TOWN OF HAMPTON
MASTER PLAN
MARCH 2003 REVISIONS
TO THE FOLLOWING CHAPTERS:

CHAPTER 2, SECTION 2.1 – EXISTING LAND USE
CHAPTER 3 – TRANSPORTATION SYSTEMS
CHAPTER 6, SECTION 6.2 – SOILS AND CONSTRUCTION MATERIALS

CERTIFICATE OF ADOPTION

The Town of Hampton's Master Plan was amended by the adoption of the listed chapters and sections on March 19, 2003 by a majority vote of the Hampton Planning Board, in accordance with NH RSA 675:6, following a public hearing held on March 19, 2003.

Certified by the Hampton Planning Board:

Chairman

Vice-Chair

Clerk

Thomas Higgins

Keith Lessard

John J. Lessard

Board of Selectman Representative

Date: March 19, 2003

HAMPTON PLANNING BOARD MEMBERS:

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CHAPTER 2 - LAND USE

Land use can be thought of as the point of physical interaction with the environment. More than that, though, it plays a vital role in defining the physical, economic, social and cultural development of the community. For this reason, the consideration of both existing and future land use is among the most important subjects to consider in the master planning process.

2.1 EXISTING LAND USE

This section examines existing land uses in Hampton, past and present, and analyzes the trends that affect the way land is used. An existing land use map is presented, using information from the Town's tax assessor database, to serve as an inventory of the present day development patterns in Hampton. This map provides valuable information on the location and type of specific activities and the overall pattern and configuration of land uses in Hampton.

2.1.1 Historical Land Use Trends

Hampton's land use pattern has changed over time from an agricultural community to a more urban community. The amount of farmland and forested land has continued to decrease as the population has grown. Concentrated areas of development in Hampton are found along the coast and along U.S. Route 1. These areas contain most of the businesses in town.

Industry historically located near railroad tracks, but as the importance of railroads has diminished, industry has spread to areas west of the tracks which afford access to highways and where large portions of land are zoned industrial. Hampton is fortunate to have attracted several large corporations which have located their corporate offices in industrial areas of town.

The development of Hampton as a beach resort area began by the end of the 19th century and has been thriving ever since. The majority of residences along the coast were originally seasonal homes, but as time progresses many are rapidly being converted to year-round residences. The beach area no longer closes down for the winter, which has resulted in the need for town services throughout the year. These trends can be expected to continue as the population in the Seacoast region increases.

Hampton's proximity to the urban areas of Boston and Portsmouth has made the Town increasingly attractive to development. New home construction has continued and along with it infrastructure has been expanded, in many cases with private dollars. The area from the Hampton Beach Precinct to Route 1 is heavily developed with mostly single-family, year-round homes. Multi-family homes are also scattered throughout this area wherever they are allowed by zoning. The area between Route 1 and Interstate 95 experienced many new residential subdivisions during the 1980s, but the area west of Interstate 95 is still sparsely settled. This pattern of land use is closely related to the location of sewer and water lines, as would be expected.

As the Town's population has grown over the past several decades, land uses have changed to accommodate that growth. In 1987 a comprehensive survey of land use changes over several decades was conducted by the N.H. Agricultural Experiment Station of the University of New Hampshire. Using aerial photographs from the U.S. Agricultural Stabilization and Conservation Service, the report categorized six land use classes for each community in Rockingham County for the years 1953, 1974 and 1982. **Table ELU-1** presents land use by acreage calculated in the study; **Figure ELU-1** is a graphic representation of the change in land use over the study's time period.

TABLE ELU-1
LAND USE CHANGE: 1953, 1974 AND 1982
TOWN OF HAMPTON
(units shown in acres)

Land use category	1953	1974	1982	% Change
Agriculture	620	135	75	-87.9%
Forest	3,350	2,705	1,580	-52.8%
Developed	2,445	3,680	5,330	118.0%
Idle[1]	370	170	0	-100%
Other[2]	1,755	1,850	1,555	-11.4%
Water	365	365	365	0.0%

Source: "Land Use Change: Rockingham County", Befort, Luloff and Morrone, University of New Hampshire, 1987
Note: Total acreage according to study: 8,905 acres

The study summarizes the broad change that has occurred in land use patterns from after World War II to the early 1980s. Several dramatic trends are evident from studying the data. The information shows that during the time period 1953-1982 the amount of developed area grew by nearly 120%, while the land in agriculture and forestry declined by 88% and 53%, respectively.

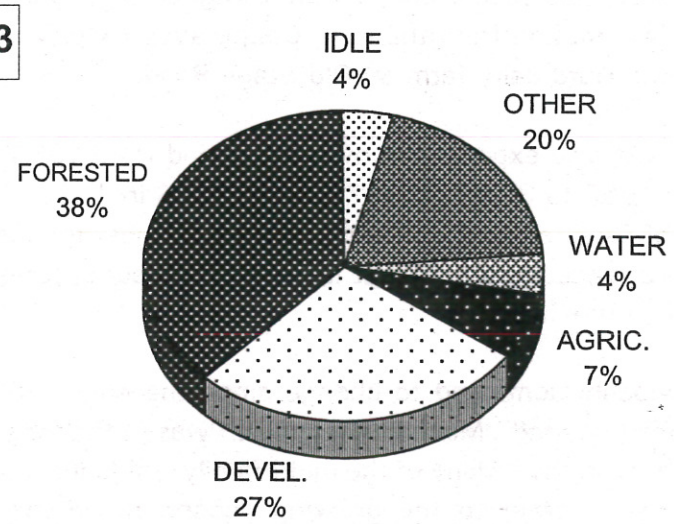
In 1953, developed land represented 27.5% of Hampton's total acreage; by 1974 that number increased to 41.3%. The report estimated that approximately 60% of the Town's total land area was developed by 1982. Of the 5,330 acres of land developed by 1982, over 9% was used for agriculture and 35% was forested land in 1953.

[1]Former agricultural land reverting to forest, and cutover forest land.

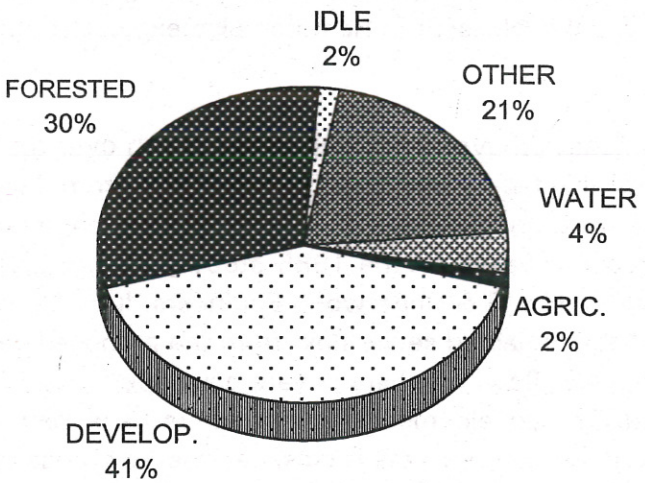
[2]Swamps, marshland, beaches, open sand areas and bare rock areas.

FIGURE ELU-1
LAND USE: 1953, 1974 AND 1982

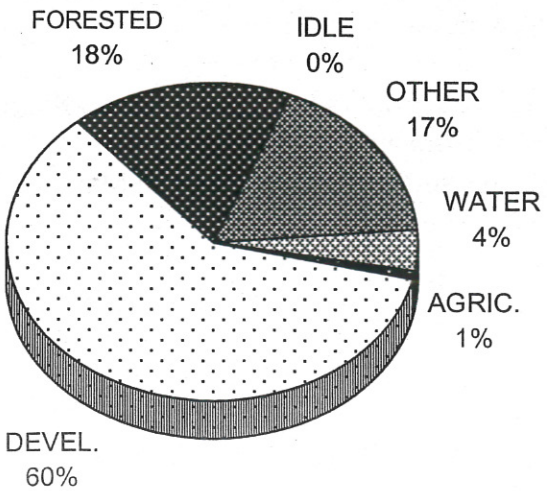
1953



1974



1982



The loss of agricultural land over time is quite evident. The study found that the total amount of agricultural land in Hampton decreased from 7% in 1953 to 1.5% in 1974, and to less than 1% in 1982. This represented a nine-fold decrease in the amount of agricultural land in Hampton in less than 30 years. According to information from the N.H. Cooperative Extension Service, the only remaining farm in Hampton is the Hurd dairy farm on Old Stage Road.

A similar loss of forested land was also experienced over the period from 1953 to 1982. Forested land decreased from 37.6% in 1953 to 30.4% in 1974, and 17.7% in 1982. That represented a 53% decrease in the amount of forested land. In terms of percentages, the loss of forested land was less dramatic than the loss of agricultural land, but the actual number of forested acres lost was almost three times that of agricultural land.

Land use in Hampton has obviously continued to change since the early 1980s, as a result of substantial growth that has since occurred. Much of the growth was in the form of new residential units -- both single-family and multi-family. Many of the multi-family residential units were converted into condominiums in an effort to cater to the growing second home market. Commercial development occurred along Route 1 and at Hampton Beach. The second half of the 1980s saw much of the office space constructed earlier in the decade become vacant due to the economic recession. Industrial development occurred mostly in the existing industrial park off Towle Farm Road. Some of the large industrial businesses in Hampton also expanded their existing buildings at their present locations.

One factor that has had an impact on overall development growth over the past two decades are the various sewer moratoriums enacted by the Board of Selectmen from 1986 through the present day. Moratoriums have in the past, and continue to, affect development in areas of the Town with sewer lines that are over capacity, based on the 1985 study 201 Facilities Plan for Wastewater Collection and Treatment, prepared by G & Underwood Engineers, Inc. New development in these areas has been allowed only if the projected sewer flow from the proposed development is less than or equal to the existing use's sewer flow, or where private developers pay for the necessary sewer infrastructure to accommodate the development. Homeowners have been restricted from adding new bedrooms and hotels could not add any new rooms. As the Town has appropriated funds over the years to pay for upgrades to the sewer lines and pump stations in the moratorium areas and the construction was completed, moratoriums have been lifted. Even with the restrictions in place, Hampton has experienced considerable growth. It is difficult to measure the overall impact of the moratorium on development in Hampton.

Currently, the Town's only sewer moratorium is in place for the Kings Highway area bound by 6th St., High St., between the Atlantic Ocean and the marsh. A warrant article requesting funds for sewer upgrades for this area was passed by Town Meeting in March 2003. Once the improvements are completed, the moratorium is expected to be removed.

2.1.2 Existing Conditions

An existing land use map (**Map ELU-1**) was prepared by the Rockingham Planning Commission utilizing data from the Town of Hampton Assessor's 2001 database. It should be noted that the land use analysis presented in the above section has little direct comparison value to the existing land use data presented in this section. While the land use categories and approaches to quantifying land use differ, however, the trends shown are clear and useful to understanding the changes that have occurred and continue to occur in Hampton.

Map ELU-1 depicts parcel-based land uses, and as such is based on property boundaries. Using this approach to land use mapping, the entirety of an individual parcel will be categorized as a single use. For example, even if a five acre residential parcel contains a single-family home and associated improvements on only one acre, and the remaining four acres of land are forested, the entire parcel is classified as Single Family.

For simplicity of discussion and analysis, the Town's data was collapsed into 11 land use classifications as shown on Map ELU-1 and described below:

Single-family - Single-family structures, condominiums and mobile homes.

Multi-family - Two-family and greater structures.

Commercial - Retail establishments, hotels, services and professional offices.

Industrial - Manufacturing and other industrial building and warehousing facilities.

Government - Town, state and federal land and/or facilities.

Institutional - Schools, churches, nursing homes and fraternal organizations.

Transportation, Communication - Road rights of way, railroads.

Outdoor recreation - Parks, campgrounds and outdoor tennis courts.

Agricultural - Farm buildings.

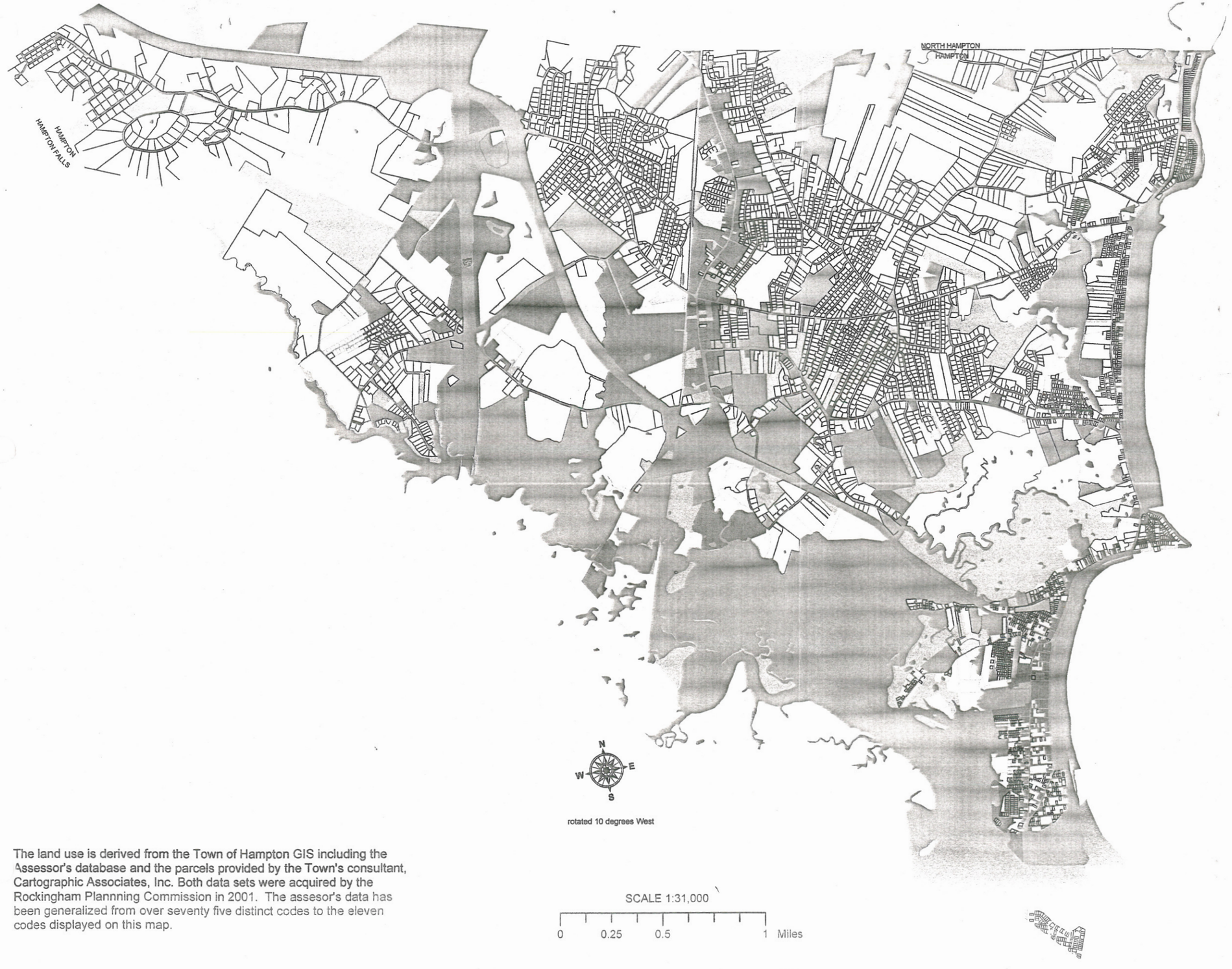
Undeveloped land - Undeveloped and undevelopable land, including farmland.

