Planning, prepared in January 2007
- Housing projections prepared by AER, incorporating the above cited population projections
- Employment projections from the NH DOT, developed for the Statewide model in 2005

Because most of the traffic zones and the proposed improvements are located in Meredith, more scrutiny and detailed discussion is afforded to that community. The methodology in projecting activity in the surrounding communities that also have designated traffic zones utilized the same methodology as described in the following paragraphs.

Meredith Population

The state’s population projections for the town of Meredith are as follows:



Under this projection Meredith’s population will increase from a 2005 estimate of 6,350 to a year 2030 figure of 8,340, a growth of just under 2,000 residents. This reflects an anticipated growth rate of just over 30% during the 25 year projection period. Bear in mind that the term “population” refers to the number of people living in Meredith on April 1 of each year. Most second homes are unoccupied in April. Second homes are accounted for in the housing figures, below. These second/retirement units will be occupied during the summer months, which is the target time of the year for the overall corridor planning project. AER is familiar with the state’s projection methodology and believe that the methodology is sound. As with any small area projection, however, the margin of error over a 25 year period is significant.

Meredith Housing

The US Census is the primary source for housing data. The 1990 and 2000 Census figures for Meredith are as follows:

Housing Units by Tenure & Vacancy, Town of Meredith

	1990 % of Total	2000 % of Total	% Change
Total Units	3,720	4,191	13%
Occupied Units	1,936 52% of Total	2,447 58% of Total	26%
Owner Occupied	1,408 73% of Occ.	1,891 77% of Occ.	34%
Renter Occupied	528 27% of Occ.	556 23% of Occ.	5%
Vacant Units	1,784 48% of Total	1,744 42% of Total	-2%
Vacant For Sale	50 3.4% Vac.	31 1.6% Vac.	-38%
Vacant For Rent	51 8.8% Vac.	27 4.6% Vac.	-47%
Vacant Seasonal	1,603 43% of Total	1,611 38% of Total	0%

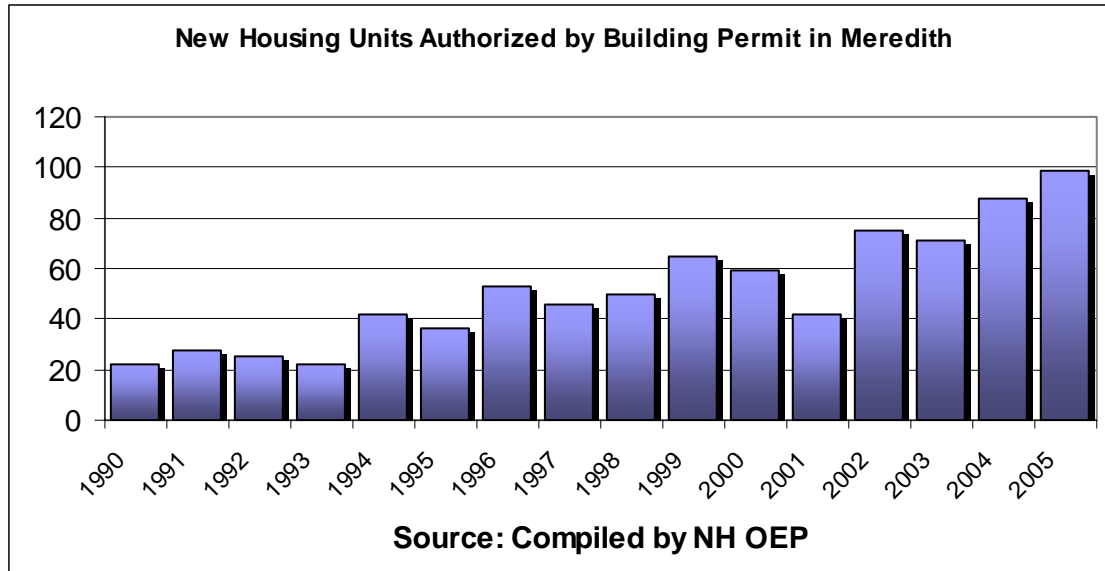
Housing Units By Type, Town of Meredith

	1990 % of Total	2000 % of Total	% Change
Total Units	3,720	4,191	13%
Single Family Units	2,877 77%	3,388 81%	18%
SF Owner Occ.	1,119	1,583	41%
SF Renter Occ.	157	182	16%
Multi-family Units	508 14%	519 12%	2%
MF Owner Occ.	69	113	64%
MF Renter Occ.	326	311	-5%
Mobile Home & Other	335 9%	284 7%	-15%

