



GOFFSTOWN

MASTER PLAN

2020 UPDATE



Goffstown Master Plan

Introduction

The Goffstown Master Plan is an important planning tool that sets forth the community’s vision and strategies for the future. Most importantly, the master plan is a statutory responsibility for the town as it gives legal standing for its planning activities, ordinances and regulations. A master plan is a living document. It identifies key community issues and challenges and identifies various planning strategies to assist the town in achieving their land use and development goals. This plan also encourages community engagement, civic responsibility and an increased appreciation for the town today and in the future.

The Town of Goffstown last master plan was prepared in 2006. This Updated 2020 Master Plan incorporates current information about many aspects of Goffstown, including a vision for the community, and strategies for the planning board to follow in guiding the growth and development of the town. The vision and strategies as set forth in the plan will help the town in maintaining and expanding existing infrastructure, preserving the environment and promoting sustainable development and appropriate fiscal policies.

Organization of the Master Plan

This 2020 Master Plan includes twelve (12) major plan sections organized in the following order: Public Outreach and Vision; Community Profile; Housing; Recreation; Economic Development; Education; Energy; Community Facilities; Age-Friendly Goffstown; Conservation and Open Space; Transportation; and Existing and Future Land Use. These chapters review each topic area and their existing conditions, and provides strategies for improvement. The planning horizon for this master plan is 2020 through 2030.



Photo: Veterans Park

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Public Outreach

In winter 2018, staff from SNHPC and the Town Planning Department collaborated to develop the Goffstown Master Plan Survey. Survey questions covered topics on housing, transportation, recreation, economic development, community facilities, conservation, and energy. In 2019, the survey was launched. In effort to gain a large audience, small postcards with web links and a “QR code” directing participants to the survey were distributed throughout town. Postcards were handed out at local grocery stores, and local gathering spaces. Survey links were shared online through town websites, and various social media platforms. By the end of March, 491 people participated in the survey, providing valuable information which has informed the strategies of this Master Plan Update.

Survey Results

491 people completed the survey, representing roughly 2.7% of Goffstown's population. About sixteen percent (16%) of respondents were below the age of 34; twenty-seven percent (27%) were between the ages 35 and 44; twenty-two percent (22%) were between the ages 45 and 54; eighteen percent (18%) were between the ages 55 and 64; and fourteen percent (14%) were older than 65. Respondents varied from being relatively new to town to having lived in town for over two decades. The following list broadly summarizes themes that occurred throughout the survey responses and through input from residents during Goffstown Old Home Days.

- Both survey respondents and participants in the Goffstown Old Home Day activity value the rural character of their town and want to preserve the town's natural resources.
- Survey respondents appreciate Goffstown Village and want to see small retail thrive in the area.
- Recreational opportunity was a common theme among survey respondents and participants in the Goffstown Old Home Day activity. Many enjoy walking and hiking in Goffstown and would like to see improvements to walking and hiking infrastructure, including improvements to the Goffstown Rail Trail and expanding the sidewalk network.
- Both survey respondents and participants in the Goffstown Old Home Day activity would like to see additional recreational activities, including programs for seniors, and spaces for community gatherings and events. Many residents who provided input cited a need for a local dog park.
- Survey respondents prefer single-family homes, but would like to see a more diverse housing stock. Specifically, there is support for adding housing types for older residents as well as more affordable housing types.
- Roadway safety, traffic reduction, and bicycle and pedestrian infrastructure improvements are the top transportation infrastructure concerns for residents.
- Survey respondents support energy conservation measures and alternative energy sources for municipal buildings.
- Encouraging small retail and vibrant town centers are important to respondents. Additionally, many support the development of Pinardville as an area for more retail and local businesses.

Survey Results Continued

- Respondents support local food businesses including farm-to-table and healthy food choices, as well as local restaurants.
- Respondents value their schools and want to provide quality education.

Community Input Session

On November 16, 2019, a public input session was held at Goffstown High School. Nearly fifty participants attended the Input Session, where action items developed from the Resident Survey were prioritized. Participants were able to select multiple action items per Master Plan Chapter, providing the Planning Board with a focus for each Chapter. Results were tallied to find the top four priorities for Recreation, Housing, Transportation, Economic Vitality, Conservation & Open Space, Community Facilities, and Energy. These priorities provided a guiding framework for the Goffstown Planning Board in developing the strategies for each Master Plan focus area.

Overall, the following action items were seen as a priority by participants:

Recreation

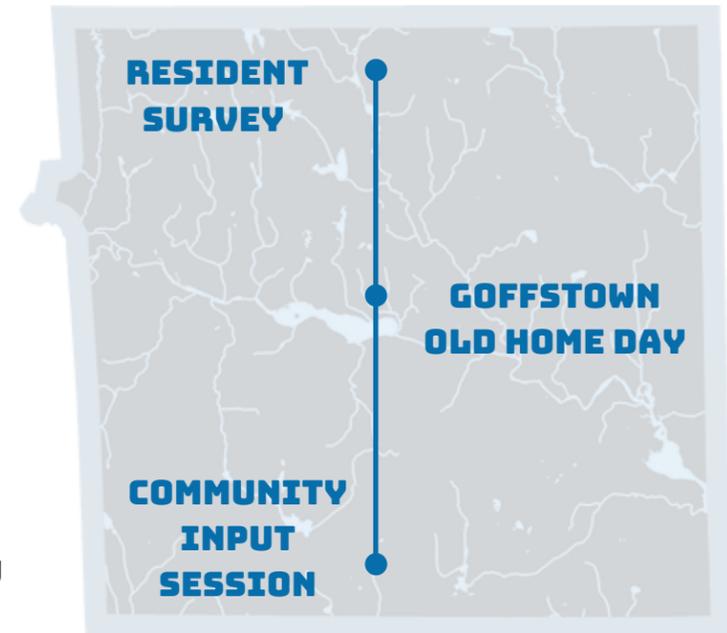
- Expand recreation and Town Library programs for residents of all ages.
- Continue the improvements being made to the Rail Trail
- Provide additional walking and hiking trails.
- Provide a designated space for a dog park.

Housing

- Attract affordable housing.
- Encourage development of smaller homes.
- Provide a diverse mix of housing types.
- Provide accessible housing for older adults.

Transportation

- Maintain roadways.
- Improve flow of traffic.
- Invest in more frequent public transit service.
- Create a network of sidewalks connecting Villages and parks.



Community Input Session Continued

Economic Vitality

- Support and strengthen economic centers of Town.
- Build partnerships with local and regional organizations to create economic development opportunities.
- Encourage small-scale retail development.
- Encourage mixed-use development.

Conservation & Open Space

- Protect drinking water supply and aquifers.
- Create trails for public use on conservation land.
- Protect wetlands, streams, lakes, and other surface waters.
- Protect wildlife corridors & habitats.

Community Facilities

- Expand non-residential tax base to diversify sources for school funding.
- Expand sewer system.
- Expand the public library.
- Provide a space for community gatherings for residents of all ages.

Energy

- Support alternative energy sources for municipal facilities.
- Support energy conservation measures for municipal facilities.
- Attract businesses through energy conservation incentives.
- Update Town codes to promote energy-efficient building construction.



Photo: Goffstown Master Plan Visioning Exercise, Goffstown Old Home Day



Photo: Goffstown Master Plan Community Input Session

Vision

Among the survey, and input from both the Goffstown Old Home Day and the Public Input session, common themes emerged. These themes helped build the Master Plan Vision Statement. According to NH RSA Chapter 674:2, a Master Plan must include a vision section that serves to direct the other sections of the plan. This section shall contain a set of statements which articulate the desires of the citizens affected by the Master Plan, not only for their locality but for the region and the whole state. It shall contain a set of guiding principles and priorities to implement that vision.

Overall Common Themes Expressed by Goffstown Residents for Inclusion in Vision Statement for the Town

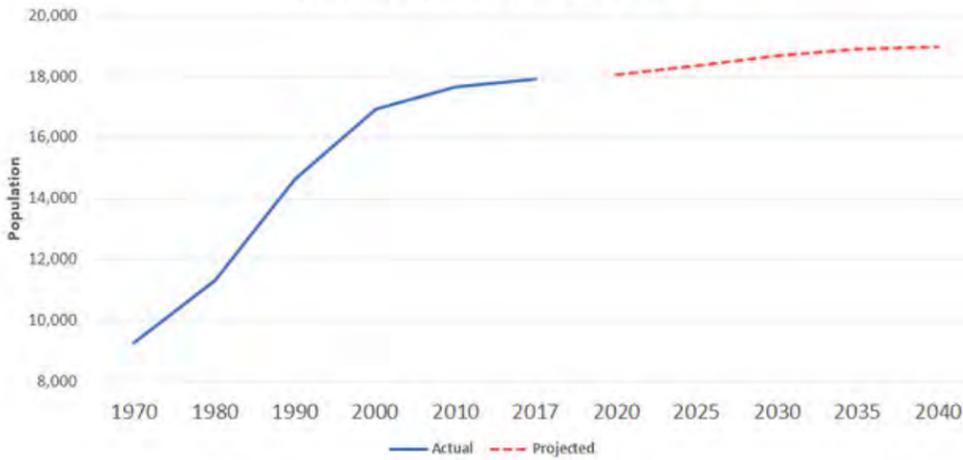
- Protect Goffstown's rural character.
- Improve upon and expand recreational opportunities for residents of all ages.
- Enhance the quality of Goffstown's Village centers.
- Provide a housing supply that meets the needs of all residents regardless of age, income, or ability.
- Protect Goffstown's natural resources.
- Maintain good road quality and improve traffic control.
- Provide alternative forms of transportation through public transportation and creating safe bicycle and pedestrian facilities.
- Promote small business growth to broaden tax base while retaining rural character.

Goffstown Vision

GOFFSTOWN IS AN OUTSTANDING COMMUNITY FOR OUR RESIDENTS TO LIVE, WORK, AND RECREATE. THE COMMUNITY SEEKS TO PRESERVE ITS CURRENT BLEND OF NATURAL AND MANMADE RESOURCES, WHILE PROMOTING FUTURE DEVELOPMENT THAT CONSERVATIVELY FURTHERS OUR OPEN SPACE AND CONSERVATION RESOURCES, THEREBY, FOSTERING VEGETATIVE BUFFERS AND RECREATIONAL OPPORTUNITIES. GOFFSTOWN RECOGNIZES THAT WE WILL CONTINUE TO BE A VIBRANT INTERACTIVE AND MULTI-GENERATIONAL COMMUNITY BY PROMOTING A BALANCE OF MARKETPLACE DEVELOPMENT ON COMMERCIAL LAND AND ALSO ENCOURAGING A MIX OF HOUSING TO SERVE THE CHANGING NEEDS OF OUR REGION'S POPULATION.

Community Profile

Goffstown Population Actual and Projected



Population by Year

Year	Goffstown	% Change	Hillsborough County	% Change
2017	17,937	1.62%	409,697	2.24%
2010	17,651	3.95%	400,721	4.80%
2000	16,980	14.97%	382,384	13.62%
1990	14,769	30.53%	336,549	21.67%
1980	11,315	21.88%	276,608	23.52%
1970	9,284	--	223,941	--

Population by Age

Age Group	Total	%
Under age 5	964	5.4%
Age 5 to 19	3,955	22.1%
Age 20 to 34	3,063	17.1%
Age 35 to 54	4,919	27.5%
Age 55 to 64	2,166	12.1%
Age 65 and over	2,832	15.8%

Population by Sex

Male	8,403
Female	9,496

Population by Race

Race	Total	%
White	17,375	97.1%
Black or African American	147	.8%
American Indian and Alaska Native	5	.03%
Asian	81	.5%
Native Hawaiian and Other Pacific Islander	55	.3%
Some other race	56	.3%
Two or more races	180	1%

Population Density:
477 persons per square mile

School Enrollment 2019 (NHDE)

Preschool	84
Kindergarten	136
Elementary	695
Middle	896
High	1,017
Total	2,855

Income, Inflation Adjusted

Per Capita Income	\$33,892
Median Family Income	\$91,692
Median Household Income	\$81,842

Median Earnings, full-time, year-round workers, 16 years and over

Male	\$69,660
Female	\$48,757
Individuals below the poverty level	6.3%

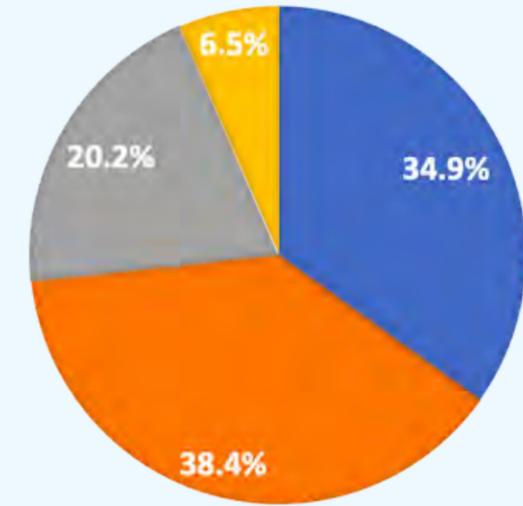
Housing Characteristics

	Total	%
1-unit, detached	4,587	69.0%
1-unit, attached	391	5.8%
2 units	518	7.7%
3 or 4 units	191	2.8%
5 or more units	651	9.7%
Manufactured Homes	309	4.6%
Total	6,647	

Housing - Year Built (Town Assessor)

Period	Total	% Change
2010-2019	275	-56.8%
2000-2009	637	-5.1%
1990-1999	671	-51.3%
1980-1989	1,378	65.6%
1970-1979	832	25.9%
1960-1969	661	-2.9%
1950-1959	681	164.0%
1940-1949	258	--
1939 or earlier	1,297	

Educational Attainment



- Bachelors Degree or higher
- Some college or Associates Degree
- High School or GED
- Less than High School

Housing

Heating Fuel	Total	%
Utility gas	501	8.1%
Bottled, tank, LP	984	15.8%
Electricity	544	8.7%
Fuel oil	3,634	58.4%
Wood	372	6%
Solar	7	.1%
Other	148	2.4%

Employment Sectors

Educational Services	28.2%
Retail Trade	14.0%
Health Care and Social Assistance	13.5%
Public Administration	7.60%
Accommodation and Food Services	6.90%
Other Services (Excluding Public Admin.)	6.50%
Construction	6.20%
Manufacturing	
Administration & Support, Waste Management and Remediation	4.10%
Other Services (excluding Public Administration)	3.90%
Professional, Scientific, and Technical Services	3.50%

Land Cover

Land Cover	Percentage of Total (2016)	Percentage Change (2001-2016)
Open Water	2%	--
Developed Open Space	6%	1%
Low Intensity Developed	7%	1%
Medium Intensity Developed	4%	--
High Intensity Developed	1%	--
Barren Land	<1%	--
Deciduous Forest	18%	-1%
Evergreen Forest	19%	-2%
Mixed Forest	30%	--
Shrub/Scrub	3%	1%
Grassland/Herbaceous	1%	1%
Hay/Pasture	5%	--
Cultivated Crops	<1%	--
Woody Wetlands	5%	--
Emergent Herbaceous	<1%	--

Land Use

Land Use	Percentage of Total
Civic-Institutional	6%
Conservation	20%
Agricultural	6%
Residential	46%
Commercial	2%
Industrial	1%
Utilities	4%
Vacant	15%

Housing

Having a balanced supply of housing for residents of all ages and incomes is important to the health of a community. Surveyed Goffstown residents support the construction of single-family homes to retain the existing character of the community. However, these residents are open to a variety of housing development including housing for older adults, townhouses, duplexes, and accessory dwelling units.