Other - Other uses not included above.

An estimate of the number of acres for each category in 2001 was calculated based on Geographic Information System acreage computations, and are shown in **Table ELU-2** below. As shown, the largest single category of land use in Hampton is single-family residential, which accounts for about 34% of the Town's land area. The second largest category is undeveloped land, with 17% of the land area. It is important to note that land in the undeveloped category may include protected conservation land, but also includes land that is potentially developable. Government and Institutional uses combined comprise about 17% of Hampton's land, and Transportation/ Communication account for an additional 10%. Commercial and industrial land uses represent 4% and 1% respectively.

INSERT MAP ELU-1
PARCEL BASED LAND USE

Map ELU-1
Parcel Based Land Use
Hampton, New Hampshire
February 14, 2003



rotated 10 degrees West

SCALE 1:31,000

0 0.25 0.5 1 Miles

The land use is derived from the Town of Hampton GIS including the Assessor's database and the parcels provided by the Town's consultant, Cartographic Associates, Inc. Both data sets were acquired by the Rockingham Plannning Commission in 2001. The assesor's data has been generalized from over seventy five distinct codes to the eleven codes displayed on this map.

LEGEND

Land Use Types

- Single Family
- Multi Family
- Commercial
- Industrial
- Government
- Institutional
- Transportation, Communication
- Outdoor Recreation
- Agricultural
- Other
- Undeveloped Land
- Surface Water

MAP DATA SOURCES

Base Features

Base features (transportation, political and hydrographic) were automated from the USGS Digital Line Graph data, 1:24,000, as archived in the GRANIT database at Complex Systems Research Center, Institute for the study of Earth, Oceans and Space, University of New Hampshire, Durham, NH; 1992-1999. The roads within the Rockingham Planning Region have been updated by Rockingham Planning Commission and by NH Department of Transportation through ongoing efforts.

This map was funded by a grant from the New Hampshire Coastal Program pursuant to the National Oceanic and Atmospheric Administration Award (NA17OZ1129)
June 2002, New Hampshire Office of State Planning, Rockingham Planning Commission

GRANIT GEOGRAPHIC INFORMATION SYSTEM

Rockingham Planning Commission

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TABLE ELU-2
EXISTING LAND USE, 2001
TOWN OF HAMPTON

Land Use Category	Acres	% of total
Single-family	3,063	34%
Multi-family	268	3%
Commercial	394	4%
Industrial	104	1%
Government	1,320	15%
Institutional	196	2%
Transportation / Communication	920	10%
Outdoor recreation	26	<1%
Agricultural	2	<1%
Other	1,086	12%
Undeveloped land	1,504	17%
Total	**8,883**	**100.0%**

Source: Town of Hampton Tax Assessor's database, 2001

The distribution of land uses as depicted on Map ELU-1 shows concentrated patterns of development throughout most of the eastern part of the Town, particularly along the coastline and Route 1, and stretching out from NH 27/High Street from the town center. This pattern is reinforced by the service area for public sewer and water. The remainder of the Town is dominated by large areas of wetland, and in the western side of Town, lower density residential use, industrial development and a few remaining larger undeveloped parcels.

There are some organizational features in the Tax Assessor's current database which make its use not entirely conducive for planning purposes. For example, the current data structure does not easily identify active agricultural lands or mixed residential-commercial uses. Both of these are land use categories that the Board may wish to see developed to support future planning efforts. The ability exists for the Town Assessor's office to structure the data set to support planning efforts and analysis. A revaluation is scheduled for 2007; this creates the opportunity for the Planning Board and other Town boards and departments to coordinate with the Assessor's office to discuss data needs.

Over the years, the growth in commercial and industrial development in Hampton has not kept pace with residential growth, resulting in Hampton becoming a more residential community. This trend

is illustrated in a comparison of the percentage of taxable valuation attributed to residential versus commercial/industrial properties over the last decade, shown in **Table ELU-3** below. The amount of residential properties as a percentage of the Town's taxable valuation increased from 73% in 1991 to about 81% in 2001, while the share of commercial/industrial properties dropped from 25% to 18% of taxable valuation.

TABLE ELU-3: TAXABLE VALUATION BREAKDOWN
1991, 1998 AND 2001

	1991		1998		2001	
	Count	% of taxable valuation	Count	% of taxable valuation	Count	% of taxable valuation
Single-family homes	4,342	54.093	4,610	58.691	4,758	59.916
Mobile homes	266	0.854	326	0.800	322	0.808
Multi-family	318	6.384	318	5.219	367	5.388
Res. condos	1,711	11.881	1,820	12.243	2,048	14.625
Total Residential	*6,635*	*73.212*	*7,174*	*76.953*	*7,495*	*80.737*
Commercial	360	13.886	346	11.486	348	11.460
Industrial	18	1.764	16	1.949	2	2.250
Utilities	--	7.409	--	6.819	--	3.092
Commer/Ind condos	213	1.527	216	1.092	208	1.103
Total Commercial/Indust	*591*	*24.586*	*578*	*21.346*	*582*	*17.905*

Source: Hampton Town Reports

2.1.3 Relationship of Zoning to Existing Land Use

One of the main reasons for conducting a land use survey is to compare the results with the zoning districts that the Town has adopted. The purpose of zoning is to regulate the location of various types of land use and to avoid the costs and hardships to the Town and citizens that can result from unwise land use. Zoning should represent the community's plan for particular land areas. In many towns, this plan is often different from actual land use for a few key reasons:

1. Boards of Adjustment decisions allowing variance from established zoning.

2. Pre-existing uses which now constitute non-conforming uses.

3. The exploitation of loopholes in the zoning language.

4. In order to achieve a planning objective, towns may encourages growth or change in a district.

As the actual land use comes to contradict the zoning prescribed for a parcel, zoning changes have often been proposed. This practice has allowed the spread of commercial uses, which creates

conflict with the residential uses. The creation of a transitional zone that allows a mixture of residential uses and low impact commercial uses, such as a professional business office zone, might be a way to keep the two land uses separate. This is important because the placement of incompatible land uses adjacent to each other oftentimes results in a decrease in property values. The solution to such problems lies in the careful consideration of any future zoning changes. Any such changes should be compatible with the policies set forth in the Master Plan. Amendments to any zoning ordinance are necessary to reflect changing circumstances. However, those changes must be based on a thorough investigation of the community's policies and the implications of such changes for the community's character.

The Hampton Zoning Map was adopted in 1972 and has been amended over the years. For this reason, the zoning districts match up fairly well with the actual land use. There are some non-conforming uses that were grandfathered in, such as undersized lots and parking areas in the Business/Seasonal districts. Since these businesses are located in prime areas, it is unlikely that the owners will let the use lapse. Therefore, the uses can be expected to remain in place for quite some time. Another reason for differences between the zoning and actual land use is the number of use variances granted by the Zoning Board of Adjustment over the years. Another observation is that a good portion of the industrial land is not presently served by public utilities and has poor access to Interstate 95, which has only one on-ramp in Hampton. Extending these services would be paid for by any industry that decided to locate there, which might discourage some from considering Hampton.

The land use map can give a picture of the existing land uses, but only good land use regulations and enforcement procedures can assure that the future land use is consistent with the Town's wishes.

2.1.4 Recommendations

1. The Planning Board should coordinate with the Tax Assessor's office prior to the 2007 revaluation to discuss the Board's information needs. This might include refinements to the current land use classification system, or the creation of mixed-use land use code, in order to better map and track land uses in Hampton.

2.2 FUTURE LAND USE

(to be developed in 2003-04)

Notes:

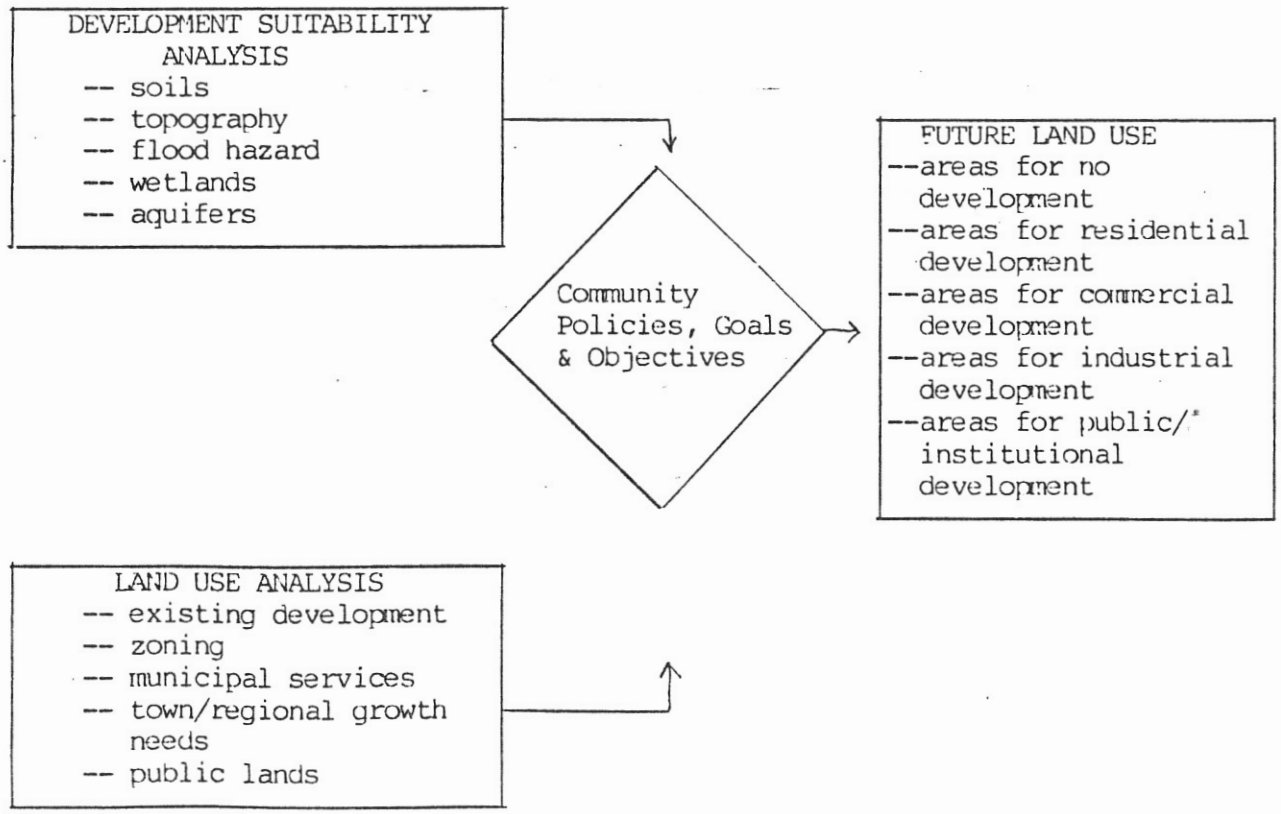
Future Land Use

FUTURE LAND USE

INTRODUCTION

As has been described, the goal of the master planning process is to develop a workable plan to guide the future growth and development of Hampton. The plan must be both general and specific. As a "policy document" it must establish general policies and goals with which to guide development. As a "plan" it must go further and specify land areas where certain types of development should be encouraged, where certain types should be limited, and where it should be prohibited. The plan must also indicate what types of development should be encouraged to achieve the desired goals as outlined in the Goals and Objectives section. The purpose of the future land use section is to address these specifics.

Formulating the future land use plan requires a careful synthesis of all other parts of the master plan. The evaluation must take into account existing natural features such as soil, topography, wetlands and other indicators of development suitability, as well as Hampton's existing land use patterns and trends.



The joining of the two analyses leads to a plan or map of future land use, showing areas recommended for development and areas that should remain undeveloped.

DEVELOPMENT SUITABILITY ANALYSIS

Preferred locations for development are those areas where there are fewest natural development constraints. Each of the physical characteristics of the land poses varying limitations on development. By identifying each of these limiting characteristics and determining their affect on development, it is possible to derive a future land use plan.

Development should be directed away from areas which have natural development constraints. The following indicates where development should be closely regulated.

1. Flood Hazard Areas: In January of 1985, the Federal Emergency Management Agency (FEMA) presented new maps called Flood Insurance Rate Maps (FIRM) to Hampton for review and comment. These maps show the location of flood hazard areas and the elevation of flood waters that would result from a storm of 100 year frequency. These maps were compiled using results from storm hydrology studies conducted on Hampton's coastline and major rivers and ponds. Flood boundary areas and elevations shown on FIRM maps are sufficiently accurate to form the basis of land use regulations to limit development in these areas.

   As discussed in the Water Resources section, development in flood hazard areas must meet certain flood protection measures before it will be allowed. Although development is not prohibited in these areas, it is regulated because: 1) the associated risks of damage to life and property; 2) construction in floodplains reduces flood storage capacity thus worsening flood conditions elsewhere; and 3) the inundation of subsurface sewage disposal systems can cause water pollution and a public health hazard.
   The development constraints for flood hazard areas vary according to the severity of the flooding. In areas of wave action along the coast, called velocity or V zones, all construction is prohibited. In the 100-year flood zone, construction is permitted as long as it is built above the probable flood level.

