

Town of Hampton

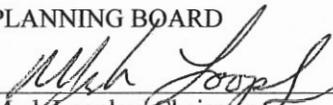


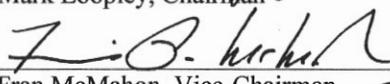
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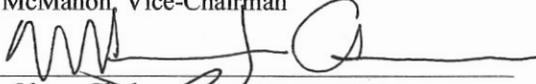
TOWN OF HAMPTON MASTER PLAN CHAPTER 4 – COMMUNITY SERVICES AND FACILITIES CHAPTER 6 – NATURAL RESOURCES

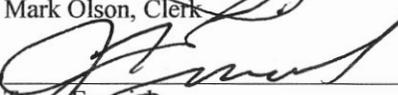
The Town of Hampton's Master Plan was amended by the adoption of the listed chapters on October 7, 2009 by a majority vote of the Hampton Planning Board, in accordance with NH RSA 675:6, following a public hearing held on October 7, 2009.

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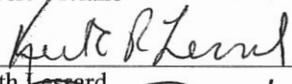

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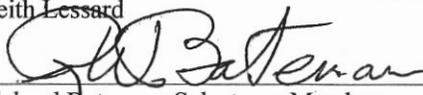

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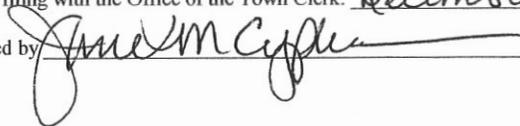
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Table of Contents

<u>SECTION</u>	<u>PAGE</u>
Certification of Adoption	iv
Section 1 Introduction	CF-1
Section 2 Planning and Design Strategies for Town Facilities	CF-2
2.1 Challenges and Limitations to a Departmental Approach to Community Facilities Planning	CF-2
2.2 Planning and Design Strategies for Town Facilities	CF-3
Section 3 Municipal Center Planning	CF-5
Section 4 Town Offices	CF-8
Section 5 Lane Memorial Library	CF-10
Section 6 Public Works Department	CF-14
6.1 Highway Maintenance.....	CF-14
6.2 Wastewater Collection & Treatment	CF-17
6.3 Stormwater Management	CF-19
6.4 Solid Waste and Recycling.....	CF-21
6.5 Public Works Buildings	CF-21
Section 7 Public Utilities	CF-24
7.1 Water Supply and Distribution	CF-24
7.2 Electric Supply and Distribution	CF-27
7.3 Gas Supply and Distribution	CF-29
7.4 Telecommunications	CF-30
Section 8 Fire Department	CF-32
Section 9 Police Department	CF-38
Section 10 Parks and Recreation	CF-42
Section 11 Schools	CF-46
Section 12 Hampton Beach	CF-51
Section 13 Summary of Recommendations	CF-55

TABLES

CF-1	Population and Library Size Comparisons – Seacoast Communities	CF-11
CF-2	Publically Maintained Roads, by State Class	CF-14
CF-3	Public Works Facilities Inventory	CF-15
CF-4	Public Works Major Equipment Inventory	CF-16
CF-5	WWTF Short and Longer Term Facility Needs.....	CF-19
CF-6	Annual and Seasonal Per Capital Water Demand – Hampton, North Hampton, Rye and Seacoast Region.....	CF-26
CF-7	Fire, Service and Emergency Medical Service Calls, 1997-2008	CF-33
CF-8	Hampton Fire Department Vehicle Inventory.....	CF-33
CF-9	Hampton Police Department Service Calls, 2003-2008	CF-39
CF-10	Hampton Recreational Facilities	CF-43
CF-11	School Enrollment History – Hampton Schools, 2002-2008	CF-48
CF-12	School Enrollment Projections (3 year average) – Hampton Schools, 2002-2008.....	CF-48

FIGURES

CF-1	Urbanized Areas Subject to MS4 Requirements	CF-20
CF-2	Hampton Fire and EMS Service Call Volumes, 1973-2007	CF-33
CF-3	Police Call Volume Share - Town, Hampton Beach, North Beach.....	CF-40

MAPS

CF-1	Community Facilities Map, Hampton, NH.....	CF-63
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Town of Hampton



CERTIFICATION OF ADOPTION

TOWN OF HAMPTON MASTER PLAN
CHAPTER 4 – COMMUNITY SERVICES AND FACILITIES
CHAPTER 6 – NATURAL RESOURCES

The Town of Hampton's Master Plan was amended by the adoption of the listed chapters on October 7, 2009 by a majority vote of the Hampton Planning Board, in accordance with NH RSA 675:6, following a public hearing held on October 7, 2009.

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CHAPTER 4:

Community Services and Facilities

1. Introduction

Community facilities are those facilities, both public and private, which provide services that are essential to the functioning of the Town and important to the quality of life of its residents, businesses and visitors. The purpose of this chapter is to identify and inventory the community facilities, and further, to provide a basic assessment of the adequacy of the facilities to meet future needs and to recommend future actions where appropriate.

The inventory of facilities is prepared to provide a snap shot of current conditions to better understand present adequacy and aid in the planning for future improvements. Where warranted, a set of actions and recommendations is offered that should be taken to ensure that the facility provides a satisfactory level of service into the future.

It should be noted that Hampton's unique position as a major summer tourist destination alters the standard assessment of adequacy for some facilities because their capacity must be designed to meet the needs generated by peak summer daytime population, which can be as much as seven to eight times the 2007 non-seasonal population of about 15,300. Standardized facility and capacity measures based on per capita rates have to be applied in non-standard ways for communities with heavy seasonal population variations.

In 2007 the Town participated in a community visioning/design program offered by PlanNH, a consortium of planners, engineers, land development professionals and architects. It was established to create a forum for bringing together these different professional groups and as a catalyst for spurring interest in community development. That program as it was applied in Hampton included a facilitated visioning process to assist the Town in planning for future town projects, focusing on future needs and conceptual plans for the community buildings located in the municipal center. The ideas discussed during this planning exercise are summarized in Section 3 and referenced elsewhere in this chapter.

A summary of the facilities and services covered in this chapter are presented in the following text. The locations of key facilities as well as water and sewer service areas are shown in the accompanying map **CF-1 Community Facilities Map**.

2. Planning for Community Facilities and Services in Hampton: Challenges and Opportunities

2.1 Challenges and Limitations to a Departmental Approach to Community Facilities Planning

During the process of developing this update to the Community Facilities Chapter, the Planning Board and other community members have recognized that the current practice of examining facility and service needs in a department-by-department focus, as used here and in previous updates, has failed to achieve meaningful results either in identifying or implementing creative solutions to the Town's facility needs.

A consequence of this departmental approach is that the focus is placed on specific building and equipment deficiencies as identified by the respective departments rather than on what is needed for the future development of Hampton as a whole. Over the years facilities planning has been propagated around the budget with each department responsible for their respective "piece of the pie" but no one looking out for the whole. The result has been what is sometimes called "stove pipe" thinking where each vertical operation (department) is concerned primarily, and in some cases exclusively, with its own mission.

The examination of facility needs through the single lens of each department results in an understanding of those needs in isolation from other, perhaps *related* needs. The department-centric view tends to prevent the identification of integrated solutions that work across departments and that address multiple needs. A second problem is that the Master Plan alone, as a Planning Board document, does not provide an adequate forum from which to reach a community wide decision to commit significant capital resources. Such decisions will require broad consensus involving, at a minimum, the Planning Board, Selectmen, Town Manager and Department heads, and in some cases the School Board and Beach Precinct.

A case illustrating this point is seen in the difficulty with moving forward on any of the options presented in the Municipal Center Plan after the Plan New Hampshire Charrette (see Section 3). In this case, there appears to be no single decision maker and no single government entity that can finalize those concepts or implement an action plan. Yet taking such action is key to many of the department-specific facility and service improvement needs identified in this Chapter; it will require a working consensus among multiple parties, including the Fire Department, Selectmen, Town Manager, Parks and Recreation Department, Library Trustees, School Board and Planning Board.

An added impediment to finding creative solutions and taking concrete actions is the historic reluctance of Hampton voters to approve major discretionary spending in recent years. This reality itself discourages any thinking beyond the "stovepipe." Yet demonstrating the cost/benefit efficiencies and broader community benefits from integrated, cross-department solutions may be the key to gaining the required voter support. Despite the challenges, it is clear that successful identification and implementation of facility and service improvements will require an integrated decision-making process which does not now exist.

Recommendations:

The following recommendations are offered to help address these challenges:

- Establish A Long Range Facilities Planning Committee: The Town should, through action by the Board of Selectmen, or by Town Meeting authorization as needed, create a new standing committee entitled the Hampton Long Range Facility Planning Committee. Such committee would be charged with the responsibility to develop integrated facility plans and recommendations to the Town. Such recommendations should be provided to the Planning Board, Board of Selectmen and Budget Committee and others as appropriate to the facility in question. The committee should be structured to include representatives from multiple Boards, Departments and community interests, including the Planning Board, Board of Selectmen, Town Manager, and School Board. Part of the Committee's charge should be to explicitly consider opportunities for facility sharing and other efficiencies of use when planning and designing new or renovated facilities.
- Activate the Permanent Building Committee: The Board of Selectmen should fill the positions and activate the Permanent Building Committee that it previously authorized. The purpose of this committee is to advise Town professional employees on property construction, rehabilitation and maintenance, and assume the responsibility of overseeing the design and construction of approved new or renovated community facilities.
- Community Facilities Master Plan Chapter: Future updates of the Community Facilities Chapter should 1) examine and recommend opportunities for consolidating and sharing facilities across departments where significant efficiencies can be obtained and include input from the Long Range Facilities Planning Committee if established; 2) consolidate chapter subsections and arrange by function rather than department, for example public safety; public works and utilities; youth, adult and senior services, etc.

2.2 Planning and Design Strategies for Town Facilities

In September 2008 the Planning Board developed overall "Town Facility Planning Strategies" intended to guide the planning of new or renovated Town facilities. In developing recommendations in this Master Plan, it is important to fully consider and, to the extent practical, adhere to these strategies. They are incorporated in this Community Facility chapter as a component of the Master Plan.

