

ECONOMIC AND DEMOGRAPHICS

This chapter examines the economic state as well as residential, commercial and industrial development trends for Tilton during the 16-year period from 1990 to 2006, together with the various factors that influence their increase or decline. This is followed by a brief overview of Tilton's available assets, which will likely attract future development.

Factors that detract from development such as the lack of municipal water supplies, sewer services, and parking in the downtown area are addressed in the Recommendations section.

A. ROLE OF POPULATION ANALYSIS IN PLANNING

The analysis of population trends is the traditional method of evaluating community needs for public services and facilities and for anticipating the demands of growth on municipal infrastructure.

While the number of persons residing in a community, their ages, and their geographic distribution are significant factors of demand on local services, populations are but one of several dimensions of growth and development. Other factors include employment growth, household formation, total housing units (including seasonal), the pattern of commercial-industrial development, and regional traffic inflow, all of which have an impact on local services in Tilton.

Population Density

The population density characteristics of Tilton are somewhat unique within the Lakes Region, owing to the small physical land area of the town. With only 11.5 square miles of land area, Tilton is among the smallest towns in New Hampshire; most of the other communities with comparably small land areas in the state are in the seacoast region. Within central and northern New Hampshire, the closest physically comparable town in land area is the Grafton County town of Ashland with 11.3 square miles.

During the 1980-1990 period, Tilton had a comparative slowdown in growth due primarily to zoning regulations being amended in the early 1980's to discourage rapid development of rural areas. Additionally, other towns had a greater supply of accessible, developable land area. The lack of an extensive road network in the rural portions of town and the low density zoning probably resulted in limited growth in those areas as well. Population density remains the highest around the urban village center of Tilton. The town exhibits more urban density characteristics than many of the small towns in its size class in the region.

Development and rapid commercial expansion experienced in the area of Exit 20 along Rt. 3 was one of the reasons for growth from 1990-2006. This resulted in over 1,000 new jobs being created. The total population in Tilton increased by 239 persons between 1990 and 2000. The difference between total population change and natural increase is attributed to net migration. More recent figures show that population increased in Tilton by 227 persons from 2001 to 2004. This recent growth has almost exceeded growth seen in the previous decade.

B. ECONOMIC BASE

The Master Plan must be prepared with the intent of guiding development, which, among other objectives, will “promote health, safety, order, convenience, prosperity, the general welfare as well as efficiency and economy in the process of development.” (RSA 674:3, I) Convenience, prosperity and general welfare may be served by several economic contributions of the master plan:

1. Provisions for job creation and retention within the community and the region to sustain the personal income of resident households and
2. Strategies for increasing taxable valuation, especially in the form of commercial/industrial development or seasonal/recreational housing, which generally contribute more to the local tax base than they consume in municipal services, and
3. A mix of uses that provide for the essential consumer goods and services needed by residents within a convenient distance.
4. Affordable housing to support the continuing commercial, mostly retail, development that has grown up in the area.

Just as the land capability analysis of development constraints within the Land Use chapter centers on identifying and protecting certain lands from development, the economic base chapter provides a focus on market opportunities for development, which are also advantageous to the community. These opportunities may then be reflected in plans for future land use, with the goal of balancing a reasonable amount of economic development with other community needs.

C. LOCAL JOB BASE AND RESIDENT EMPLOYMENT

Employment data for Tilton has been analyzed in two ways. The first is a comparison of the occupations and industries in which local residents are employed and how the sectors of resident employment appear in 2000; and second is a breakdown of the income ranges by households. A profile of the education characteristics is also given.

Table IV-1: Employment Characteristics

EMPLOYED CIVILIAN POPULATION	NUMBER	PERCENT
16 years and over	1,769	100
OCCUPATION		
Management, professional, and related occupations	488	27.6
Service occupations	251	14.2
Sales and office occupations	355	20.1
Farming, fishing & forestry occupations	4	0.2

Town of Tilton Master Plan

Construction, extraction, & maintenance	259	14.6
Production, transportation & material moving	412	23.3
INDUSTRY		
Agriculture, forestry, fishing, hunting & mining	12	0.7
Construction	139	7.9
Manufacturing	370	20.9
Wholesale trade	49	2.8
Retail trade	250	14.1
Transportation, warehousing & utilities	71	4.0
Information	42	2.4
Finance, Insurance, real estate & rental and leasing	60	3.4
Professional, scientific, management, administrative & waste management services	108	6.1
Educational, health & social services	360	20.4
Arts, entertainment, recreation, accommodation & food services	133	7.5
Other services (except administration)	75	4.2
Public administration	100	5.7
CLASS OF WORKER		
Private wage & salary workers	1,328	75.1
Government workers	265	15.0
Self-employed workers in own not incorporated business	168	9.5
Unpaid family workers	8	0.5