2. Areas With Severe Soil Limitations for Septic Systems: Hampton is burdened with soils of poor or limited development capacity. To overcome this, an extensive sewer system has been built over the years to serve the heavily developed areas. Because of the cost of sewer construction and maintenance the sewer system has not kept pace with the spread of development. Many outlying areas of Town will not be sewered for many years. If municipal sewer is not available, the ability to adequately site a septic system on lot is the most important consideration in determining development suitability.

   As discussed in the Hampton Soils section, an objective and scientifically based system exists for evaluating the relative potential of land for septic system siting. The rating system (Soil Potential Ratings for Septic Systems, RCCD, 1982) establishes a 5-level scale of soil potential ranging from very high to very low suitability. Soils that have a "very low" rating are economically unfeasible for development due to the existence of wetlands or severe slopes. Almost 40% of Hampton soils are in this category. Regardless of economic feasibility, it is clear that land classified as having very low potential is not suitable for development under any reasonable standards. The development of such land only invites hazards to public health.

Soils that have "low" potential are limited due to one or more of the following factors: slope, shallow depth to bedrock, seasonal wetness or slow percolation rate. If municipal sewer is available, development could be sited in these areas. If no sewer is available, these natural limitations can be overcome by modifying the site to comply with minimum State septic siting requirements, but only at high cost. These areas, which comprise only 3% of Hampton's soils, are suited for low density development only.

3. Wetlands: The importance of preserving and protecting wetlands is well established. Hampton's large wetland areas are discussed in the Water Resource section and the Open Space and Land Conservation section.

   Aside from the importance of preserving wetlands, it is equally important to prevent building in such areas because of the potential impact on water quality and public health. Wetlands exist where groundwater is at or near the surface of the ground for seven months or more of the year. Failed septic systems constructed in or near wetlands can readily cause groundwater contamination. All septic systems must be located at a safe minimum distance from wetlands, surface waters and groundwater. Even if municipal sewer is available, a reasonable buffer zone should be maintained.

4. Aquifer Recharge Zones: The areas delineated as aquifers on the Water Resources Map also indicate the approximate recharge zones for these aquifers. This correlation is generally true for sand and gravel or "surficial" aquifers found in southeastern New Hampshire. Aquifer recharge zones are poorly suited for many types of development due to the potential for contamination of large water supplies. Vulnerability to contamination is particularly high in land overlying sand and gravel aquifers due to the high permeability of the associated soil types. Contaminants can spread rapidly into the aquifer and destroy it as a water supply.

   Since the water supply of many residents is pumped from the Hampton Water Works wells located in the aquifer recharge zones, the protection of these aquifers is of great importance to the Town. Strict aquifer protection standards requiring low density, minimal lot coverage, and prohibiting contaminant-prone uses are necessary in these areas.

5. Stormwater Drainage: Since Hampton has many low-lying areas with a high water table, drainage problems can also be an inhibiting factor for development. As more land is built upon and paved over, there is less area available for stormwater runoff. Inadequate drainage plans for subdivisions can lead to flooded basements and lawns. Each lot should be able to handle its own stormwater runoff on-site or have access to the Town's stormwater drainage system. Good engineering and careful planning should be able to provide adequate drainage for almost any buildable lot.

6. Additional Factors: Other factors not related to physical capability, such as highway access, compatibility with surrounding uses, the extent of municipal services, and existing zoning regulations, should also determine the suitability of specific parcels for a proposed use.

LAND USE ANALYSIS

To determine the optimum plan to guide future development, a variety of factors must be taken into account. Land use analysis incorporate factors such as current land use, developed land, natural systems (steep slopes, flood plains, wetlands, soils, etc.), zoning, traffic, existing and anticipated municipal services, and community policies.

A. Residential Development

Residential development in Hampton can be divided into by six types: 1) scattered development along older town roads and state highways; 2) dense seasonal and year-round cottages and condominium development in the beach area; 3) older single family homes near the center of town; 4) newer single family homes built in planned subdivisions; 5) multi-family housing served by the Town sewer system; and 6) mobile homes.

Historically, most of Hampton's year-round residential development was located near the center of town adjacent to the downtown. However, in the past 30 years it has shifted eastward because of the extension of sewer lines and seasonal development being converted to year-round use. Housing growth has been tremendous over the past three decades. The early part of this period saw mostly single family home construction but, since 1970, the greatest growth has been in multi-family units, with the number tripling between 1970 and 1982. A boom in condominium construction has accounted for a large part of this growth.

Hampton's location between the Portsmouth and Boston metropolitan area job market and near Interstate 95 has contributed greatly to its expanding residential development. There is every indication that pressure for residential growth will continue unabated for the foreseeable future. It should be expected that the remaining vacant land in all areas of town will come under development pressure.

Even in the absence of sewer and water lines, the western areas can expect to be developed. Regardless of the availability of these services, the RAA District west of Interstate 95 should require a two-acre minimum lot size. As shown on the Future Land Use Map, the Landing Road area south of Route 51 and the northern third of Town from the Mill Road area to the Huckleberry Lane area should also be limited to lower density residential development. These steps will help Hampton maintain its rural character in some sections, while still providing areas for higher density single and multi-family housing, and commercial and industrial development.

a. Current Trends: Three significant trends are occurring in development of land for residential use in Hampton. First, many of the seasonal homes and cottages along the beach are being converted to year-round residences. The process of seasonal home conversion has been a regionwide phenomenon which began in the late 1960's and continues today. Although Hampton continues to have the highest percentage of seasonal homes in the region, the number of seasonal homes is declining. In 1980, approximately 36% of

dwellings were seasonal, compared to 51% in 1970 (U.S. Census). Few, if any, new seasonal homes are being built today because the market for year-round homes is so strong. Year-round homes in the beach area result in a greater demand for town services of all kinds throughout the year. Since many of these new year-round residences are on small lots, their conversion has contributed to year-round problems of congestion.

The second trend in residential development is one that is also shared by the region as a whole -- the cost of traditional single family homes is rising rapidly. Because of the accessibility of Hampton to the greater-Boston and Portsmouth labor markets, and its attractiveness as a community, single family housing values have risen beyond the point of affordability to first-time home buyers of low and moderate income. This is an undesirable trend, given the Town's goal of providing decent housing opportunity for families of various incomes.

The third significant trend is related to the second and, likewise, is not peculiar to Hampton -- the rate of construction of multi-family condominium type housing is increasing much faster than that of single family housing. Almost twice as many multi-family dwelling units were built between 1970 and 1983 than single family units. Although many condominiums are very expensive, some are affordable for first time homebuyers. This is a positive trend that will help address the issue of housing affordability in Hampton.

b. Multi-Family Housing: As indicated above, the construction of multi family/condominium housing is increasing rapidly in Hampton. Most of Hampton's multi-family housing is located along the beach and along the eastern ends of Winnacunnet Road and High Street. Multi-family dwellings are allowed in four of the eight zoning districts in town. These districts allow up to 8 dwelling units per structure. All multifamily units must comply with specific zoning regulations and are subject to the approval of a site plan by the Planning Board.

With a sufficient area now zoned for multi-family dwellings, the one limiting factor is the requirement that they be serviced by public water and sewer. If these services cannot keep pace with development, multi-family housing growth will be curtailed. Duplexes are not subject to this requirement and can be expected to be built in all areas where they are permitted.

c. Manufactured Housing: At present, there are three year-round mobile home parks and two seasonal trailer parks in Hampton. As of 1983, there were 105 mobile homes in town. They are currently allowed in the General District on individual lots, in parks of twenty spaces or more, or in mobile home subdivisions. There is vacant land which could be used for expansion, or the development of new parks or subdivisions.

d. Cluster/Open Space Development: Cluster/open space development is an option Hampton should study. It should only be adopted after a thorough review and evaluation of the current land use regulations. Any proposal of this nature should be carefully tailored to Hampton's particular circumstances. It should not undermine the current regulations, but provide incentives for developers to build housing units that are better fitted to the land. A cluster/open space ordinance can include whatever provisions are best for Hampton.

B. Commercial Development

Hampton's commercial development is located primarily along Route 1 and in the beach area south of Winnacunnet Road. Many of the businesses located near the beach are seasonal, but many now stay open all year to serve the growing year-round population. There are quite a few home occupations located throughout Town.

There is great diversity in the types of businesses, ranging from computer stores to antique shops. As is to be expected in a shorefront community, there are many service-type businesses such as motels, hotels, and restaurants.

The current commercial zones are logically placed along Route 1 and in the beach area. The amount of commercial land still available for development is limited. Steps should be taken to prevent any further strip development along roads. Strip development leads to traffic congestion and safety hazards and is visually unattractive. It can be avoided by establishing commercially zoned areas in such a way as to encourage the development of back land. Small mini-malls with only one driveway onto a highway is one way of doing this. When commercial subdivisions do take place, access to the back land should be maintained for future development. A commercial development pattern that encourages the development of backland will result in greater efficiency in the use of land, will limit the number of highway access points, and lessen the traffic congestion normally associated with commercial development along major highways. It will also encourage better planning in the development of commercial property.

C. Industrial Development

Industrial development has come to Hampton in the form of corporate offices and manufacturing. The industrially zoned land is placed along the railroad tracks and Interstate 95. An industrial park has recently been opened on Towle Farm Road and there is a group of industries located on Tide Mill Road.

As Hampton Beach became a popular resort area, the importance of local industry in town diminished. Workers were attracted to the mills and factories of Portsmouth, Exeter and Amesbury for employment. For many years there were no manufacturing firms operating in Hampton.

Today, the situation has improved, but two out of every three workers still work outside of Town. The following list shows the most frequent work destinations of Hampton residents according to the 1980 U.S. Census.

Destination	Number of Workers
Seabrook	693
Portsmouth	556
Greater Boston	354
Exeter	291
Kittery, Maine	191

Hampton is fortunate to be located within commuting distance of so many employment centers. This reduces the burden on Hampton to attract industry to provide jobs for its residents. At present, the Town does not actively seek industrial development. All the industries in town are clean, and non-polluting, the type preferred by the residents of Hampton. The Town has taken no steps to develop an industrial park, but a private developer has built one.

One reason that industrial development in Hampton has been so slow is that much of the industrially-zoned land is not serviced by municipal sewer. When the sewer lines are extended to reach the large parcels of industrial land, the likelihood of attracting additional industries will increase. The cost of extending any public utilities to the industrial land should be shared by the industries that want to locate there. The fact that much of the industrial land is served only by limited access highways is often pointed to as a reason for the lack of industrial growth. Better access to Interstate 95 and Route 51 is recommended so that industrial development can locate in these areas.

D. Open Space, Conservation and Recreation Land

Hampton's open space consists mainly of large wetland areas throughout the town. Wetlands are an important natural resource that are worthy of the strictest of protection measures. As explained in the Open Space and Land Conservation section, Hampton is taking steps to insure that wetlands will be protected and preserved. The wetland conservation district ordinance will guarantee adequate amounts of open space for the future.

Even with the wetlands preserved, there are other areas that should be protected. Conservation efforts should be made to protect agricultural land, forests, historic structures and, of course, the beaches. All these areas contribute to Hampton's character and make it a desirable place to live. In order to protect these areas, steps such as encouraging discretionary easements and deed restrictions, seeking donations of land, current use taxation and outright purchase of land should be considered.

TOWN OF HAMPTON
MASTER PLAN
FEBRUARY 2005 REVISIONS
TO THE FOLLOWING CHAPTERS:

CHAPTER 1, SECTION 1.2 – COMMUNITY PROFILE
CHAPTER 2, SECTION 2.2 – FUTURE LAND USE

CERTIFICATE OF ADOPTION

The Town of Hampton's Master Plan was amended by the adoption of the listed chapters and sections on February 2, 2005 by a majority vote of the Hampton Planning Board, in accordance with NH RSA 675:6, following a public hearing held on February 2, 2005.

Certified by the Hampton Planning Board:

Chairman

Vice-Chair

Clerk

Board of Selectman Representative

Date: 2/2/2005

HAMPTON PLANNING BOARD MEMBERS:

Tracy Emerick
Thomas J. Gillick, Jr.
Thomas Higgins
Keith Lessard
Ken Sakurai
Robert Viviano
James Workman, BoS member
Francis "Fran" McMahon, alternate
Robert "Bill" Bilodeau, alternate

Date of Filling with the ~~Office~~ of the Town Clerk: Feb 3 2005

Received By:
Town Clerk, Hampton, NH

2.2 FUTURE LAND USE

The intent of the Future Land Use section is to establish a broad vision for the Town's future land development. This vision takes into account many factors, including community goals and preferences, the ability of the land to support development, existing land use patterns and existing zoning and local land use regulations.

The Master Plan establishes general policies and goals which should guide development, and non-development, of the Town. As a long-range planning tool this section goes further to specify recommendations that will help bring about desired future development. These measures include changes in zoning, subdivision and site development regulations, new initiatives in land protection or changes in Town policy.

This chapter utilizes a neighborhood approach in considering future land use in the Town of Hampton. Under this approach, the Town was divided into six neighborhood areas, based primarily on distinctive development patterns and neighborhood cohesiveness. Each neighborhood area was subsequently inventoried and described as follows:

- Development patterns and significant features
- Strengths and weaknesses
- Existing zoning and development potential
- Preferred future
- Recommendations

The inventories, descriptions and recommendations for each neighborhood area draw heavily on the input received through a series of public visioning sessions conducted in September and October, 2003, as well as input received via printed questionnaires distributed throughout Hampton from September-December 2003. (see Technical Appendix A) A build-out analysis, described below, was also integral to developing recommendations for this chapter.

2.2.1 Build-out Analysis

As part of this chapter, a limited "build-out analysis" was conducted for the RAA and General zoning districts. These two zones cover the majority of the vacant, but potentially developable, land in Hampton. Because the greatest development demand is for residential units, and residential development greatly increases the demand for municipal services, the build-out focused on the potential for residential development. The results are useful in visualizing potential impacts from land development, and in identifying necessary regulatory amendments or actions to guide future development.

Under the build-out, three different residential development scenarios were tested for two zoning districts, and estimates generated for the ranges of development that could result if existing land use regulations were followed. (see Technical Appendix B for detailed assumptions) The Future Land Use Subcommittee was instrumental in conducting a "reality check" of the initial output of the build-out analysis and in refining assumptions and parameters. The build-out does not have an associated timeframe; rather it simply attempts to estimate the full development capacity of the land.