The salient points in these figures are:

- The overall housing inventory increased by an average of 47 units a year during the decade.
- The Town added an average of 51 new occupied units a year during the decade.
- Seasonal units are a significant factor in the Meredith market, representing 38% of all housing units in the year 2000.
- The number of seasonal units was stable between 1990 and 2000—some of the seasonal units from 1990 probably came to be occupied on a year round basis (removing them from the seasonal inventory), while other new seasonal units were built.
- As with many smaller NH communities, single family units dominate both the inventory and growth in the decade—accounting for 81% of the year 2000 housing inventory and essentially all of the growth during the decade.

The NH Office of Energy and Planning compiles annual building permit data from the state’s communities. The data for Meredith is as follows:



This data shows that the pace of new residential development was low in the early part of the last decade—a result of overbuilding and an economic recession that was experienced state-wide. As the decade progressed and continuing through to 2005, the pace of new construction increased, as the excess inventory was absorbed and the economy strengthened. Between 2000 and 2005, an average of just over 70 new units a year were authorized in Meredith, with the single family-multi family mix remaining 80% and 20% respectively.

AER has projected future housing growth by converting the NH OEP population projections for the town into housing units. The figures are as follows:

Projected Housing Units: Town of Meredith

	1990	2000	2005	2030	Change 2005-2020
Population (Census and NHOEP)	4,837	5,943	6,350	8,340	1,990
Total Housing Units	3,720	4,191	4,625	6,795	2,170
Occupied Housing Units	1,936	2,447	2,643	3,910	1,267
<i>Single Family Occupied</i>	1,276	1,765	1,906	2,820	914
<i>Multi Family Occupied</i>	395	424	737	1,090	353
Vacant and Seasonal Units	1,784	1,744	1,982	2,885	903
Persons per Occupied Unit	2.50	2.43	2.40	2.3	
Vacant and Seasonal % of Total	48%	42%	43%	42%	

Implicit in these projections are assumptions that:

- The average household size will decline as childless baby boomers occupy an increasing share of total occupied units and young couples delay marriage and child-rearing.
- The inventory of seasonal units will grow at the same rate as the inventory of occupied units. Prime lakefront parcels in Meredith are, for the most part, developed. Yet, the demand for seasonal housing in the region is likely to strengthen as retiring baby boomers seek a lakes region location. The implication is that these higher levels of second home activity will come in the form of higher density on existing parcels and/or more off-lake second home/retirement development.

In short, the projections anticipate just fewer than 2,200 new housing units will be added in Meredith between 2005 and 2030- a pace of new construction that closely matches the pace of residential development experienced in the town since the year 2000.

We believe this projection is on the upper end of supportable projections. This is because we have assumed that the inventory of seasonal/second homes (which include retirement units occupied on a part-time basis) will grow at the same pace as projected year-round housing units. During the 1990s, there was essentially no growth in the inventory of seasonal/second homes. Currently, however, anecdotal evidence and demographic trends (the ageing of the baby boomers) suggest growing demand for vacation/retirement housing in the Lakes Region, including Meredith and the other study area communities.

Meredith Employment

NHDOT has projected employment by industry at the town level for NH communities. These projections for Meredith are depicted in the table on the following page. The projections were developed by DOT with input from the NH Office of Energy and Planning and also the NH Employment Security Commission. The projections anticipate a growth of 464 jobs between the year 2005 and 2030. This is a growth rate of 32%, about the same pace of growth that is anticipated for the town's population.