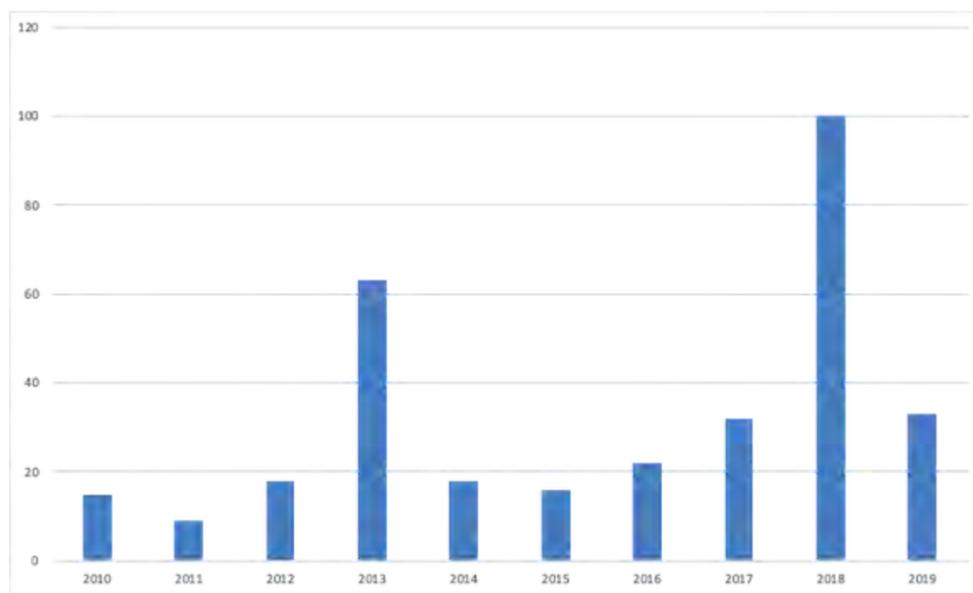
Housing Overview

Goffstown has roughly 6,474 occupied housing units, of which the majority (71%) are single family-units. Most of these units are situated in the low-density Agricultural Zone and in the medium and high density residential zones - R1 and R2 respectfully. Rental units account for roughly 21% of the town's housing supply, where an estimated 29% are a 1-bedroom units and 21.4% are 2-bedroom units. Of those living in rental housing, an estimated 15.7% are age 65 and above. Additionally, about 55% of households have to spend at least 30% of their income for rental cost, which is considered to be a cost burdened expenditure for the household by the U.S. Department of Housing and Urban Development.

The total number of housing permits increased from 6,341 to 6,667 (about 5% increase) between 2010 and 2019 (NH OSI Housing Supply Estimates 2018, Town of Goffstown). The town's population grew by roughly 286 persons, or 1.6% in the same period. The median home price increased from \$198,000 to \$298,000 (about 50%) between December 2011 and December 2019, while the median household income increased from \$74,904 to \$81,842 (about 9%) in the same period. Between 2011 and 2017, the percentage of vacant properties decreased from 6.8% to 3.9%, roughly mirroring the decreased vacancy rate for Hillsborough county.

A housing strategy encouraging a diverse housing stock, while prioritizing the existing character of the community will require Goffstown to examine regulatory obstacles, and find opportunities where zoning amendments are appropriate.

Net Change in Housing Permits Issued 2010-2019



Median Home Price 2011-2019



HOUSING STRATEGIES

Maintain Goffstown's housing character and existing housing stock while exploring opportunities to diversify new housing to meet the needs of residents of all ages.

- Maintain Goffstown's housing character by sustaining existing single-family regulations in the Agricultural and Residential Zones.
- Ensure Goffstown is a livable place for people of all ages by identifying where regulations can allow additional housing types.
- Continue to promote Goffstown's Accessory Dwelling Unit (ADU) ordinance and explore the benefits of allowing detached ADUs to provide additional affordable housing choice.
- Revise zoning to allow additional housing types as a means to increase housing stock to provide more affordable housing options.
- Continue to work with the state, Southern New Hampshire Planning Commission (SNHPC), New Hampshire Housing Finance Authority (NHHFA), and other organizations to monitor development and population trends in an effort to ensure there is an adequate supply of housing options for residents of all ages.
- Continue to maintain design codes and regulations to limit detrimental impacts on existing neighborhoods.
- Continue to promote mixed-use development in the Town's RSBO-1, RSBO-2, C, CIFZ and VC Districts.
- Encourage Universal Design building codes to ensure safe housing for people of all ages and abilities.
- Continue to support existing neighborhoods with infrastructure, including sidewalks, Rail Trail connections, street amenities, and traffic calming measures where appropriate.
- Amend the Zoning Ordinance to allow Accessory Dwelling Units by right in lower-density zoning districts such as the Agricultural District. Allowing ADUs by right in lower density districts can increase housing stock while not negatively impacting neighborhood character.

Recreation and community engagement opportunities are vital to maintaining the health of a community. Goffstown residents value their Parks and Recreation Department and its programs, as well as the programs offered by the Town Library, infrastructure maintained by the Department of Public Works, and various important local volunteer groups, such as Friends of the Goffstown Rail Trail (FGRT). The Town's Library and Parks and Recreation Department offer dozens of activities for residents of all ages. The Rail Trail and the Glen and Namaske Lakes are other assets that residents have available for physical activities and social gathering. Goffstown's residents are also engaged in the different social groups and the town holds several community events that foster participation and sense of community.

The Parks and Recreation Department maintains two parks, several fields, and outdoor athletic facilities including outdoor pools, tennis courts, basketball courts, baseball, and softball fields. Additionally, the Department offers dozens of recreational programs, including basketball, soccer, tennis, softball, swimming lessons, hiking, and more. In 2010, the Parks and Recreation Commission established goals including the completion of the Goffstown Sports Complex and the Goffstown Rail Trail, improving access to natural resources, upgrading existing parks and facilities, expanding special events, and increasing the number of recreational programs. Recently, the Department has increased its recreational programming, continued to support funding the Goffstown Sports Complex through the Capital Improvement Program and Impact Fees, and continued to upgrade facilities at Roy Park.

The Public Library offers many programs to residents of all ages, including many physical recreational activities. In 2019, the Public Library offered over 480 classes, programs and events including monthly partnered programs with the Parks and Recreation Department and other local organization, and hundreds of social and educational activities. To meet the needs of the Library staff, patrons, and programs, the Library Trustees believe the facility is in need of an expansion, which is currently being planned by staff and the Library Trustees.

Since the 2006 Master Plan, the Department of Public Works, Parks and Recreation Department, and the FGRT have constructed a multi-use pedestrian and bicycle path which spans 5.5 miles from Manchester into Goffstown's Village Center. As of 2020, the FGRT has secured funding to upgrade 64% of the rail trail to meet town specifications.

Survey respondents were overwhelmingly (77%) satisfied with the Rail Trail, and roughly 62% wanted the trail completed within the next two years. Since 2018, the Southern New Hampshire Planning Commission (SNHPC) has conducted summer and winter counting studies on the Rail Trail. These counts are provided to FGRT and town departments for planning and trail-use monitoring purposes. In 2018, SNHPC found an average of 262 persons using the trail on a workday, and an average of 382 persons on a weekend day. In 2019, SNPC counted users during the winter and found a daily average of 43 persons.

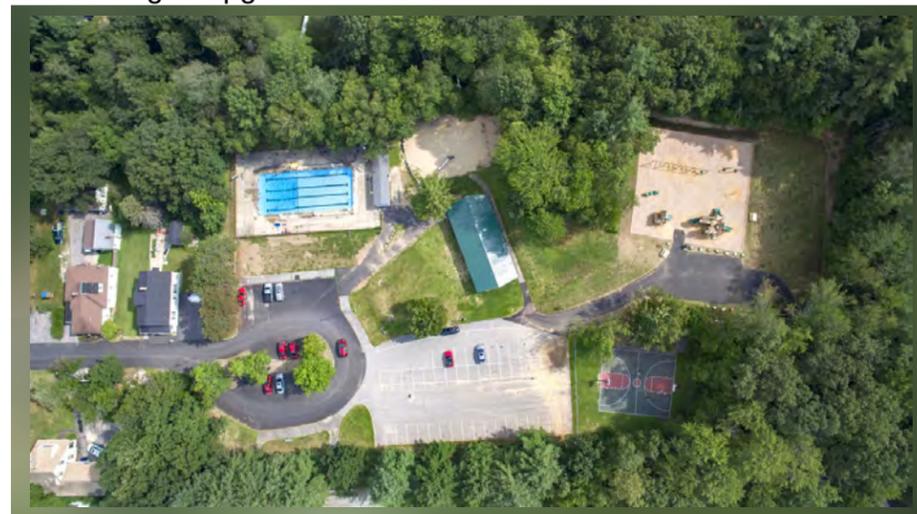


Photo: Roy Park

RECREATION STRATEGIES

Provide quality recreational and community engagement opportunities to residents of all ages.

- Continue to support the Parks Capital Improvement Program.
- Continue support of Parks and Recreation Program through development impact fees.
- Continue to work with local and regional organizations to build and maintain partnerships to expand Parks and Recreation Programs.
- Continue to support and expand programs like P.L.A.Y. to encourage youth recreation and community engagement.
- Continue to work with Public Works, the state, Friends of the Goffstown Rail Trail, and other partners to maintain and improve the Goffstown Rail Trail, and work with state and regional partners to connect the Goffstown Rail Trail to neighboring trail networks.
- Identify areas to expand walking and biking trails throughout Goffstown.
- Identify locations in town to construct a dog park.
- Continue to promote responsible use of parks, trails, recreational facilities, historic landmarks, etc., and "open spaces".
- Continue to support the Parks and Recreation Commission's goals to complete the Goffstown Sports Complex, Rail Trail, improve access to natural resources, upgrade existing facilities, expand special events, and increase recreational programs.
- Continue to support the Library through the Capital Improvement Program to expand recreational, educational, and engagement opportunities for residents of all ages.
- Provide adequate space for Library programs, staff, public spaces and parking by expanding the Library facility.
- Support partnerships and collaboration between the Library, other town departments, local organizations, and community events.

Economic Development

The economic health of a region has a direct impact on a municipality's population and employment growth. In most cases, cities and towns will not grow unless the region in which they are a part is growing. All municipalities have varying potential for economic development.

Economic Development Overview

Goffstown has a mix of economic activity, ranging from private educational institutions and construction businesses, to locally owned retail in village centers. Being in Hillsborough County, the most job-dense county in New Hampshire, Goffstown has roughly 10,418 residents in the labor force. Located in close proximity to large employment centers like Manchester and with access to major State Highways, many residents work outside of the community. About 67.4% of working residents commute to work outside of Goffstown to other New Hampshire communities, 25.8% of residents work in Goffstown, and 6.8% commute out of state. There are roughly 4,730 primary public and private jobs within Goffstown. Of these jobs, 38.2% earn more than \$3,333 per month, 35.5% earn \$1,251 to \$3,333 per month, and 26.4% earn less than \$1,251 per month. The largest private employment sectors in Goffstown are within education services, accounting for 28.7% of jobs, followed by 14.3% in retail, 13.4% in healthcare and social assistance, 7.5% in public administration, 6.7% in accommodation and food service, and 6.4% in construction (US Census, OnTheMap 2020).

As of 2018, approximately 10.6% of local assessed valuation is from commercial and industrial taxpayers, which dropped from 11.1% in 2017. The majority of these properties are located in two distinct economic areas in Goffstown: Pinardville and Goffstown Village Center. Pinardville, which borders Manchester, has areas zoned for commercial and industrial use, as well as mixed-use. Goffstown Village Center is zoned for mixed commercial, residential, civic and recreational uses and can be characterized by its office and retail space along the Town's Main Street. The Village Center can also be characterized by its walkability - with recently expanded sidewalks, curb-cuts, and pedestrian crossings, the Town has invested in pedestrian infrastructure that supports the local office and retail environment. Other areas in Goffstown which support economic development include Route 114/114A between Pinardville and Goffstown Village Center, as well as Depot Street west of Goffstown Village. These areas are both within a Commercial Industrial Flex Zone District, which provides space for larger-scaled business parks, commercial service, and light industries. Additionally, the Town has supported future economic development through a Community Revitalization Tax Relief Incentive with two established Revitalization Districts in Goffstown Village and Pinardville. These Districts provide significant tax relief on improvements made to existing buildings or selected properties within the districts. Surveyed Goffstown residents largely support the existing economic development patterns and support the strengthening of core village centers as well as new commercial and industrial space in appropriate areas.

The Town has an established Economic Development Council, which serves to support and expand economic development in areas like the Goffstown Village and Pinardville, and works with organizations like the Goffstown Main Street Program, UNH Cooperative Extension, the Southern New Hampshire Planning Commission, and the Capital Regional Development Council to support businesses in Goffstown.



Photo: Tatro Road Development within the Commercial Industrial Flex Zone District

ECONOMIC DEVELOPMENT STRATEGIES

- Maintain the character and vitality of Goffstown's Village by supporting the Goffstown Main Street Program.
- Support efforts from DPW to improve walkability and increasing bicycle and pedestrian safety infrastructure in Goffstown Village.
- Identify and prioritize parcels for new mixed-use commercial and residential development in Goffstown Village and Pinardville.
- Continue to support the Community Revitalization Tax Relief Incentive, (RSA 79-E) for buildings and properties in Goffstown Village and Pinardville.
- Explore opportunities for a Tax Increment Finance (TIF) District.
- Explore rezoning Goffstown Back Road corridor, encompassing Grasmere Village, to RSBO -1, which would provide opportunities to expand Goffstown's tax base, establish a sense of place in Grasmere Village, and reduce traffic in other commercial areas of Town.
- Continue to plan for and expand public utilities to underserved areas of Goffstown.
- Work with Hillsborough County to develop County-owned property along Mast Road utilizing the Hillsborough County Master Plan (see Land Use section).
- Build partnerships with St. Anselm College to which both the College and Town benefit from each other's services, through internship programs with the Town and local businesses, and supporting meeting and public event space.
- Continue to support transit service in Town which in turn supports economic activity for local businesses.
- Continue to participate in the Comprehensive Economic Development Strategy (CEDS) and work with the Southern NH Planning Commission and the Central NH Planning Commission to seek EDA funding for economic development projects.

Education

Providing a good education is one of the most important roles of a community. Many people chose to live in a place where local education is a priority. Having a good education system can attract new residents and economic activity that helps support the education system and the community as a whole. Goffstown's school system is highly valued by residents, and support for Goffstown's schools was a recurring theme of the Master Plan outreach responses. This section highlights Goffstown's schools and provides strategies for strengthening the education in Town.

Education Overview

Goffstown provides public education for students in pre-school through grade twelve. The Town has one pre-k and kindergarten school, two elementary schools, one middle school, and a high school which receives students from neighboring New Boston.

Glen Lake School

Glen Lake School, located on Elm Street, opened in October 2006. Since then, the school has grown from offering seven kindergarten sessions to eight, and from four preschool classes to six. Pre-school enrollment has grown 42.4% since 2015, with 59 students in 2015 to 84 in 2019. Kindergarten enrollment has grown 19.3%, with 114 students in 2015 to 136 in 2019. In the 2018-2019 school year, Glen Lake School added one kindergarten class and one pre-school class. Due to increased enrollments, the school is planning to add a modular unit to the facility, which will add four additional classes to the school.

Glen Lake Enrollment

<u>Grade</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Pre-School	59	58	56	69	84
Kindergarten	114	132	121	145	136
	173	190	177	214	220

Bartlett Elementary School

Bartlett Elementary school is located in Pinardville. Total school enrollment has grown 7.3% since 2015, with 191 students to 205 students in grades one through four. In the last few years, modular classrooms were installed due to increased enrollment and space needs. The project at Bartlett included replacing the 20+ year old modular building with a new structure for the library that includes bathrooms. A bathroom was also installed in the existing modular classroom that was installed during the 2015-2016 school year at Bartlett. In the coming years, the school plans on various capital investments, including roof replacements.