Source: U.S. Bureau of the Census, Census 2000

Table IV-2: Tilton Wage Characteristics

INCOME RANGES	NUMBER	PERCENT
By Households	1,346	100
Less than \$10,000	65	4.8
\$10,000 to \$14,999	85	6.3
\$15,000 to \$24,999	202	15.0
\$25,000 to \$34,999	221	16.4
\$35,000 to \$49,999	218	16.2

\$50,000 to \$74,999	401	29.8
\$75,000 to \$99,999	91	6.8
\$100,000 to \$149,999	48	3.6
\$150,000 to \$199,999	12	0.9
\$200,000 or more	3	0.2
Median household income (dollars)	\$41,977	

Source: US Bureau of the Census, Census 2000

Table IV-3: Profile of Educational Characteristics

EDUCATION ATTAINMENT	NUMBER	PERCENT
Population 25 years and over	2,451	100
Less than 9 th grade	141	5.8
9 th to 12 th grade, no diploma	361	14.7
High school graduate (includes equivalency)	893	36.4
Some college, no degree	426	17.4
Associate degree	196	8.0
Bachelor's degree	315	12.9
Graduate or professional degree	119	4.9
Percent high school graduate or higher		79.5
Percent bachelor's degree or higher		17.7

Source: US Bureau of the Census, Census 2000

Census data for 2000 indicate that just over 79.5 % adults 25 years or older had graduated from High School of which 17.7% went on obtain a bachelors degree or higher.

D. OVERVIEW OF HOUSING CHANGES:

Table IV-4 summarizes some of the key housing characteristics for the town of Tilton based on 1990 and 2000 census data. The total number of households (occupied units) grew by only 19 during the entire decade, an increase of only 1.1 percent. There was also a decline in household size; only one, two and three-person households showed net growth in Tilton during the decade, while the number of households with four or more persons declined.

A comparison of growth in housing during the past two decades in Tilton evidences relatively slow growth in the 1990s. Data indicates that about 11 percent of Tilton's housing stock is oriented toward units occupied only seasonally or occasionally. Housing demand is shaped by

regional economic and employment trends and by several demographic factors including age distribution, household size and income.

Housing data from the more recent period of 2000-2004 (most recent data available) shows an increase equal to that of the entire previous decade. In addition, building permits issued in the past 16 years have increased markedly, indicating the potential for a slight increase in population in the next several years. Table IV-5 reflects the building permits issued through 2004.

Table IV-4: Housing Resources for the Town of Tilton, 1990-2000

	1990	2000	Change No.	1990-2000 %	2003	% inc. over 2000
Total housing units	1,612	1,631	19	1.1%	1696	65
HOUSEHOLDS	1,288	1,360	72	5.6%		
By age of Head:						
Under 65	984	1,077	93	9.5%		
Age 65+	304	283	(21)	(6.9%)		
Percent 65+	23.6%	20.8%	---	---		
By Tenure						
Homeowners	842	858	16	1.9%		
Renters	446	502	56	12.6%		
Percent Renters	34.6%	36.9%	---	---		
TOTAL HOUSEHOLDS	1,288	1,360	72	5.6%		
By Persons in Unit						
One	350	382	32	9.1%		
Two	461	498	37	8.0%		
Three	200	217	17	8.5%		
Four	166	153	(13)	(7.8%)		
Five or More	111	110	(01)	(0.9%)		
UNITS BY STRUCTURE TYPE						
Single Family	859	885	26	3.03%	973	88
2 Units	134	164	30	22/3%	453	
3-4 Units	131	120	(11)	(08.3%)		
5 or more Units	164	127	(37)	(22.56%)		