Projected Growth in Surrounding Communities

The traffic model inputs include designated traffic zones on the fringe of Meredith in the following communities:

- Ashland
- Center Harbor
- Holderness

Meredith Employment**2005**

Finance, Insurance, Real Estate	61
Government	15
Transportation	278
Manufacturing	546
Other	107
Private	45
Retail	363
Wholesale	20
Total	1,434

2030

Finance, Insurance, Real Estate	79
Government	19
Transportation	378
Manufacturing	668
Other	148
Private	64
Retail	514
Wholesale	28
Total	1,898

Change 2005-2030

Finance, Insurance, Real Estate	18
Government	4
Transportation	100
Manufacturing	122
Other	41
Private	19
Retail	151
Wholesale	8
Total	464

Source: NHDOT

The same data sources and projection techniques outlined above for Meredith were utilized in the projections of housing and employment growth in surrounding communities. The results of the growth projections are:

Outlying Town Growth Projections

Ashland

	1990	2000	2005	2030	Percent Change 2005-2030
Population	1,915	1,955	2,030	2,370	17%
Total Housing Units	1162	1149	1,207	1,438	19%
Occupied Housing Units	770	853	896	1,068	19%
Single Family Units	621	633	690	822	19%
Multi Family Units	541	516	517	616	19%
Vacant and Seasonal Units	392	296	311	371	19%
Persons per Occupied Unit	2.49	2.29	2.27	2.22	-2%

Center Harbor

	1990	2000	2005	2030	Percent Change 2005-2030
Population	996	996	1,082	1,380	28%
Total Housing Units	649	658	725	948	31%
Occupied Housing Units	377	414	449	587	31%
Single Family Units	611	643	710	929	31%
Multi Family Units	38	15	15	20	31%
Vacant and Seasonal Units	272	239	276	361	31%
Persons per Occupied Unit	2.64	2.41	2.41	2.35	

Holderness

	1990	2000	2005	2030	Percent Change 2005-2030
Population	1,694	1,930	2,029	2,390	18%
Total Housing Units	1,136	1,208	1,299	1,579	22%
Occupied Housing Units	656	768	819	996	22%
Single Family Units	1,030	1,104	1,195	1,453	22%
Multi Family Units	106	104	104	126	22%
Vacant and Seasonal Units	480	440	480	584	22%
Persons per Occupied Unit	2.58	2.51	2.48	2.4	

Incoming Traffic

Lastly, the traffic model adds traffic coming into the study area along principal traffic arteries (on Route 3 from Laconia, for example) by drawing on the results of the state-wide traffic model. These incoming traffic levels are analyzed by RSG, Inc. and are not within the scope of AER's work program for this study.

Allocation of Growth to Traffic Zones

The community-wide growth discussed above was then allocated to traffic zones in Meredith and in the surrounding communities. A more detailed analysis was conducted for traffic zones in Meredith, because of the concentration of traffic zones in Meredith and because the planned improvements are to be located in Meredith.

Maps showing the individual traffic zones can be obtained from McFarland-Johnson, Inc.

RSG, Inc. provided estimates of the year 2005 housing inventory and the number of jobs in each traffic zone. AER then met with the Meredith planner and assigned a score to each traffic zone based on:

- The availability of vacant, developable land
- Current zoning
- The availability of sewer and water
- Market appeal (lake accessibility and views for residential, for example....and traffic exposure for retail employment)

Each traffic zone in Meredith was assigned a score from 1 to 3 for each of these variables:

- A score of 1 indicated a weak growth potential
- A score of 2 indicating a typical growth potential
- A score of 3 indicating a condition favorable to growth

In addition, the results of the Route 104 Build-Out Analysis completed by the Lakes Region Planning Commission and the town master plan were consulted in allocating growth. Additionally, all proposed developments, including those formally proposed and anecdotally discussed, were taken into account.

A measure of overall growth potential was then developed for each zone.

Preliminary results were reviewed with John Edgar, the town's planning director, and modified based on his comments.