Bartlett Elementary School Enrollment

<u>Grade</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
1	44	51	51	50	49
2	39	52	52	51	52
3	52	40	53	53	54
4	56	50	45	58	50
	191	193	201	212	205

Maple Avenue Elementary School

Maple Avenue Elementary School, located on Maple Avenue in Goffstown Village is the larger of the two elementary schools in Goffstown. School enrollment has grown 8.2% since 2015, with 453 students in 2015 to 490 students in grades one through four. In the 2016-2017 school year, modular units were added to the school, providing four additional classroom spaces for students. The Maple Avenue playground was also rebuilt to include new drainage features and the removal of dozens of old stumps from the site. Additionally, the sand had been replaced by mulch throughout the playground area. Over the next six years, investments in capital projects including roof replacements have been scheduled in the Town's Capital Improvement Program.

Maple Avenue School Enrollment

<u>Grade</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
1	118	104	127	115	127
2	120	106	107	130	116
3	93	125	105	113	135
4	122	97	129	109	112
	453	432	468	467	490

Mountain View Middle School

Maple Avenue Elementary School is located on Lauren Lane in Grasmere Village. School enrollment has fluctuated slightly since 2015, with total enrollment numbers averaging 865 students in the past five years. Since fourth grade students were moved to Maple Ave and Bartlett schools, there has been more space to meet the needs of Mountain View students. In recent years, repairs were made to prevent flooding issues at the school. Additionally, in the 2016-2017 school year, new stairs were constructed connecting the school parking lot and the lower access road, sidewalk, and field access. These stairs replaced original railroad ties and pavement that was considered a safety issue. Mountain View Middle School also benefited from a new fire pump during the 2016-2017 school year. Currently, the school is planning several capital investments, including classroom dividers, IT upgrades, replacing gym lockers, and redesigning the drop off and pick up areas and bus turn-around area to improve safety.

Mountain View Middle School Enrollment

<u>Grade</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
5	158	186	157	184	175
6	164	163	188	166	178
7	274	242	253	270	251
8	267	286	242	258	265
	863	877	840	878	869

Goffstown High School

Goffstown High School is located on Wallace Road. One of the larger enrolled high schools in the area, the High School receives students from Goffstown and New Boston. Since 2015, school enrollment has declined by 20.8%, with 1,354 students in 2005 to 1,073 students in 2019.

During the 2016-2017 school year, the High School invested in a significant capital project to reduce historical flooding issues. A comprehensive drainage project was completed to correct significant drainage issues. This project was primarily focused on drainage but also allowed the School District to make changes to the traffic flow of the school which resulted in less traffic entering the property from Wallace Road and a safer environment for our students who drive to school. Changes at Goffstown High School appear to have helped considerably with traffic back-up through the Village entering the round-a-bout at Wallace Road. Currently, the High School has several capital projects scheduled over the next six years, including upgrades to IT resources, roof replacements, stair and door replacements.

Goffstown High School Enrollment

<u>Grade</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
9	319	324	319	290	288
10	245	282	308	282	255
11	295	229	267	292	261
12	252	274	224	261	269
1,111	1,109	1,109	1,118	1,073	



Photo: Illustration of Goffstown High School (Credit: Goffstown School District)

EDUCATION STRATEGIES

Continue to support and deliver high quality education services to the community.

- Continue to foster community participation and interest in Goffstown Schools through extracurricular activities, including sports, drama, music events, clubs, and participation in community-wide events and services such as Goffstown TV.
- Continue to identify opportunities for students and schools to be active members of the community and, likewise, for the community to be actively involved in the school.
- Continue to support Goffstown school's facilities and infrastructure needs through the Capital Improvement Program, conducting annual reviews of facility and staff needs to maintain the good condition of facilities and cost-effectiveness of repairs and upgrades.
- Expand the Town's non-residential tax base to diversify the source of tax revenue for school funding. Identify areas where the School District and the Planning Board can collaborate to identify strategies for diversifying non-residential tax revenue.
- Continue to annually report on school enrollment, and work with the Planning & Economic Development Department to adequately plan for changing demographics and new development.
- Work with the Town to ensure development adjacent to the High School will meet the needs of both the school and the community.

This section serves to update the 2012 Goffstown Energy Plan. The Plan was adopted as a reference document and did not adopt the Plan as a part of the Master Plan. The section's purpose, in accordance with RSA 674:2(n), is to promote energy efficiency and conservation in the Town of Goffstown with the expectation that through the implementation of the goals in this plan Goffstown can reduce operating costs and cut carbon emissions.

Energy Overview

According to the New Hampshire Greenhouse Gas Emissions Inventory, New Hampshire's greenhouse gas emissions include the following six major greenhouse gases:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Industrial Process Gases:
 - Hydrofluorocarbons (HFCs)
 - Perfluorocarbons (PFCs)
 - Sulfur hexafluoride (SF₆)

These gases are generated from a variety of activities that are commonly categorized into sectors. The sectors include, in order of their percent contribution to the state's total emissions in 2015:

Transportation (42%) Electric Generation (20%) Residential (16%) Commercial (9%) Industry (4%) Industrial Processes (4%) Waste and Wastewater (3%) Agriculture (1%).

CO₂ emissions make up the vast majority of NH's greenhouse gas emissions (92%), most of which is generated by burning fossil fuels (e.g., oil, coal gas) to produce heat and electricity, and to power motor vehicles. CO₂ is emitted by all sectors of the state's economy. The remaining greenhouse gases are generated by the Transportation, Industrial, Agriculture, Forestry and Waste sectors. The synthetic gases (HFCs, PFCs and SF₆) are generated during industrial processes. Methane (CH₄) is generated by the decomposition of organic wastes in landfills, during the wastewater treatment process, and from livestock. Nitrous oxide (N₂O) is generated from the production and use of fertilizers and from transportation sources.

Goffstown participated in the Energy Technical Assistance and Planning (ETAP) Program during 2010-2012 administered by the New Hampshire Office of Energy and Planning, now known as the New Hampshire Office of Strategic Initiatives (NHOSI). The findings from this program were outlined in the 2012 Goffstown Energy Plan. The 2012 Plan found energy efficiency measures for Goffstown Town Hall, Goffstown Fire Station and Police Station. The findings from this Plan are highlighted below, and are still relevant today.

Town Hall

- Improve Door Weather Strip
- Replace Heat Pump with Propane Fired AHUs

Fire Station

- Add Occupancy Sensors to Control Lights
- Update T12 and Incandescent Lights
- Replace Overhead Door Seals
- Replace Exhaust Fan Dampers
- Insulate HW Piping
- Seal Hose Tower

Police Station

- Replace Sallyport Direct Fired Unit Heater
- Add Insulated Ceiling in Equipment Bay
- Insulate Above Dropped Ceiling & Storage Area

The 2012 Goffstown Energy Plan provided examples of how different investments in services and land use could help lower local emissions. Since 2012, Goffstown has made significant investments into Public Transportation and alternative transportation infrastructure, including the expansion of the Goffstown Rail Trail which provides pedestrian and bicycle access into Manchester.

The recommendations outlined in the 2012 Goffstown Energy Plan have been repurposed into planning strategies for this chapter. Many of the recommendations from the 2012 Plan are still applicable today.

ENERGY STRATEGIES

Explore the formation of a formal energy commission

- Discuss the role of an energy committee in Goffstown with the BOS.
- If adopted, appoint a BOS representative to the Local Energy Committee to work with and coordinate on energy efficiency projects in Goffstown.

Increase community awareness, advise and educate residents on reducing energy costs and consumption.

- Publicize energy savings measures the town is taking for municipal buildings and progress on reducing municipal energy and costs.
- Publish energy efficiency tips in the local newspaper through the Local Energy Committee.
- Hold free events with an energy conservation focus and incorporate energy conservation measures into community events
- Support DPW efforts to involve the public in events like Recycle Right

Energy Strategies

Explore alternative forms of energy in order to reduce fossil fuel dependence and to increase energy conservation and savings.

- Investigate alternative energy sources for municipal buildings.
- Consider ways to encourage alternative transportation methods.
- Encourage department heads to consider energy efficiency projects within and in coordination with other departments.
- Consider making solar and wind renewable energy installations exempt from property taxation (per RSA 72:61-72) to encourage residents to explore different options for home heating and energy.

Work towards reducing energy consumption in municipal buildings

- Prioritize energy efficiency recommendations.
- Track energy use in municipal buildings and require quarterly reporting.
- Appoint a responsible party for energy management in town facilities.
- Recommend energy policies for municipal buildings.
- Consider innovative financing techniques for energy efficiency projects in municipal buildings.



Photo: Goffstown Recycle Right Art Contest Winners (2019)

Community Facilities

Community facilities are vital to providing needed services and maintaining the health and security of Goffstown residents. This section highlights the facilities and services provided in Goffstown and provides strategies for maintaining and strengthening services and Town facilities.

Town Administration

Goffstown Town Hall is located in Goffstown Village Center, housing the Administration and Selectmen, Assessing, Building, Finance, Information Technology, Planning & Zoning, Sewer, Tax Collector, and Town Clerk offices. Additionally, the Grasmere Town Hall, located in Grasmere Village is used for local functions, the Goffstown Historic District Commission, and leased to the Merri-Loo Community School. The Town anticipates adding an addition of an ADA elevator in Grasmere Town Hall.

Town Hall and Grasmere Strategies

- Continue to support the Town Hall building needs through the Capital Improvement Program, conducting annual reviews of facility and staff needs to maintain the good condition of facilities and cost-effectiveness of repairs.
- Complete the necessary upgrades to make Grasmere Town Hall ADA accessible.

Fire Department

The Fire Department provides services to the community from three facilities that are located throughout the Town. Fire Stations are located on Church Street in Goffstown Village (Station 18), Mast Road in Pinarville (Station 19), and Tirrell Hill Road in East Goffstown (Station 17). The Department provides fire protection, emergency medical services, rescue, hazardous material mitigation, disaster response, community services, and fire prevention. In 2017, the Church Street Station concluded a major renovation project. The project significantly improved the old fire station and added over 6,000 square feet of space to accommodate additional apparatus capacity, storage areas, crew facilities, and a training room / emergency operation center. In 2019, the Fire Department employed 21 full-time members and 25 on-call and/or part-time members. Additionally, the Department conducted trial period in 2019 of 24/7 shift coverage using existing staffing to determine the feasibility of continuing this coverage for Goffstown. In 2020, the Town approved permanent full-time 24/7 fire service. Throughout 2019, 66% of calls were EMS incidents, 14% were service calls, 9% were false alarms or false calls, 4% were related to a hazardous condition, 4% were good intent calls, 2% were fire incidents, and less than 1% were related to severe weather incidents.

Currently, both the Mast Road and Tirrell Hill Road fire stations require improvements. The Fire Department will be looking to make updates to the Mast Road fire station in 2026. However, as apparatus continues to increase in size and the call force decreases due to changing times, the Town will need to make a decision soon on the status of the Tirrel Hill Road fire station. Over the next six years, the Department plans to replace and/or upgrade several vehicles including one ambulances, three vehicles, and Engine #4. These upgrades and replacements are scheduled in the Town's Capital Improvement Program.

Fire Department Strategies

- Continue to support the Fire Department facility, equipment, and vehicle needs through the Capital Improvement Program, conducting annual reviews of facility and staff needs to maintain the good condition of facilities and cost-effectiveness of repairs.

Fire Department Strategies

- Continue to review the level of service we provide to the community, including the newly adopted 24/7 schedule change.
- Collaborate with our Water Departments to ensure the Town's municipal water infrastructure meets the needs of Fire service, and develop a long-term plan to program appropriate infrastructure needs and expansions.
- Work with local officials to determine the best approach to upgrade to both Mast Road and Tirrel Hill Road Stations based on the needs of the community.
- Actively seek out local and federal grant opportunities to help offset scheduled capital improvement projects.
- Develop community programs such as CPR, First-Aid, and Fall Prevention to help reduce the risk of injury to our residents.

Police Department

The Goffstown Police Department is located on Route 114 across from the Hillsborough County Complex. The department provides emergency response to a variety of situations within the community 24 hours a day. The Police Department maintains accreditation status from the Commission on Accreditation for Law Enforcement Agencies (CALEA). Over the next six years, the Department plans to upgrade and/or replace twelve vehicles and purchase equipment including radios. Additionally, the The Department and Select Board is embarking upon a review of the Police Station and will be examining renovation and/or replacement options for the facility.

Police Department Strategies

- Continue to support the Police Department's facility, equipment and vehicle needs through the Capital Improvement Program, conducting annual reviews of facility and staff needs to maintain the good condition of facilities and cost-effectiveness of repairs.
- Continue to recruit qualified officers dependent on population growth and the changing needs of the Police Department.
- Conduct annual reviews of service, including specialized officer duties to ensure the Department meets the needs of the general safety of the public, schools, and traffic enforcement.
- Continue to build public trust by involving Police Officers in community events, and committees when appropriate.

Public Works

The Goffstown Public Works Department is responsible for maintaining Town roads, all town vehicles, solid waste and recycling collection and disposal, Town engineering, stormwater infrastructure, sewer infrastructure, cemeteries, and other Town facilities. The Public Works Department is located on Elm Street at the same site as the Town's Transfer Station. The Department maintains an annual Road Plan, which includes the maintenance, rehabilitation, and oversees the construction of roads, bridges, and culverts in Goffstown.

Community Facilities

Public Works has completed several significant projects since the 2009 Master Plan Update. One of these projects was the Village Rebuild Project, which included traffic calming measures, increased pedestrian safety infrastructure, drainage, water main, sewer repairs, paving, striping, several pole relocations, and landscaping. The Department made aesthetic improvements including signage, seating, and street lighting to Goffstown Village Center. Additionally, the Department has incrementally expanded water infrastructure throughout Goffstown, including the installation of a 2,500' water main extension from Grasmere Village Water Precinct's existing main up Elm Street to the Transfer Station Facility and DPW offices as well as connections to the future Goffstown Sports Fields Complex. In 2020, the Town funded a project to replace and upgrade a fuel pump. In 2019, the DPW facility was expanded to allow engineering staff to move out of the basement area which was a non-conditioned space and not intended for continuous occupancy. The 27'x42' expansion also included construction of a small staff parking area behind the building. Over the next six years, the Department plans on purchasing several vehicles, trailers, and equipment. Additionally, the Department has scheduled several capital projects including bridge, road, and culvert repairs, and intersection redesigns.

Public Works Strategies

- Continue to support the Public Works facility, road plans, infrastructure, equipment, and vehicle needs through the Capital Improvement Program, conducting annual reviews of facility, material, and staff needs to maintain the good condition of facilities and cost-effectiveness of repairs, upgrades, and future construction projects.
- Continue to update and utilize the annual Road Plan.
- Work with NH DOT and SNHPC to participate in the Road Surface Management System to supplement the annual Road Plan.
- Continue to expand water main extensions to provide necessary infrastructure for new development and new facilities and monitor growth demand for sewer capacity, including working with the City of Manchester to accommodate future treatment expansion.
- Work with the state, regional, and local partners to complete the Goffstown Rail Trail.
- Work with the Economic Development Administration and SNHPC to apply for federal grants for public works projects including water main extensions, sewer extensions, and other infrastructure projects that enhance the economic vitality and livability of Goffstown.

Library

The Goffstown Public Library is located on High Street in the Goffstown Village. The building is listed on the National Register of Historic Places and is an anchor institution for the Village District. The Public Library hosts resources and events for residents of all ages including activities for children, teens, and older adults. In 1997, an elevator was added to the facility and since then there have been no major renovations to the building. In 2009, the Library Trustees and Town purchased land to prepare for the expansion of the Library Building. Throughout the years, there have been efforts to plan for additional building space, but no plans have been adopted by the Town. Currently, the Library is in need of office, storage, and collection space, additional space for programs and community meetings, including bathroom facilities. In recent years, the Library Board of Trustees have conducted a feasibility study to explore facility addition possibilities. As a part of the Capital Improvement Program, the Library included a proposal for a future bond for the Library facility expansion.