In the RAA district, permitted residential uses are limited to single-family development. Therefore, the build-out analysis considered the RAA district's potential for single-family dwelling units only, by determining how many single-family residential lots could be created under the existing regulations.

A greater range of residential uses are allowed in the General district where single-family, multi-family and duplex developments are all permitted uses. As such, it was decided to focus the General district build-out analysis on two separate development scenarios: 1) the potential number of dwelling units by determining how many lots could be created under the existing regulations. Since most of the General district lacks public sewer, the minimum lot size is the same for both single-family residential and two-family (duplex) units; therefore, the potential number of dwelling units were determined assuming that new development would be in the form of duplexes. 2) Build-out was determined by the potential number of dwelling units assuming new development will be in the form of multi-family development wherever possible, but assuming the current configuration and number of lots. In reality, neither of these two development scenarios would likely come to fruition; rather the development pattern would be a combination of the two.

The results of the build-out are summarized and presented in Table FLU-1 through FLU-3 and Map FLU-1 below. The tables summarize the results in a tabular format by zoning district and build-out scenario, while Map FLU-1 summarizes and presents the information spatially by neighborhood area. It is important to note that the results of the build-out are given as the estimated total number of residential (single-family, duplex or multi-family) units at full build-out. The "total" unit figure consists of existing development plus future development and redevelopment.

TABLE FLU-1

RAA DISTRICT: SINGLE-FAMILY SCENARIO

# of existing lots	Total # of lots at build-out	# of units at build-out (includes existing development + future development and redevelopment)			
		Multi-family units	Duplex units	Single-family units	Total # of units
236	379	0	0	363	363

Note: Assumes no development of Hurd Farm. See Technical Appendix B for additional detail on build-out assumptions.

TABLE FLU-2

GENERAL DISTRICT: DUPLEX SCENARIO

# of existing lots	Total # of lots at build-out	# of units at build-out (includes existing development + future development and redevelopment)			
		Multi-family units	Duplex units	Single-family units	Total # of units
392	555	426	598	174	1,198

Note: Multi-family units are existing. See Technical Appendix B for detail on build-out assumptions.

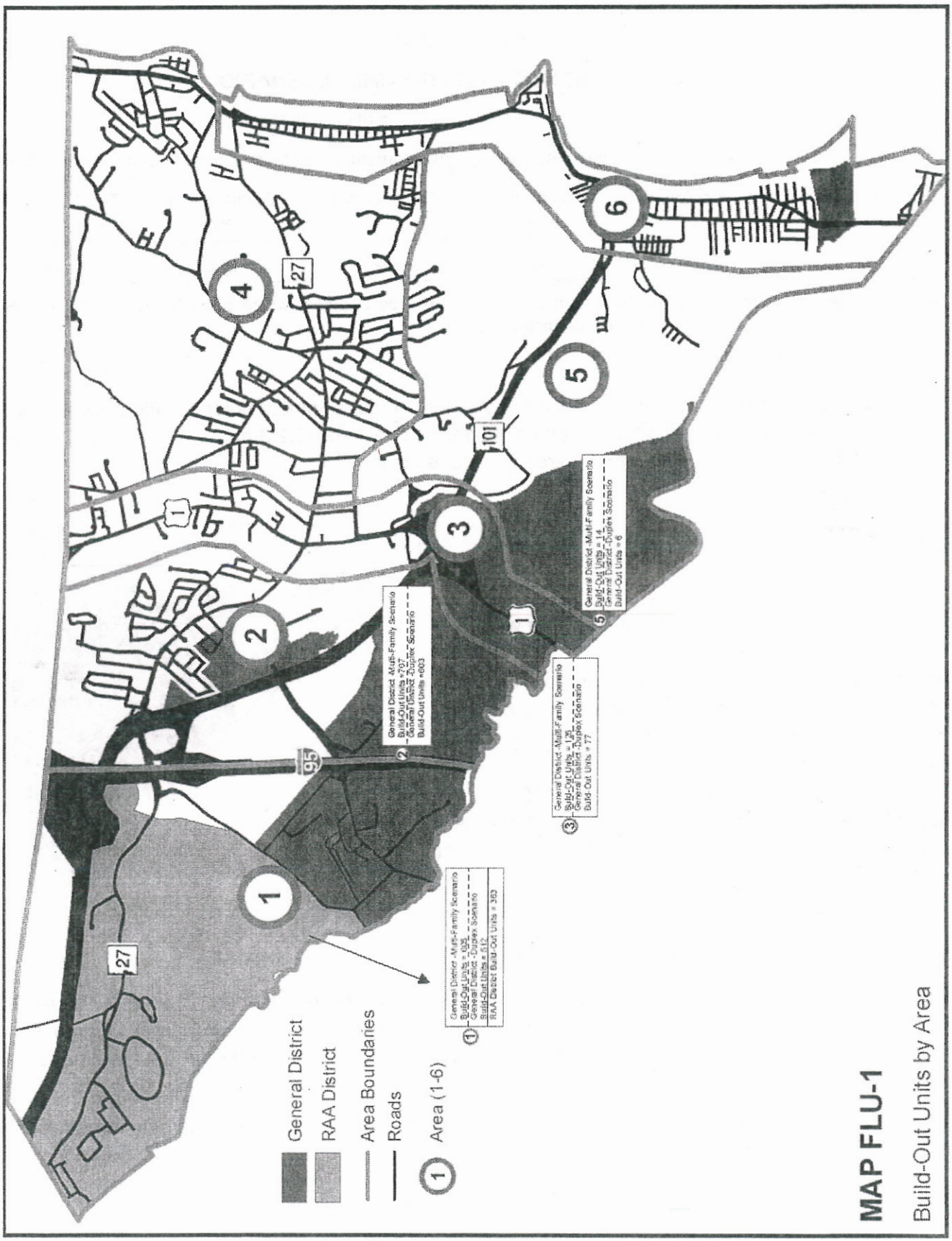

General District
RAA District
Area Boundaries
Roads
Area (1-6)
MAP FLU-1
Build-Out Units by Area
General District -Multi-Family Scenario
Build-Out Units = 1,095
General District - Duplex Scenario
Build-Out Units = 512
RAA District Build-Out Units = 383
General District -Multi-Family Scenario
Build-Out Units = 767
General District -Duplex Scenario
Build-Out Units =603
General District -Multi-Family Scenario
Build-Out Units = 125
General District -Duplex Scenario
Build-Out Units = 77
General District -Multi-Family Scenario
Build-Out Units = 14
General District -Duplex Scenario
Build-Out Units = 6
95
27
101
1

TABLE FLU-3

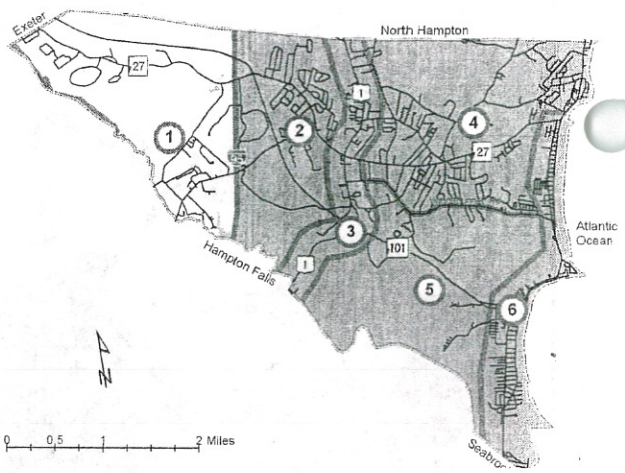
GENERAL DISTRICT: MULTI-FAMILY SCENARIO

# of existing lots	Total # of lots at build-out	# of units at build-out (includes existing development + future development and redevelopment)			
		Multi-family units	Duplex units	Single-family units	Total # of units
392	392	1,167	62	222	1,451

Note: Assumes no additional subdivision of land, but multi-family development where possible on existing lots. See Technical Appendix B for additional build-out assumptions.

The results of the build-out are most useful in reviewing the development potential under existing land use ordinances and regulations for portions of neighborhood Areas 1,2,3 and 5. The results for each of those Areas are incorporated into the area inventories below.

2.2.2 Area 1



Boundaries

Area 1 is defined as the section of Hampton west of I-95. The area is traversed by NH 27 (Exeter Rd.), which is a main entry point to Hampton from the west, as well as NH 101, which is a limited access roadway with entry/exit points at I-95, Route 27 (Areas 1 & 2), US Route 1 (Area 3), and ends at US Route 1A (Area 6). Area 1 is bordered by the Taylor River in the south, and includes Towle Farm Road where it enters from Hampton Falls, and the neighborhoods in that vicinity.

Development Patterns and Significant Features

Area 1, known locally as "the West Side," is characterized by its rural nature. The area has limited municipal sewerage and no public water supply. Generally, lots in Area 1 are larger than those in other areas of Town, and several of the property owners utilize the "current use" designation for tax relief.

The current development pattern and character of the Area can be described as largely undeveloped, with low density residential development along NH 27, more concentrated housing developments between Towle Farm and Timber Swamp Roads, and limited non-residential development on NH 27 near the I-95 overpass. The area is distant from Town facilities, services and utilities.

The area is characterized by large open spaces and undeveloped areas. The most prominent of these areas is the Batchelder Field, located along NH 27. This field creates a significant visual feature and is an important feature on the State-designated American Independence Byway. (see Chapter 3, Section 3.3.1.5 for more information on the Byway route.)

Another noteworthy open space is the Hurd Dairy Farm, located on Timber Swamp Road near the Hampton Falls border. The Town of Hampton is in the process of purchasing the development rights over approximately 135 acres of this farm (funds appropriated at the 2004 Town Meeting.) The last working dairy farm in Hampton, this parcel of land will provide an important public open space, including access to the Taylor River.

In addition to the agricultural lands, there are several remaining large tracks of wooded land in Area 1. One such area located north of Route 101, contains the southern part of the "Great Swamp," a large wetland which extends into North Hampton. There are several other wooded areas that provide important wildlife habitat, which allow for hunting and fishing; however, these lands are privately-owned and not necessarily protected from development.

Liberty Lane Park, an industrial park located in Area 1 near the junction of I-95 and Route 101, is home to several corporate offices. These uses are well camouflaged and environmentally friendly. This allows for an important tax base, while preserving some of the important wooded areas and wetlands.

Strengths and Weaknesses

Through the public visioning sessions and surveys conducted in the Fall of 2003, residents identified good neighborhoods and open fields, forested areas and wetlands as the greatest assets of Area 1. However, it was recognized that much of the undeveloped area is not permanently protected and could be developed in the future.

Major weaknesses identified for Area 1 include development pressure, a lack of permanent protection for the remaining open spaces, and the resulting threat to the rural character of the area. Residents expressed support for open space protection for aesthetic and environmental (habitat and drinking water protection) reasons. However, they also recognize the need to balance land protection efforts with the protection of property owners' rights to develop their land.

Another significant issue in the residential areas along Towle Farm, Timber Swamp and Mary Batchelder Roads is the number of failed residential septic systems and the lack of municipal sewer available to service these areas. For example, there is an existing mobile home park adjacent to the Taylor River that has had several septic system problems. The leakage of untreated effluent could potentially contaminate private wells, creating unsafe potable water supplies in the area as well as negative impacts on the Taylor River.

Other identified weaknesses in Area 1 include high traffic volumes and speeds on NH 27, and the lack of sidewalks and bikeways on NH 27 and within and between existing neighborhoods.

Existing zoning and development potential

This section of Hampton encompasses the majority of the remaining developable land in the Town, and as such residents and property owners are cognizant of the need to protect the character of the

area, while balancing the rights of property owners. The majority of Area 1 falls within the RAA (Residence AA) zoning district, with portions in the G (General) and I (Industrial) districts.

As of 1998, based on interpretation of aerial photos, approximately 73% (1,461 acres) of the total land area in Area 1 was undeveloped. Approximately 75% of Area 1 is zoned as RAA, which under the current zoning ordinance limits residential development to one single-family dwelling per lot, with a minimum lot size of 43,560 sq. ft. (1 acre). A smaller portion is zoned as G, which allows single-family, duplex and multi-family residential development, as well as commercial and light industrial developments.

As shown in Table FLU-1 above, there are currently 236 lots located in the RAA district. If the district were to be fully developed under today's land use regulations, there would be a total of approximately 379 single-family lots. This represents about a 60% increase in lots over existing conditions.

As shown on Map FLU-1, the southeastern portion of Area 1 is zoned General. According to the build-out analysis, the portion of Area 1 that is zoned General could support a total of 605 multi-family units or 344 duplex units if fully developed under existing land use regulations. This is in addition to the estimated 379 single-family dwelling units that could be created at full build-out in the RAA district.

Preferred future

Several strong themes regarding the future of Area 1 emerged through the public visioning sessions and questionnaire returns. Overall, residents support responsible residential and industrial growth that minimizes impacts on Town services and property taxes. The preferred future for Area 1 can be summarized as follows:

- Limited residential development which maintains the rural character of the area.
- Permanent protection of selected open spaces, including a combination of open fields, forested areas, wetlands and scenic vistas.
- Preservation of the NH 27 corridor as a scenic byway, with bikeways and sidewalks along the NH 27 corridor, and enforcement of posted speed limits.
- Creation of a public recreation area, either active (soccer/ball fields) and/or passive (trails).
- Continued growth of campus-style developments within the existing Industrial district.

The following issues were also raised but warrant more detailed exploration:

- Support for, and feasibility of, sewer and/or water extensions west along Exeter Rd. (Rte 27), and the impacts to the rural residential development pattern.
- Support for, and feasibility of, sewer/water extension to the Liberty Lane industrial park.
- Feasibility of sewer/water extensions to existing developed areas in the Towle Farm/Timber Swamp and Mary Batchelder Road areas to address private septic system problems, ensure a safe drinking water supply to residents, and prevent contamination of ground and surface waters.

Recommendations

1. Explore the use of additional impact fees as a means to manage residential growth, maintain a high quality of life for residents, and mitigate impacts on schools, emergency services, recreation and transportation infrastructure.

2. Identify, purchase and set aside undeveloped land for future public use (i.e. school, police or fire department, community center).

3. Explore opportunities for creating a public recreation facility to supplement the Town's existing system of parks and recreational facilities.

4. Maintain current development densities in future development (i.e. one dwelling unit per acre within the RAA district).