For the sake of easier comprehension, the individual traffic zones in Meredith were compiled into six subareas, as depicted in the map on the following page.



The broad considerations for each of these subareas were:

Core Area:

- Few vacant parcels, but favorable commercial zoning and full utilities.
- Strong market appeal due to lake accessibility, small town atmosphere, traffic exposure and existing merchant mix
- Some redevelopment potential along Route 3 immediately north and south of 3/25 intersection
- Favorable job growth potential via redevelopment of underutilized sites

Route 3 North:

- Favorable commercial and residential zoning
- Served by utilities
- Portions abut Lake Waukegan
- Significant vacant land but substantial conservation and wetland areas.
- Will likely see significant residential development on vacant parcels

Route 3 South:

- Currently experiencing residential and nonresidential investment
- Northerly portion has sewer and water
- Strong market appeal due to views of Meredith Bay from the easterly side of Route 3
- Significant vacant land suitable for both residential and nonresidential development

Route 25 East:

- Few vacant parcels
- Served by sewer and water
- Major community facilities occupy substantial tracts, including schools
- Good market appeal due to convenient access

Route 104 West:

- Areas close to Route 3 have job growth potential in existing subdivisions with favorable zoning and nearby utilities.
- Significant vacant land throughout the subarea
- Areas further west have significant vacant land and large lot zoning with favorable market appeal

Meredith Neck:

- Attractive rural environment and proximity to Winnepesaukee and downtown Meredith
- Residential zoning
- Close-in areas have sewer and water
- Significant vacant land in larger tracts, suitable for development
- Major parcels may be nearing development (Lincoln tract, Christian camp) in the short-term

The results of the allocation of growth to the traffic zones, subtotaled to the above sub areas are:

Meredith Growth Allocation 2005-2030				
Sub Area	Single Family Residential Growth	Multi Family Residential Growth	Retail Job Growth	Other Job Growth
Route 104 West	525	50	20	65
Route 25 East	50	25	10	5
Route 3 North	200	110	35	45
Route 3 South	595	125	35	60
Core Area	5	25	45	115
Meredith Neck	375	85	5	10
Total	1,750	420	150	300

Significant residential growth is expected to occur in the Route 104 West and Meredith Neck subareas. Job growth is dispersed, but somewhat concentrated in the Core Area and Route 3 North and South subareas.

Allocated Growth: Surrounding Communities

The previously articulated growth in the communities surrounding Meredith was allocated to the identified traffic zones by applying the town-wide growth rate projections for employment and housing, to the identified traffic zone. For example, if a town's inventory of single family homes was expected to grow by 20 percent between 2005 and 2030 based on the methodology outlined above, then the traffic zone's 2005 inventory of single family homes (as identified by RSG, Inc.) was also increased by 20 percent.

Allocation Results

The Table on the following page sets forth the amount of growth allocated for each traffic zone through the year 2030.