Town of Tilton Master Plan

Mobile Home & Other / Unclassified	324	331	7	2.16%	270	-51
TOTAL	1,612	1,627	15	.93%		
Percent 2+ family units	26.6%	25.3%	---	---		
Percent Mobile Home & Other	20.1%	20.3%	---	---		
Vacant Units	324	271	(53)	(16.35%)		
Seasonal/Migrant/ & Occasional Use	145	186	41	28.28%		
For rent	94	38	(56)	(59.57%)		
For sale	51	22	(29)	(56.86)		
Rented/sold awaiting						
Occupancy & other	34	25	(9)	(26.47%)		
Renter Vacancy rate	17.4%	7.00%	---	---		
Owner vacancy rate	5.7%	2.5%	---	---		

Source: U.S. Census, 1990 and 2000

Table IV-5: Permits Issued Annually

Year	No. of Permits Issued
2004	32
2003	25
2002	32
2001	-2
2000	10
1999	6
1998	6
1997	8
1996	8
1995	4
1994	2
1993	-2
1992	4
1991	2
1990	17

Source: N.H. Economic & Labor Market Information Bureau, 2006

E. EXISTING COMMERCIAL-INDUSTRIAL DEVELOPMENT PATTERN

Industrial development east of Interstate 93 has decreased due to the commercial development that has taken place in that area. Two industrial sites remain for future development.

Commercial uses are now concentrated in the area of Exit 20 and scattered along other portions of Rt. 3/11. The general pattern indicates a concentration of retail and service oriented use near Interstate 93 with other commercial uses to the east of Interstate 93 oriented toward recreational and seasonal uses.

The Downtown area remains centered around small scale retail and service types of business.

F. TILTON TAX BASE AND TAX RATE

Equalized Municipal Tax Rates

The Department of Revenue Administration (DRA) sets equalized tax rates. Each year the DRA surveys property sales throughout the state, and based on the selling prices of the property, the local tax rates are adjusted to reflect changes in the property value. The tax rates that reflect this adjustment are called "Equalized Tax Rates". Equalized tax rates reflect the true market value of property in municipalities so the rates are comparable among municipalities. Local tax rates are not comparable among municipalities. Table IV-6 shows the history of net assessments and the tax rate equalization ratio from 1994 through 2005. In 1999, the New Hampshire legislature passed the State Education Property Tax. Each town contributes an amount equal to \$6.00 per \$1,000 of total equalized value of property in the town using the local assessment process currently in place. The net assessed value on which state property tax is set is also reflected on Table IV-6.

Table IV-6: Town of Tilton Net Assessments, Tax Rate Equalization Ratio, 1994-2003

YEAR	NET ASSESSED VALUE ON WHICH RATE IS SET	NET ASSESSED VALUE ON WHICH STATE PROPERTY TAX IS SET	TAX RATE	EQUALIZATION RATIO
1994	\$ 198,347,457.00		\$ 21.49	139%
1995	\$ 195,288,776.00		\$ 24.62	100%
1996	\$ 202,198,994.00		\$ 24.49	104%
1997	\$ 207,588,486.00		\$ 24.41	104%
1998	\$ 224,277,571.00		\$ 24.99	103%
1999	\$ 235,698,620.00	\$ 226,226,120.00	\$ 22.47	97%
2000	\$ 248,048,640.00	\$ 237,721,400.00	\$ 23.69	99%

2001	\$ 263,236,451.00	\$ 251,646,251.00	\$ 24.58	90%
2002	\$ 282,243,222.00	\$ 270,832,822.00	\$ 25.60	77%
2003	\$ 298,084,735.00	\$ 286,907,735.00	\$ 25.73	77%
2004	\$ 313,354,672		\$ 28.50	66.01%
2005	\$ 519,135,211		\$ 17.30	99.03%

Source: Assessors Office, Tilton, NH

G. INFRASTRUCTURE

Tilton's principal infrastructure assets center on its highway network, including excellent regional accessibility via Interstate 93, at a location which provides a significant inflow of seasonal traffic to the region and the town, as well as easy access for trucking and distribution.

Tilton's second major infrastructure advantage is ample capacity for new sewer connections and an expanding program of sewer main installation, which will ultimately serve most of the town. For commercial-industrial development sites, the town has relied upon landowners and developers to pay all the costs of extending sewer mains to service their sites. The potential exists for public investment in supporting the extension of utilities to new industrial or commercial sites in desired locations.