Library Strategies

- Support the Library facility through the Capital Improvement Program.
- Support the main Library expansion project and work with the Town and the state to provide adequate parking, traffic and space needs necessary for a building expansion.
- Expand the Library facility to meet the needs of its staff, programs, equipment, and other space needs.

Parks & Recreation

The Parks and Recreation Center is located on Mast Street and houses meeting rooms and gymnasium for activities. The Department provides two playgrounds, two public swimming pools, seven public tennis courts, athletic fields, a running track, and an outdoor ice-skating area. Extensive recreational activities for youth and adults are offered year-round. In 2019, voters approved utilizing the Parks & Recreation Revolving Fund and Recreation Impact Fees for the construction of Phase 1 of the Goffstown Sports Field Complex. This Phase includes the construction of an entry-way from Elm Street, a parking lot, two rectangular fields, infrastructure, and drainage. The final vision includes the construction of three rectangular fields, one large baseball field, three small baseball fields or additional rectangular fields, a small field house, parking, playground, and trails. The proposed work is an expansion of an existing 37-acre gravel pit that the Department of Public Works (DPW) is currently operating.

Over the next six years, the Department anticipates several capital projects, including the purchase of a dump truck, the continued development of the Goffstown Sports Field Complex, and a replacement and construction of a retaining wall and fence at Bernard Park. Additionally, in 2019, the Recreation Commission hired an engineering firm to provide a pool feasibility study on Barnard Pool, to help determine the sustainability/ life of the pool and the needs to maintain proper functionality. The Town anticipates upgrades to the Barnard Park swimming pool within the next six years.

Parks & Recreation Strategies

- Continue to support the various Parks & Recreation facilities, equipment and vehicle needs through the Capital Improvement Program, conducting annual reviews of facility and staff needs to maintain the good condition of facilities and cost-effectiveness of repairs and upgrades.
- Complete the construction of the Goffstown Sports Complex field.
- Continue to explore options to maintain the quality and upgrades to the Bernard Park swimming pool.
- Support efforts to identify a location for a future dog park in Goffstown.

Age-Friendly Goffstown

In June 2018, the Town of Goffstown became 257th town in the United States and the first community in New Hampshire, along with the City of Portsmouth, to join the AARP Network of Age-Friendly Communities. Previously, Goffstown was a participant to the Pilot Becoming Age-Friendly program coordinated by the Southern New Hampshire Planning Commission (SNHPC). Goffstown's Age-Friendly effort was developed to align with other key initiatives, including the Goffstown Village Rebuild Project, the completion of the Goffstown Rail Trail, and expansion of the Town's public transportation service through the Manchester Transit Authority. Through this effort, an Age-Friendly Plan was created. This section utilizes the findings from the Plan and incorporates them to align with the Master Plan Vision.

Age-Friendly Overview

By 2050, one in five U.S. residents is expected to be age 65 or over, and the percentage of older residents will surpass the percentage of residents under the age of 15. Taking the specific case of Goffstown, estimates indicate that in the next decade alone, one in every five Goffstown residents will be a senior. Developing a Age-Friendly strategies will help municipal decision makers, staff, and community stakeholders identify and address needs and priorities related to older adults.

Goffstown is the 14th largest town in New Hampshire, with an estimated population of 17,888. An estimated 20.5% of Goffstown's population is age 50 to 64 and 15.2% is 65 or older. In the next decade, at least 20% of Goffstown's population will be age 65 or older. Additionally, many residents desire to retire and continue to live in their own home or town. Policies and programs in areas such as housing and transportation that enable a healthy standard of living for older adults should be examined to become an age-friendly community.

In terms of household composition, an estimated 36.2% of Goffstown's households include at least one individual age 60 or older. Moreover, roughly 12% of all households are held by an individual age 60 or older living alone. Both caregiving to seniors and living arrangements in which seniors live alone increase the risk factors for loneliness and isolation. Senior isolation is related to unhealthy behavior, an increased tendency of needing long-term care, and vulnerability for elder abuse. Despite those risks, seniors living alone usually express the desire to maintain their current living arrangement. Many fear losing independence and want to continue living alone. Key contributors to independence are affordable housing availability, home modifications and retrofit for mobility and safety. Inadequate housing conditions increase the chance of falls which are the leading cause of injury for older Americans. Falls are the leading factor for emergency medical calls to the Goffstown Fire Department and they happen most predominantly at home. Based on the monthly top five medical calls received by the Goffstown Fire Department, falls range between 25% to 35% of the causes. To meet the housing needs of an aging population, the Town should examine regulatory tools to increase the availability of affordable and safe housing options.

Transportation is another important aspect of an Age-Friendly community. To adequately meet the needs of an aging population, pedestrian infrastructure and public transportation must be addressed alongside road and highway planning. The Goffstown Shuttle is the primary form of public transportation service. The shuttle is operated by the Manchester Transit Authority.

The shuttle operates as an on-demand service available to residents of all ages, with a special emphasis on older adults and seniors. In 2018, the shuttle operated three days a week and was reaching full capacity. In a 2018 survey, many respondents show interest in expanding service frequency. Recently, the Town approved expanding the service to a five-day schedule.

Estimates for Goffstown's population with a disability indicate that 23.2% of seniors between the age of 65 and 75, and 53.9% of seniors age 75 or more have some type of disability. The main type of disability identified for both groups (14.9% and 35.9%, respectively) are mobility impairments in walking or climbing stairs. The expanded bus service could increase mobility and accessibility to Goffstown residents.

AGE-FRIENDLY STRATEGIES

Based on the Community Assessment generated by the Pilot Becoming Age-Friendly program, an Age Friendly Goffstown should foster improvements in each of the AARP eight domains of livability: Outdoor Spaces and Buildings, Transportation, Housing, Social Participation, Respect and Social Inclusion, Civic Participation and Employment, Communication and Information, and Community and Health Services.

Domain 1: Outdoor Spaces and Buildings

2.39 miles of the rail trail remain to be improved.

- Continue to apply for grants and support local organizations like Friends of the Goffstown Rail Trail in applying for grants to improve the trail.
- Participate in NHDOT's Transportation Alternative's Program (TAP) to complete the rail trail improvement.
- Expansion of sidewalks to connect neighborhoods to the rail trail, connectivity between Goffstown rail trail and New Boston rail trail, and explore the possibility of a pedestrian bridge in the Village area.

Improvements for walkability and sidewalk system

- Continue to support the DPW initiatives in including funding for sidewalks and the five-year road plan includes rehabilitation and expansion of the sidewalk network.
- Develop a sidewalk version of the "Road Plan" and identify grant opportunities to construct new sidewalks should be the next focus areas.
- Increase information on sidewalk improvements and construction in the website, similar to road and dam construction public updates.

Age-Friendly Goffstown

Domain 2: Transportation

Promote the expansion of the bus service program with the Manchester Transit Authority.

- The 2018 Goffstown Shuttle Survey showed that more than 30% of residents were not aware of the service. The Town should utilize local outlets, organizations, and frequented-areas to advertise and promote the bus service.
- The 2018 Goffstown Shuttle Survey showed that more than 30% of residents were not aware of the service. The Survey also pointed that residents would like the service to reach recreational destinations such as Parks and Recreation/ Rail Trail (64%), YMCA (56%), Goffstown Library (48%), Cashin Senior Center in Manchester (28%), and Other (Lakes, Village and Beach).
- Explore the possibility of a fixed-route service. Potential high volume destinations for fixed route could be: Bartlett Elementary School, Hannaford Supermarket (Mast Road), Police Station, Baseball field / Parks and Rec Rail Trail parking (Mast Road), Town Hall, Grasmere Town Hall, Maple Av. School, Glen Lake School, Public Works Complex, and senior living locations and nursing homes.

Domain 3: Housing

Promote the expansion of the bus service program with the Manchester Transit Authority.

- Developers face large costs to build smaller homes due to land cost and the needed utility construction costs. Enhanced dialogue between the Town and developers could promote solutions as developers give inputs on what are the constraints and suggestions to make it less costly for them to build smaller and more affordable houses.
- A full impact fee ordinance review/update is needed: analyze if fees could be variable based on size of home, or even if it would be of interest to completely eliminate it.
- Analyze how many properties took advantage of the 79-E incentives, and if the program should make more targeted efforts to the remaining properties of interest; evaluate if the program should continue, narrowed down, or be expanded to other zones; the Goffstown Historical Society and the Historic District/Heritage Committee should be involved to identify future target areas.

Increase information on Accessory Dwelling Unit and infill development options.

- The Town currently allows ADUs through the Zoning Board of Adjustment special permit process. Process of application should be streamlined and clarified; regulations between Sewer Commission and Zoning Board should be aligned.
- Improve outreach and information to the public on ADU legislation.
- Investigate public-private development partnership to build ADUs.

Promote regulations and incentives for disabled and universal design for single-family home construction or improvements.

- The Town should encourage developers to design and install disabled and universal features (step-free entrance, accessible bathroom in the ground floor, wide doors, accessible switches and outlets, stair lift or elevator) in single family homes when constructing or renovating them.
- Possibilities to foster this practice could be 1) the creation of a voluntary Housing Certification Project which could be used as an asset to the property; 2) the creation of a waiver in impact fee ordinance or in building permit fee to foster this practice; 3) Explore the possibility of adopting disabled and universal features as a requirement in the local code of construction.

Domain 4: Social Participation

Create a centralized information source for town happenings/events.

- Create a Welcome package for new residents to inform about events.
- Investigate Town wide services mobile app creation: IT staff with programming experience, volunteer/resident with programming experience, partner with Saint Anselm College or other local colleges/universities.
- Improve community communication through continued use of GTV with channel expansion.

Create a senior activities coordinator position for recreation and Age-Friendly activities

- Parks and Recreation programs activities and facilities for residents of all ages, but there is difficulty in better engaging senior residents. Creating a leadership position that would be more directly focused on those group of residents could make people get more involved.
- Enhance Parks and Recreation partnership with the Library and involve their staff responsible for adult activities with Parks and Recreation social and physical activities.
- Improve community communication through continued use of GTV with channel expansion.

Age-Friendly Goffstown

Domain 5: Respect and Social Inclusion

Expand senior activities at the High School facilities to foster intergenerational exchange.

- Explore the possibility of creating a program that connects children with senior volunteers that spend time reading and telling stories.

Create or expand programs to assist seniors

- Work with local nonprofits to establish a community assistance exchange program to assist seniors with daily chores, housing repairs, gardening, and snow plowing.

Domain 6: Civic Participation and Employment

Create an Age-Friendly Committee

- Promote coffee sessions at Medvil community, the Meetinghouse Apartments and Roy Apartments about what their residents are looking for or feeling miss out

Domain 7: Communication and Information

Find effective ways to communicate with residents of all ages, especially older adults.

- Partner with local newspapers to publish columns informing residents on Town's activities.
- Create a Town's newsletter to inform residents about Town's activities.
- Create a database with resident contact information for Town activities and news through e-mail and text messages.
- Send important information through existing annually mailed municipal documents.
- The Department of Public Works does a Post Construction Survey in which they try to assess the perception of the resident over the construction and preferred ways of communication. However, there is no question on the demographic characteristics of respondents. Inserting questions on neighborhood of residence, age and gender could increase the Town's knowledge on preferred ways of communication by different demographics.

- The Police Department promotes educational outreach about fraud and schemes for seniors, who are particularly vulnerable, and work with the General Attorneys' Office to prosecute those.
- Expand the Age-Friendly tab in the homepage to provide more specific information on the Town's programs and services that seniors could take advantage of, as well as links to help establish a network of support and opportunities.

Domain 8: Community and Health Services

Expand the information on Fire Department's wellness programs.

- The Fire Department should continue to promote fall prevention and provide information for residents to get blood pressure/sugar screenings at any time at the Fire Station.
- Create events such as a Wellness Day with blood pressure/sugar screenings, fall prevention and other activities that promote quality of life improvements could be a good opportunity to inform residents and improve the Town's engagement.
- Create a program at the Fire Department to periodically certify that fire alarms are working properly.
- Send important information through existing annually mailed municipal documents.

Expand information on the Medical Mental Health Registration Program.

- Continue to support the Police Department's Medical Mental Health Registration Program in which residents can voluntarily inform the police of any resident in the house that is disabled or need special assistance. Partner with other Departments and local organizations to conduct more program outreach.



Photo: MTA Shuttle Outreach and Demonstration at Old Home Days

Conservation & Open Space

This section serves to update the 2006 Conservation and Open Space Chapter of the Master Plan. Specifically, this section provides a background on conservation planning in Goffstown, and supplements the 2006 Open Space Conservation Plan developed by the Goffstown Conservation Commission. The 2006 Open Space Conservation Plan provides a comprehensive plan to actively protect targeted lands in Goffstown, preserving them for future generations in an undeveloped state. The Plan and this section serves to to plan for these lands in an effort to enhance the quality of life in Goffstown by preserving natural and historic resources, wildlife habitat, recreational opportunities, traditional landscapes, and scenic sites.

Conservation & Open Space Overview

Protecting Goffstown's natural features, such as the Piscataquog River, and the Uncanoonuc Mountains provide many ecological and economic benefits to the Town. Conservation and preservation of land and resources in Goffstown has strong support in town, through active conservation planning through the Conservation Commission and Open Space Subcommittee, regional organizations, and through support from Goffstown residents. In the Master Plan survey, respondents indicated that preservation of natural resources was important or very important. Survey respondents indicated the following actions were important or very important:

- Protect drinking water supply and aquifers;
- Protect wetlands, streams, lakes, and surface waters;
- Preserve and protect forested areas;
- Protect wildlife corridors and habitats;
- Promote fish and wildlife management;
- Preserve agricultural lands;
- Preserve open fields;
- Preserve open space through conservation easements; and
- Preserve open space through outright purchase of land.

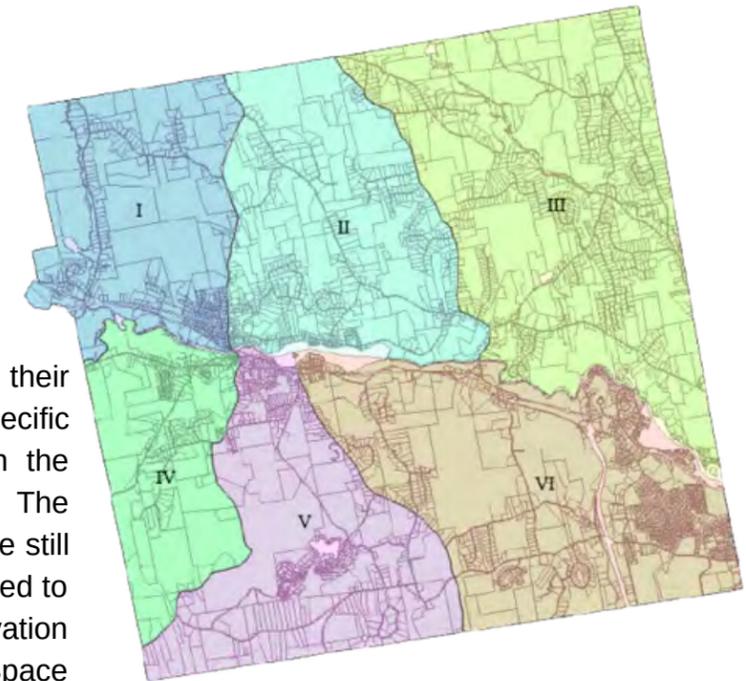
Currently, around 14% of land in Goffstown is under conservation land. These lands fall under several categories defined by administrated overseer and the degree of conservation protection. The following categories as defined in the Open Space Conservation Plan are as follows:

- Water Precinct land; which encompasses the watershed above the Uncanoonuc reservoir and a municipal well field on North Mast Road. Approximately half of this land is protected with deed restrictions.
- Town-owned land; around the Uncanoonuc Mountains adjacent to the water precinct land, which is managed by the Conservation Commission.
- Open Space Subdivision developments; include isolated lands that are precluded from development as part of a clustered subdivision plan, and are generally scattered throughout Goffstown.
- State and town-owned parcels are scattered throughout town
- Private conservation organizations such as The Society for the Protection of New Hampshire Forests and the Piscataquog Watershed Association also hold land with conservation easements.
- Private landowners who have placed conservation easements on their own properties.