The principle design philosophy behind these strategies is to promote facilities that have architectural continuity with a New England town center or village form of development and the flexibility of use inherent in that form. The immediate objectives are to save money, reduce energy consumption, and reduce the need for new space through efficient use of existing spaces and efficient building technologies. These strategies are intended to be applied to all Town facilities where possible, including schools, library, town offices, public safety buildings, public works facilities and recreation facilities. These strategies are further enumerated as follows for structures, functions and economics:

A. Structures

- All new construction and renovation of existing structures, to the extent practical and/or feasible, will consider LEED design standards (or from other comparable programs) that will provide continual and sustainable energy consumption reduction and will minimize environmental impact;
- In the absence of compelling reasons to do otherwise, no single purpose structure will be planned or built, and all future structures will incorporate space to accommodate more than one user/function, including uses by other Town Departments;
- All new construction or renovations will adhere to an architectural style that is in keeping with a New England town center or village style. Both architectural and site plans will be presented to the Planning Board or review committee designated by the Planning Board for such review and approval. Hampton's historic structures and resources will be taken into consideration prior to any construction, renovation or demolition;
- All new construction and renovations shall incorporate and allow for future growth; and
- All new construction and major renovation shall require oversight by licensed professional architects, engineers and other appropriate professionals.

B. Economics

- Construction and renovation financing should be matched to the expected useful life of the facility;
- For any structure proposed to house a town service component, consideration will be made of the potential for the facility to be used by more than one Town department to consolidate function and create greater economic efficiencies;
- All plans for new construction or renovations will include "before" and "after" estimated annualized costs for facility operations and maintenance; and
- Innovative financing options will be explored for all town facilities projects, including but not limited to, public and private grants, naming rights, lease back arrangements.

C. Function

- As part of the planning process, similar departmental functions will be reviewed for the feasibility of combining such functions to reduce space requirement and gain energy and economic efficiency;
- Duplicative functions within departments should be consolidated if net space and efficiency gains are identified; and
- All functions that are to be housed in a new structure or an expanded structure and incur costs to the Town should be reviewed to determine if public law or necessity requires the service to be provided by the Town, and if not, whether the function may be conducted more efficiently as a contracted service.

3. Municipal Center Planning

In February of 2007, the Town of Hampton submitted a proposal to PlanNH for design assistance focused on future redevelopment of the municipal center. Of the eighteen plus proposals submitted, Hampton was one of three communities selected for a Charrette. The impetus by the Town for requesting the design assistance from PlanNH was recognition of the need to develop a common vision and plan for the reuse and redevelopment of the town properties and buildings in the municipal center. The area under study roughly extended from the Town Office building eastward on Winnacunnet Road to the Fire Station – an area that became known as the “New Government Center.” The open Charrette occurred on a Friday and Saturday, September 21-22, 2007 and was attended by town officials and residents.

To quote from the Study report “Hampton – A Community for a Lifetime,” the area under study and the buildings involved “remain an important part of the community as a municipal center and a place where people congregate and conduct town business. There has never been a strategic plan considered for this vital area of the town, which has led to several competing claims for the same piece of land, with no vision of how the site should be developed and how it affects the town as a whole. Without a long term vision, the town runs the risk of meeting an agency’s immediate needs at the cost of an integrated long term plan for all interests.”



Needs Identified

Community needs and objectives were identified in listening sessions held on the first day of the Charrette. About 2 dozen were articulated. Some of the key needs were as follows:

- recreation department space for adults, seniors and children and more outdoor recreation space for children such as ball fields;
- a dedicated senior center for 30 years, able to house more than 125 people and with a commercial kitchen, a home for meals on wheels storage space, and open space for gatherings;
- a teen center for education and entertainment or to simply hang out;
- a Town pool;
- commercial flex space to house services;
- a walkable Hub for community use for gatherings to promote social capital;
- a new or significantly expanded, renovated Library;
- renovation of the old District court building to a usable facility;
- the fire department needs additional space at the existing in-town central station (possibly with shared office space with other town departments) as well as a new station at the beach;
- ability to house EMT and ambulance services at the beach and downtown;
- the town office needs additional space;
- more parking and recreational fields at the Junior High School;

- architectural guidelines for development to keep with the historical character of the town;
- demolition of the old town hall building;
- upgrade present sign ordinance to reflect historical nature of the town and to standardize signs throughout the town;
- incorporate green design and sustainable practices in all new projects moving forward;
- shorter response time from police and fire departments for west side of town;
- business incubator space;
- more restaurants.

Problems and Successes Identified

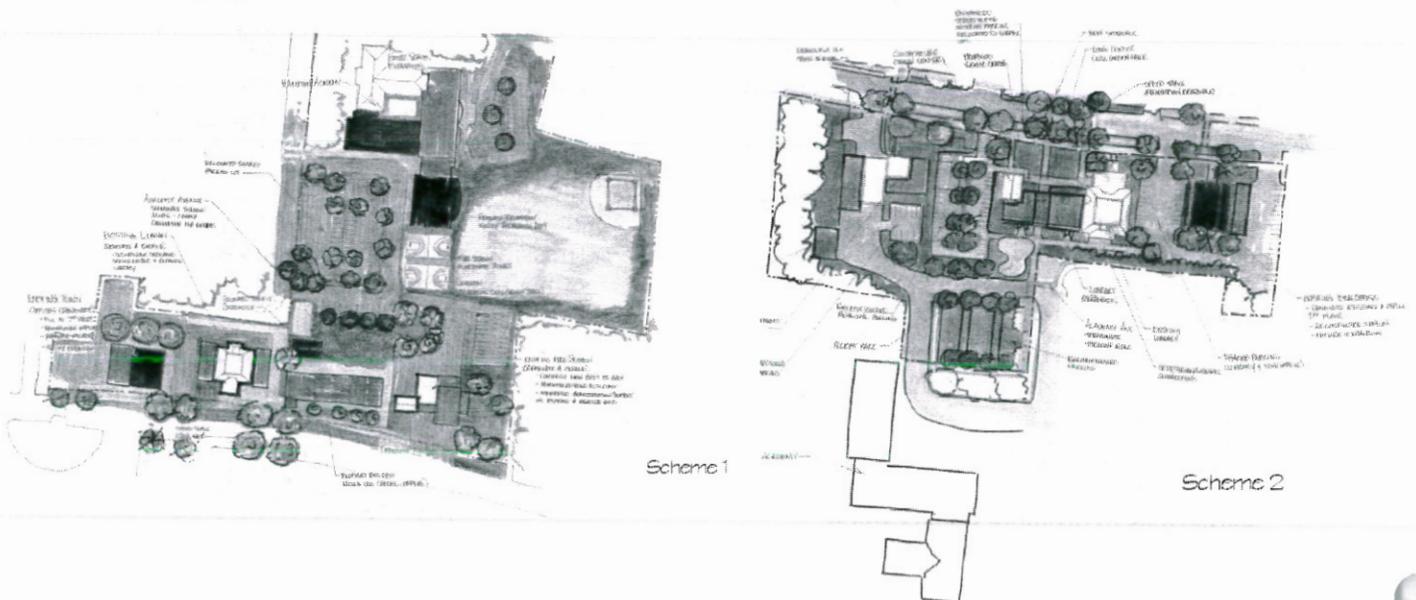
In addition to needs, a much shorter list of impediments for moving forward on projects in Town was identified. Chief among them was the ability to raise appropriations to fund projects in order to ‘get things done’. Some recent projects encountered cost overruns which hampered others from moving forward. Concerns over property taxes and the difficulty in gaining support for capital expenditures in warrant articles were highlighted. A number of successes were identified including land conservation, the new police station, new town offices, improvements to Route 1, and new sidewalks and curbs.

Municipal Center Proposals

Based on the input received at the listening sessions and their understanding of the Town’s objectives, the Charrette team developed two conceptual proposals, Scheme One and Scheme Two, which are briefly summarized below, and depicted in the drawings developed during the Charrette and shown here at a much smaller scale. Refer to the Charrette report “Hampton – A Community for a Lifetime” for full descriptions. Both Schemes focus on creating a new municipal center around the Lane Library, the old Courthouse and the Town Offices.

Scheme One

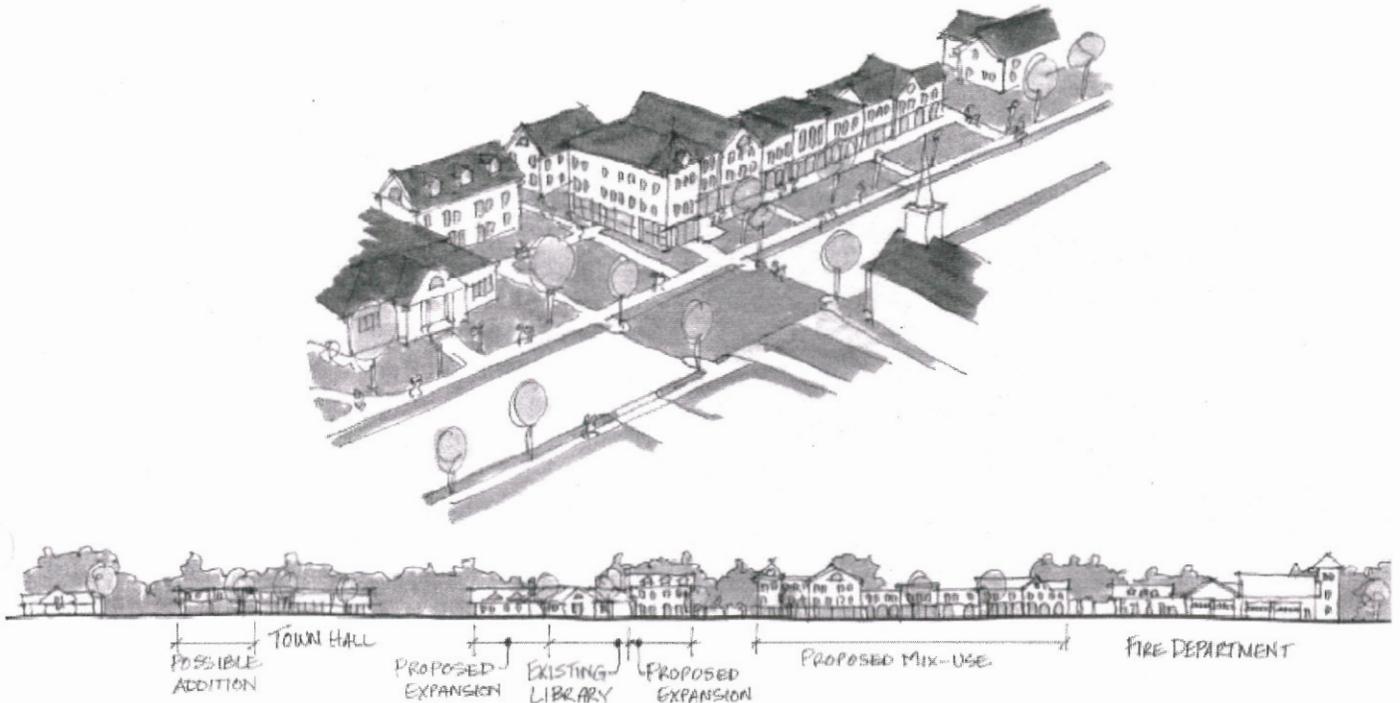
In this scheme, the Library is expanded both eastward and westward. Academy Avenue is replaced with a pedestrian green space; and existing courthouse is relocated to the north and behind a proposed mixed use (retail, office) commercial building.