In 2005, the citizens of Tilton and Northfield that were customers of the water supplier for the area, the Tilton-Northfield Aqueduct Company, voted to form a water district and purchase the privately owned water company. This process was completed in 200X, and Tilton is now served by a municipal, not-for-profit entity controlled by its users. Many sites that have developed in recent years along Rte. 3 have relied on development of on-site water supplies, which reduce the efficiency of land development and reduce their relative attractiveness to water-using industries. Lack of public water supply in these areas mean that each developer of a new site must either pay for all capital costs of the service extension to the site, or make arrangements for individual, on-site water (fire ponds or cisterns) for fire fighting capacity. The lack of a public water supply in an area of high market potential could reduce the efficiency of development. The newly elected commissioners of the water district are working with developers to extend service to serve both new developments as well as the community. As a result, service will now expand further down Route 3 east of Exit 20 to the Hampton Inn that is being built at the site of the former Tilton 500.

H. LOCATION ADVANTAGES

Tilton's location at the gateway to the Lakes Region provides the economic opportunity for the town to host businesses serving the seasonal influx of travelers to the region. The area east of Interstate 93 captures a significant amount of through and seasonal-oriented traffic. While Tilton only has a small base of seasonal and second homes, it contains a number of businesses serving seasonal residents, as well as vacation weekend travelers and boaters. Recent development for sites on Rt. 3/11 near Interstate 93 reflect increasing interest in business investments designed to capture a portion of retail and seasonal traffic trade.

In addition, the retail development of recent years has made Tilton the center of commerce for many communities to its west. Those who used to travel to Concord now can be found shopping and working in Tilton's retail developments.

I. DEVELOPABLE LAND RESOURCES

Tilton has land resources suited to commercial and industrial development. There is an industrial park on Sanborn Road that, up until now, has been slow to develop. One reason for this is the lack of water service to the area.

Commercial growth around Exit 20 has blossomed during the past 16 years. Although a large portion of the area along Rt. 3 has been developed, there are still small parcels that are developable. The area of Rt. 3 west of Exit 20 has a large track of land available for commercial development. Further to the east of Exit 20 are additional lands, some with lake frontage, lake views and access via Rt. 3/11, with good potential for seasonal uses for tourism and recreation. Though there are fewer parcels of undeveloped land remaining due to recent development activity, redevelopment of existing older sites has begun and will likely continue along Route 3 east of Exit 20. The citizens of the town have indicated their desire to prevent development from creating a sea of neon by enacting sign ordinances that limit the use of moving and multi-colored signage, and further development should be mindful of this. Doing so will keep Tilton an appealing destination for quality developments and prevent the town from turning into a place that visitors shop in but choose not to reside in, due to quality of life issues.

There are some lands west of the high school along Rt. 3/11 with the potential for commercial development. Existing sites are also now being redeveloped. Major road improvements to this stretch of Route 3/11 by the State Department of Transportation, as well as a recently approved cluster housing development on nearby Clark Road might impact the types of businesses that choose to settle on that stretch of road. This particular area could be a combination of local retail and service oriented business as well as public or institutional type business such as churches, schools, hospitals, nursing homes and public works facilities. However, at the present time, there is no municipal sewer service available west of the high school. Providing sewer services west of the high school would create a more desirable area for development in that area as well.

J. TILTON DOWNTOWN NATIONAL HISTORIC DISTRICT

The Tilton downtown is a center for mixed uses including office, retail, government use, and the location of the Tilton School. The Tilton Downtown National Historic District comprises a portion of the downtown between Church Street and the Winnepesaukee River, and includes several nineteenth century buildings on Main Street. The Winnepesaukee River represents a positive visual amenity for the downtown and its historic structures.

The Tilton downtown has experienced a resurgence of evolving retail business activity and services. Through the hard work of determined citizens, Tilton was accepted into the Main Street program in May of 2000. The Tilton Main Street Program is designed to improve economic management, strengthen participation, and make downtown a place that people want to visit in

its own right. A vital Main Street can mean the establishment of profitable businesses, the creation of jobs, and a stronger tax base for the community.

Through promotion and organization, people have witnessed a steady growth in Tilton's downtown, with many of the empty storefronts being occupied to help create a more viable and interesting downtown for patrons as well as shop owners.

Since the Main Street Program has been in Tilton, the directors and volunteers have worked to create grants for helping local business in various ways, create a small park on the corner of Main and Park Street, write and distribute informational and news flyers, hold fund raising events, plant flowers for the beautification of the downtown area and numerous other services geared toward the betterment of the Tilton downtown. The Main Street organization and merchants have undertaken the enhancement of Tilton's downtown to help make it more attractive as a location for professional offices and small specialty retail uses. Private investment in buildings should help improve these assets.