Allocated Growth by Traffic Zone, 2005-2030						
Sub Area	Zone #	Zone Name	SF Residential Growth	MF Residential Growth	Retail Job Growth	Other Job Growth
Route 104 West	17	Mer W of 3, S of 104, N of Reservoir	50	0	10	15
Route 104 West	18	Mer Vutek, Quality Insulation	150	0	0	15
Route 104 West	19	Mer Waukegan Street, Inkware	50	0	0	0
Route 104 West	20	Mer Reservoir Road, Remcon, Annalee	0	0	0	15
Route 104 West	21	Mer Winona Road/Oak Hill Road	50	0	0	0
Route 104 West	22	Mer Foundry Ave - Proince Common, Comstock Industries	0	0	0	0
Route 104 West	36	Mer Medical, Golden View Health	0	0	0	15
Route 104 West	49	Mer Paase -> Center Road, South of 104	75	50	0	0
Route 104 West	72	Mer Meredith north of 104, Charwill Constr , 4 Season Camping	50	0	10	5
Route 104 West	76	Mer Meredith West, Clearwater Campground	100	0	0	0
Route 104 West Total			525	50	20	65
Route 25 East	7	Mer Elderly housing	0	25	0	0
Route 25 East	38	Mer Schools	0	0	0	0
Route 25 East	42	Mer business along S of Rt 25	0	0	10	5
Route 25 East	48	Mer Rt 25 east of town, True Road	50	0	0	0
Route 25 East Total			50	25	10	5
Route 3 North	1	Mer Boynton Road	100	0	0	15
Route 3 North	2	Mer Northwestern Lake Waukegan, public services	50	10	10	10
Route 3 North	3	Mer North of Boynton Road	0	0	0	0
Route 3 North	4	Mer Western Lake Waukegan	50	50	0	0
Route 3 North	5	Mer between Plymouth Street & Rt 3 N	0	25	10	10
Route 3 North	6	Mer Circle Drive, ball fields, community center	0	0	0	0
Route 3 North	50	Mer commercial on E side of Rt 3 N	0	25	15	10
Route 3 North Total			200	110	35	45
Route 3 South	14	Mer East of Parade Road, Meredith Brick Manor	250	25	20	25
Route 3 South	15	Mer Between Rt 3/Upper Ladd Hill McDonald Ippolito	0	25	5	10
Route 3 South	37	Mer Upper Ladd Hill	25	25	5	20
Route 3 South	39	Mer Rt 3 S of 104 inxsn	150	25	0	0
Route 3 South	51	Mer residential at northern end of Rt 3 south area	150	25	0	0
Route 3 South	52	Mer commercial at S end of strip along Rt 3 S	20	0	5	5
Route 3 South Total			595	125	35	60
Core Area	8	Mer Aubuchon, lot, pizza Rt 3 North	0	0	10	10
Core Area	9	Mer southern end Plymouth Street	0	0	5	10
Core Area	10	Mer north end of Main Street	0	0	0	0
Core Area	11	Mer Bay Point Inn	0	0	0	0
Core Area	13	Mer Highland Street, Beach Street	0	0	0	0
Core Area	16	Mer US 3 - Lower Ladd Hill Road, Hillrise	5	0	0	0
Core Area	23	Mer Harts, Harley, Volvo	0	0	5	10
Core Area	24	Mer Dock Parking	0	0	0	0
Core Area	25	Mer Meredith gas station	0	0	0	0
Core Area	26	Mer Lake Street	0	0	5	5
Core Area	27	Mer Dover Street	0	0	0	5
Core Area	28	Mer North of Waukegan Street	0	0	0	0
Core Area	29	Mer west of Main Street, Day care	0	0	0	5
Core Area	30	Mer E of Main Street - MOB, car, office	0	0	5	10
Core Area	31	Mer Fire station, florist, century 21	0	0	0	0
Core Area	32	Mer Lang, Stevens, Chris Williams office	0	0	0	5
Core Area	33	Mer Church Landing	0	0	0	5
Core Area	34	Mer Harbor, Mill Street, chamber building, subway, real estate, curves, learning, Hobo	0	0	0	5
Core Area	35	Mer Wickes Lumber	0	25	5	30
Core Area	40	Mer Meredith Village Savings Bank operations center	0	0	0	0
Core Area	41	Mer M/VSb office, shopping center, Citizens bank	0	0	5	5
Core Area	43	Mer Parking lot @ south end Calvary	0	0	5	10
Core Area	44	Mer Chase House parking lot	0	0	0	0
Core Area	45	Mer Inn at Mill Falls east parking lot	0	0	0	0
Core Area	46	Mer Inn at Mill Falls west parking lot	0	0	0	0
Core Area	47	Mer Mill Falls Marketplace parking lot	0	0	0	0
Core Area Total			5	25	45	115
Mere. Neck	12	Mer Northern Shore Meredith Bay, marina, camp	50	10	0	0
Mere. Neck	77	Mer Meredith north of 25, farm stand	325	75	5	10
Mere. Neck Total			375	85	5	10
Meredith Grand Total			1750	420	150	300
Outlying Communities						
Sub Area	Zone #	Zone Name	SF Residential Growth	MF Residential Growth	Retail Job Growth	Other Job Growth
Center Harbor	74	CH Center Harbor West, Waukegan Golf	78	0	0	0
Center Harbor	75	CH Center Harbor East	126	0	0	0
Holderness	79	Hold Holderness	99	0	0	0
Ashland	78	Ash Ashland	142	0	0	0