The Town Office building is expanded to the west and its facade is replaced with one that is more in keeping with surrounding architectural style. A recreation building is connected to the Hampton Academy Jr. High. The fire station is renovated and expanded.

Scheme Two

In scheme two, the Library is expanded to the east and the expansion is large enough to incorporate a senior center. The courthouse remains at its present location, but is renovated to become a teen center. The fire station and town office buildings are renovated and expanded similarly to scheme one. The Junior High is not incorporated into scheme two.



The Schemes were not presented as sets of firm plans but to illustrate the possibilities for redevelopment. Combinations of elements from both are also possible. Though specific follow-up actions have not yet occurred, the concepts developed create a vision of how the much needed municipal building renovations and expansions that are discussed elsewhere in this chapter, can be exploited to enhance the municipal center in keeping with the Town's goals. In other words, the sum of the individual renovations can be greater than the separate parts.

Recommendations:

- The Planning Board should develop, with public input, an analysis of the Charrette options, and any additional alternatives, including a summary of benefits, weaknesses and impediments, and based on this analysis, recommend a preferred alternative, or prioritized alternative to pursue.
- The Hampton Long Range Facility Planning Committee should be established as recommended in Section 2 and function as the Municipal Center Task Force to work toward a phased implementation of the selected alternative.

4. Town Offices

The town offices are located in a modern office building that formerly housed the Hampton branch of the Citizens Bank. The town offices were moved from the former small wood frame town hall building in 1999. It houses the administrative offices for the majority of Town functions. The offices of the Board of Selectmen, Town Manager, Tax Collector, Town Clerk, Assessor, Town Accountant, Town Attorney, the Building Department, Planning Office, Parks and Recreation, Welfare, as well as conference and meeting rooms and the public access television production area all are located here. The building is centrally located in the center of town on Winnacunnet Road. The facility has an elevator making travel between the three levels possible for those with mobility restrictions.



The two main floors of the building contain approximately 9,000 square feet of useable space. The original design of the building included a large atrium / lobby area on the main floor. As such it has a relatively inefficient floor plan in its present function as an office building. As a bank, the large, open-concept, two story atrium offered a welcoming and attractive space for bank customers but it reduces the usable floor area of the building for its present use as the Town's primary administrative offices. On both the main and second floors of the building office space is limited to the

outer walls because the large open lobby occupies the center portion of the building. While it does allow for a large number of discrete office areas, the atrium consumes approximately 2,000 square feet or about one quarter of the usable floor area.

Although a relatively young, modern building and well located, there are substantive problems with the building's use as the central administrative facility for the Town. The under-utilized space created by the existing design becomes an even greater limitation, both now and in the future as demands placed on most departments can be expected to change over time. Town office space needs should be able to adapt to those changes.

When originally occupied for Town Offices the building space was adequate, but this is no longer the case. Presently a glass enclosed office area has been placed in the atrium space for additional office area but the result is somewhat awkward in both appearance and utility. The Town Clerk, Building Department and Planning Office have inadequate staffing space, and inadequate space for file and map storage. In addition, there is a lack of conference space for necessary individualized department meetings.

Any major modification to the existing structure in order to address these deficiencies will require a substantial renovation. One of the options discussed within the Plan NH exercise was the addition of one more story to the Town Office structure. Preliminary engineering investigations indicate that such an addition is feasible from a structural standpoint so this remains an option for dealing with future space constraints.

Planned Investments

The 2009-2015 CIP identifies one project which pertains to the Town Office building. That project is for making certain energy efficiency related improvements to the building, including the replacement of windows and other utility upgrades. A total of \$200,000 is allocated for the project in 2009 and 2010. In addition, as summarized above, the Municipal Center proposal includes a conceptual plan for expanding the Town Office building both outward to the west, and internally by filling in some of the unused mezzanine.



Recommendations:

As detailed above there are substantial improvements that can be undertaken on the Town Office structure to address space and utilizations deficiencies. The following recommendations are made to initiate a process to address the deficiencies:

- Develop or update a comprehensive inventory of current space needs and utilization for each administrative office; include projected needs for 10 and 20 years;
- Contract with architect or suitable specialist to develop conceptual plans of alternatives to address the identified current and future space needs and utilization deficiencies;
- Develop architectural plans and cost estimates for the preferred alternative; and
- Undertake an energy audit of the Town Office Building and prioritize building improvements to optimize energy savings and returns on investment.

5. Lane Memorial Library

Lane Memorial Library was built in 1910 and expanded by way of an addition in 1957, and completely renovated in 1985. The 1985 renovation saw the removal of the first addition which was replaced with a much larger (13,500 square foot) two-story addition, expanding the



building to its current 16,500 square foot size. The 1985 renovation was designed to address the Town's need for the ensuing 20 years. Overflow parking for events is adequate in combination with other nearby town facilities provided that no other events are occurring in the center of town. Parking for the elderly and disabled, however is very limited. In addition, the absence of a sidewalk on the library side of Academy Avenue presents a hazard to patrons walking to the building entrance from more distant parking spaces.

Lane Memorial Library

While the Library provides a full spectrum of library services to the community, new developments and demands for library services, as well as the normal expansion of the library's collection over the intervening period since the last major renovation have placed capacity constraints on the facility. In 1985, the then newly expanded library held 30,484 print materials; the same space held 64,338 print items at the end of 2008.

The present facility is now considered inadequate to meet the needs of existing programs and the population of the Town. The library's collection has grown to the point where older elements of the collection must be discarded, stored or moved to hard-to-access shelves in order to add new items and the collection size must remain static. Public access computers were non-existent in 1985, but have since become a core service for libraries. They currently occupy former work table space, which the library has not been able to replace, and there is no additional room to add more computers.

A comparison of library facilities (Table CF-1) in other Seacoast towns does indeed indicate that the Lane Memorial Library has become comparatively deficient in size over time. It is important to keep in mind also that Hampton's summertime population, a portion of which does utilize the Library, is much larger in proportion than for other Seacoast communities. Nationally recognized standards recommend a minimum of 1.5 square feet of library space per capita.

Service Levels

The usage and service levels for the Library are relatively high given the population of the Town. According to a recent needs assessment study, the level of circulation for the library averages just over 200,000 transactions in the course of 140,000 visits by Hampton residents, or 13.2 per capita. The number of card holders in town has increased from 10,037 in 1998 to 12,694 in 2008. Staffing levels in 2009 stand at 8 fulltime and 7 part-time employees. The

Library's collections are stored on about 2,100 shelves totaling 6,600 linear feet. The Library has seating for 83 reading users and 24 equipment (computers, other workstation) users.

**Table CF-1
Population and Library Size Comparisons – Seacoast Communities**

TOWN	Population (2007)	Library Sq. Ft.	Year Built or Renovated	Square Feet per capita
Hampton	15,185	16,500	1985	1.1
Rye	5,171	12,500	1999	2.4
Seabrook	8,477	18,400	1994	2.2
Exeter	14,533	18,000	1987	1.2
Portsmouth	20,610	38,000	2007	1.8

Needs and Deficiencies

The Library Trustees have undertaken recent studies including a 2005 Needs Assessment conducted by Aaron Cohen Assoc. and others to look at overall needs and options for expansion. Building deficiencies identified by the Library in 2007 can be divided into two types: improvements needed for the long term viability of the building and physical space improvements that facilitate better program provision.

Regarding existing building deficiencies the following priorities were identified by the Library staff in preparation for the municipal center visioning process in 2007:

- Replacement of HVAC equipment which is over 20 years old and running inefficiently – 2004 flood in Children's Room was due to malfunction of two different HVAC components during a deep freeze;
- Upgrade interior lighting for more efficiency and uniformity;
- Carpet replacement upstairs;
- Ramp under sloping roof; (Snow and ice fall unexpectedly blocking the ramp and endangering patrons)
- Handicapped Accessibility throughout the building for public and staff;
- Increased space for custodial equipment; and
- Additional parking.

In the second category the following improvements, among others identified, would greatly improve programs:

- More room for book and AV collections;
- More public access computer workstations (and related space needs);
- Separate controlled environment for computer servers;
- Direct egress from Children's room – in an emergency children currently would have to exit the building through the meeting room and up a back stairway, through the Dorothy Little Room, and out that exit, or through the foyer and up the entrance stairway. The three exits technically meet code, but create relatively indirect paths for emergency egress;
- Children's Room above grade with windows;
- Children's restroom in the Children's Room for safety and security;
- Separate Young Adult area for materials with seating and study space;

- Reference office for privacy in reference interviews;
- Additional shelving in both adult and children's areas;
- Additional shelving in NH Room for local history and genealogy materials;
- Additional seating on both levels;
- Upgrades to the Dorothy Little Room or new and larger Senior meeting space – we are the only senior center in town;
- Quiet study space;
- Group study space/small group meeting or conference room;
- Tutoring space;
- Increased display space on both levels;
- Handicapped accessible restrooms on both levels;
- Separate staff restroom;
- Separate staff room from volunteer and public use; and
- Improve landscaping;

The programs that are constrained by space limitations include literacy tutoring, general tutoring, internet access, volunteers adding historical material and general program offerings during the day currently limited by the need for children story times.

Library Expansion

A 2007 white paper entitled "Library Expansion Needs" was prepared by the Library to support the consideration of expanding the Library to address both existing deficiencies and future needs. The paper identifies four expansion options:

Option 1: Renovate the existing building, without expansion. Staff and Trustees believe this option would involve considerable expense and gain too little return.

Option 2: Add a third story to the existing building. The structural feasibility of this option is not known. This option would allow for additional space to be added and meet basic needs, but would require extensive and costly replacement of building systems, including the elevator and HVAC.

Option 3: Expand the building horizontally. The small size and configuration of the existing lot would require either the taking of a property to the north or building out into Academy Avenue. Advantages identified are greater expansion potential, and improved parking; disadvantages are the continuation of a ground floor that is partially below ground. Systems upgrades would be extensive.

Option 4: Construct new building on the site of the old Courthouse. This is the preferred option identified in the white paper in 2007.

The 2007 Plan NH Charrette design for the municipal center had the Lane Memorial Library as a focal point of the pedestrian-friendly municipal center concept. One of the boldest concepts for the redeveloped area included closing Academy Avenue and allowing the expansion of the new library addition into the former right-of-way (option 3). The Library Board of Trustees has committed to providing library services in the existing, historic library location through a combination of renovation and expansion, blending options 1 and 3. Option 3 would accomplish the library's need for additional space and parking in a way that could occur under the present land use conditions.