5. Preserve the status of NH 27 as a scenic byway (American Independence Byway), maintaining agricultural uses and the associated scenic views. Consideration should be given to establishing a Scenic Byway Overlay District with buffer requirements, limitations on curb cuts, and allowance for shared driveways.

6. Preserve the value of the American Independence Scenic Byway by minimizing curb cuts, preserving scenic vistas and encouraging new development to preserve viewsheds and maintain rock walls and vegetative buffers along NH 27.

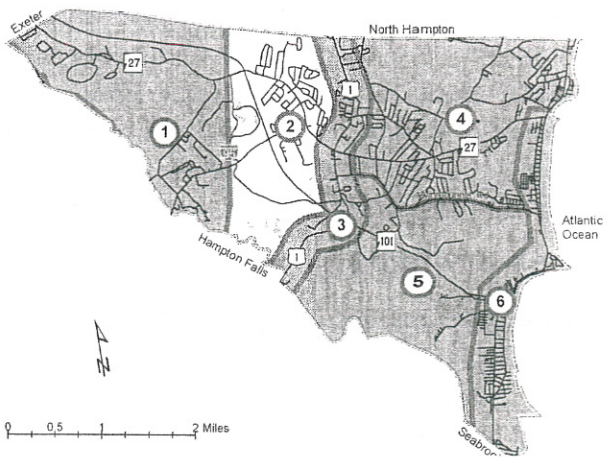
7. Develop an open space subdivision ordinance, designed to accommodate residential development while preserving valuable open space, and present it to voters.

8. Continue to maintain and implement the 201 Facilities Plan as appropriate.

9. Study the feasibility of extending municipal sewer service to the Towle Farm/Mary Batchelder/Timber Swamp neighborhoods, in conformance with the 201 Facilities Plan.

10. Evaluate support for, and the feasibility of, permanently protecting the Great Swamp and land north of NH 101 (currently zoned as Industrial).

2.2.3 Area 2



Boundaries

Area 2 is defined as the land east of I-95 and west of the Route 1 corridor (refer to Area 3 for Route 1 and surrounding corridor). Highway 101 and Route 27, which intersect at the western portion of Area 2, bisect the area, and both roads continue in a generally easterly direction.

Development Patterns and Significant Features

Area 2 can be described as a transitional area from the rural character of Area 1 to Hampton's downtown center in Area 3. Two industrial pockets are located here: Liberty Lane Park (described in Area 1)

and Merrill Industrial Drive (off Towle Farm Road). Like Liberty Lane, the Merrill Industrial Drive area is home to corporate offices and headquarters. Foss Manufacturing, a major manufacturing company, is headquartered at the southern end of Merrill Industrial Drive, and is accessed from Route 1 (Lafayette Road).

There are large open spaces within Area 2, mostly concentrated along the southern border, south of Drakeside Road, which provides an east-west passage across the area. This area is the inland start of the salt marshes associated with the Taylor River and Hampton Harbor. These areas offer a unique habitat for wildlife, and provide for recreation, hunting and fishing for the community. Additionally, Coffin Pond (also referred to as Batchelder Pond) located off Towle Farm Road is a fishing and recreation area.

Area 2 contains a mix of development patterns. Immediately north and south along Route 27 is heavily developed with single-family homes, including several developments north of Route 27 up to the North Hampton border. Another densely populated and growing residential area is along Drakeside Road. Drakeside Road has a number of single-family homes, but over the past decade has experienced a high volume of more dense multifamily development. These developments include detached condominium units, townhouse and garden-style units.

Strengths and Weaknesses

The community and subcommittee have identified good neighborhoods as a strength of Area 2. In general, the developed neighborhoods have created strong localized communities for families. Additionally, the open spaces and wetlands have been identified as assets that should be protected for future generations. Once again, the community gave kudos to the industrial areas, noting that the development was generally well located and buffered.

Public input indicates mixed opinions on the type and density of development occurring in the Drakeside Road area. Many residents expressed concern about the density of new developments being incompatible with the immediate area, and the "cookie cutter" appearance of individual units. Others felt that neighborhood-scale markets and services should be provided in the area to support the new developments and provide residents an option to driving into Town for all of their shopping needs.

Safety issues, both pedestrian and vehicular, were concerns listed as weaknesses for Area 2. Public input from the town survey and public visioning sessions identified traffic congestion and vehicular speed along Route 27 (Exeter Road) as among the top concerns. The lack of sidewalks and bikeways and/or the narrow roadway pavement width, especially on Towle Farm and Drakeside Roads, makes for an unsafe situation and discourages pedestrian connectivity to the downtown area. The railroad bridge overpass on Drakeside Road is also a liability for vehicular and pedestrian traffic.

Existing Zoning and Development Potential

Area 2 is a mix of zoning districts. The northern section, north and immediately south of Route 27, is RA (Residence A) zoning district. The primary allowed use in this district is single-family residential development on 15,000 sq. ft. parcels. As most of the RA zone in Area 2 has been developed, there is not a significant potential for additional development.

Much of the undeveloped land in Area 2 is located along Drakeside Road and south to the town line. This area is zoned G (General) district. While recent development activity in this area has been predominantly residential, there is a wide range of permitted uses in the district including single- and multi-family housing, retail sales, offices and banks, theaters, health clubs, beauty-health service shops, restaurants, light manufacturing and health care facilities. Drakeside Road is currently a two-land road with no sidewalks and a very narrow underpass at the Hampton Branch railroad bridge. Upgrades are already needed to accommodate existing development, and any reconstruction plans should take into consideration the potential for additional development and traffic.

Lastly, there are two predominate I (Industrial) districts: one near the I-95 corridor and the other east of Towle Farm Road, between Merrill Industrial Drive and Route 101. There is still a significant amount of developable land in the I district, and townspeople appear to be satisfied with the type and appearance of development which has occurred there.

As shown in Map FLU-1, there is a significant amount of potentially developable land remaining in the portion of Area 2 zoned General. While wetlands which comprise much of the undeveloped area do restrict development, pressure to develop along the Drakeside Road corridor is expected to continue. If the portion of Area 2 zoned General were to be fully developed under today's land use regulations, it is estimated that the area could accommodate approximately 707 multi-family units or 122 duplex units.

Preferred future

- Bikeway and sidewalks on Exeter Rd. (Rte 27), with reduced traffic speeds and volume.
- Responsible growth and aesthetically-pleasing residential developments which minimize traffic impacts
- Small food market located near housing developments on Drakeside Rd.
- Sidewalks and bikeways on Drakeside Rd. and Towle Farm Rd.
- Additional small-scale commercial development on Exeter Rd. (NH 27) opposite Liberty Lane near the I-95/NH 101 interchange
- Open space preserved
- Healthy marshes restored

Recommendations

1. Drakeside Road and other feeder roads should be upgraded to meet Town standards and incorporate sidewalks and bikeways. Future development should be responsible for mitigating the full transportation impact (motorized and non-motorized) that will result from the development.

2. The unsafe Drakeside Road underpass of the Hampton Branch railroad corridor should be addressed.

3. Develop an open space subdivision ordinance, designed to accommodate residential development while preserving valuable open space, and present it to voters.

4. While already identified as allowed uses, the Town should encourage small-scale neighborhood mixed use development, such as to serve the higher-density development occurring along Drakeside Road.

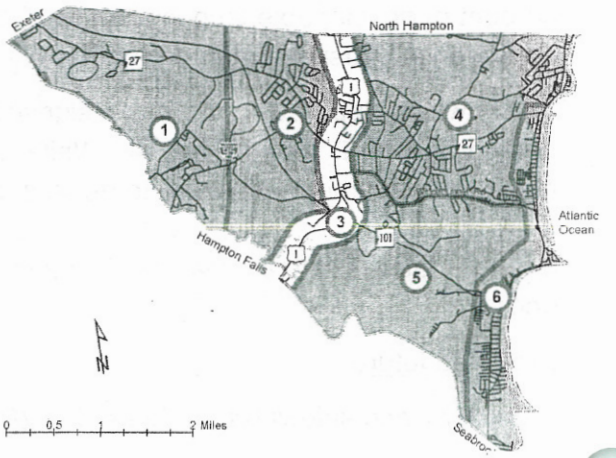
5. Continue to concentrate industrial uses with the already developed Industrial district.

6. Review the list of uses currently allowed in the G district and consider amending the list of uses or the boundaries of the district within Area 2 to ensure compatibility with the land use vision for Area 2.

2.2.4 Area 3

Boundaries

Area 3 is defined as the Route 1 (Lafayette Road) corridor. This includes US Route 1, a major north-south corridor, and approximately 500 feet on each side of the road. The Hampton downtown area is situated at the intersection of Route 27 and Route 1. The Eastern (Hampton Branch) rail line runs north-south generally paralleling Route 1, and is a significant feature of this area.



Development Patterns and Significant Features

The overall development pattern of Area 3 can be described as largely commercial, interspersed with multifamily residential developments. Several single-family residential neighborhoods located outside of Area 3 are accessed from Area 3 via Route 1 and Mill Road, a residential street that parallels Route 1 to the east.

The historical downtown center of Hampton is located in the center of Area 3 surrounding the intersection of Routes 1 and 27. The arrival of the railroad in the 1840s prompted the development of a major commercial area, much of which still remains today. The downtown core also includes a public area known as Louis Marelli Square, site of the Town's newly constructed gazebo (just south of the intersection). The buildings in the downtown area contain retail, professional and restaurant uses that have been retrofitted into the older buildings. Some newer infill development has also occurred in past decades. Several of the buildings are mixed-use, with businesses located on the street level and residential apartments on the upper floors. As is typical with a historical town center, building setbacks are minimal, often separated from the roadway by only the width of the sidewalk. It is a pedestrian-oriented environment, with most building entrances accessed from the street-side sidewalks, clearly defined pedestrian crosswalks, limited on-street parking and additional public parking provided behind buildings.

The development pattern changes markedly from just north of Route 27 to the North Hampton town line, and is representative of today's auto-oriented society. This stretch of the corridor is lined with commercial uses, retail shops, professional offices, gas stations and restaurants. Setbacks are greater than in the downtown core, with most of the parking associated with the developments located between the roadway and the buildings. While this section of Route 1 is not pedestrian-oriented,

there are sidewalks on both sides of Route 1 and numerous neighborhoods within walking distance of the many commercial services.

Development also transitions to an auto-oriented pattern south of the downtown core. In addition to more retail, restaurants and other services, there are a scattering of non-commercial uses including apartments and a private school for grades K-8. South of the Route 1/Route 101 interchange, the land opens up as Route 1 crosses the salt marsh. There are views in all directions of the marsh, and to the south the Seabrook nuclear power plant. Due to the presence of saltmarshes, there is limited development.

Within Area 3 are two main routes which intersect with Route 1 and travel east to the Hampton beaches: High Street (Route 27) and Winnacunnet Road. Development along both roads transitions from commercial uses along the Route 1 corridor to predominately residential uses in Area 4. The Winnacunnet Road section in particular has developed with a mix of professional offices, churches, schools and residential uses, almost all of which are not allowed under current zoning. (For more on this refer to Area 4.)

Strengths and weaknesses

The community finds the historic character of the downtown section a significant feature of this area and worthy of enhancement. Louis Marelli Square and the downtown center provide the community with a meeting place. However, there is a concern that newer development occurring north and south of the downtown on Route 1 is eroding this character, due to different development patterns that do not reflect traditional architectural styles and pedestrian-friendly characteristics.

Two identified weaknesses of the downtown area are appearance/aesthetics and parking. During the public visioning sessions, many residents pointed to the downtowns of Exeter and Portsmouth as examples of ways to beautify the Hampton downtown. Street trees and window boxes, period streetlight fixtures, benches and outdoor dining were all mentioned as amenities that would help enhance the downtown's historic character and attract more visitors and shoppers.

In addition, it is believed that a lack of parking (or awareness of available public parking behind the commercial buildings), in the downtown area is the single-most factor deterring folks from visiting. Parking limitations, particularly during the winter, create a hardship for shoppers as well as residents of the apartments located above downtown businesses.

Another identified strength of Area 3 is the centralization of the commercial activity and convenience shops along the entire length of Route 1. Many find this a benefit for running errands; however, the pattern of newer development north and south of the downtown—with large parking lots separating the street side sidewalks from the building entrances—was felt to be a weakness as it discourages pedestrian traffic.

The appearance of new development along Route 1 was identified as a concern by many residents through the survey and the public visioning sessions. Ubiquitous architecture, particularly with the national chain type businesses, and proliferation of signs are felt to be weaknesses. There is strong interest in the adoption of architectural standards reflecting more traditional New England architecture, more stringent sign controls, and "greening" of the corridor through stronger landscaping requirements for new development, as well as public investment in street trees.

The type of development occurring in Area 3 was also identified as a concern. Many residents believe there are too many gas stations and car dealers located along Route 1.

Another major weakness of the Route 1 corridor is traffic congestion and the general lack of support for alternatives to the private auto. There is currently very limited public transit along the Route 1 corridor, and the design of the roadway does not safely accommodate bicycle transportation. Roadway width and building setbacks in the downtown core are a deterrent to all but minor road improvements, and likely would not accommodate the addition of a center-turn and bicycle lanes or shoulders. The Route 27 railroad bridge overpass and poor alignment of the intersection are also liabilities. Additionally, traffic is slow-moving and backed up most days of the week, especially during peak hours. (Refer to the Transportation Chapter for more detailed discussion and recommendations.)

One other weakness of the area is the lack of transition space and buffers between the single-family residences and the commercial businesses. Two areas that seem to make the transition, however, are the corridors along Winnacunnet Road and High Street from Route 1 to Mill Road. Although predominately zoned residential, the corridors contain a number of professional offices, banks, schools, and churches. In these areas, the zoning is prohibitive of maintaining the transition from the commercial district to the single-family homes.

Existing Zoning and Development Potential

Most of the development activity on Route 1 is reuse and/or redevelopment of existing structures, with few vacant lots remaining. North of Route 101, Area 3 is zoned for business uses (B zoning district), while the corridor south of Route 101 falls within the General zoning district. South of the interchange with Highway 101, there are a few businesses that back up to the marsh along the roadway. Additional development in this area is greatly limited due to the tidal marshes and wetlands.

Within Area 3, High Street (Route 27) is B (Business) zoning district. However, the Winnacunnet Road section quickly transitions from the B zone to the RA (Residence A) zoning district. This area has developed with a mix of professional offices, churches, schools and residential uses, almost all of which are not allowed within the RA zone. For more on this refer to Area 4.