Addendum: Power Point Presentation: May 15, 2007



*Meredith NH
Growth
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May 15 2007

*Applied Economic
Research*

Purpose

To provide input to the transportation model

Projections include:

- Population

- Retail Employment

- Non-Retail Employment

- Single Family Housing

- Multi Family Housing

Target Communities include Meredith and adjoining communities

Methodology

- Incorporate NH Office of Energy and Planning Community Population Projections.
- Incorporate Employment Projections Prepared for NH Transportation Model
- Convert Population Projections to Housing Units
 - Same mix of single family/multi family as now exists
 - Vacation/second homes will grow at same rate as year-round housing
- All projections have an implicit range of possible outcomes, these projections of housing units are probably within the higher end of the range, appropriate for transportation planning to avoid under-sizing improvements or understating traffic flows.

Intra-Community Allocation

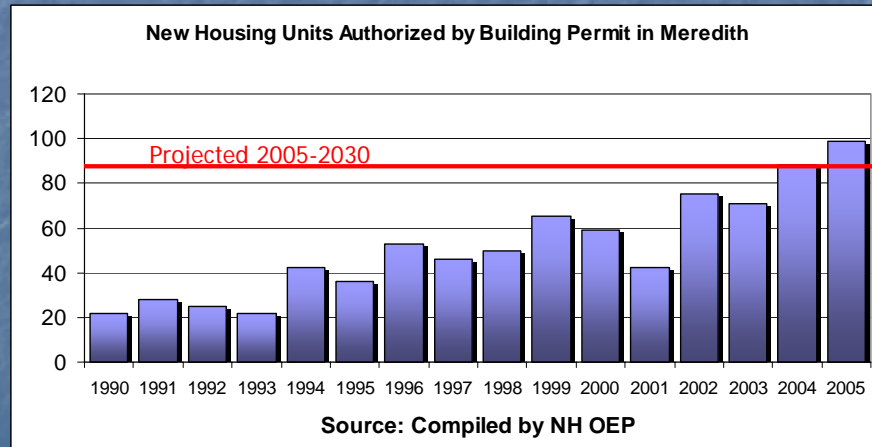
- For Meredith, in conjunction with John Edgar and LRPC:
 - Reviewed local plans (Route 104 Corridor Study, Master Plan)
 - Mapped conservation areas and zoning by TAZ
 - Inventoried each TAZ for zoning, utilities, land availability, market appeal
 - Inventoried proposed developments
 - Assigned each TAZ a score reflecting likely level of development
 - Allocated residential and non-residential growth
 - Compiled TAZ growth into larger sub-areas
 - Reviewed results with John Edgar
- For surrounding communities:
 - Assigned community-wide growth rates to current population and employment growth in each TAZ



Meredith Population and Housing Trends/Projections

Projected Housing Units: Town of Meredith					Change
	1990	2000	2005	2030	2005-2020
Population (Census and NHOEP)	4,837	5,943	6,350	8,340	1,990
Total Housing Units	3,720	4,191	4,625	6,795	2,170
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Persons per Occupied Unit	2.50	2.43	2.40	2.3	
Vacant and Seasonal % of Total	48%	42%	43%	42%	

Recent Housing Development Pace



Employment Projections

Meredith Employment Projections

	2005	2030	Change
Retail	363	514	151
Non-Retail	1,071	1,384	313
Total Jobs In Meredith	1,434	1,898	464