Energy Audit

A comprehensive energy audit of the existing building is planned for 2009. Prior plans for replacement of the HVAC for the building proposed at the 2008 town meeting will likely be reevaluated and revised with the results of this audit. The audit will prioritize changes to the building that will maximize energy savings and efficiency.

Recommendations:

The Lane Memorial Library has committed significant resources to studying its long term needs. The desired plans involve increasing the present 16,500 square feet of space to approximately 30,000 square feet. Due to the building site constraints this planned expansion is best served within the context of a major redesign of the municipal center – as was incorporated in the Charrette concept plans discussed above. The Capital Improvements Program has historically set aside funds for routine maintenance and specific project improvements have been accomplished through warrant articles but the cost for a major renovation would likely be in excess of \$2,000,000. The location of the library is key however, in advancing the vision of a vibrant, community oriented, pedestrian friendly Municipal center.

- Select an expansion option and develop next stage conceptual plans and cost estimates to further specify and commit to an expansion or renovation plan; this conceptual planning should be fully integrated with steps taken to act on the Municipal center concepts;
- Establish a non-lapsing capital fund, community wide capital campaign, and seek grant funds, private donations and annual appropriations through the Town's CIP to accumulate the required funding; and
- In coordination with the Hampton Energy Committee, complete the energy audit of the existing Library planned for 2009 and implement improvements that are cost effective within the building's expected useful life; seek Energy Efficiency and Conservation Block Grant (EECBG) funding in 2009 or as early as available from the Office of Energy and Planning to implement energy efficiency improvements. These are ARRA (Stimulus bill) funds and their continued availability beyond 2011 is uncertain.

6.0 Public Works

The Department of Public Works provides a broad range of essential services to the community. The department is responsible for road maintenance (including paving, repair and street cleaning), snow removal, sidewalk plowing, maintaining and repairing the sewer system, operation and maintenance of the waste water treatment plant, curbside trash and recycling pickup, and operation of the transfer station. The Department is also responsible for developing and updating and implementing the Town's stormwater management plan and hosting the annual household hazardous waste collection event. To carry out these multiple functions the Department has 40 full time employees and hires 16 people seasonally. The "community facilities" under the jurisdiction are among the most complex and capital intensive as exist in the town and require a constant level of investment. Below are descriptions of the main facilities and major program areas for the Department.

6.1 Highway Maintenance

The Department of Public Works is responsible for all road and sidewalk maintenance and repair, including winter maintenance (snow removal, and treatment) occurring on Town owned roads and streets, as well as for mowing and grounds keeping on town properties. As one of 27 Urban Compact communities in the state, Hampton is responsible for road maintenance on certain state highways within the urban compact area. Block grant aid from the state does not adequately cover the associated costs. The Town uses a capital reserve fund when possible to insure that an annual, rotating, road maintenance program can be completed. Road surface management systems (RSMS) have been used in the past, and will be in 2009, to prioritize and schedule repair and pavement projects to maximize pavement life. As shown in Table CF-2, the Town is responsible for maintaining nearly 75% of the publically maintained roads in the community.

TABLE CF-2
Publically Maintained Roads, by State Class

Road System Class	Description	Linear Feet	Miles	% of Total
11	State maintained primary	76,821	14.5	13.8%
14	State primary, within urban compact	20,034	3.8	3.6%
22	State maintained secondary system	26,342	5.0	4.7%
24	State secondary, within urban compact	56,232	10.6	10.1%
55	Other Town maintained roads & streets	327,849	62.1	59.0%
89	Interstate and NHS	48,553	9.2	8.7%
Sub-Total:	State Maintained	151,716	28.7	27.3%
Sub-Total:	Town Maintained	404,115	76.5	72.7%
TOTAL		555,832	105.3	100.0%

A summary inventory of the road, drainage and sewer infrastructure that the Public Works department maintains is included in Table CF-3

**TABLE CF-3
Public Works Facilities Inventory**

Item	Quantity	Item	Quantity
Roads – Local, Town Maintained	62.1 miles	Catch basins	in excess of 1800
Roads – State, Town Maintained (Urban Compact)	14.4 miles	Sewer mains -- gravity -- force	65 miles 7 miles
Sidewalks	28 miles (approx.)	Pump stations	10 – Hampton, public 4 – Hampton, private 3 - Rye
		Storm drain mains	164,000 l.f. or 31 mi.
Bridges	13	Fire hydrants (Aquarion)	228*
Dams	NA	Sewer manholes	2100

* Not Town Facilities

Vehicle Inventory

Public Works maintains the largest and most varied fleet of vehicles in the Town. As of Spring 2009, close to 100 vehicles, including crew cars, pickups, loaders, packers, etc., were in use by the DPW, including 57 classified as major equipment. The DPW maintains a condition or sufficiency rating of the vehicles of 1 (best condition) to 10 (worst condition). As of May 2009, the average rating for the entire equipment inventory is 6.0, an improvement from 5.8 in 2007. Of note, 4 of 6 waste haulers/packers have a rating of 10.

**TABLE CF-4
Public Works Major Equipment Inventory**

Unit #	Year	Make	Model	Assignment	Plate #	Mileage as of 9-26-08	Rating**
7	2007	Chevrolet	Silverado PU	HWY	G19634	20,626	1
10	1996	Chevrolet	Cheyenne PU	HWY	G09035	105,721	10
11	2003	Chevrolet	Silverado PU	HWY	G17078	55,326	5
14	2000	Chevrolet	Express Bus	HWY	G21226		4
17	1998	Chevrolet	Cheyenne PU	HWY	G05938	110,109	10
18	2004	Chevrolet	Silverado PU	HWY	G17406	66,144	3
21	1998	Dodge	Ram BR-3500	HWY	G03469	58,287	8
23	2000	Chevrolet	CC 1590 PU	HWY	G15748	66,279	7
30	2002	Ford	F450 XL 1-ton	HWY	G16056	37,916.0	4
31	2004	Ford	F550 1-ton	HWY	G17310	16,959	3
40	1997	International	4900 Dump	HWY	G08424	44,307	5
41	1996	International	4900 Dump	HWY	G09491	44,660	6
42	1990	MACK	RD601 Dump	HWY	G02751	71,532	10
43	2001	Freightliner	FL80 Dump	HWY	G01498	14,805.0	6
45	1988	MACK	RD690P Dump	HWY	G15167	56,033	10
50	1983	Champion	Grader	HWY	G15117		10
51	2001	Johnson	Sweeper	HWY	G16010	19,765.0	9
52	1992	Stone 4000	Roller 4-ton	HWY			7
53	2004	Trackless	MT5 sidewalk plow	HWY			1
55	1989	Case	385MFD Tractor	HWY	G15750		9
56	1980	Utility Trailer		HWY	G10855	N/A	10
57	1980	Stow	Roller	HWY	G10854	N/A	10
60	2006	Catepillar	430E backhoe	HWY	G06786		1
62	2000	John Deere	410E Loader/Backhoe	HWY	G01961		8
73	1997	Dresser	520C Loader	HWY	G02761		10
93	2006	International	4400 Packer	HWY		25,738	2
94	1996	International	4900 Packer	HWY	G13197	109,471	10
95	1997	International	4900 Packer	HWY	G02735	89,835	10
96	2007	International	4400 Packer	HWY	G19252	22,251	2
97	1995	International	4900 Packer	HWY	G02750	84,591.5	10
98	1996	International	4900 Packer	HWY	G09490	72,951.8	10
12	1998	Chevrolet	Cheyenne PU	S & D	G05931	100,444	10
20	2001	Chevrolet	Silverado PU	S & D	G10556	94,453	5
22	2008	Chevrolet	Silverado	S & D	G08296	6,525	1
24	2005	Chevrolet	Silverado PU	S & D	G18213	32,171	2
25	2005	Chevrolet	Utility Van	S & D	G18769	1,560	1
36	2001	Chevrolet	Silverado 1-ton	S & D	G01476	42,558	9
46	2006	Chevrolet	Dump	S & D	G19507	3,842	1
47	2006	Chevrolet	Dump	S & D	G18986	3,876	1
58	1987	MACK	CS250P CB cleaner	S & D	G14412	uninspectable	10
59	1995	International	4900 Jet Truck	S & D	G00571	34,566	10
61	2006	Chevrolet	Vac Truck	S & D	G19350	6,667	1
65	2005	Catepillar	430D Backhoe	S & D	G18587		1
66	2004	Catepillar	924G Loader	S & D	G18369		1
80	1986	GELCO	Mobile Office	S & D	G14164	N/A	8
81	1987	GELCO	Mobile Office	S & D		N/A	8
	2007	PJ	Utility Trailer	S & D			
1	2008	Pontiac	SUV	STAFF	G0007		1
15	2001	Chevrolet	Silverado PU	STAFF	G14013	41,555	5
26	2004	Chevrolet	Silverado PU	STAFF	G14688	28,743	3
19	2003	GMC	Sierra PU	TS	G16414	26,383	5
70	1987	Catepillar	936 Loader	TS	G14285		10
83	1988	John Deere	675B Uniloader	TS			10
	2000	John Deere	Gator Util. Veh.	TS			
29	2004	Chevrolet	Silverado PU	VEH MAINT	G09409	38,491	3
16	2004	Chevrolet	Silverado PU	WWTP	G17664	37,995	2
82	1995	Peterbilt	HT740 Roll-off Hauler	WWTP	G09251	155,721	10
						AVG RATING:	6.0
						5/11/2009	5/11/2009

**Rating: 1 = Best; 10 = should be replaced

6.2 Wastewater Collection & Treatment

Wastewater Treatment Facility

The Town of Hampton operates and maintains a Waste Water Treatment Plant (WWTP) at its 1 Hardardt's Way facility off Tide Mill Road. The WWTP has a design capacity daily treatment capacity of 3.9MGD and a peak hourly wet weather flow of 10.4 MGD. It provides primary and secondary treatment (solids and bacteria removal and removal of dissolved organic matter) and single stage nitrification using a activated sludge treatment process. Average total flow in 2005 was 3.04 MGD. Maximum flows occur in July, corresponding with a summer population estimate of 28,522¹, about twice the year-round resident population total. Average sewage flow at the plant in 2008 dropped from 2005 levels to 2.7 million gallons per day for an annual flow of 991 million gallons of wastewater, thanks largely to a CSO project undertaken after 2006 (see below).