TMS program has made great strides toward revitalizing historic downtown Tilton since its inception in 2000. Though many businesses have come and gone since 2000, there has been no shortage of individuals willing to set up shop in Tilton in an effort to find the right fit. The achievements of the Tilton Main Street Program have been recognized by the National Trust for Historic Preservation's National Main Street Center. In August 2005, it awarded the Tilton Main Street Program national accreditation. Among other factors, this accreditation is based on the economic progress and preservation of historic buildings that has been accomplished by the program. The economic progress as reported by the NH Main Street Center, a delegate organization of the Community Development Finance Authority, is shown in Table IV-7.

Table IV-7: Reinvestment in Historic Downtown Tilton Since 2005

Year	Public Improvement Reinvestment (\$)	Building Improvements (\$)	New Construction (\$)	Real Estate Sold (\$)	No. New Businesses	No. New Jobs Created
2000	4,600	403,900	0	222,000	3	4
2001	612,850	467,000	0	325,000	5	9
2002	0	13,062	0	590,000	5	6
2003	0	205,478	196,000	715,000	7	33
2004	6,155	33,175	0	642,000	4	7
2005	0	176,996	0	0	9	26
Total	623,605	1,299,611	196,000	2,494,000	33	85

Source: NH Main Street Center, Community Development Finance Authority, State of NH.

Various improvements such as the small park, façade improvements, future walking trails linking the river and historic sites, and interpretive guidepost signs to historic buildings can make the downtown more attractive for office locations, local specialty retail and restaurant uses serving area residents and tourists.

To serve local office and retail, as well as visitor-oriented markets, the downtown must maintain a pedestrian friendly environment integrated with the surrounding village residential areas. The historic character of individual downtown buildings should be retained by façade restoration, and a cohesive sense of place should be conveyed by the relationship between buildings and public space (parks, pedestrian ways, and parking). Public improvements which encourage local foot traffic from within the village centers of Tilton and Northfield to the downtown, supported by adequate public parking for visitors and clients of local businesses can leverage new private investment in downtown buildings. Finally, efforts to make downtown Tilton a destination rather than a thoroughfare to other locations should be supported and encouraged.

K. LOCAL GOVERNMENT CAPITAL IMPROVEMENTS PROGRAM

Prior to 2004, Tilton had not engaged in a coordinated program of capital improvements designed to support economic development. However, the Lakes Region Planning Commission has been retained to assist Tilton in developing a Capital Improvement Plan. The voters indicated that the Planning Board should form a subcommittee and work to develop this plan and make recommendations to the Selectmen. As of the date of this publication, the committee has been established and invitations for submitting projects have been mailed out. Public investments may be in the form of direct property acquisition, industrial park development, and property redevelopment activities, as well as expenditures for community facilities and public amenities that provide incentives for private investment. Public expenditures for the extension of sewer lines or the construction of roads to access industrial sites are direct methods of investment to achieve economic development objectives. Investments may be leveraged through more indirect means such as development of public parking in and near the downtown, acquisition and development of passive park space, and construction of pedestrian amenities.

L. TILTON OVERALL ECONOMIC STRATEGY

While Tilton cannot plan the future regional economy, it can channel economic growth opportunities through strategic capital investments and land allocation. The economic strategy must be aimed at creating diversity of economic opportunities and should not rely upon a single economic sector.

While capturing a share of manufacturing jobs remains important to the Tilton-Northfield area, manufacturing employment is expected to supply only a small fraction of future job growth in New Hampshire. All net gain in employment within the two towns during the 1990-2000 period has been the result of growth in non-manufacturing employment.

Industrial Centers

A potential land use conflict may occur if heavier industrial uses are permitted alongside areas with regional retail potential. Buffers between industrial and commercial uses should be considered in order to preserve the appeal of the area to the traveler while allowing for industrial development less visible from the highway. In general, land development with direct Rts. 3/11 frontage has been oriented toward retail, lodging, and recreational uses which would need highway exposure. There is an ample supply of industrial land in Tilton to sustain anticipated future development.