Source: NH Transportation Model Projections

Core Area

- Few vacant parcels, but favorable zoning and full utilities.
- Strong market appeal due to Lake accessibility, small town atmosphere and existing merchant mix
- Some redevelopment potential along Route 3 both north and south of 3/25 intersection
- Favorable job growth potential via redevelopment of underutilized sites

Route 3 North

- Favorable zoning
- Served by utilities
- Portions abut Lake Waukewan
- Significant vacant land but substantial conservation and wetland areas.
- Will likely see significant residential development on vacant parcels

Route 3 South

- Currently experiencing residential and nonresidential investment
- Northerly portion has sewer and water
- Strong market appeal due to views of Meredith Bay
- Significant vacant land suitable for both residential and nonresidential development

Route 25 East

- Few vacant parcels
- Major community facilities including schools
- Good market appeal due to convenient access

Route 104, West

- Areas close to Route 3 have job growth potential in existing subdivisions with favorable zoning and nearby utilities. Significant vacant land throughout the subarea
- Areas further west have significant vacant land and large lot zoning with favorable market appeal

Meredith Neck

- Attractive rural environment and proximity to Winnepesaukee
- Residential zoning
- Close in areas have sewer and water
- Significant vacant land in larger tracts, suitable for development
- Major parcels may be close to development (Lincoln tract, Christian camp)

Meredith Growth Allocation 2005-2030

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Total Housing Units	649	658	725	948	31%
Occupied Housing Units	377	414	449	587	31%
Single Family Units	611	643	710	929	31%
Multi Family Units	38	15	15	20	31%
Vacant and Seasonal Units	272	239	276	361	31%
Persons per Occupied Unit	2.64	2.41	2.41	2.35	

Holderness

Holderness	1990	2000	2005	2030	Percent Change
					2005-2030
Population	1,694	1,930	2,029	2,390	18%
Total Housing Units	1,136	1,208	1,299	1,579	22%
Occupied Housing Units	656	768	819	996	22%
Single Family Units	1,030	1,104	1,195	1,453	22%
Multi Family Units	106	104	104	126	22%
Vacant and Seasonal Units	480	440	480	584	22%
Persons per Occupied Unit	2.58	2.51	2.48	2.4	

Moultonboro

Moultonborough	1990	2000	2005	2030	Percent Change
					2005-2030
Population	2,956	4,484	4,875	6,730	38%
Total Housing Units	3,850	4,523	5,054	7,134	41%
Occupied Housing Units	1,164	1,884	2,073	2,926	41%
Single Family Units	3,679	4,283	4,814	6,795	41%
Multi Family Units	171	240	240	339	41%
Vacant and Seasonal Units	2,686	2,639	2,981	4,208	41%
Persons per Occupied Unit	2.54	2.38	2.35	2.3	

Ashland

Ashland	1990	2000	2005	2030	Percent Change 2005- 2030
Population	1,915	1,955	2,030	2,370	17%
Total Housing Units	1162	1149	1,207	1,438	19%
Occupied Housing Units	770	853	896	1,068	19%
Single Family Units	621	633	690	822	19%
Multi Family Units	541	516	517	616	19%
Vacant and Seasonal Units	392	296	311	371	19%
Persons per Occupied Unit	2.49	2.29	2.27	2.22	-2%

Bridgewater

Bridgewater	1990	2000	2005	2030	Percent Change 2005- 2030
Population	796	974	1,029	1,240	21%
Total Housing Units	839	848	906	1,115	23%
Occupied Housing Units	311	414	442	544	23%
Single Family Units	789	793	851	1,047	23%
Multi Family Units	50	55	55	68	23%
Vacant and Seasonal Units	528	436	464	571	23%
Persons per Occupied Unit	2.56	2.35	2.33	2.28	-2%

Note: Single family units include mobile homes

Summary

- The projections incorporate the NH Office of Energy and Planning Population Projections and the State-wide Model's Employment projections.
- The allocation to TAZs incorporate local knowledge, prior studies, zoning, utility, land availability and market appeal factors.
- The overall residential growth forecast is probably at the higher end of the range of possible scenarios. This is seen as appropriate for transportation planning purposes.