The Hampton WWTF also serves the Rye Beach sewer area which contributes about 110,000 gallons per day to the system, equal to about 4% of the total annual flow. A sewer line and related pumping facilities connecting Rye Beach to the Hampton sewer collection system was constructed in 1989 at the cost of \$5M contributed by Rye and Federal funds. A 20-year agreement between Hampton and Rye was established in 1989 to enable the Town of Rye to discharge wastewater into Hampton sewer system and wastewater treatment plant. In exchange for this service Rye pays Hampton a proportionate share of the operating and capital costs of the Treatment Facility based on waste volume. In 2008 that payment was \$93,027. At the 2009 Town Meeting, Hampton voters approved a five year extension to the agreement, but also approved a separate warrant article to terminate further service after the renewed agreement expires in 2014. It is unclear whether obligations related to federal and state funding received by Hampton and Rye will obligate continued service under some further agreement.

The Hampton WWTP continues to serve as a septage receiving facility for several surrounding communities, including Hampton, North Hampton, Hampton Falls, Exeter, Stratham and Rye. In 2008, approximately 1.6 million gallons of the total annual flow received at the wastewater treatment plant was septage. The WWPT has a maximum limit of septage of 20,000 gpd. If this limit is approached, septage is accepted from Hampton property owners only. As a general rule, these limits are never approached. In 2005, for example, the average daily flow of septage was 5,155 gallons with a maximum flow of about 8,000.

The plant was initially constructed in the early 1970s and has received several significant upgrades since then, the last of which occurred in 2002. In that year, the Town approved \$4.75M to upgrade the capacity at the treatment plant and effectiveness of the plant by installing a new secondary clarifier, improved sludge handling system and retrofitted aeration system to reduce ammonia, nitrogen, phosphorus concentration in the effluent. Additional funds were allocated in 2006, which included a sewer system upgrade (CSO) project in the Beach area that eliminated stormwater inflow and infiltration problems with the old mains that combined stormwater with sewage. The improvements resulted in increased effective

¹ This estimate does not include daily visitors or vacationers staying at commercial establishments (201 Facilities Plan Update, 2006)

capacity at the facility by reducing wastewater flow to the wastewater treatment facility. From 2006 to 2007, the system experienced a 30% reduction in total sanitary flows dropping from 1.28 billion gallons of wastewater to 881.7 million gallons of wastewater treated by the facility. The third and final phase of recent upgrades to the WWTP was completed in 2008.

The WWTP operates under a NPDES (National Pollution Discharge Elimination System) permit which was last issued in 2006. Generally, the plant operates well within permit limits for key parameters, except during very high flow rates associated with storm events, indicating a significant impact from stormwater on waste flows and treatment. As described in the 2006, 201 Facilities Upgrade Plan the plant has a significant unresolved problem in exceeding total recoverable copper limits in its effluent discharge. This is due in part to the low volume of the plant's discharge receiving waters (Tide Mill Creek/Hampton Seabrook Marsh) and the low dilution levels that can be achieved at the discharge point. EPA recognizes this limitation and issued an Administrative Order in 2003, to establish an interim effluent limit for copper of 0.020 mg/l which is significantly higher than the EPA standard of 0.0037mg/l.

The Town plans to undertake an outfall relocation alternatives study with the goal of relocating the outfall to a location where receiving waters have sufficient flows and volume to provide adequate dilution. Six alternatives are expected to be investigated including 2 direct ocean outfall alternatives, two Seabrook station outfall alternatives, a Hampton River alternative and an Exeter River alternative. Land application/groundwater recharge alternatives are also being investigated. The preliminary cost estimate for the alternatives range from \$1.8M to \$15.9M. Completing this relocation is the next major facility upgrade challenge for the WWTF. The EPA has also requested the Town to undertake a source investigation and reduction study for copper.

Future WWTP Future Capacity & Facility Needs

The 2006, 201 Facilities Plan, assumes an increase in year-round sewer population of approximately 31% - from 13,613 to 17,856 by 2025. Commercial and industrial wastewater flows were estimated to increase by 3.2% per year, based on the average annual growth of establishments which were in turn estimated from NH Dept. of Employment Security records. Based on these projections and certain other assumptions detailed in the Plan, the capacity of the Hampton WWTP will need to increase from 3.9 MGD today to 4.54 MGD by 2025.

Facility upgrades identified in the 2006, 201 Facilities Plan, (and reaffirmed in the 2008 201 Facilities Plan Update) that are needed to accommodate these projections, as well as existing deficiencies are shown in Table CF-5. Most of the upgrades indicated as immediate needs are now underway. The largest cost item is, by far, related to copper level compliance.

Table CF 5 – WWTF Short and Longer Term Facility Needs

TIMEFRAME	ITEM	CAPITAL COST
Immediate	Headworks Upgrade	\$ 0.700M
Immediate	Influent Pump Station Upgrade	\$ 0.150M
Immediate	HVAC Update – Operations Building	\$ 0.200M
Immediate	Emergency Generator	\$ 0.204M
Immediate	Lab Expansion	\$ 0.095M
Future Upgrade	Aeration Tank Expansion	\$ 1.319M
Future Upgrade	Outfall Relocation	\$ 7.878M +
	-OR-	-OR-
	Copper Removal and/or Phosphorus Removal	\$ 2.807M \$ 0.315M
Future Upgrade	Chlorine Tank Expansion	\$ 0.227M
	TOTAL IMMEDIATE	\$ 1.349M
	TOTAL FUTURE	\$9.424M -or- \$4.668M

Sewer Collection System

The Department is also responsible for the oversight and maintenance of the municipal sewer collection system including inspecting and permitting all new connections or reconnections to the system. The Department also cleans all sewer lines and catch basins throughout Town on a rotating basis. Sewer system maintenance includes repairs, replacement and cleaning. Over the past three years from 30,000 to 50,000 feet of sewer lines were cleaned each year. The collection system is located and collects wastewater east of I-95 through a system of gravity sewers (65 miles), forced mains (7 miles) and pumping stations (10 public, 4 private, and 3 in Rye).

The Town's 2009-2015 CIP includes significant planned expenditures for the wastewater and sewer system. \$250,000 per year is budgeted for ongoing maintenance and upgrades. \$100,000 is scheduled for 2010 to undertake the outfall alternatives investigation. The CIP assumes an estimated \$9.0M bond for outfall relocation paid over 20 years beginning in 2011. Another major project proposed is for the Drakeside west sewer construction (total \$6.0M).

6.3 Stormwater Management

EPA Stormwater Phase II Requirements

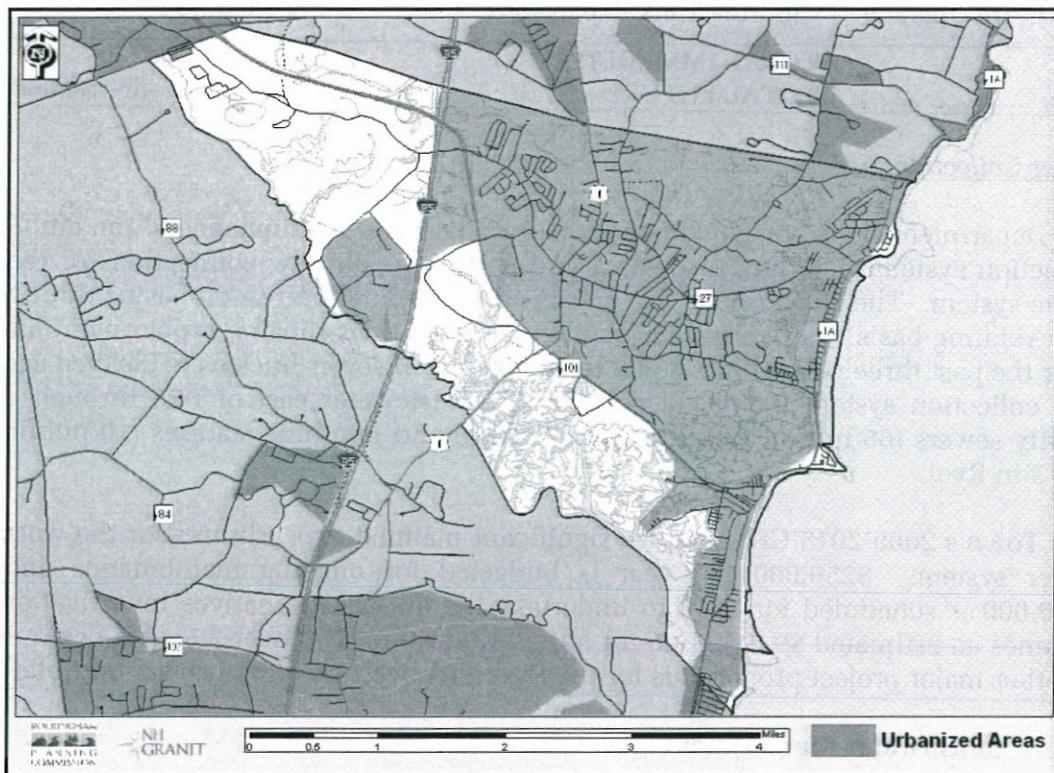
The Town of Hampton is an MS4 community as defined by the EPA Stormwater Phase II Final Rule, which applies to operators of and communities having regulated small municipal separate storm sewer systems (MSs). MS4 communities are identified as having urbanized areas comprising one or more places or central places - including the adjacent densely settled surrounding area or urban fringe – that together have a residential population of at least

50,000 and an overall population density of at least 1,000 people per square mile. Urbanized areas are a calculation used by the Bureau of Census to determine the geographic boundaries of the most heavily developed and dense urban areas. The areas of Hampton subject to the MS4 requirements are shown in Figure CF-1.

Portions of the Hampton's stormwater that discharge into the waste water treatment facility are not regulated by the Phase II Rule, regardless of being within an urbanized area. Where storm sewers are separated from sanitary sewers, the MS4 discharges are regulated by the Phase II Rule.

The Town finalized an update to its Phase II Stormwater Plan and submitted the draft to the EPA for National Pollution Discharge Elimination System (NPDES) permitting in April of 2009.

Figure CF-1
Urbanized Areas Subject to MS4 Requirements



Master Drainage Plan

Given the clear trend toward increased regulation and monitoring of drainage facilities, the Town's drainage system is becoming an increasingly important community facility. It is noted in the Town Manager's report for the 2008 Town Meeting, that one of the most urgent public works needs is to develop a comprehensive drainage plan for the town. The Town's Master Drainage Plan has not been updated since it was developed in 1986. As recommended in the existing plan, the funding necessary to complete drainage system improvements for the entire town would be cost prohibitive. The town has identified updating the plan as a priority

action and any improvements to the drainage infrastructure, excluding emergency repairs, have been placed on hold until the plan update is completed. In the meantime, the town adopted an aquifer protection ordinance that reduces overall input of stormwater to the municipal system by requiring retention and infiltration of runoff on developed sites. This will help extend capacity of the existing system. In 2008, a warrant article brought forward by the Town Manager to allocate funds for updating the plan failed. This will continue to be a critical need until accomplished.