Much of the potential for development within Area 3, particularly in the downtown area, is limited to rehabilitation or redevelopment of existing sites and some infill development. There is the potential for more mixed use properties, with a mixture of non-residential and residential tenants. The Town should consider the feasibility and value of developing a Main Street program to assist in future development/redevelopment of its downtown core.

The Main Street program was developed in the late 1970s by the National Trust for Historic Preservation. The program was designed to revitalize historic small towns where highway bypasses or regional shopping malls had rerouted traffic and business activity away from downtown. It is a comprehensive, incremental approach to revitalization built around a community's unique heritage and attributes. It pursues revitalization through a four point approach, which focuses on organization, promotion, design, and economic restructuring. Local Main Street programs are cooperative efforts involving downtown businesses, civic organizations, town officials, and others with an interest in downtown.

Since 1997 the seventeen Main Street programs in New Hampshire have helped spur the creation of 183 net new businesses, 580 net new jobs, $9.3 million in rehabilitation of existing buildings, and over $16 million in new construction in their towns. In the Seacoast, Main Street communities include Durham, Dover, Newmarket, and Somersworth.

One possible future public investment which, if ever implemented would have significant impact on the downtown center, is the possible reinstatement of passenger rail service along the Hampton Branch railroad. This concept has been the subject of study and debate at the State and regional levels for some time. Local bicycle advocates and the advocacy group East Coast Greenway Alliance have identified the existing corridor as a potential trail or rail-with-trail facility. The passenger rail project in particular faces significant hurdles revolving funding. Even if those could be resolved, the project would still not likely be implemented even within the next 25 years. Regardless, it merits mention in the context of possible future scenarios in the Town.

The southernmost portion of Area 3 and the Route 1 corridor are currently zoned as General, which as stated earlier in this chapter, allows a wide variety of residential and non-residential uses. According to the build-out results, and as shown on Map FLU-1, the portion of Area 3 zoned General does have potential for multi-family and duplex development. The build-out results estimate that the area could support a total of 125 multi-family units or 67 duplex units. This number could increase slightly should the Route 1/Route 101 interchange ever be reconfigured and existing right-of-way be opened up for development. This also raises the question as to what uses are most compatible for the Route 1 corridor, and whether the General zone designation is appropriate for future development.

Preferred Future

Of all the neighborhood areas, Area 3 was perhaps the subject of the strongest and most consistent public input. Overall, residents support commercial development and redevelopment in Area 3, beautification and improvement of the downtown core and the Route 1 corridor. The preferred future for this Area can be summarized as follows:

- Redesigned NH 101/Rte 1 interchange and re-aligned Exeter Rd. (NH 27) / Rte 1 intersection.
- Improved traffic flow on Route 1, with more people traveling by bicycle or trolley/shuttle, and decreased volumes of traffic detouring on side roads.
- Public bus/shuttle/trolley service on Rte 1 corridor, with pull-overs for transit vehicles to get out of the traffic stream to board/disboard passengers.
- Hampton Branch railroad right-of-way along Rte 1 developed as a trail facility (near term) or passenger rail-with-trail corridor (long term).
- Vibrant downtown with mix of commercial and residential uses, pedestrian traffic, sidewalk dining, shade trees, period street lighting fixtures, street benches, restored historic buildings and underground utilities.
- Adequate supply of public parking downtown, some located behind businesses with entrances to businesses from the parking lot and street sides.
- Beautified Route 1 corridor with shade trees, underground utilities, better sign control and landscaped developments.

- Well-maintained sidewalks and safe, well-defined pedestrian crosswalks.
- Sewer service extended south to the Hampton/Hampton Falls town line in order to create additional development opportunities.

Recommendations

(also see the Transportation Chapter for specific recommendations relating to roads, public transit, bicycle/pedestrian facilities and downtown parking.)

1. Form a committee with representation from the Town, downtown business owners, the Hampton Chamber of Commerce, Destination Downtown and other stakeholders to identify a plan of action for improving the downtown center, including opportunities for grant applications, private and public investment opportunities, and the feasibility of creating a Main Street program.

2. Develop and adopt detailed architectural standards for commercial and multi-family residential development as part of the Site Plan Regulations.

3. Review the existing Sign Ordinance and amend as appropriate with regard to controlling the size, lighting, frequency and placement of all signs.

4. Amend the Site Plan Regulations to require that parking lots for new developments be located at the rear of buildings and have adequate pedestrian access between the street sidewalk, parking lot and building entrances.

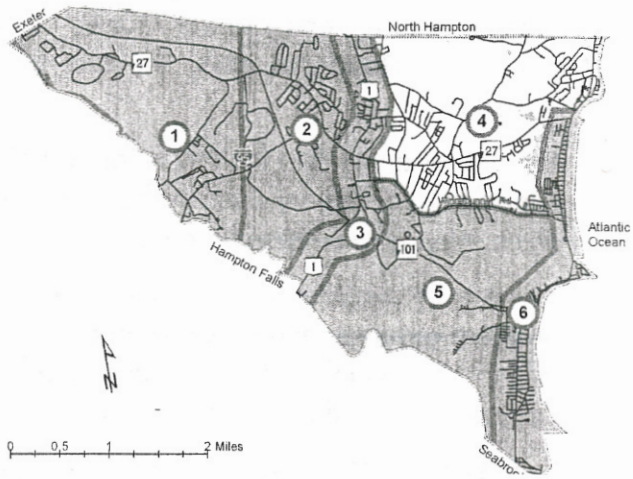
5. Amend the Site Plan Regulations to increase landscaping requirements, specifying allowed species, minimum number of trees and shrubs, minimum tree height, placement, etc.

6. Explore the feasibility of a zoning amendment to control the placement of car sales lots and gas stations along Route 1, thus supporting a more diverse range of commercial activity.

7. Explore the creation of a transitional "Professional Office" zone along Lafayette/Mill, Winnacunnet Road and Route 27 (High Street) (Areas 3, 4 and 5)

8. Review the list of uses currently allowed in the G district and consider amending the list of uses or the boundaries of the district within Area 3 to ensure compatibility with the land use vision for Area 3.

2.2.5 Area 4



Boundaries

Area 4 is defined as the land East of the Route 1 corridor, extending to the shore (except the section located within the Beach Area Master Plan Area, refer to Area 6), and north of Winnacunnet Road to the North Hampton town line.

Development Patterns and Significant Features

Area 4 forms a core part of the Town of Hampton. The area is largely established, single-family residential development, with homes primarily situated within smaller developments and cul-de-sacs. Several key municipal facilities, such as the Town Office, Marston School, Lane Memorial Library, and Fire Station 2 are located in Area 4. There are some businesses located along the western sections of Winnacunnet Road and Route 27 (High Street) as they approach the Route 1 corridor. In addition to the single-family homes, there are areas of duplex and multi-family condominiums, mostly along High Street and Winnacunnet Road.

As described in Area 3 Strengths and Weaknesses, there are two transition areas from the Route 1 corridor to the residential areas: High Street and Winnacunnet Road. Both areas transition from commercial to residential zoning districts and include a mix of professional offices, churches, schools and residential uses from Route 1 to Mill Road. In many cases these uses are not allowed under the current zoning ordinance.

On Winnacunnet Road approaching Route 1A and the coastline, there are a number of seasonal cabins, bed and breakfasts, multi-level condominiums and residential rental units. One significant development trend has been the conversion of seasonal units to year-round dwelling units. One example is "Surfside Park," a development along the north side of Winnacunnet Road, near to Ocean Boulevard.

The heart of Area 4 contains several of the well-heads for Aquarion Water Company, the private water utility for the town. This area is subject to an Aquifer Protection Area overlay district, which restricts certain uses and sealed surfaces within the overlay area. In addition, the well-heads are protected by well radii, which place additional restrictions on land within a certain distance from the wells.

There are a few significant environmental features within Area 4. The "White's Lane"/"12-Shares" area is located north of Barbour Road, between Mill and Woodland Roads. The conservation land is primarily wetlands. One more large open space in this area is Meadow Pond, located south of High Street, near Kings Highway.

Another feature of this area is an intersection known locally as "5 Corners," located at the intersections of Locke, Mace and Little River Roads with High Street. The current configuration creates traffic backups and safety concerns.

Strengths and Weaknesses

Location and proximity to the Atlantic Ocean, its shoreline and the salt marshes is a strong point of this area. Residents enjoy the fact that they live within walking distance of these magnificent resources.

As in other areas, the friendly neighborhoods have created strong localized communities for families. Additionally, a major asset of the Town and this area is the proximity of high quality local schools, which may be one reason for the strong cohesiveness of the residents.

In terms of weaknesses, citizens are concerned about the threat of "over development" of the little land that remains, and exploitation of the existing zoning to create densely configured structures that are out of character with the existing neighborhoods. There is a strong desire to protect the character that exists within the local neighborhoods.

Another strength of Area 4 is the open space, especially Meadow Pond and the "White's Lane" and "12-Shares" areas (a portion of which are town-owned), located north of Barbour Road. Residents fear the pressure to develop may destroy these precious areas; therefore, there is a strong desire for stronger protection of the remaining open spaces.

Despite these undeveloped open spaces and the area's proximity to the coastline, residents identified an overall lack of facilities for active and passive recreation and socialization. Residents cited the need for more parks, trails, and ball fields within close proximity to their neighborhoods.

Safety issues, both pedestrian and vehicular, were the other dominant concerns listed as weaknesses for Area 4. Traffic congestion and vehicular speed along Route 27 (High Street), at the 5 Corners intersection, and along Winnacunnet Road were listed among the top concerns on several of the public surveys. Although the main east-west corridor roads have sidewalks, the secondary and tertiary feeder roads typically lack sidewalks. In addition, most roads lack adequate pavement width to accommodate bicycles.

Existing Zoning and Development Potential

Almost all of Area 4 is RA (Residence A) zoning district. Along the west side of Area 4 bordering the Route 1 corridor, there is a pocket of RB (Residence B) zone along High Street. The RB zone also dominates the east side of Area 4, near Ocean Boulevard (Route 1A), with a small pocket of BS (Business Seasonal) zoning district at the corner of Ocean Boulevard and High Street.

New development within Area 4 is limited, constrained in part by protective radius for the Aquarion Water Company wells, as well as by the Town's Aquifer Protection Area overlay district which restricts certain uses and impervious surfaces within its boundaries.

However, the area is currently seeing redevelopment, with existing homes being demolished and replaced with condominium complexes. Often these new developments are out of scale and character with the surrounding development. Given scarcity of land in the Seacoast area and the strong demand for housing, redevelopment is likely to continue to occur.

Preferred Future

Like the residents of many other areas, residents of Area 4 are protective of the remaining undeveloped lands in the area, and prefer to see any future development and/or redevelopment be

consistent in character and scale with the more established residential developments. Area 4 has a strong sense of cohesiveness, is host to several key municipal facilities, and residents have indicated a need for public infrastructure investments to enhance the quality of life there. Residents' stated preferences are as follows:

- Bikeways and sidewalks connecting neighborhoods, schools, recreation areas and open spaces, leading to an increase in students bicycling/walking to school, less school bus traffic and fewer traffic problems at schools.
- More neighborhood parks and public spaces
- Open space permanently protected from development (White's Lane area)
- Larger lot sizes in new developments.
- Development of a town complex with space for recreation and socialization (encompassing the area from Library east to the old Town Hall, inclusive of those buildings).
- Redevelopment and new development designed consistent with the more established neighborhoods in terms of building height, scale and density.

Recommendations

1. Require developers to provide parks/recreation space within new residential developments.

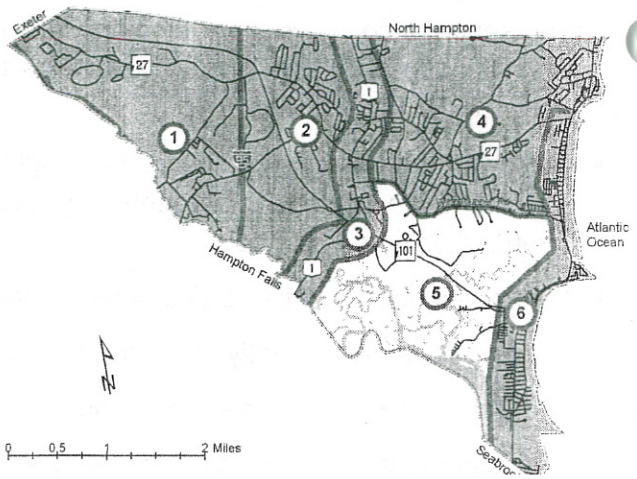
2. Explore the creation of a "Professional Office" zone along Lafayette/Mill, Winnacunnet Road and Route 27 (High Street) (Areas 3, 4 and 5)

3. Develop a comprehensive plan for developing/reusing town-owned buildings, encompassing the area from Library east to the old Town Hall, inclusive of those buildings.

4. Consider a zoning amendment to regulate the maximum size of housing units.

5. Consider a zoning amendment to address the concerns raised about consistency in density and scale of new development and redevelopment.

2.2.6 Area 5



Boundaries

Area 5 is defined as the land south of Winnacunnet Road to the Hampton/Hampton Falls town line, east of the Route 1 corridor up to, but not including the Hampton Beach Area (Area 6). Route 101 bisects this area from east to west.

Development Patterns and Significant Features

Most of the development in Area 5 is concentrated near the Route 1 corridor, off Park and Landing Roads, and along the south side of Winnacunnet Road. Residential areas are limited to the main roads and the few existing side streets, such as Tide Mill Road. There are a number of rental units and condominiums along Winnacunnet Road as it approaches the ocean. As discussed in earlier sections, there is a transition from the business area along Route 1 to residential uses along Winnacunnet Road. In addition, there are professional offices located off Route 1 along Park Avenue.

While a large percentage of Area 5 is comprised of undevelopable wetlands, the developed land is the site of significant facilities. The town's public works complex, which includes an active transfer station, capped landfill and a wastewater treatment plant, is located off of Landing Road. There are two schools located in Area 5: Winnacunnet High School (a cooperative school) and Center School. There are also several primary recreational complexes, including the municipally-owned facilities at Tuck Field, Eaton Park, Lewis Brown Park (with outdoor hockey rink), the skateboard and recreation park off Landing Road, and the privately-owned indoor soccer arena off Winnacunnet Road.

The portion of Area 5 south of Route 101 is predominately salt marsh, with a couple of residential roads that stand out in the midst of the open space. Probably the most significant and striking features of this area are the wide-open salt marshes that can be viewed from Route 101 and Winnacunnet Road.