The 2006 Open Space Conservation Plan categorized Goffstown's natural areas into specific geographic regions defined by natural characteristics such as watersheds, using roadways or stream courses as boundaries. The six regions identified in the Open Space Conservation Plan are:

- I. Gorham Brook Region;
- II. Harry Brook Region;
- III. Black Brook Region;
- IV. Bog Brook/North Mountain Region;
- V. South Mountain Region; and
- VI. Mystic Brook Region.

These regions have been defined by their features and have specific recommendations for preservation in the Open Space Conservation Plan. The recommendations in the 2006 Plan are still applicable today, and should be updated to reflect progress made by the Conservation Commission and the Open Space Subcommittee.



Conservation Needs Analysis Regions
(Goffstown Conservation Open Space, 2006.)

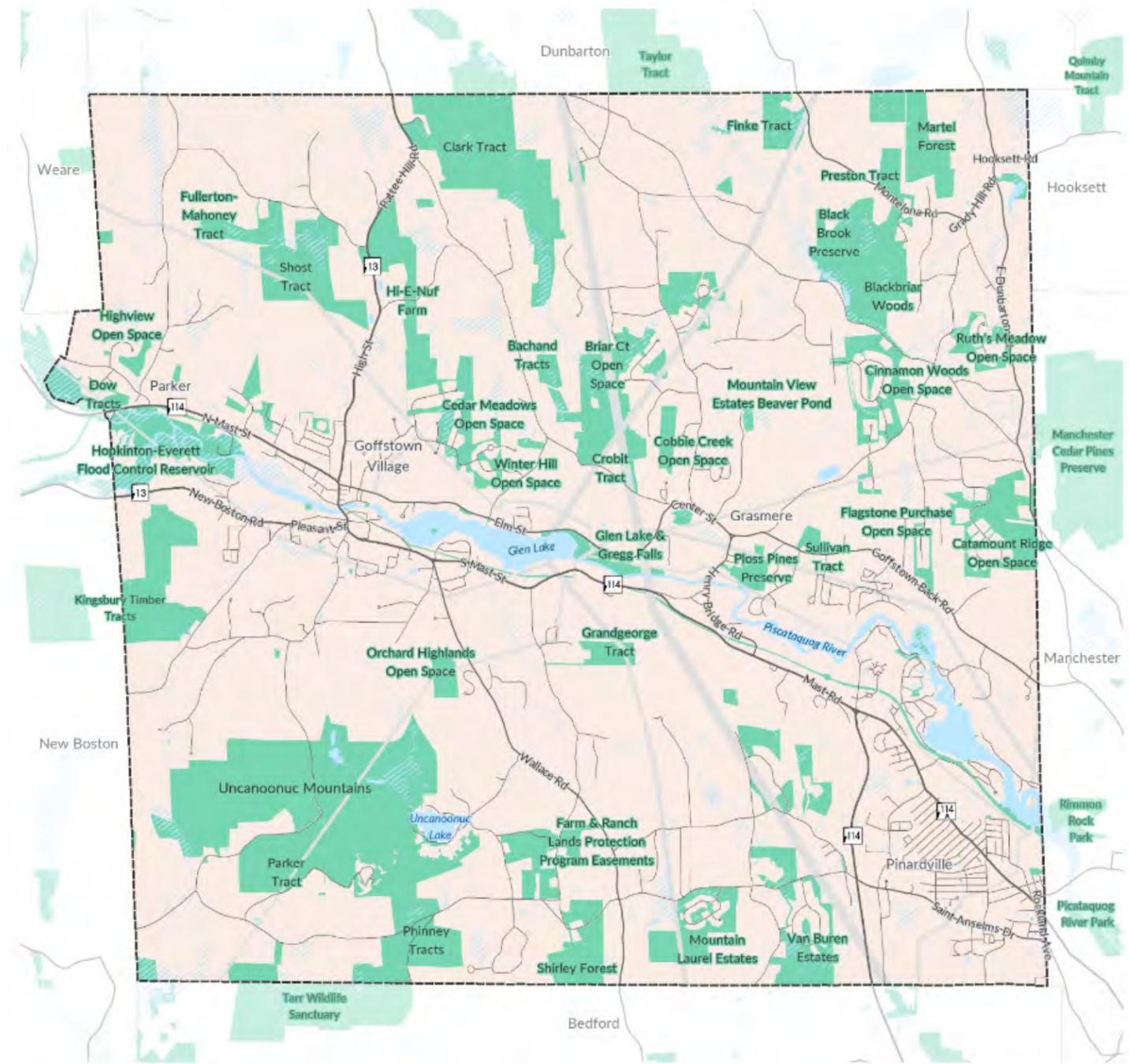
In 2018, the Conservation Commission has continued to protect areas such as the Prime Wetland Paige Hill Marsh with the conservation easement on the Jennings farm. The easement includes several acres of prime wetland in the Paige Hill Mash, and 1,400 feet of riparian frontage on Harry Brook and tributary stream that flows into the Marsh. This targeted area of the Open Space Conservation plan is one of the most diverse wetland in Goffstown with many animals including deer, bear and endangered species including Spotted Turtles and Black Racers. This project was completed with the support of the DES with an ARM grffit, the easement will provide a continuous block of protected natural habitat around the Paige Hill Marsh. Additionally, the Commission recently celebrated the opening of the Black Brook Preserve, which includes hiking trails open to the public.

Conservation & Open Space

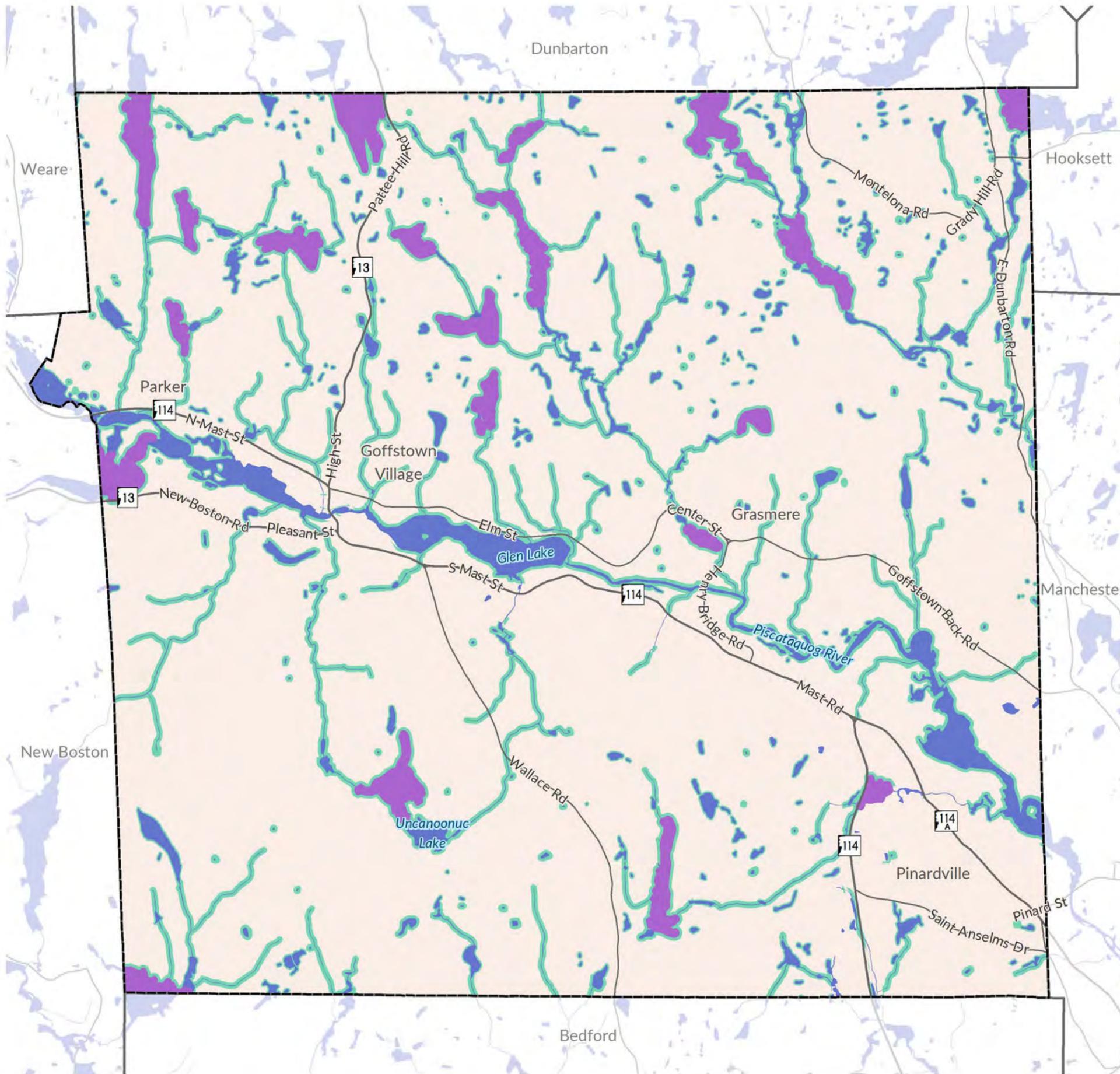
The strategies set forth in this section are both long-term planning goals as well as specific strategies to best protect natural resources in Goffstown. The strategies should guide land use planning in Goffstown, and should supplement the goals and recommendations in the Open Space Conservation Plan.

CONSERVATION STRATEGIES

- Continue to protect Goffstown's natural resources through the Zoning Ordinance, including the Wetlands Overlay Zoning Ordinance, the Conservation Open Space District, and Open Space Development.
- Continue to include the Conservation Commission in the official Town review of development proposals when appropriate.
- Update the Open Space Conservation Plan and adopt the Plan as an amendment to the Master Plan.
- Support the Conservation Commission in updating the Natural Resource Inventory.
- Continue to participate in regional and state organizations' planning efforts, including the Piscataquog River Local Advisory Committee (PRLAC), Southern New Hampshire Planning Commission.
- Support the PRLAC in updating the Piscataquog River Management Plan.
- Continue to obtain funding from regional organizations (such as Land & Community Heritage Investment Program, The Society For The Protection of New Hampshire Forests and the Piscataquog Land Conservancy) to conserve and protect important undeveloped land.
- Continue to support individuals and private land-owners in their efforts to conserve important natural resources in Goffstown.
- Work with regional organizations and state agencies to protect and encourage agricultural use in Goffstown.
- Continue to work with the Goffstown Village Water Precinct, Grasmere Village Water Precinct, and Manchester Waterworks in the management of water supply, treatment, and delivery systems.
- Update the Wellhead Protection Plan and Water Resource Management and Protection Plan and adopt the Plans as amendments to the Master Plan.
- Utilize the New Hampshire Department of Fish & Game's Wildlife Action Plan and other available resources to identify important natural resources and prepare strategies designed to preserve them for future enjoyment.
- Explore developing a minimum density ordinance to promote efficient land use to ensure that cluster developments can be created to preserve open space where appropriate and prevent single family housing from spreading out into open areas.
- Explore amending subdivision regulations to require developers to connect open spaces to existing greenways ensuring the preservation of wildlife corridors, and improving quality of life for residents by creating opportunities for outdoor recreation and natural beauty.



Created by SNHPC, 2020. Boundaries are approximate and for planning purposes only. Sources: NH Department of Transportation, Town of Goffstown, University of NH, US Geological Survey, US Fish & Wildlife.



Goffstown: Wetlands

-  Prime Wetland
-  Wetland
-  WSWC District



Created by SNHPC, 2020. Boundaries are approximate and for planning purposes only. Sources: NH Department of Transportation; Town of Goffstown; US Geological Survey; US Fish & Wildlife.

Transportation

A successful transportation system will preserve the character of the community while welcoming future growth and development in a way that encourages the safety and well-being of all users of the road, including pedestrians, bicycles, and public transportation. This section serves to highlight the existing transportation system in Goffstown and provides strategies to maintain Goffstown's character, while strengthening the overall system in Town.

Transportation Overview

There are roughly 130 miles of local roadway in Goffstown. These roads are categorized by their Administrative Classification. The Administrative Classification system highways under the New Hampshire Department of Transportation (NHDOT) maintenance and control include Class I, II, and III highways. Class IV, V and VI highways are under the jurisdiction of municipalities. The following table summarizes the different road classifications in Town:

<u>Class Number</u>	<u>Class</u>	<u>Number of Miles</u>
I	Primary State System	6.2
II	Secondary State System	2.0
III	Recreational	0
IV	Compact System	28.8
V	Town Roads	95.9
VI	Unmaintained Roads	5.4

Travel Flow

Census data from 2017 indicates that approximately 77 percent of employed Goffstown residents commuted to work alone in a private vehicle. An additional nine percent of employed Goffstown residents traveled to work with at least one other individual. The results of the Census also indicated that approximately seven percent of employed Goffstown residents worked at home. Additionally, roughly 0.6 percent of employed Goffstown residents utilized public transit to get to work and about five percent walked to work.

The SNHPC annual regional traffic counting program and regional travel demand model were used to compile existing traffic volumes on the Goffstown roadway network. Existing (2019) average annual traffic volumes (AADT) on selected roadways in Goffstown are shown on the Existing Conditions Transportation Map.

Bicycle and Pedestrian Transportation

Over 85 percent of survey respondents from the Goffstown Master Plan survey indicated that sidewalk improvements and pedestrian and/or sidewalk safety improvements were important or very important, and over 77 percent value the Goffstown Rail Trail and 62 percent wanted to see further improvements over the next few years.

Pedestrian and bicycle infrastructure is relatively limited in Goffstown. With two main commercial areas and scattered development leave residents to largely utilize their vehicles to get around town. Sidewalks can be found in Goffstown Village and on some abutting streets, including along Elm Street ending before Paige Hill Road. Additionally, there are sidewalks along Mast Road in Pinardville to Danis Park Road. Bicyclists and pedestrians in Goffstown and from surrounding towns also utilize the Goffstown Rail Trail, a multi-use pedestrian and bicycle path which spans 5.5 miles from Manchester into Goffstown's Village Center.



Photo: Sharrow Paint for Bicyclists along Main Street

There are ongoing efforts to secure funding to complete improvements to the Goffstown Rail Trail by both the Town and Friends of the Goffstown Rail Trail (FGRT). Since 2018, the Southern New Hampshire Planning Commission (SNHPC) has conducted summer and winter counting studies on the Rail Trail. These counts are provided to FGRT and town departments for planning and trail-use monitoring purposes. In 2018, SNHPC found an average of 262 persons using the trail on a workday, and an average of 382 persons on a weekend day. In 2019, SNPC counted users during the winter and found a daily average of 43 persons.

Public Transportation

Since 2015, the Manchester Transit Authority (MTA) has partnered with the Town of Goffstown to provide curb-to-curb transportation service for Goffstown residents. Originally starting as a limited service three days a week, as of 2020 the MTA offers the shuttle service Monday through Friday between the hours of 9:00 AM and 2:00 PM. The service is offered to all residents, but prioritizes passengers that are 62 years and older and for those going to medical appointments. The service provides transportation free of charge to passengers to and from destinations within Goffstown and for medical appointments in Goffstown, Manchester, and Bedford. Additionally, the MTA will take reservations for passengers traveling within Manchester for non-medical appointments when space is available, and will transport passengers of the Goffstown shuttle to the Shaw's Plaza, connecting to MTA's Route 6 Bremer St./Mast Road bus, connecting Goffstown residents to Greater Manchester.

The MTA also provides a fixed-route service from Manchester that travels 1.25 miles into Goffstown. The service, known as the Shopper Shuttle, takes passengers from the West Side of Manchester to Hannafords and Shaws Plaza in Pinardville, and also serves Saint Anselm College.