In recognition of the increasingly important and costly nature of stormwater drainage facilities, significant legislation was enacted in 2008, which amended RSA 149-I to enable municipalities to establish stormwater utilities. The purpose of such utilities is to address flood and erosion control, water quality management, ecological preservation, and annual pollutant load contained in stormwater discharge. Through the establishment of the stormwater utility, municipalities may establish a stormwater discharge fee for properties which make use of the facilities and thus help pay for their construction and maintenance.

6.4 Solid Waste and Recycling

The Department of Public Works provides trash pickup and runs both a curb-side recycling program as well as a drop-off collection program at the transfer station. These programs provide residents with multiple opportunities for disposing waste materials. The town maintains a waste disposal contract with the Turnkey facility in Rochester for trash disposal. In 2002 and 2003 the average annual tonnage sent to Turnkey was approximately 9,600 tons, by 2007 this figure had been reduced to 8,622, and in 2008 a further drop in tonnage of 5% was observed. Current annual tonnage is approximately 6500, representing an impressive decline of 32% since 2002. In large part this is due to the success of the Town's recycling program. Over similar period recycling volume has increased by 14%. Starting in 2008, fluorescent bulbs and ballasts are included in items banned from the disposal waste stream and required to be recycled.

The Town is presently negotiating a new agreement for recycled wastes with the Concord Regional Solid Waste/Resource Recovery Cooperative (CRSWRC). The cooperative is presently constructing a single stream recycling processing facility for recycled wastes. In connection with this transition to single stream, the 2009 Town meeting approved the institution of mandatory curbside recycling for residential waste. Single stream recycling will accept a greater range of waste, including mixed papers, newspaper, office paper, cardboard and boxboard; plastic containers #1-#7 - clear and colored; tin cans; aluminum cans; glass bottles & jars - clear and colored.

Both the mandate for recycling and the greater ease in doing so with a single stream operation is expected to significantly increase the proportion of waste that is diverted from the landfill into the recycled stream.

6.5 Public Works Buildings

Several of the public works facilities located on Hardardt Way are in need of improvement. Necessary facility improvements identified by the Department include a new equipment garage, a dedicated wash bay, a new salt shed and sewer connection and drainage for the

truck garage. The latter three projects are included in the 2009 CIP: \$223,000 for the salt shed in 2009, \$93,000 for the wash bay, also scheduled for 2009, and truck garage sewer and drains at \$275,000 in 2010.

Recommendations:

Highways

- Pursue State 10 Year Plan funding for phased reconstruction for high priority federal-aid eligible highways, including Exeter Road (NH27) and Winnacunnet Road;
- Incorporate widened (3-4 foot) shoulders on reconstructed roads on designated state or local bicycle routes for bicycle use;
- Pursue Transportation Enhancements funding for new sidewalks in high priority areas;
- Continue participation in the FHWA/State DOT's Safe Routes to Schools Program to complete planning process and apply for grant assistance for facility improvements;
- Continue to pursue a more equitable distribution of state and federal highway aid for State primary and secondary roads in the Urban Compact Area through DOT policy or legislative change;
- Evaluate future use of the vehicle registration local option fee to fund highway capital improvements; and
- Complete Road Surface Management System underway in 2009 to assist in identifying and prioritizing the most cost effective pavement preservation and maintenance projects.

Wastewater Treatment, Sewers and Drainage

- Pursue funding through the CIP (or grant sources as available) to carry out the sewer outfall relocation study; evaluate copper and phosphorus removal treatment as less costly alternative;
- Include CIP WWTP facility upgrade needs for 2025 identified in the 2006 201 Facilities Plan, and subsequent updates, into the CIP in the appropriate timeframes.
- Continue efforts to reduce groundwater infiltration and stormwater inflow into the sewer collection system;
- Monitor Phase II Stormwater Management Plan implementation;
- Adopt new stormwater management regulations developed through the Natural Resources Outreach Coalition (NROC) project in 2008 immediately, and consider addressing additional recommendations from the report in the future;

- Obtain funding for and complete a comprehensive update to the 1986 townwide drainage plan;
- Investigate the advantage, disadvantages and process for establishing a Stormwater Management utility per RSA 149-I; and
- Consider introduction of pervious pavement as a stormwater management technique on both public and private parking lots.

Solid Waste and Recycling

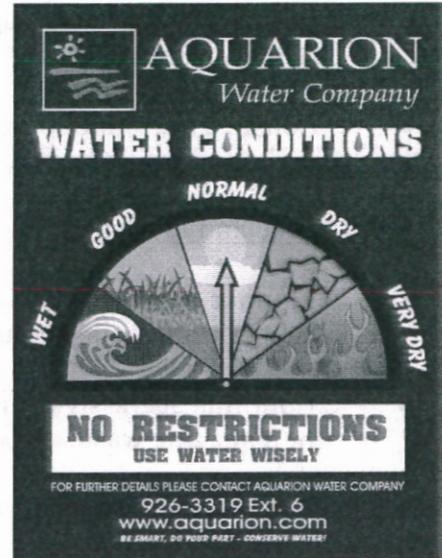
- Monitor performance and status of the Turnkey Landfill with respect to future capacity and expected useful life; develop contingency plans as appropriate;
- Continue aggressive support of the Town's recycling program as a cost effective means of managing waste disposal costs and reducing the waste stream;
- Ensure smooth transition to a single stream, mandatory recycling program;
- Continue to offer annual household hazardous waste collection and monitor user survey responses for need to increase frequency; consider augmenting the program with a swap-site for unused non-hazardous materials such as paint and electronic equipment;
- Periodically evaluate the use of a 'pay as you throw' system as further means of reducing waste disposal tonnage, supporting the recycling program and offsetting waste disposal costs; and
- Continue to support investigations and potential reuse of the Landfill as a Brownfields site for alternative energy production. Per the recommendation in the Weston-Sampson feasibility study of the site, re-evaluate possible alternative energy generating uses if net-metering generation limits in State law are addressed.

7.0 Public Utilities

7.1 Water Supply and Distribution

Public water supply for the Town of Hampton is provided by the Aquarion Water Company of New Hampshire, a corporate descendent of the Hampton Water Works Company which was established more than a century ago. Aquarion is an investor-owned public utility regulated by the Public Utilities Commission. Aquarion’s offices are located on Merrill Industrial Drive in Hampton.

Aquarion serves a year-round population of about 23,000 in Hampton, North Hampton, Rye Beach and Jenness Beach. The service area in Hampton covers residences and businesses east of I-95, as well several residential developments off Towle Farm Road. Water distribution service areas and well locations are shown on Map CF-1.



As of mid-2009 there are about 6,700 active year-round water service connections in Hampton, and about 700 seasonal service connections. Monthly water use ranges from a low of 1.3 MGD in November to about 2.5 MGD in July – the same sort of variation seen in wastewater treatment system, and largely corresponding to the increased population and business activity during the summer.

The water supply system in Hampton itself consists of four production wells, three storage facilities and a booster pump and two pressure reducers. These are detailed as follows:

Aquarion Facilities Located in Hampton

<u>Production Wells</u>	<u>Capacity (MGD)</u>
Well 6	0.43
Well 7	0.50
Well 9	0.42
Well 11	0.72

<u>Storage Facilities</u>	<u>Capacity (MGal)</u>
Exeter Road Tank	0.75
Glade Path Tank	0.50
Mill Road Tank	1.00

Other Distribution Facilities

- Mill Road Booster
- Kings Highway Pressure Reducing Valve
- Tide Mill Road Pressure Reducing Valve

In addition to the four production wells in Hampton, Aquarion’s system obtains water from 8 wells in North Hampton, one in Rye Beach (Jenness) and one in Stratham. Wells in Hampton contribute 41% of Aquarion’s capacity; North Hampton wells contribute 49%, and Stratham

and Rye wells contribute 7% and 3% respectively. Although production wells are located in different towns, the underlying aquifer is shared across them. Depending on groundwater levels and individual pump operations, the groundwater may flow in one direction or another. The groundwater that supplies Hampton's water system is truly regional and needs to be managed and protected by common and coordinated action among the towns.

The Aquarion-owned wells are included in the NHDES public water supply database (PWS ID # 1051010) and are tested regularly for bacteria, inorganic chemicals, MBTE, nitrates, synthetic organic compounds (SOC) and volatile organic compounds (VOC). The water supply meets all drinking water standards.

Aquarion capital improvement projects currently underway in Hampton include, an upgrade of the pump and installation of backup power at the Mill Road booster pump and SCADA (computerized control and monitoring systems) improvements systemwide and replacement of century-old water mains near the beaches.

A water service area expansion is being planned in conjunction with a sewer system expansion to serve the industrial development area off Towle Farm Road. This expansion is being accelerated to accommodate the development of a new main facility for Smuttynose Brewery.

About 60 Hampton residents living close to the Exeter line and receive water service from Exeter; residents in the Four Season Mobile Home Park, Hemlock Haven and Taylor River Estates are served by community wells not part of Aquarion.

Supply Shortages

Population and business growth in Hampton, North Hampton and Rye over the past three decades has resulted in large increases in water demand and has stressed the groundwater supply, upon which the Aquarion system relies. In 1995, the Water Supply Bureau of NHDES imposed a moratorium of additional water system hookups. The moratorium was lifted briefly in 1999 after Aquarion added four new water production wells and implemented a source management program to reduce system losses. However, a drought which began that summer resulted in a re-imposition of the moratorium. In 2003, NHDES lifted the moratorium after an easing of the drought and the addition of two more production wells.

As growth continues in Aquarion's service area, supply problems can be expected to recur periodically and perhaps chronically. Supplemental water supply sources, water conservation and improved leak detection and loss management will be necessary to avoid future moratoria and use restrictions. A 1990 study of water supply in Southern New Hampshire showed average daily per capita water consumption in the Aquarion system to be among the highest of water systems in Rockingham county at 131 gallon per day. This and several other studies done over the years have indicated the significant potential for water shortages in the region as the population increases. As such, it is imperative for Aquarion and the towns it serves to work cooperatively to continue to search for new water sources, protect existing supplies, and implement water conservation and protection measures. The exploration of new supplies should occur on a regional basis and should include ongoing awareness of the need to protect groundwater quality through appropriate land use regulation and to conserve existing supplies by lowering per capita rates of use.

Regional Groundwater Study

To help assess the adequacy of future groundwater supplies, in 2003 the RPC and NH Coastal Program (NHDES) helped to facilitate an extensive scientific study of groundwater availability and sustainability in the Seacoast area. The U.S. Geological Survey (USGS) conducted the study, known as the Groundwater Availability Study which was completed in stages between 2006 and 2008. The study covered 44 seacoast communities in the Piscataqua and coastal watershed areas. The study has three major components: quantifying current water use and projecting future consumption; improving the database of current groundwater withdrawals and well level monitoring, and modeling the capacity of groundwater resources in the Seacoast area accounting for withdrawals, discharges and recharge. It is hoped that this study will assist communities to evaluate the capacity of existing groundwater resources to sustain existing and future development. The information contained will help define water resource management efforts that will need to be undertaken to maintain adequate supply.