Due to the large areas of salt marsh, a majority of this area is undeveloped. Other than infill and redevelopment of existing land, there is not a lot of buildable land remaining in this area. There are two existing roads which extend out into the salt marsh, where several year-round homes have been built from once seasonal cottages.

Lastly, there is a pocket of Industrial-zoned land located between Winnacunnet and Tide Mill Roads. Access to the industrial land is currently provided via Tide Mill Road, which is lined with residences.

Strengths and weaknesses

The lack of buildable land within this area is viewed as both a strength and a weakness. The vast open spaces are a predominate feature, which most citizens value and wish to protect. This has limited new construction to infill and redevelopment. However, pressure to grow could result in further intrusion into these open spaces. The salt marshes also provide a significant wildlife habitat, and may be used by hunters, fishers and non-motorized water craft.

Conflicts between homeowners and school activities, such as overflow parking from the schools into residential areas and, in a few cases, vandalism, are also weaknesses of the area. School officials and the Police Department work closely to reduce and eliminate conflicts. Limited vehicle access points at all of the schools also makes pick up and drop off times difficult for students, bus drivers and parents.

Access to the industrial-zoned land south of Winnacunnet Road is currently provided via Tide Mill Road, which is lined with residential properties. The resulting mix of residential and non-residential traffic is a source of some conflict for the Town.

Existing Zoning and Development Potential

Area 5 is primarily zoned for residential use, with well over half of the area RA (Residence A) and RCS (Residence C – seasonal) zoning districts. There is a section of I (Industrial) zoning district adjacent to the public works complex, off of Tide Mill Road, and a section of G (General) zoning district south of Highway 101, adjacent to Route 1.

As discussed in earlier sections, there is a transition from the B (Business) zoning district along Route 1 to the RA (Residence A) district along Winnacunnet Road. In addition, there are professional offices located off Route 1 along Park Avenue.

Due to the large areas of salt marsh, a majority of Area 5 is undevelopable. There are two existing roads which extend out into the salt marsh, where several year-round homes have been built from former seasonal cottages. Other than infill and redevelopment of existing land, there is limited potential for future development.

The industrial-zoned land located between Winnacunnet and Tide Mill Roads is not completely built out. Any additional development of the land will likely intensify the conflict between residential and non-residential traffic.

Preferred future

Residents of Area 5 are protective of the remaining undeveloped lands in the area, and expressed a preference for future development and/or redevelopment to be consistent in character and scale with the more established residential developments. Residents' stated preferences are as follows:

- Protected open space and wetlands, perhaps with passive and active recreation facilities.
- Good sidewalk network and improved traffic circulation patterns at schools that reduce conflicts between pedestrians, buses and autos.
- Larger lot sizes in new developments.

Recommendations

1. Ensure that future development and redevelopment is consistent in character and scale with the established residential developments.

2. Maintain and strengthen, as appropriate, the Town's ordinances and regulations to protect wetlands.

3. Explore the creation of a "Professional Office" zone along Lafayette/ Mill, Winnacunnet Rd., High St. (Areas 3, 4 and 5)

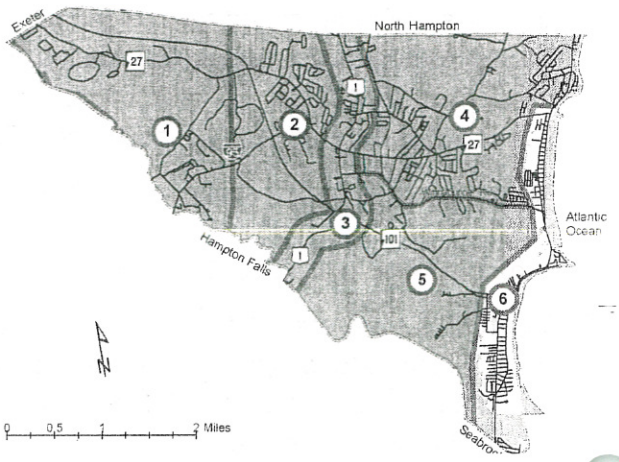
4. Explore additional options for providing access to the Industrial-zoned land to minimize conflicts between residential and non-residential traffic.

5. Explore options for redesigning on-site traffic circulation patterns at schools to reduce congestion and conflicts between pedestrians, buses and autos.

2.2.7 Area 6

Boundaries

Area 6 is defined generally as the Hampton Beach area. For the purposes of this chapter, it is defined as the area just immediately north of High Street (Route 27), south to the town line with Seabrook, and approximately 0.5 miles inland from the shore.



A major effort to create a comprehensive vision for the Hampton Beach area was completed in November 2001, when the Planning Board adopted the Hampton Beach Area Master Plan. While a stand-alone document, the Beach Area Master Plan was incorporated into the townwide Master Plan as Chapter 12.

The Beach Area Master Plan contains a comprehensive evaluation of existing conditions (land use, historical and cultural, environmental, recreation, transportation, economic and infrastructure) in the Beach area. Through an open public planning process, a series of recommendations were also developed to address many land use, transportation, public access, recreation, open space, and other quality of life issues of the Beach area.

The purpose of including Area 6 in this chapter is to provide a summary of public input received through the 2003-'04 visioning sessions and survey. Overall, the information received through this public outreach process supports the analyses and findings of the full Beach Area Master Plan. This section references the Beach Area Master Plan for a comprehensive discussion on issues, concerns and recommendations specific to the Beach area.

Development Patterns and Significant Features

There are numerous significant features of this area, including the "boardwalk", beaches, the harbor and estuaries, and the views. The entire area is densely populated with seasonal and year-round residential units. The "main beach," located south of the Highway 101/Ocean Boulevard (Route 1A) intersection, is the central tourism and economic boon for the area.

The State Parks system (overseen by the NH Department of Resources and Economic Development) owns most of the land east of Ocean Boulevard. At the southern end of town is the main Hampton Beach State Park which can accommodate overnight RV camping. In addition, the Sea Shell

bandstand located in the heart of the main beach provides entertainment through the summer months.

Great Boar's Head is a large land mass that jets out into the Ocean about midway along the coastline of Area 6. The area was named as such because from an aerial view, the land mass resembles a boar's head. Other areas with local names are Sun Valley (the small portion of Hampton south of the Harbor), White's Island (the land immediately north of the State Park and east of Ocean Boulevard), and North Beach (the beach area north of Great Boar's Head).

The development patterns in Area 6 vary widely. The North Beach area is predominately single-family housing with pockets of two- and multi-family units. As one moves south of Winnacunnet Road, the development becomes primarily multi-family condominiums until "Rocky Bend" (just south of Great Boar's Head). From this point south along the main beach, the area becomes more concentrated with rental units, hotels and motels. As mentioned earlier, the main beach is a mix of restaurants, entertainment areas, and general retail along Ocean Boulevard and Ashworth Avenue. The land uses in between these two routes consists of rental units and seasonal and year-round units. Great Boar's Head, White's Island and generally west of Ashworth Avenue predominately consist of year-round homes.

For a more detailed discussion on the existing conditions of the Hampton Beach area, please refer to the Hampton Beach Area Master Plan (Chapter 12 of the Hampton Master Plan).

Strengths and Weaknesses

Clearly, the primary strengths of Area 6 are the Atlantic Ocean, beaches and other natural resources. This area provides several recreation opportunities, supports tourism, and sustains a large wildlife population. However, with all of the beauty come the problems associated with a bustling vacation spot. Heavy traffic congestion and a lack of parking during the peak summer months are major problems. This not only makes for an uninviting atmosphere, but creates unsafe situations and is also cause for environmental concerns.

In addition, weaknesses exist in the regulatory scheme of this area. Hampton Beach's land use patterns were already well developed before the adoption of zoning in 1949, and the number of variances requested (and granted) for this area today are indicative of a zoning ordinance which does not match the existing development patterns.

A comprehensive discussion on these issues is addressed in the Hampton Beach Area Master Plan (Chapter 12 of the Hampton Master Plan).

Existing Zoning and Development Potential

Area 6 is a mix of zoning districts. The far north end includes a small section of BS (Business Seasonal) zone, and is home to a restaurant and a few retail shops. Further south, the North Beach area from High Street south to Winnacunnet Road, is split between RA and RB (Residence A and B) zoning districts, with the RA zone extending from the shore to Kings Highway, and the RB zone west of Kings Highway. The BS zone extends from just north of Winnacunnet Road south to Hampton State Park, with pockets of RA (Great Boar's Head) and RB (White's Island and west of Ashworth Avenue). The State Park is located in the G (General) zoning district, and Sun Valley is back to RA zoning.

Preferred Future and Recommendations

As discussed above, the Beach Master Plan contains a comprehensive recommendations section which covers the following topics:

- Revitalization and improvement
- Land use
- Economy and tourism
- Environment
- Infrastructure and public facilities
- Transportation

Numerous recommendations are presented for each of these topical areas in Chapter 12 – Hampton Beach Area Master Plan.

2.2.7 Townwide Recommendations

In reviewing public input received during the development of this chapter, numerous recommendations were raised that apply to the entirety of the Town of Hampton. The following recommendations should be considered in addition to those provided for each of the six areas:

1. Develop a townwide open space plan identifying parcels with the greatest priority for protection (i.e. natural resource protection, drinking water protection, scenic vistas) and secure funding for their acquisition.

2. Conduct a comprehensive review of the existing Multi-family Dwellings ordinance and recommend amendments as appropriate. This review should include a determination as to whether multi-family development should continue to be allowed in all areas where it is currently allowed; whether it should be directed to areas of existing multi-family development, limited to areas with adequate public services such as sewer and water and where the development will not have significant negative impacts on local roadways or natural resources; whether multi-family developments should continue to be allowed by right, or alternatively by conditional use or special exception, and; whether existing design standards (e.g. density, architectural standards, open space/recreational space requirements) are adequate.

3. In light of the age of the existing Zoning Ordinance, continued development pressure and the increase in variance applications processed by the Zoning Board of Adjustment, the Planning Board should conduct a comprehensive review of the entire Zoning Ordinance.

4. Review Zoning Ordinance dimensional requirements regarding the maximum amount of sealed surface requirements for all zoning districts, and consider an amendment to reduce the percentage cap.

5. Focus new industrial development in existing, already developed Industrial zoning districts.

6. Develop a prioritized list of needed sidewalk improvements (new construction and/or repair) and identify a funding source for implementation. In addition, the Town should investigate possible alternative methods for maintaining public sidewalks.

7. Amend the Subdivision Regulations to require sidewalks within and between new residential and commercial developments, with the purpose of promoting pedestrian access to parks, open space, facilities and services, as well as to allow for general pedestrian connectivity.

8. Continue to maintain and implement the 201 Facilities Plan as appropriate.

TECHNICAL APPENDIX A

Summary of public input received through Fall 2003 visioning sessions and printed questionnaire

AREA 1

- Consider the possibility of town sewer extension, development potential exist to justify the expense of extending town sewer?
- What is the possibility of zoning ordinance changes / approvals to accommodate expansion of sewer?
- Keep open space / greenspace / trees
- Not in favor of zoning changes that would penalize land owners (i.e. increasing minimum lot sizes)
- Landowners should be compensated for development rights if zoning changes are adopted that reduce the development potential of their land
- Research grant opportunities for open space conservation
- Protect the aquifer
- Industrial zone (portion north of Rte 101) should be changed to RAA zone (residential)
- What is currently proposed to be developed?
- Can the Town legally offer/purchase easements from the landowner? Is the Town willing to do so? (conservation bond issues have been voted down in the past)
- Need for schools – would zoning in Area 1 allow?
- What are the Town's water/sewer capabilities? Are the mains large enough to expand the system?
- Well water is undrinkable/unusable, and there is a concern about fire safety...both point to the need for Town water in the west end
- Traffic is too heavy on Exeter Rd...need to re-route
- Prefer no more development over the next 20 years
- If water/sewer is extended, keep current zoning/density the same
- Bikeways and sidewalks are needed on Exeter Rd., Timber Swamp Rd. and M. Batchelder Rd.
- Maintain the current appearance of Exeter Rd. (NH 27), i.e. no bikeways, sidewalks, no added pavement
- Monitor health of trees along Rte 101..maintain the tree buffer
- Affordability – be aware of proposals that will increase taxes
- Focus on protection of open space
- Rte 101 toll -- consider access road to direct traffic towards North Hampton (work in conjunction with North Hampton)
- Lack of affordable housing is a problem -- potentially subsidized housing may be needed
- Need more areas for socializing throughout the Town...space for recreation, bikeways, walking paths, soccer/ball fields, concerts. Perhaps the west end can provide some recreation land.
- Need a 3rd fire house with tanker truck -- west of I-95
- Increase industrial-zoned areas (and provide water/sewer) to offer somewhat lower tax rates. Something similar to Liberty Lane development might be OK on the west end.
- Sewer and water concerns -- studies and research needed (can existing infrastructure accommodate an expansion, what is the potential impact on development in the west end?)
- Need zoning revisions that will satisfy existing property owners and preserve open space...preserve as much open space as possible while not reducing the value of properties as they are currently able to be developed.
- Use conservation easements to preserve open space
- Need to explore the issue of regional sewer service (and feasibility of connection to Exeter)
- Concerns re: Campbell property (Town property) -- prefer passive recreation use (no ATVs, cycles, etc.)
- Wetland conservation is important
- Control zoning with regard to concern about Town growth, and costs created by growth (police, fire protection, etc.)