Retail, Lodging Services and Recreation Focus

The portion of Rt. 3/11 east of the Lochmere Country Club to the Mosquito Bridge already has an orientation toward seasonal homes, resort, and recreational development. The area contains developable parcels with lake frontage and recreational/commercial potential. This area should continue to emphasize uses and land regulations which support seasonal tourism and recreation, but which also act to protect and enhance the amenity value of open space, lake frontage and lake views. The town should also acquire land or leverage public access to a public swimming area, preferably on Lake Winnisquam as appropriate sites for public beach uses are few and need to be explored before public options are precluded by new private development.

Retail and Services with Local Market Focus

A portion of areas along Rt. 3/11 should provide for limited convenience retail and service needs of local and area residents. Parts of Rt. 3/11 between the Franklin line and the Winnisquam Regional High School provide potential locations for smaller retail and service oriented businesses.

Future planning for the easterly portion of town should allow for a cluster of retail/service uses serving Lochmere village area and the “East Tilton” area. These areas represent a concentration of residential uses that may benefit from local convenience stores as well as a multi-purpose center.

Downtown Office and Specialty Retail: Historic Focus

Tilton needs to improve the overall character of the prestige value of the downtown in order to attract and retain a core of professional offices, business services, and small specialty retail uses. The attraction of the downtown to support professional and small specialty retail uses can be re-enforced by investment in the restoration of the existing historical buildings as well as the buildings not listed on the National Registry. These investments will be essential to the future of the downtown area. A detailed parking inventory should also be made and compared to the overall parking demand for downtown uses assuming maximum utilization of the downtown buildings.

To make downtown Tilton a destination rather than a thoroughfare to other destinations, and to court or simply attract viable businesses that will draw traffic downtown, the town would benefit greatly by addressing several issues. These are identified in the recommendations section.

M. SUMMARY OF FINDINGS

Tilton's taxable valuation per capita has improved as a result of the economic growth of commercial development. This has established a relatively strong tax base. Tilton's chief economic assets include its location and accessibility, as well as its position at the gateway of the Lakes Region, hosting a significant amount of visitor traffic. Tilton also has several major developable industrial and commercial sites with good regional accessibility. These advantages should be strengthened by the extension of public water and sewer services to maximize the efficiency of new development, to enhance the competitiveness of Tilton sites, and to improve public safety and fire protection services.

A unique, irreplaceable asset for Tilton's economic future is its downtown, the core of which comprises a National Historic District with river frontage. The downtown offers a strategic economic asset.

Increases in commercial development required the town to increase its efforts to maintain good traffic control and visual quality in and around the Rt. 3/11 corridor near Exit 20. Improved signage regulations and more specific site development standards were put into place to help preserve the community character.

Development is expected to continue increasing due to the migration of the population into the area seeking lower priced land along with the willingness of developers to subdivide and build new roads.

N. RECOMMENDATIONS:

The town will need to maintain and continue to development and the recently adopted Capital Improvement Plan in order to plan for those infrastructure improvements that continued growth will require. These items will likely include sewer expansion, school improvements, police and fire department improvements, quality of life improvements such as recreational spaces, and improvements to the historic downtown, as well as other important projects identified throughout the town.

The town should continue to support the Tilton Main Street Program efforts to protect and grow the town's economic resource that is its historic downtown. Efforts to explore the possibilities of protection and preservation of our historic resources should be undertaken; the town should work to identify any grant and funding opportunities that can be used in this effort.

The town should seriously consider taking steps to make the historic downtown a destination for shoppers and residents by addressing the following issues:

- Safety: Encourage town to increase downtown police presence to give the shoppers the feeling that they are safe and not at risk while shopping downtown.
- Parking solutions: Create additional municipal parking, and re-sign or clearly indicate the existing municipal parking available to shoppers.
- Speed limit reduction: Work in conjunction with the state to reduce the speed limit through methods available in order to alleviate the dangerous traffic flow that currently runs through downtown.
- Alternative transportation: Long range plans should include some sort of alternative such as a bus stop on an existing route (like GLTA).

In order to develop housing for all incoming ranges, density incentives for affordable housing should be incorporated into town zoning ordinances. And so that the town is prepared for the future, it would be wise for Tilton to begin to explore how best to manage the rate of growth to minimize the impact on the town's infrastructure and to make sure it does not detract from the stability of the community.

Finally, it will be important for the town to continually promote commercial and industrial opportunities in the designated zones for job creation and to allow members of the community the opportunity to sustain personal income.