Goffstown Road Plan

Since 2001, the Department of Public Works (DPW) has administered a Road Plan, which forecasts road maintenance, rehabilitation, and oversees the construction of roads, bridges, and culverts in Goffstown. The DPW Road Plan oversees 286 individual roads, approximately 130 centerline miles of paved road owned by the Town, and maintains over 15.7 million square feet of pavement that are owned by the Town of Goffstown. In the Town's Capital Improvement Program (CIP) DPW anticipates spending \$1.6 million on the Road Plan. Additionally, DPW included other projects in the CIP, including:

- Repairs to Henry Bridge over the Piscataquog River;
- Traffic signal upgrades on Mast Road at the Shaw's Plaza;
- Repairs to Merrill Road Bridge;
- Deck repairs to Bog Road Bridges;
- Intersection redesign and reclaim on Catamount Road and Goffstown Back Road;
- Grasmere Village traffic study;
- Culvert replacement on Center Street;
- Repairs to Tirrell Hill Road Bridge; and
- Repairs to East Dunbarton Road Bridge

Transportation

Safety

Apart from roadway maintenance, responses of the Goffstown Master Plan Survey identified road and intersection safety to be the most important transportation issue in Goffstown. Safety improvements can come in many forms -- from street design, increased public transit, to adding more bicycle and pedestrian infrastructure throughout a transportation system can alleviate significant safety issues that accompany automobile transportation. Implementing a policy that emphasizes all users of the road, also known as Complete Streets, is a good way to increase the safety of the road through design standards.

The Town of Goffstown has a Highway Safety Committee which meets quarterly and is comprised of representatives from the Police Department, Public Works, Planning and Community Development, Select Board, and a member of the public. The Committee reviews transportation safety requests, including requests for stop signs, caution signs, speed reduction, and other transportation safety improvements.

Crash data for the period from 2007 to 2017 was obtained from the NHDOT and USDOT; a total of 22 fatal or incapacitating crashes occurred in the Town during this period. New Hampshire DOT defines an incapacitating crash as a crash injuries, severe bleeding, head/chest/limbs, broken bones/protrusions, unconsciousness, severe medical related (heart attack, etc.). The intersection of Rockland Avenue and Saint Anselm Drive had two incapacitating accidents from 2007 to 2017, the most out of any intersection in Goffstown during this period. However, because most of these crashes are spread throughout town, it is difficult to identify the cause, such as roadway characteristics or conditions. To better identify the cause of such incidents, Goffstown should work with the Southern New Hampshire Planning Commission and the NHDOT to participate in the Road Safety Audit program. Road Safety Audits examine deficiencies in the geometric and physical design of roadway segments and intersections with a history of crashes related to the existing design. Qualifying locations must have a documented history of crashes that resulted in fatalities or incapacitating injuries and not have been caused by behavioral issues such as impaired or distracted driving. The improvements identified in RSAs can be funded through the federal Highway Safety Improvement Program (HSIP) and the NHDOT.

Complete Streets

Many towns and cities nationwide are beginning to focus the design of roadways according to the principles of the "Complete Streets" concept. The Complete Streets concept refers to streets that are designed and operated to accommodate safe access for all users, including pedestrians, bicyclists, motorists and transit riders including those of all ages and abilities. Transportation projects incorporating Complete Streets principles will make communities more livable through making the street network better and safer for drivers, transit users, pedestrians, and bicyclists.

Intersections with Fatal/Incapacitating Accidents in Goffstown

Intersection	Number of Fatal Accidents	Number of Incapacitating Accidents	Total	Notes
ROCKLAND AVENUE/SAINT ANSELM DRIVE	0	2	2	
MAIN STREET/NORTH MAST ROAD/ELM STREET	0	1	1	
NH 114 CENTER STREET/HENRY BRIDGE ROAD	0	1	1	
NH 114 MAIN STREET/FLANDERS COURT	0	1	1	
NH 114 MAST ROAD/THEOPHILE STREET	0	1	1	
NH 114 MAST ROAD/WALLACE ROAD/SOUTH MAIN STREET	0	1	1	
NH 114 NORTH MAST ROAD/PARSONS DRIVE	0	1	1	
NH 114 NORTH MAST ROAD/PARSONS LANDING	0	1	1	
NH 114 SOUTH MAST STREET/BLUE JAY LANE	0	1	1	
NH 13 PATTEE HILL ROAD/STINSON ROAD	1	0	1	FATAL CRASH ON 7/11/2008
PARKER STATION ROAD/SOUTH OF ORCHARD HILL ROAD	0	1	1	
TIRRELL HILL ROAD/CENTER ROAD	1	0	1	FATAL CRASH ON 8/21/2015
WALLACE ROAD/NORMAND ROAD/SHIRLEY HILL ROAD	0	1	1	
TOTAL	2	12	14	

NH Route 114 Corridor

Mast Road, or NH 114/114A, is the primary east-west travel corridor for Goffstown residents and neighboring commuters. The Mast Road corridor between the Manchester town line and Greer Road (3.54 miles) experiences moderate traffic congestion during peak hours of the day. The 2016 average annual daily traffic (AADT) on Mast Road north of Pinard Street was 14,000; west of the intersection with NH 114, the AADT rises to 19,000. The principal causes of this traffic congestion are significant traffic volumes and the numerous side streets and uncontrolled driveways located on this portion of the corridor. In 2017, both the Towns of Goffstown and Bedford jointly applied to the Southern New Hampshire Planning Commission (SNHPC) to place an Engineering Corridor Study in the NH DOT Ten-Year Transportation Improvement Plan from NH Route 101 in Bedford to the intersection of NH Route 114 and Henry Bridge Road in Goffstown. The study is currently included in the Ten-Year Plan for 2021. The purpose of the study is to identify future needs along the section of NH Route 114 including capacity, safety, and operational improvements, which could be used to support a future construction project in the Ten-Year Plan. While the Engineering Corridor Study will benefit Goffstown's portion of NH Route 114 to Henry Bridge Road, access management is needed on the remaining stretch of NH Route 114 and 114A to reduce congestion, improve safety, and help enable better planned land-use patterns. Additionally, in 2009, the Town adopted an amendment to the Master Plan, which identified a potential parallel route to NH 114, in an effort to preserve the capacity of Route 114 through improved access management and growth management, though limiting direct access to Route 114, and ensuring future development be continuously interconnected.

In 2020, an evaluation of the NH Route 114/Wallace Road roundabout was conducted by VHB at the request of the SNHPC since the Town of Goffstown identified existing safety and operational concerns at this location. The identified safety and operational concerns were as follows:

- Difficulty with truck movements from westbound NH Route 114 to southbound Wallace Road
- High speed entry from northbound Wallace Road to westbound NH Route 114
- Extensive queuing during AM and PM peak periods

VHB provided four potential short term improvements and two long-term improvements for the roundabout. An updated traffic study is required to compare the operational performance of each proposed long-term improvement alternative.

Scenic Byways

Through the efforts of the SNHPC, the Towns of Goffstown, New Boston and Weare and the Town of Dunbarton in the Central New Hampshire Regional Planning Commission region, the General John Stark Scenic Byway was designated a New Hampshire State Scenic and Cultural Byway on June 5, 2008, by the State Scenic and Cultural Byways Council and NHDOT.

Transportation

The Byway showcases many cultural and historical features of regional, State and National significance. To facilitate ongoing management of the Byway, a series of goals and strategies as well as a corridor management plan have been identified and developed by the General John Stark Byway Council. Economic development is also an important strategy of the General John Stark Scenic Byway supporting the goals and objectives of the Regional Transportation Plan. Specifically, the Byway seeks to expand local economic development by; 1) expanding existing local businesses, including local artists, agriculture, and tourist related businesses; 2) encouraging businesses and communities to market the Byway in their advertising; and 3) promoting new tourist related businesses. The Council has designed a number of strategies to implement these goals including working with member communities to encourage incorporating the Byway into their economic development strategy. Support for small businesses applying for Tourist Oriented Directional Signs to help attract visitors to their business will also be provided and the Council will also work with business owners to participate in the Byway planning process.

TRANSPORTATION STRATEGIES

- Support the DPW to maintain the Goffstown Road Plan.
- Continue to work with the Manchester Transit Authority to provide shuttle service for residents. The Town should work with MTA to review ridership annually, conduct public outreach about the service, and assess whether a future increase in service is appropriate.
- Continue to maintain the Goffstown Rail Trail. Work with the Department of Public Works and Friends of the Goffstown Rail Trail to maintain a safe and accessible trail for bicyclists and pedestrians.
- Work with the Department of Public Works, Friends of the Goffstown Rail Trail, Southern New Hampshire Planning Commission, and NHDOT to complete improvements to the Goffstown Rail Trail - including applying for the Transportation Alternatives Program (TAP) administered through the NHDOT, to fund the completion of the trail.
- Explore opportunities to make connections to the Rail Trail - including connections to residential neighborhoods where appropriate, connections to New Boston, and connection to Goffstown Village Center.
- Explore funding opportunities to construct a pedestrian bridge over the Piscataquog River, from the Goffstown Rail Trail, to Rotary Park, providing a safe connection for bicyclists and pedestrians to Goffstown Village Center.
- Work with the Department of Public Works to identify town-maintained roads where travel lanes could be narrowed and bicycle and pedestrian infrastructure could be constructed to reduce traffic speed and increase safety for bicyclists and pedestrians.
- Work with the Department of Public Works to review the Town's Roadway Standards and update to include a Complete Streets approach.
- Conduct an ADA-compliance review of sidewalks within the Town.
- Conduct a safety review of existing pedestrian crossings in town to increase pedestrian safety, including the intersection of Depot Street and Main Street in Goffstown Village Center.
- Continue to implement the phased program of pedestrian and streetscape improvements identified in the Corridor Management Plan.

- Work with the Town of Bedford, NHDOT, and SNHPC to complete the Engineering Corridor Study of NH Route 114 as outlined in the NHDOT Ten Year Transportation Improvement Plan.
- Work with SNHPC and NHDOT to review the feasibility of the 2009 Road Plan Amendment to the Master Plan, and complete an Access Management Plan for the Mast Road Corridor to identify various measures to improve and increase the efficiency of access to and between existing land uses and also increase traffic efficiency and safety on the corridor.
- Support the Department of Public Works' efforts to assess traffic calming improvements along Goffstown's main travel corridors.
- Work with Department of Public Works, SNHPC, and NHDOT to evaluate intersections and roads in Goffstown through the Road Safety Audit Program.
- Work with Department of Public Works, SNHPC, and NHDOT to participate in the Statewide Road Surface Management System (RSMS) to provide Goffstown with an inventory condition of the road network and provide forecasted data on both the degradation of roads and a maintenance schedule to improve the overall condition of the road network.
- Work with DPW, SNHPC, and NHDOT to implement the short term improvements to the NH Route 114/Wallace Road roundabout.
- Complete a traffic study of the NH Route 114/Wallace Road roundabout to compare the operational performance of each long-term improvement alternative.

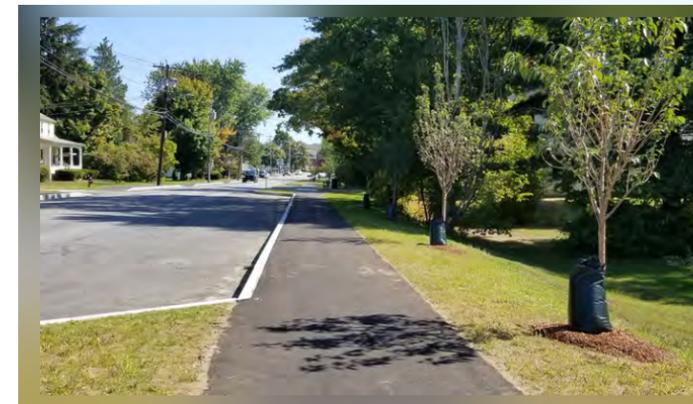


Photo: Upgraded Pedestrian and Parking Facilities Along North Mast Road



Photo: Village Rebuild Project, 2019

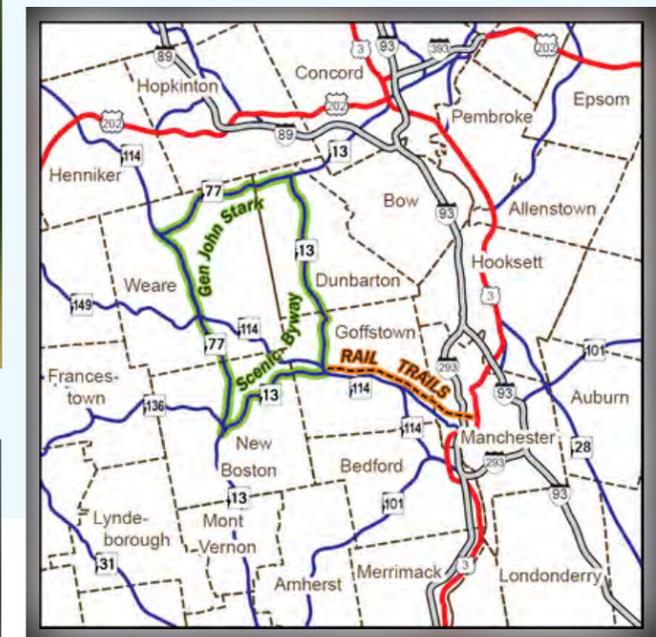
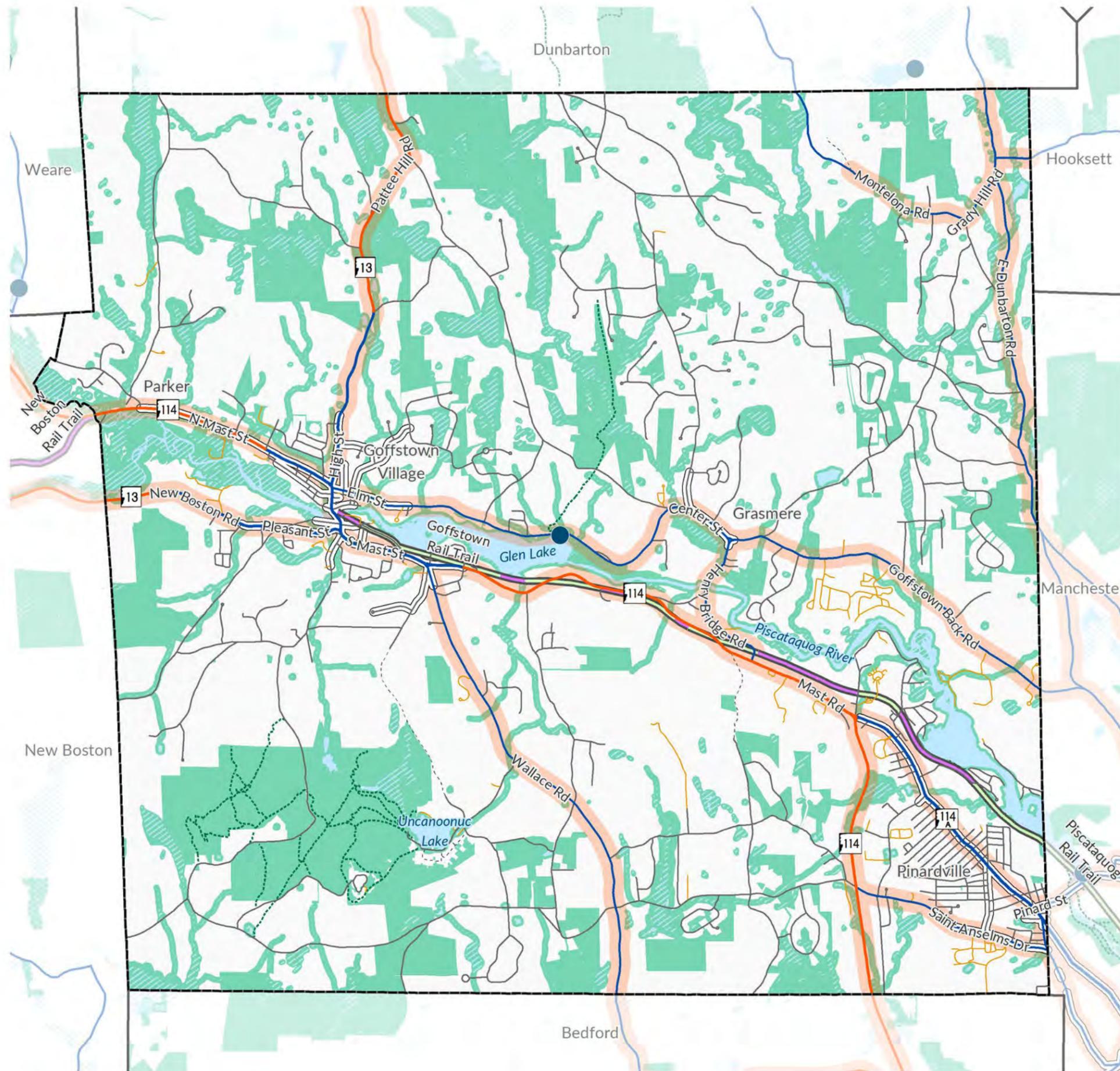


Photo: General John Stark Scenic Byway



Goffstown: Transportation

-  State Maintained Roads
-  Municipally Maintained Roads
-  Federal Aid Eligible Roads
-  Local Roads
-  Private Roads
-  Not Maintained Roads
-  Rail Trail
-  Unimproved Rail Trail
-  Other Trails
-  Existing Sidewalk Network
-  Public Boat Access



Created by SNHPC, 2020. Sources: NH Department of Transportation; NH Fish & Game Department; NH Office of Strategic Initiatives; Town of Goffstown; University of NH; US Geological Survey; US Fish & Wildlife.