- Town sewer/water should be extended to southeastern portion of Area 1 because of septic and water quality issues there
- Scenic Byway along Rte 27 recommends preservation of open space and scenic pull-over overlooking Batchelder Farm
- Need a map identifying undeveloped and undevelopable land, identify which undeveloped land is owned by Town or other government entity

AREA 2

- Need affordable housing for all ages, low- and moderate-income housing
- Set aside land for low-intensity, passive recreation (i.e. bicycle trails, hiking) – water tower property?
- Need affordable single-family homes (smaller homes), perhaps off Drakeside Rd.
- Develop housing away from highways
- Industrial area is well-located and buffered
- Allow a small food market near new housing developments (i.e. Drakeside Rd.)
- Need sidewalks and bikeways on Drakeside Rd., Towle Farm Rd. to serve the new housing developments
- Control large truck traffic on eastbound Exeter Rd. (existing I-95)
- Encourage / allow some additional smaller-scale commercial development on Exeter Rd. (NH 27) near Bonta restaurant
- Leave Batchelder property "as is" -- preserve the pond and allow passive recreational uses
- Don't rule out a school on the Batchelder property -- may need a west end school
- Consider possible uses of Batchelder property -- school, passive recreation, active recreation (i.e. fields)
- Develop a new road connection from I-95 off-ramp onto 101 across to South Rd in North Hampton
- Need an overlay map showing developable lands in order to decide future land use potential
- Upgrade the Town's Geographic Information System (GIS) capability to aid in planning
- Identify possible funding sources for land conservation
- Review zoning variances and where they occur, and then modify zoning (Plan, don't just react)
- Consider the need for regional sewer service
- Marsh restoration is important for many reasons
- Mosquito control -- natural controls, aerial spraying in difficult to reach areas
- Remove railroad bridge over Drakeside Rd.
- Revise signage on Drakeside Rd. from "Narrow Bridge" to "Narrow Underpass"
- Planners should give top priority consideration to impact of development on residents (i.e. traffic, density), rather than to developers

AREA 3

- Re-design and construct the NH 101/Rte 1 interchange -- too dangerous
- Re-align the Exeter Rd. (NH 27)/Rte 1 intersection
- Mixed-use is a positive!
- Railroad right-of-way along Rte 1 -- potential use for a bikeway and/or rail passenger service
- Change the name of Rte 1
- Street signage - Need better signage of main streets
- Enforce the existing sign ordinances
- Increase the # of parking spaces in downtown

- Need to increase involvement of, and support from, the Chamber of Commerce "Destination Downtown" group
- Revisit zoning ordinance for shortcomings
- Encourage shopping and tourism in downtown
- Pedestrian friendly environment and well-maintained sidewalks are important
- Sewer service could be extended south to the H. Falls town line in order to create additional development opportunities
- Need public transportation along Rte 1 -- could be shuttle or trolley service
- Lack of parking and heavy traffic in the "village" are problems
- Need to slow down growth along Rte 1
- Need to better utilize, and add more, parking behind stores downtown.
- Preserve and retain the character of existing buildings in the downtown and from NH 27 south
- Regulate structural appearances
- No more traffic signals on Rte 1!
- Remove diagonal parking on the west side of Rte 1 in the center of Town (in the vicinity of Café Fresco)...dangerous configuration...business owners don't want to lose the parking for customers.
- Need more parking in "village" center / downtown
- Need better traffic enforcement and/or change the student drop-off pattern at Center School
- Need to discourage Mill Rd. as an alternate route to Rte 1
- Encourage the development or redevelopment of land uses on Rte 1 north
- Foss entrance – trucks are a problem
- Put existing and new utilities underground
- Heavy traffic on Rte 1 from Winnacunnet to NH 27 is a serious problem -- traffic diverts to side streets
- Need to consider the future of Rte 1 through downtown
- Signal system on Rte 1 needs to be coordinated
- Explore possible uses of the railroad right-of-way, i.e. as part of a roadway bypass vs. future passenger rail service
- Need "Main Street" type improvements in downtown, i.e. traffic calming, street trees, benches, alternative pavements, incentives to businesses for maintenance.
- Need streetscape improvements, i.e. trees, landscaping
- Rte 1 / Ann's Lane intersection is problematic—cars waiting to take a left onto southbound Rte 1 stack up, blocking cars that want to turn right onto northbound Rte 1.
- Need stops/pull-offs on Rte 1 to allow school buses, trolleys, etc. out of the traffic stream for stops.
- Need more parking for schools in the area (Centre School, Junior High School)
- Zoning at High St./Rte 1 and Winnacunnet Rd/Rte 1 successfully allows mixed uses—where else could this be attempted?
- Need better lane delineation for NB Rte 1 traffic turning left onto Drakeside Rd.
- Need to look at allowed uses on Rte 1 -- too many gas stations and car dealerships
- Town property (Library to old Town Hall) is an asset -- need to develop a comprehensive plan for its use/re-use
- Need more affordable housing
- Need more bikeways all over Hampton
- Need better architectural standards and design review for commercial development
- Rte 1/NH 27 interchange – SB left turn arrow does not always come on
- Limit overall development town wide
- Possible need for police substation on Rte 1
- Review what uses are allowed in downtown -- i.e. too many gas stations
- Need to develop storefronts on municipal parking lot side to create shopping/dining opportunities

AREA 4

- Keep open land "as is", conservation land -- Town has enough active recreation areas
- Zoning of large undeveloped parcels
- Developed areas should be serviced by Town sewer
- White's Lane -- need better maintenance and control; should be passive recreation area.
- With population increasing, need to plan for more space for active and passive recreation and socialization
- Require playgrounds/recreation space in new developments
- Need to study methods for better mosquito control -- like use of natural controls (i.e. bats)
- Intensity of building
- Condominiums -- revenue -- parking -- examine whether condo developments should be limited to larger land parcels
- Need to maintain existing setback requirements within the different zoning districts
- What should /could be done with properties that owners cannot build on?
- Re-use of land is an issue -- existing homes are being torn down and condos being built
- Need to improve pedestrian access between neighborhoods and to/through undeveloped areas which could be developed for passive recreation, i.e. sidewalks and bikeways
- Zoning should protect areas, should maintain appropriate densities
- Need better signage of main and cross streets
- Need to reconfigure Five Corners
- Need town swimming pool
- Water use and waste -- Aquarian needs to effectively manage the water supply
- Septic systems are running back into aquifers
- Need affordable housing for families and elderly
- Need to plan for elderly segment of the population – activity center, housing, transportation services, tax considerations
- Alexander Dr. -- Built well, preserves and protects wetlands with good space between homes -- should do this throughout Hampton
- Esker Rd. -- Houses too close, mosquito infestation
- Preserve undeveloped land and limit new home construction
- Some areas not sprayed for mosquitoes
- Don't relax zoning requirements...too many variances are given resulting in incompatible building height and density
- Need more police enforcement of speed limits -- improve safety of pedestrians and bicyclists
- Too much traffic congestion
- Need more parking at school entrances for parents picking up/dropping off children
- Need more bikeways in this area and town wide -- encourage students to bicycle to school and possibly cut down on the frequency of school bus stops
- Need senior and teen center(s)
- When not in use, school buses could be utilized for in-town senior transportation
- Need to control ATV and snowmobile use town wide -- should provide areas for these uses somewhere, with strong enforcement
- Need more parks for children -- consider White's Lane for a playground
- There is nothing for seniors -- should have a place to congregate

AREA 5

- Preservation of open space and wetlands is important -- need to slow down development and prevent encroachment of development into wetlands, but nature walks should be developed in wetlands
- Don't allow any more construction on Glade Path
- Beach should have more condos
- Cell tower should be located in DPW area -- good revenue generator, Town needs better cell phone coverage
- High school improvements -- No consensus on whether to support or not, but agree there's a need to educate the public on implications of not being re-accredited.
- Influx of "winter" school attendees is an issue
- Need natural methods of mosquito control (i.e. bats)
- Dredging the harbor is necessary
- Town should take action and clean up or tear down dilapidated buildings on Island Path
- The Town should pursue acquisition of conservation land on Island Path
- Look at possibility of locating cell towers in the marsh on existing electric power lines.
- Taxes are high for seniors and some might be forced out of Town because of inability to pay them -- can Town provide additional relief?
- Development should be directed to areas where dilapidated/derelict houses can be torn down and new ones built, rather than developing in unbuilt areas
- Preserve historic buildings
- Could build near Landing Rd. – small homes only as there is not much buildable land
- Encourage the school addition for safety reasons – liability risk of having students travel between building and modular classrooms outdoors in all weather conditions.
- Zoning isn't "keeping up" with development on Winnacunnet Rd., Mill St. to Rte 1, and High St. -- this area is zoned residential but many non-residential uses have been approved, making it in reality a mixed-use area.
- Town should develop or encourage development of parking lots along Rte 101 and at end of Island Rd., with parking fee including shuttle service
- Town should develop capped dump as recreational area
- More parking is needed at the High School for both students and visitors to the auditorium
- Student pick-up and drop-off areas at Marston, Centre and High School are very problematic -- dangerous mixing of cars, busses and pedestrians
- Town should consider opening the DPW road to provide access to the industrial park
- Need to consider co-generation of power and alternative energy sources for the school

Town of Hampton

Hampton's Future : What do YOU see?

The Hampton Planning Board and Master Plan Subcommittee are updating the Future Land Use chapter of the townwide master plan. We would like to hear from residents, business owners, workers and visitors about how Hampton should change over the next 20 years. Please fill out this survey and make sure your opinions are considered in developing a blueprint for the Town's future!

1. Do you live in Hampton? Using the map on the reverse side for reference, circle the number of the section of Town where you live: *(if you don't live in Hampton, go to question #7)*
   1 2 3 4 5 6

2. What do you like most about living in Hampton? _____

3. In your opinion, what are the most serious planning issues that the Town is facing?

   ☐ Housing is too expensive
   ☐ Loss of open land / farms
   ☐ Poor pedestrian / bike access
   ☐ Not enough recreation facilities
   ☐ Ensuring clean & plentiful water
   ☐ Traffic congestion
   ☐ Inadequate school space
   ☐ New developments are unattractive
   ☐ Other_____

4. What features or characteristics make the section of Town where you live, or your specific neighborhood, special & distinct? _____

5. If you could change anything about the area where you live, what would it be? _____

6. What features and/or characteristics about the section of Town where you live, or your specific neighborhood, do you think should be preserved? _____

7. Do you like the appearance of new development in Town? If not, what is/are your greatest concern(s)?

   ☐ Homes / buildings are too close
   ☐ Commercial buildings are too tall
   Unattractive architecture of commercial buildings
   ☐ Building lots are too small
   Other _____

8. Do you shop in or visit Hampton? If so, in which section(s) of Town? *(see map on reverse)*
   1 2 3 4 5 6

9. What would make shopping or visiting Hampton more enjoyable and attractive? _____

10. If you are a business owner in downtown Hampton, do you believe there are adequate public facilities (i.e. public parking, good access, sidewalks, attractive streetscape) to support business growth and development? _____

Completed surveys can be left at the Town Hall or Lane Memorial Library, or folded over into a self-mailing envelope and sent to the Town Hall at the address shown. Thank you for your help!

TECHNICAL APPENDIX B

Build-out assumptions

Multi-Family Scenario-General District Assumptions

- State-owned parcels will not be developed
- All lots are analyzed for Multi-Family development.
- All lots treated as if sewered.
- No lot subdivision occurs – only development or redevelopment.
- If existing lot is already Multi-Family, it is assumed to be built-out.
- Each lot must have 15,000 square feet per potential unit
- Each lot must have 8507 square feet of buildable land per potential unit
- Buildable area of 8507 square feet was determined from the average found on 4 existing and 2 proposed multi-family developments.
- 'Buildable' land is land that is outside of the Wetlands Conservation District.
- Wetlands Conservation District consists of Very Poorly Drained and Poorly Drained soils as mapped from 1994 NRCS, Rockingham County Soil Survey, plus 50 ft buffer zones.
- Minimum Frontage = 125 feet
- Lots not meeting minimum frontage to support new units have 10% of their buildable area subtracted to support building of potential roads.
- All existing single family residential lots that are too small to support multi-family development will remain as single family.
- Certain existing non-residential lots were deemed to remain non-residential

Duplex Scenario-General District Assumptions

- State-owned parcels will not be developed
- All lots are analyzed for Duplex development
- Minimum lot size is 40,000 square feet – all lots treated as if not sewered
- Each potential lot yields 1 duplex with 2 units.
- Each potential lot must have 30,000 square feet (75% of lot) of buildable land.
- 'Buildable' land is land that is outside of the Wetlands Conservation District.
- Wetlands Conservation District consists of Very Poorly Drained and Poorly Drained soils as mapped from 1994 NRCS, Rockingham County Soil Survey, plus 50 ft buffer zones.
- Minimum Frontage = 125 feet
- Lots not meeting minimum frontage to support new lots have 10% of their buildable area subtracted to support building of potential subdivision roads.
- All existing single family residential lots that are too small to support duplex development will remain as single family.
- Existing multi-family developments will remain as multi-family developments.
- Certain existing non-residential lots were deemed to remain non-residential
- Undevelopable Lots are lots that are not subdividable due to size or wetlands constraints and have no existing development on them.

Single Family-RAA District Assumptions

- Hurd Farm will not be developed
- All lots are analyzed for single family development
- Minimum lot size is 43,560 square feet – all lots treated as if not sewered
- Each potential lot must have 30,000 square feet of buildable land.
- 'Buildable' land is land that is outside of the Wetlands Conservation District.
- Wetlands Conservation District consists of Very Poorly Drained and Poorly Drained soils as mapped from 1994 NRCS, Rockingham County Soil Survey, plus 50 ft buffer zones.
- Minimum Frontage = 200 feet
- Lots not meeting minimum frontage to support new lots have 10% of their buildable area subtracted to support building of potential subdivision roads.

BUILD-OUT DATA

General District
Multi-Family Scenario

# Existing Lots			# Total Lots	Build-Out Units (Existing Development + Future Development or Redevelopment)				# Undevelopable
Total	Built Lots	Vacant Lots	at Build-Out	Multi-Family	Duplex Units	Single Family Units	**Total**	Lots
392	267	125	387	1167	62	222	1451	57

scenario has no new lots.

General District
Duplex Scenario

# Existing Lots			# Total Lots	Build-Out Units (Existing Development + Future Development or Redevelopment)				# Undevelopable
Total	Built Lots	Vacant Lots	at Build-Out	Multi-Family	Duplex Units	Single Family Units	**Total**	Lots
392	267	125	555	426	598	174	1198	69

scenario includes existing multi-family development in build-out state.

RAA District
Single-Family Scenario

# Existing Lots			# Total Lots	Build-Out Units (Existing Development + Future Development or Redevelopment)				# Undevelopable
Total	Built Lots	Vacant Lots	at Build-Out	Multi-Family	Duplex Units	Single Family Units	Total	Lots
236	189	47	379	x	x	363	363	16

Build-Out Table

- Build-Out Units comprise all existing units and all potential units resulting from development or redevelopment.
- Vacant Lots are lots that have no existing development. Estimated from Assessing database for lots listing MDL_DESC = VACANT or if MDL_DESC is blank.
- Undevelopable Lots are lots that are not subdividable due to size or wetlands constraints and have no existing development on them.