Water usage data contained in the report indicates that average daily use of potable water (including seasonal annual use) is 80 gallons per day. This is just slightly higher than the average usage among the 44 communities included in the study area of 76 gallons per capita per day (Table CF-6). Per capita water usage in the Aquarion system has declined significantly since 1990 when an earlier study (Southeast Water Supply Study, Weston Engineers, 1990) reported average per capital use of 131 gallons per day – the highest of all systems studied at the time. The likely reasons for this significant decline are changes in consumption due to the conservation initiatives during the moratorium imposed for periods between 1995 and 2003 as well as reductions in losses from leakage.

Table CF 6
Annual & Seasonal Per Capital Water Demand
Hampton, North Hampton, Rye and Seacoast Region

Town name	Population	Annual Water demand (Million gal/day)	Mean domestic per capita water-demand (gal/day)			Ratio of summer demand to annual demand
			Annual	Summer	Winter	
Hampton*	14,937	1.363	80.0	94.3	66.9	1.18
No. Hampton	4,259	.359	84.3	113.4	65.5	1.35
Rye*	5,182	.533	97.1	130.5	74.9	1.34
Seacoast Region Average (44 Towns)	250,925	18,996	74.6	92.3	62.7	1.24

Source: Methods for and Estimates of 2003 and Project Water Use in the Seacoast Region, Southeastern NH, USGS 2007

* includes seasonal demand

Recommendations:

- Continue to partner with Aquarion to encourage and implement system wide water conservation measures;

- Initiate and/or participate in future regional efforts to undertake an evaluation and feasibility study of desalination options to augment groundwater supplies. While presently this alternative is excessively expensive compared to available supplies this may well change in the future;
- Implement and maintain water system emergency interconnections with Seabrook, Exeter and Rye;
- Enforce water supply protection measures in place around the Aquarion and other public water supply production wells;
- Maintain and update as needed the aquifer protection components of the Town Zoning Ordinance;
- Periodically reconsider groundwater recharge options for the discharge of wastewater for the Hampton Wastewater Treatment Plant as a means to reduce groundwater extraction; and
- Partner with Aquarion to expand service to the west side of I-95 as warranted by demand, including service expansion to the Towle Farm Road industrial development area.

7.2 Electric Supply and Distribution

The supply of electricity for the Town is provided by Unitil Corporation. Unitil is a non-generating electric utility, obtaining its electric energy requirements through short and long term purchase contracts from power producers throughout the Northeast region and beyond.

The electric system supplying the Town consists of a combination of 34.5 kV transmission lines feeding several distribution substations, and a primary distribution network of 4.16 kV lines serving residential and non-residential end users. In general, the primary distribution voltage of the central downtown area of the Town and the outermost areas is 4.16kV. The existing electric system has sufficient capacity and is generally adequate to meet electric requirements of the Town as they exist now and are anticipated to exist over the next five years. However, the ice storm of December 2008, did reveal vulnerabilities of both the distribution system and the Utility's capacity to respond in a timely manner to widespread damage to the distribution system.

The majority of electrical and utility lines are located on poles above ground and are vulnerable to damage from falling trees and overhanging limbs. This risk can be managed to some extent by regular clearing and trimming of such hazards; however, aggressive trimming often meets with opposition from homeowners concerned about the aesthetic impacts. The extensive nature of the 2008 ice storm, which affected the entire southeast quadrant of the State, made the widespread nature of the damage in Unitil's service area unavoidable; however, more thorough trimming and clearing would likely have lessened site specific damage. In addition, the aftermath of the storm pointed to a need for much better communication and coordination with the Town. Internally, Unitil has indicated that it has developed a 28 point plan of recommended changes that it plans to implement to address these and related problems. This process should be coordinated with the Town and its emergency operations planning.

In an effort to improve and beautify Hampton's central business area, especially along Route 1, there has been interest in burying utilities within the corridor and downtown area. This is an expensive proposition; the Town's effort to incorporate the burying of overhead lines as part of the Route 1 reconstruction project were not supported by the NHDOT. While it is unlikely that Unitil would finance such an undertaking this remains a desirable long term objective in the municipal center and Route 1 corridor.

Efficiency and Conservation Programs

Like most electric utilities, Unitil offers residential and commercial programs to encourage energy efficiency. These programs are funded from the Renewable Energy systems benefit charge funded by rate payers. The Small Business Energy Efficiency program assists smaller business customers (less than 100 kW) with technical and financial assistance to identify ways to become more energy efficient. Large Businesses are offered programs which provide financial and technical services to facilitate the replacement of old, inefficient equipment with new energy efficient equipment in existing facilities and energy efficient design of new facilities.

Residential customers can access several energy efficiency services. For electrically heated homes, the Home Energy Solutions program can help homeowners qualify for a full energy audit and rebate package for certain improvements. The Home Energy Assistance program helps lower income households to improve their home's energy efficiency at no cost to customers meeting program income guidelines, regardless of heating fuel type. In addition the EPA Energy Star programs for appliances, light and home design are available with various rebates and incentives.

Net Metering

In 1998, the New Hampshire Legislature adopted a law which directs all utilities selling power in New Hampshire to credit homeowners and small businesses that generate a portion of their own electricity through wind turbines, solar (photovoltaic) electric systems or hydro power. The New Hampshire Public Utilities Commission has approved net metering and interconnection rules for homeowners and small businesses with grid-tied wind or solar powered energy systems under 25 kW in size. The eligible generating system must be located on the customer's premises and be utilized primarily to offset part or all of the customer's own electricity requirements.

Recommendations:

- The Town should work with Unitil to ensure that an adequate and coordinated response plan exists for extended power outages, including mechanisms for improved communications to town and public safety officials, as well as customers regarding the status and timing of power restoration. This plan should be integrated with the Town's FEMA approved Hazard Mitigation Plan and Emergency Operation Plan;
- Amend subdivision, site plan and building codes as needed to require the use of energy efficient construction for all new buildings, public and private;

- Facilitate and encourage the use of lower power residential alternative energy generation and ability to use “net-metering”; and
- Develop an Energy Chapter for the Hampton Master Plan to establish and support energy efficiency policies in all aspect of Town Government.

7.3 Gas Supply and Distribution

Natural gas is used in homes and businesses for a variety of purposes including heating, cooking, hot water, and air conditioning. Natural gas as a heating fuel has gained popularity among residential and commercial users because of its higher burning efficiency and relatively lower price volatility than fuel oil. Its limitation is that it is available only where gas distribution lines are in place. Hampton is one of the few communities in the New Hampshire Seacoast where natural gas service is widely available, and widely used. According to the 2000 Census, 3,550 or 54% of the 6,465 year round occupied homes in Hampton heat with natural gas. This compares to just 14,251 homes or 14% for all of Rockingham County. Even in Portsmouth and Exeter, which also have extensive gas service, the rates are lower at 44% and 29%, respectively.

Service areas in Hampton include most of the town center and surrounding residential areas as well as the Route 1 corridor and Hampton Beach areas. Unitil Corporation, which recently acquired Northern Utilities (November 2008), is the private utility which provides gas service in the New Hampshire Seacoast region. The Northern Utilities Natural Gas Company itself had previously been acquired by NiSource Company based in the Midwest. Natural gas services are provided through a network of underground distribution lines, to approximately 4,200 residential and non-residential customers in Hampton. At present, future service area expansions are considered upon request and demand. The cost for such extensions are usually borne by the customer. There are currently no immediate plans for distribution system extensions to unserved areas.

While the Town has little influence over private natural gas providers, the Town should work with the utility company to ensure that the service areas meet the needs of present and future residential, commercial, industrial and institutional users. This is particularly important for large commercial and industrial users and therefore an important consideration for the Town’s economic development policies. The Town should ensure that areas targeted for future economic development are adequately served by gas service. The Public Works Department should discuss service area expansions with the utility company when any roadwork is planned adjacent to, or outside of the existing service area to more easily facilitate expansion of the natural gas distribution system.

Recommendations:

- The Public Works Department in cooperation with the Town Administration should work with the utility company to ensure that the service areas meet the needs of present and future residential and commercial users, and in areas targeted for economic development.

- Unitil should provide the town with plans regarding and future gas line extensions or replacements. The Public Works Department should coordinate planned roadwork with Unitil when such work is taking place where gas line extensions or replacements are planned.

7.4 Telecommunications

Good, modern telecommunications services are essential to communities, especially in promoting economic development and in accommodating home offices. Compared with many places in New Hampshire, Hampton has a high level of access to these services throughout the town.

Telephone – Land Line

At present, the Town of Hampton is served by two major ‘land line’ telecommunication companies, FairPoint and Comcast, which provide direct service to homes and businesses. Both companies provide local and long distance telephone services. FairPoint completed acquisition of Verizon’s telephone system in 2008. Some billing and other transition related problems have been reported, though not much information is available about to what extent this has affected Hampton customers. Its system uses primarily traditional copper telephone wiring for telephone and DSL (digital subscriber line) internet, but is replacing some of its system with fiber-optic lines. Comcast uses a mix of fiber-optic and copper cable line to provide telephone, internet and cable TV services. A variety of electronic switching systems are used to accomplish this task. These services are currently available to all homes and businesses in Hampton, however, telephone line based DSL services are only available to homes and business located within approximately one mile of the FairPoint central telephone switching facility located on Winnicunnet Road near the town center.

Internet Services

Dial-up (low speed) internet carrier services are available to both residential and commercial customers through FairPoint and Comcast land line facilities. High speed internet carrier service is available from FairPoint as either DSL (within about 1 mile of a central or satellite switching station) or, in some locations as fiber optic based service. Comcast high speed internet service is available essentially everywhere in Hampton, so long as cable service is accessible.

Telephone – Cellular

Cellular service coverage from the four largest domestic services (Verizon, AT&T, Sprint-Nextel and T-Mobile) are available in Hampton, and all include 3G data services within this coverage. However, based on their service coverage maps AT&T and Sprint service is weak in the northern-most part of town, especially to the east of Mill Road. The citing of an additional cell tower or towers in this part of Hampton or North Hampton may be necessary if this deficiency is to be resolved.

Cable Television and Local Access Programming

The Town is served by a 750 MHz cable system owned by Comcast. The system is capable of delivering analog video, digital video (DTV) and high definition digital video (HDTV) as well as video on demand services. The Town maintains a local committee to oversee the use of town Cable broadcast equipment and services.