Land Use

The purpose of this chapter is to identify existing land use patterns within Goffstown; evaluate current development trends and zoning districts; identify potential future build out conditions; and evaluate existing and future land use opportunities within the community. Familiarity with existing and future land use and development patterns can help municipal officials and planners anticipate which areas of the community are likely to grow the faster and expand requiring new police, fire and other municipal services and facilities, or to which school transportation may have to be provided.

Overview

Goffstown can be characterized as a suburban community with rural characteristics. Situated next to New Hampshire's largest city and largest employment hub, and home to the only state highway (NH Route 114) connecting Manchester to Weare, Dunbarton and Deering, Goffstown is in a unique position influenced by regional growth and economic development, transportation infrastructure, zoning, and utilities such as public water and sewer. Currently, most of Goffstown is developed as low-density residential single-family homes in the Agricultural Zone, with more densely populated development in the medium (R-1) and high density residential (R-2) zones.

Goffstown's development patterns have remained relatively consistent since the 2006 Master Plan. In the 2006 Master Plan, unintended consequences from the historically-dominant residential development were identified. Many of these consequences from this pattern of development are still relevant in 2020. They included:

- *Large areas of open space, often working agricultural and forest lands outside of established village areas, have been consumed, thus threatening the very "rural character" townspeople say they cherish so highly.*
- *Housing costs are driven ever higher, thus limiting sales to those with incomes earned in distant metropolitan areas and forcing those working locally to look further afield for their housing.*
- *High cost suburban-type housing disproportionately increases traffic both on the part of the owners who commute to far away jobs and those who work here who must, in turn, commute to their own far away less expensive housing.*
- *Suburban-type housing caters primarily to families with children, thus increasing not only the public works costs of maintaining a large network of roads, but also the demand for education. Both, in turn, disproportionately increase local property taxes.*
- *The high cost of housing and high local property taxes make it more difficult to attract industries to the Town.*
- *When single family housing is the predominant type of housing, the housing market neglects the many different types of housing people will need over the course of their lives (apartments, starter homes, family homes, empty nesters', assisted living), known as life-cycle housing.*
- *Dispersed development disproportionately strains municipal services such as schools, fire, police, and utilities. It is more expensive per unit to serve this type of development than a compact, traditional form of land use.*

With median home prices on the rise since 2010, and a lack of new diverse and/or affordable housing options, the ability for new generations to be able to afford a home, or for older residents looking for smaller housing options in their community becomes less likely. However, since 2010, there has been growth in new housing diversity, including an increase in multi-family development.

Since the 2010, the number of development applications to the Planning Board for residential development has remained relatively consistent, averaging around 23 a year.

Applications Reviewed by the Planning Board

Type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Subdivision	6	5	6	11	9	6	7	11	10	7
Site Plan	13	17	13	12	11	6	11	8	13	14
Conceptual	4	5	4	4	1	7	3	5	5	1
Total	23	27	23	27	21	17	23	24	28	22

Source: Goffstown Town Reports

The number of single-family building permits issued during this time period has varied from a low of 14 in 2015 to a high of 33 in 2019. From year to year, the number of multi-family units remains low, however there was a drastic increase in multi-family building permits (48) in 2013 as well as 85 multi-family units in 2018.

Building Permits Issued Since 2010

Type	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Subdivision	15	14	28	22	21	14	15	16	15	33
Site Plan	1	0	0	48	0	0	0	8	85	0

Source: Goffstown Town Reports

Future Land Use

The 2006 Master Plan identified eight possible planning districts with common characteristics or a common identity or history. These districts are: Parker Station; Pattee Hill; Northeast; Grasmere Village; Goffstown Village; Uncanoonuc Mountains; Bypass Area; and Pinardville Village. While these districts have been identified in the previous Town Master Plan, they only provide a snapshot of historical and existing development patterns. Other districts could still emerge, or the districts that are outlined within the Master Plan could be altered. In any case, each district area would ideally share comparable characteristics or a common history. The planning district descriptions below provide a guiding baseline for how future development could occur in each district while maintaining their respective characteristics.

The Parker Station area contains mostly conservation subdivisions. These are smaller clustered lots, developed as open space subdivisions. They are high priority areas for preserving natural resources and creating functional open spaces.

Pattee Hill shares conservation subdivision area with suburban residential, which are two-acre lots that are developed as open space subdivisions. These areas have private water and sewer, as well as public recreation facilities.

Land Use

The Northeast area features a suburban residential area along with conservation open space, which consists of large lots that encourage open space uses. There is a low density of development, and these areas are high priority for conservation easement or public ownership.

Grasmere Village mainly features village residential, which is an area of a village design context. These are small lots with public water and sewer service, and single-family or attached single-family homes that are integrated into the neighborhood. In addition to this, Grasmere Village also contains a small area of village commercial mixed-use. This consists of a village design with small lots, public water and sewer service with village scaled single-family, single-family attached and apartment uses that are mixed with village scaled service and retail uses.

Goffstown Village has some village residential uses, as well as some village commercial mixed-use and also a small residential mixed-use area, which is single-family, attached single-family and multi-family homes in small projects mixed with retail or office uses, serviced by public water and sewer.

The Uncanoonuc Mountain area is simply a mixture of conservation open space alongside conservation subdivisions. The Bypass Area features a combination of conservation subdivision area with a village residential mixed-use area, which is an area of village design having small lots served by public water and sewer service. The area features single-family and single-family attached and apartment areas that are mixed with village scaled service and retail uses.

Pinardville Village contains a healthy mix of village residential, commercial mixed-use, and also a campus mixed-use area that is comprised of institutional and college uses with compatible commercial and residential areas.

Hillsborough County Land

On October 2 and 3, 2009, the Hillsborough County Board of Commissioners held an important Design Charrette to engage public input and discussion regarding the future use and development of the County's large land holdings located between Rt. 114/114A within the Town of Goffstown. This land currently exists in Goffstown's Commercial Industrial Flex Zone District, which provides space for larger-scaled business parks, commercial service, and light industries. Additionally, Mixed residential/non-residential uses are allowed in this zone. The County owns a significant portion of land within this area, and the Town's planning strategies should seek to work collaboratively with the County to ensure the best use of this land.

The Design Charrette resulted in design recommendations for the land. The recommendations from the charrette are broken into five categories: Civic Buildings and Lands; Business Opportunities; Conservation/Recreation Opportunities; Office-Campus & High Density Housing Opportunities; and Land Bank Opportunities. The following recommendations come directly from the design charrette.

Civic Buildings and Lands that generally include the built environment on the north side of Mast Road, from Henry Bridge Road east to the former piggery. Currently, the primary occupants include the Offices of the County Commissioners, the Business Office, Human Resources, Human Services, Computer Information Systems, Hillsborough County Sheriff, County Legal Counsel, County Delegation Office, University of NH Cooperative Extension and the Goffstown Court located in the facility.

It also includes the Hillsborough County Nursing Home, on the south side of Route 114, and some land east and west of the existing facility that may currently be unsuitable for occupancy.

Business Opportunities:

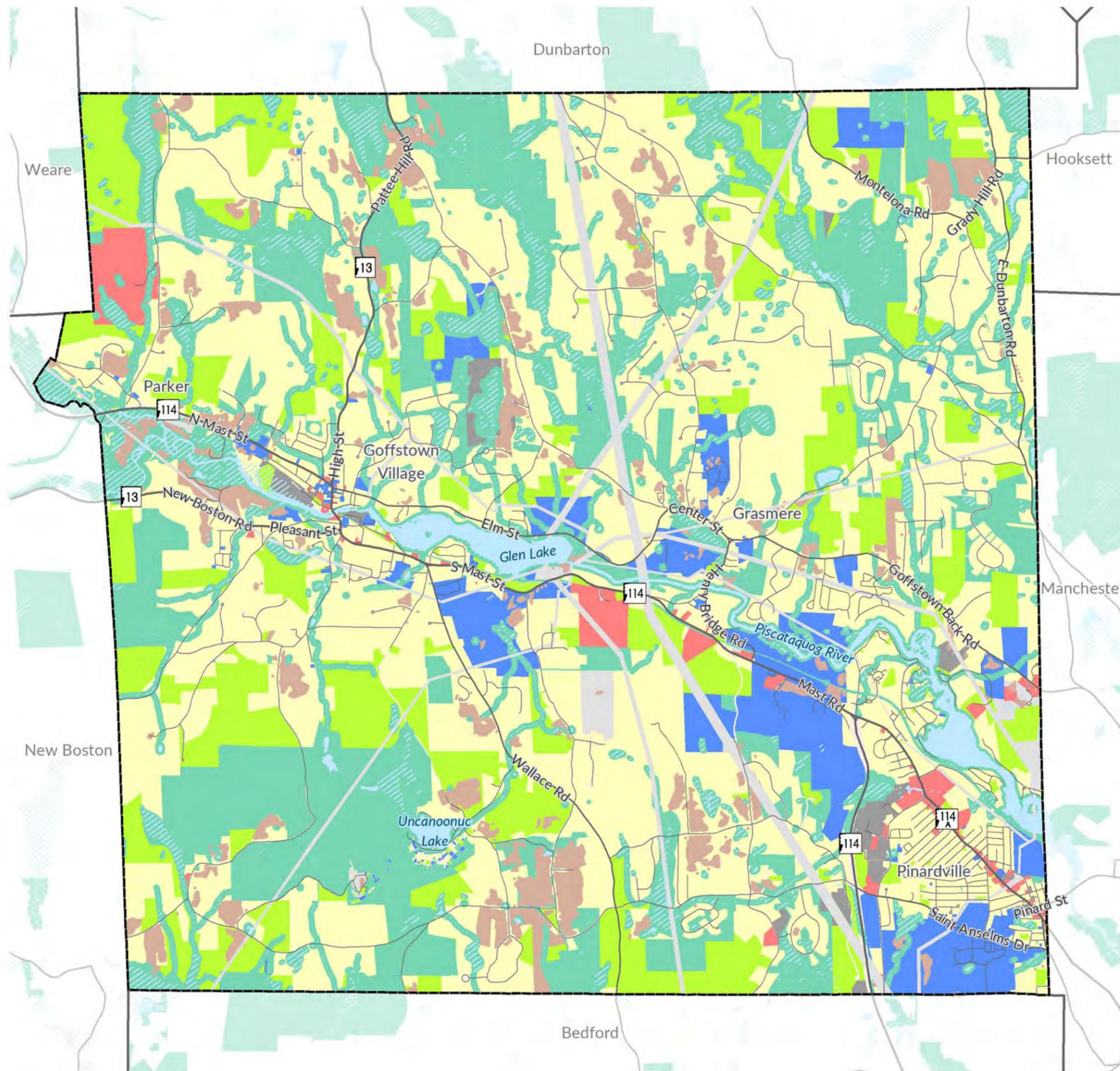
- *on the north side of Mast Road, at the easterly end of the property;*
- *on both sides of Mast Road, at the intersection of Henry Bridge Road, and extending along Henry Bridge Road for a distance beyond the Town of Goffstown Rail Trail;*
- *a portion of the lands west of the nursing home and east of the private commercial parcel presently operated as a car dealership.*
- *at the south easterly end of the property on the west side of Route 114, discussion included a scenario for a multi-modal park and ride facility, that provided parking for auto, bus and bicycle commuters, recreation users, and shoppers at adjacent retail and/or recreation centers.*

Conservation/Recreation Opportunities that included all the lands from the Rail Trail north to the Piscataquog River, i.e. the embankment and flood plain, as well as the lands on the north side of the river. This area is rich in natural resources and wildlife. Opportunities appear to exist to improve some areas for rectangular and diamond shaped fields. Exception is made for the aforementioned portion of the high lands north of the Town of Goffstown Rail Trail and along Henry Bridge Road, where the Business Opportunity District extends. This area may be particularly suitable for small retail business in support of recreation users.

Office-Campus & High-Density Housing Opportunities along Route 114, the most southerly portion of the county lands. This area generally abuts the south side of the nursing home, and therefore, would be well suited to related uses. The area represents a favorable location for additional access to Route 114. Additional access should be sought.

Land Bank Opportunities: *These are the remaining lands south and west of the nursing home and beyond the fields on the south side of Mast Road including frontage on both sides of Kennedy Hill Road, a class VI road. Limiting factors such as steep slopes and infrastructure costs make higher use in the short term unlikely, and beyond the scope of [the design charrette report].*

Land Bank Opportunities: *These are the remaining lands south and west of the nursing home and beyond the fields on the south side of Mast Road including frontage on both sides of Kennedy Hill Road, a class VI road. Limiting factors such as steep slopes and infrastructure costs make higher use in the short term unlikely, and beyond the scope of [the design charrette report].*



Goffstown: Existing Land Use

- Conservation
- Agricultural
- Civic-Institutional
- Residential
- Commercial
- Industrial
- Utilities
- Vacant



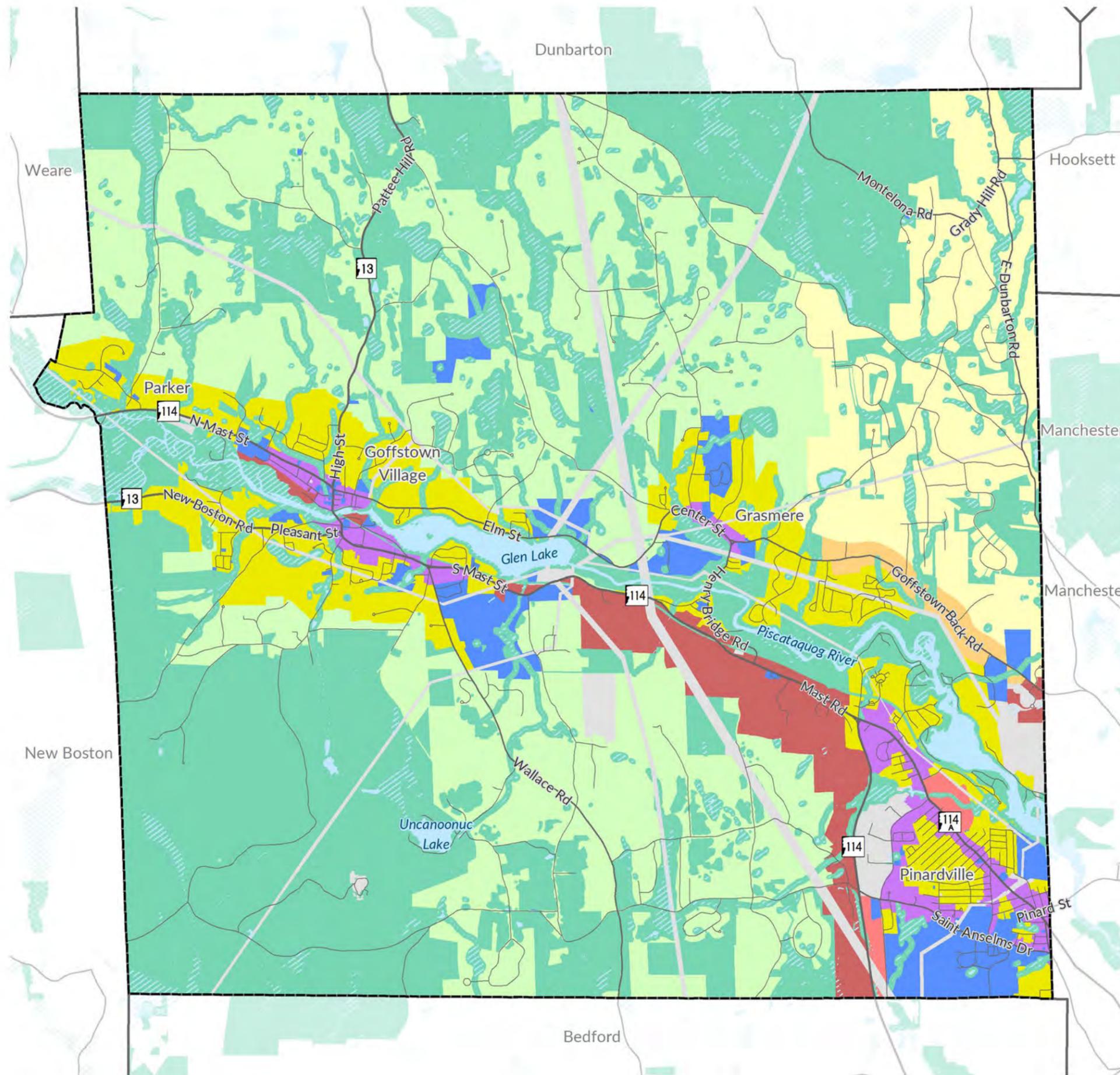
Created by SNHPC, 2020. Boundaries are approximate and for planning purposes only. Sources: NH Department of Transportation; Town of Goffstown; University of NH; US Geological Survey; US Fish & Wildlife.

Land use strategies set forth are carried forward from the 2006 Master Plan and also include new strategies to account for the changes in Goffstown since 2006. These strategies provide the community and the Planning Board guiding principles in considering and implementing future land use and zoning changes, natural resource protection, and economic development.

LAND USE STRATEGIES

- Examine existing zoning regulations and revise as needed to reflect the desires of the Town to maintain traditional development patterns while still promoting appropriately scaled growth and development and recognizing contemporary residential development patterns.
- Continue to allow home occupations throughout the Town's zoning districts to increase economic activity while maintaining the character of the community.
- Continue to attract economic development to appropriate areas of Town, where infrastructure enables healthy development patterns, including the Commercial Industrial Flex Zone District, Residential Small Business Districts 1 & 2, Village Commercial District, Commercial District, and Industrial District.
- Prioritize infill development where appropriate in Goffstown Village and Pinardville.
- As mentioned in the Economic Development section; Explore rezoning Goffstown Back Road corridor, encompassing Grasmere Village, to RSBO -1, which would provide opportunities to expand Goffstown's tax base, establish a sense of place in Grasmere Village, and reduce traffic in other commercial areas of Town.
- Require the construction of connecting roadways or driveways, or the reserving of right of way to property lines in anticipation of future adjacent development, which would allow vehicular, pedestrian and bicycle access between adjoining land uses in residential, commercial, or industrial zones.
- Continue to promote and attract appropriate level growth to existing and future village centers through zoning standards, development incentives, streamlined approvals, needed extension of utilities such as water and sewer, and other incentives.
- Continue to promote clustered development in new subdivisions to help preserve open space and foster more compact development, reducing the overall consumption of land in Town per residential housing unit.
- Build upon and strengthen the adopted design guidelines for residential and commercial development in Goffstown Village, Grasmere Village, Pinardville and other areas of Town.
- Continue to support the Historic Overlay District to protect and enhance vital historic resources in town.
- Encourage, or require, as appropriate, new commercial development and redevelopment to be architecturally compatible with the New England style to maintain the character of the community.
- Identify and prioritize parcels for new mixed-use commercial and residential development in Goffstown Village and Pinardville.
- The Planning Board should reference the 2009 Town of Goffstown CTAP Build Out Analysis Report when considering changing setbacks, densities, and building restrictions to ensure future development meets the goals and values of the community.

- Explore the adoption a Village Neighborhood District recommended in the 2006 Master Plan for areas surrounding both the Goffstown Village and Grasmere Village to foster a more unified and expanded village characters.
- Continue to promote more mixing of housing types to be included in appropriate areas of the Town through zoning and other incentives.
- Continue to encourage mixed-use development through the Town's zoning districts.
- Encourage infill and redevelopment of existing commercial and industrial areas with mixed use development where Town services already exist.
- Encourage the appropriate reuse of existing building stock to maintain existing community forms and preserve open space in the Town.
- Work with the Conservation Commission to maintain an inventory active farmland, prime farmland soils, valuable forestland and other important natural resources so adequate protections are afforded them. Survey current farm and forestry operators.
- The Town should encourage the conservation of land in larger tracts, for continued use as farmland, unfragmented wildlife habitat, and forestland. The Town should also continue to promote land conservation through the use of tax incentives and/or zoning regulations.
- Continue to work with the Conservation Commission to coordinate land use and development review decisions as open space is created as a part of the Open Space Subdivision review process.
- Implement land use strategies that are complementary to accomplishing transportation goals.
- Support the completion of the Engineering Corridor Study of NH Route 114 as outlined in the NHDOT Ten Year Transportation Improvement Plan.
- Support the General John Stark Scenic Byway Corridor Management Plan as a way to promote historic and cultural resources in Goffstown.
- Seek funding through NH DES to develop and implement a Local Source Water Protection Plan.
- Support the Conservation Commission in updating the Conservation and Open Space Plan.
- Continue to protect wetlands and areas of steep slope.
- Continue to pursue funding for municipal land acquisition.
- Continue to involve community residents in planning efforts and the planning process to ensure the needs of the community are being met.
- Work with Hillsborough County staff and officials to implement the recommendations of the Hillsborough County Design Charrette.
- Continue the coordinated implementation of the Town's Geographic Information System (GIS) which contains all factors relevant to land use planning. These maps and databases should be updated, at a minimum, on an annual basis.



Goffstown: Future Land Use

- Conservation/Agriculture
- Civic-Institutional
- Rural Residential
- Suburban Residential
- Suburban Mixed Use
- Village Residential
- Village Mixed Use
- Commercial
- Industrial/Utilities
- Commercial-Industrial Mixed Use



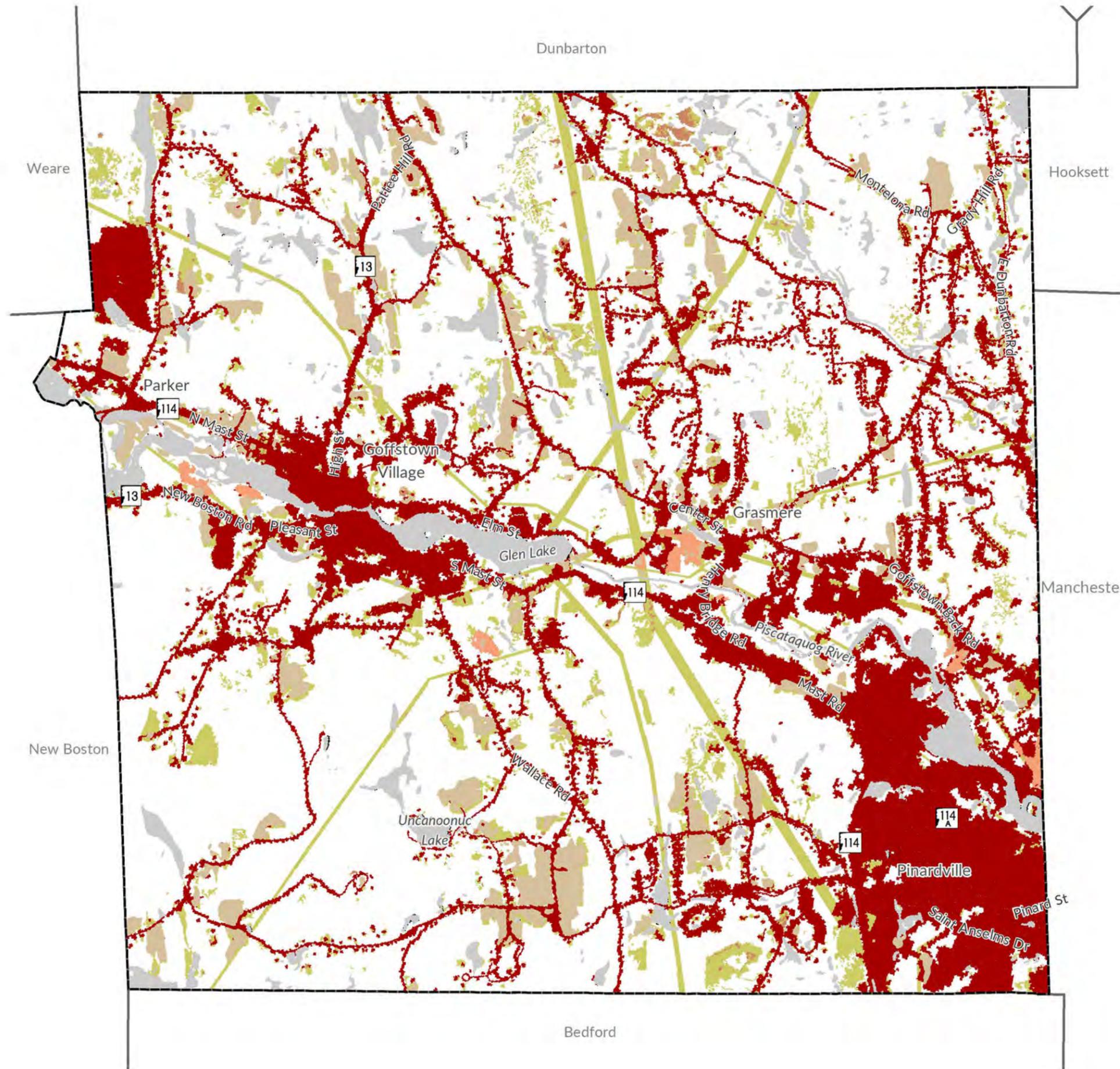
Created by SNHPC, 2020. Boundaries are approximate and for planning purposes only. Sources: Federal Emergency Management Agency; NH Department of Transportation; Town of Goffstown; University of NH; US Geological Survey; US Fish & Wildlife.

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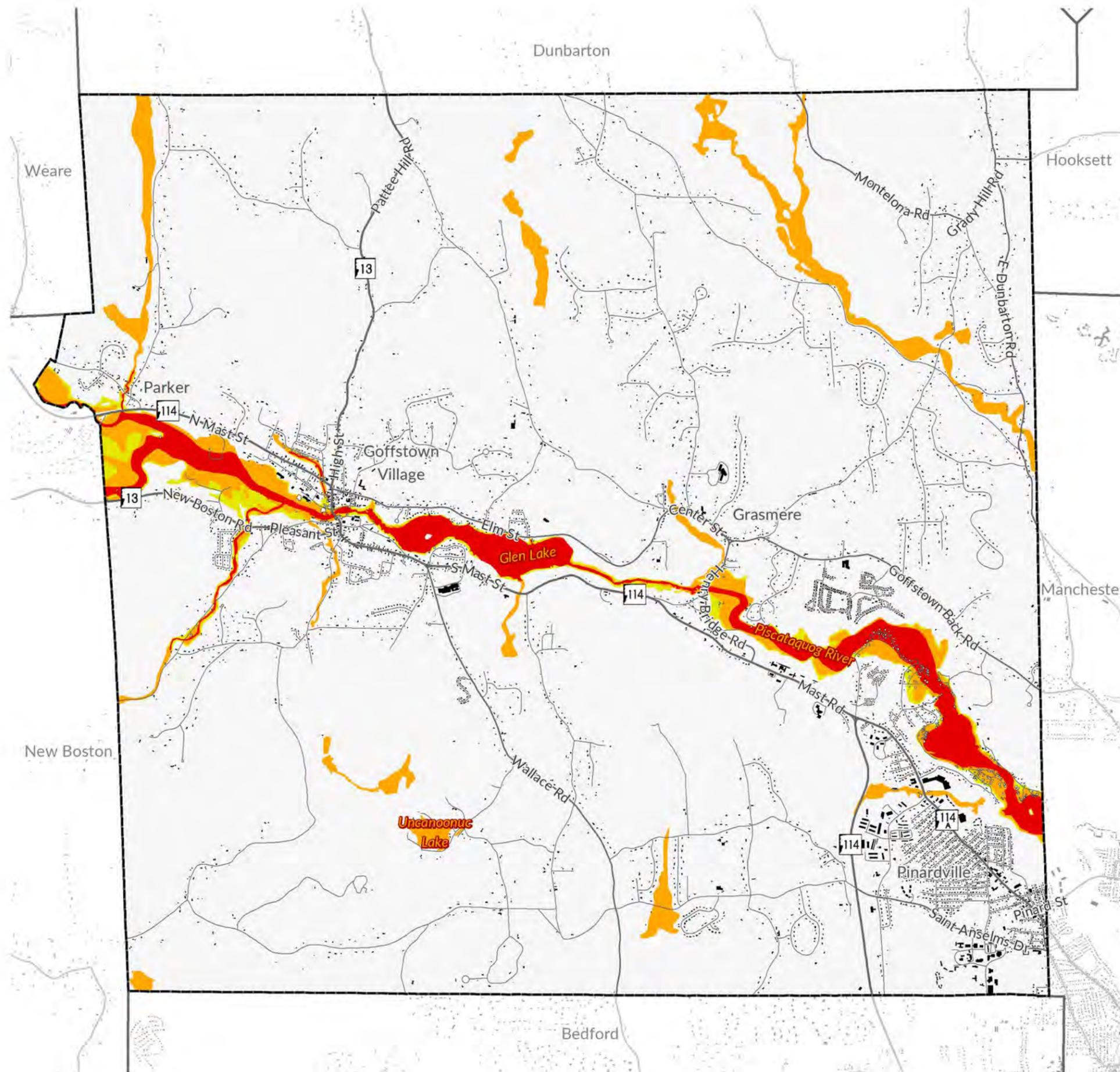
Goffstown: Disturbed Landcovers



- Impervious-Developed
- Bare Earth
- Agricultural
- Other Grass or Shrubs
- Wetlands



Created by SNHPC, 2020. 2016 landcover. Sources: National Oceanic & Atmospheric Administration; NH Department of Transportation; NH Fish & Game Department; Town of Goffstown; University of NH; US Geological Survey.



Goffstown: Flood Zones

- Floodway
- 1% Annual Chance Flood Zone
- 0.2% Annual Chance Flood Zone



SNHPC

Created by SNHPC, 2020. Boundaries are approximate and for planning purposes only. Sources: Federal Emergency Management Agency; NH Department of Transportation; US Geological Survey.