The Cable TV Advisory Committee was established when Cablevision (now Comcast) was awarded the cable TV contract in Hampton, in the 1980's. The Committee manages the operation of Hampton's cable television channel, including operating the equipment, maintenance of the equipment, and making decisions and/or recommendations for equipment upgrades and expansion.

One percent of the gross cable television revenues in Hampton are allocated to the Committee for salaries and equipment. The Committee is working to upgrade all its equipment to digital formats, which became the new broadcast standard in 2009. Hampton Cable TV started by broadcasting the meetings of the Board of Selectmen. Now the regular meetings of the Board of Selectmen, Zoning Board, Planning Board and Budget Committee are broadcast live, as well as many other community events. Most broadcasts are replayed several times to give as many residents as possible the opportunity to watch the meetings and community events.

The Committee operates from a permanent studio, adjacent to the Board of Selectmen's meeting room downstairs at the Town Offices Building. There is also a video-equipped van for remote broadcasts (live or taped) of various events, including the Deliberative Session at the Winnacunnet High School auditorium, and Winnacunnet home football games. The system is expanding to operate 2 separate channels.

8.0 Fire Department

The Hampton Fire Department is one of the community facilities most impacted by seasonal fluctuations in Hampton's population. The physical size of the town, the separation of the population centers, and varied highway access have long required the Fire Department to utilize two station locations. One, Station #2, is located in the municipal center on Winnacunnet Road; the second, Station #1, is located at Hampton Beach, on Ashworth Avenue. Under standard population levels the two stations are needed to be able to provide emergency response town-wide within acceptable response times. In peak summer periods the two station locations are even more essential to mitigate against the effect of traffic congestion. Both stations and related facilities are in need of significant upgrading and expansion.

Over the past four to five years various facility and site studies have been undertaken to evaluate station replacement options at both the Beach and the Municipal center. Initial plans called for the Beach station replacement to continue as the fire department headquarters and the municipal center station to be a substation. More recent proposals have reversed this scenario. A consensus appears to have been reached that a new station (or extensively expanded and renovated existing station) at the municipal center is the higher priority, should remain at the existing site, should become the dispatching fire facility, and incorporate the Fire Department headquarters. Consistent with the facilities objectives stated in Section 2, it should also be constructed with the option to accommodate or be able to add Town departmental needs, possibly including the Planning Office and Building Department and or a new community center.

The scope of Hampton Fire Department services includes fire suppression, emergency medical care, extrication and rescue, marine rescue, hazardous materials incident mitigation and disaster response.

The Fire Department has a number of service related deficiencies that need to be addressed in the near future. These include the following:

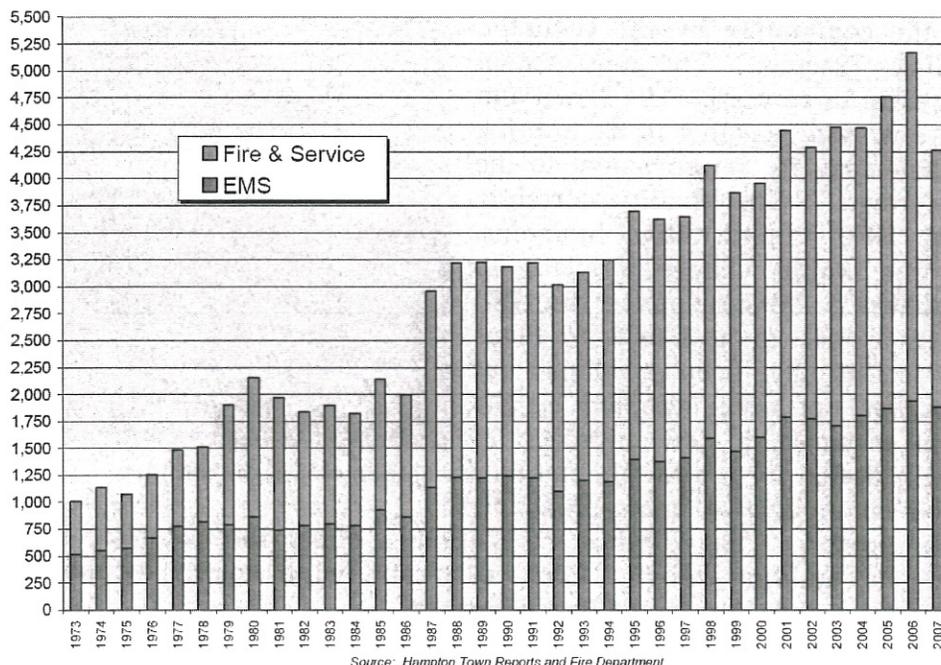
- Response time to the northeast region of town is inadequate.
- Existing older developments pose access problems for the department.
- The west side of US 95 is a non-hydrant district and shortage of water is common.
- Utility wires often interfere with emergency events at larger buildings.
- Limited access for new projects in the Beach District is a recurring problem.
- The Town's summer population increase creates many additional calls in June, July and August with noticeable increases on weekends.

In order to plan for future service levels it is appropriate for the master plan to provide information regarding trends in recent service demands on the Fire Department. A summary [Fire Department call statistics covering the past 12 years \(1997-2008\)](#) is shown on Table CF-7. Overall calls have increased 28% during that period, while EMS and Fire and Service calls increased 37% and 23% respectively. The rate of increase is nearly double that of the year round population which increased 16.1% in the same period. This rate of increase has been sustained for an extensive period of time. Data covering the past 20 years indicates service calls have also nearly doubled over that more extended period.

Table CF 7
Fire, Service and Emergency Medical Service Calls
1997-2008

Year	Total Calls		EMS		Fire & Service	
	No.	% Chg	No.	% Chg	No.	% Chg
1997	3645	NA	1413	NA	2232	NA
1998	4117	12.9%	1591	12.6%	2526	13.2%
1999	3867	-6.1%	1471	-7.5%	2396	-5.1%
2000	3956	2.3%	1595	8.4%	2361	-1.5%
2001	4450	12.5%	1787	12.0%	2663	12.8%
2002	4290	-3.6%	1775	-0.7%	2515	-5.6%
2003	4475	4.3%	1706	-3.9%	2769	10.1%
2004	4464	-0.2%	1805	5.8%	2659	-4.0%
2005	4755	6.5%	1871	3.7%	2884	8.5%
2006	5167	8.7%	1938	3.6%	3229	12.0%
2007	4208	-18.6%	1884	-2.8%	2324	-28.0%
2008	4668	10.9%	1912	1.5%	2756	18.6%
1997-2008	1023	28.1%	499	35.3%	524	23.5%

Figure CF-2
Hampton Fire and EMS Service Call Volumes
1973-2007



Both Hampton Stations face significant expansion or replacement needs due to age and building deficiencies. The Hampton Beach Station is now 85 years old and the Winnicunnet Road station is 30 years old. No significant expansion of Fire Department buildings has taken place in over 30 years. Neither station is currently able to accommodate larger fire apparatus due to limited height clearance and inadequate floor space and are no longer adequate to serve the needs of the Fire Department. The deficiencies present both operational and working environment safety concerns for the employees. The existing stations do not comply with building and nationally recognized firefighter health and safety standards.

Specific building deficiencies with present facilities as identified by the HFD are as follows:

- A decontamination area is needed for response to infectious disease.
- Both facilities need an exhaust emission system.
- The existing emergency operation center is undersized.
- The department lacks appropriate training facilities beyond the existing training room.
- The Beach station has insect damage, mold and lead paint problems, and the roof is failing.
- To improve call response times in the northeast region of Town an additional sub-station will be needed in that vicinity.

These deficiencies are not surprising given the growth in service calls since the facilities were last updated as illustrated above. When the newer of the two stations was constructed in the late seventies, the total service demand was 1,480 responses. In 2008, they had grown to nearly 4,700 calls, yet the facilities are much the same as existed nearly 30 years ago.

Station 1 – 64 Ashworth Ave.

Station 1, located on Ashworth Avenue in the beach district is 85 years old and is leased to the community by the Hampton Beach Village Precinct. The most recent lease expires in three years. The Town and Precinct are working together to try to bring an acceptable plan for improvement to the voters in Town. This facility currently houses the HFD administrative functions, although this would change if plans to expand Station 2 and incorporate the HFD headquarters are able to move forward. Plans for a new facility have been developed but the design has not been accepted by the voters. In response, a new approach to developing a design for a new fire station is being used employing a transparent and informative process. The location of Station 1 offers the potential to integrate some unconventional building design. Both, solar and wind energy technologies, should be considered for a new facility in the Beach District.



Station #1 – Ashworth Ave.

Station 2 – Winnicunnet Road

The facility known as Station 2, located on Winnacunnet Road in the village has approximately 6,100 square feet of floor area. The location of this station is central to the town and has appropriate space for expansion. Plans and construction estimates for a new facility at this site are being developed. One of the elements of the plan under consideration provides for the relocation of the Planning Office and Building Department from the Town Office to this facility, thereby generating additional administrative space in the overcrowded Town Office Building. Such shared use would be consistent with the Town's Facility Planning Strategies as presented in Section 2 of this Chapter, as would the incorporation of green building techniques to as great a degree as possible, including wind energy and solar technologies.



Station #2 – Winnacunnet Rd.

As indicated earlier in this Section, a consensus has formed around one objective in the overall project to upgrade the Town's Fire Department facilities. That is a new HFD headquarters and central fire station facility should be located at the Municipal center at the existing Station #2 site. The new facility should provide space for fire and ambulance dispatch and house the Emergency Management Center and be able to house the principal equipment of the Fire Department. An appropriation of \$50,000 was made at the 2009 Town meeting to develop a detailed facility design and cost estimate around this concept.

Equipment Inventory and Needs

An inventory of fire equipment, as of 2008 is included in Table CF-8. Specific new equipment needs for the future include a technical hazards truck and a mobile command post. Total replacement cost of all major equipment is estimated to be \$4.5-5.0M, in 2008 dollars

Staffing

The department is comprised of 43 employees consisting of a Fire Chief, a Deputy Fire Chief, a Fire Prevention Officer, a Fire Inspector, a Department Secretary, a Fire Prevention Secretary, and four shifts that cover twenty-four hours a day, every day of the year. Each shift has one Captain who serves as the Shift Commander, a Fire Alarm Operator, and two Firefighters staffing Station 1, and one Lieutenant and four Firefighters staffing Station 2.

The Department currently reports being understaffed in both fire personnel and emergency medical technicians. They indicate that appropriate staffing levels for firefighters would mean an increase of eight more new hires. There has been a significant increase in call demand for emergency medical technicians but the Department has not indicated an exact staffing level that would eliminate the current deficiency of EMTs.

**Table CF-8
Hampton Fire Department Vehicle inventory
2008**

Unit #	Year	Make	Assignment	Condition
Engine 1	1988	Emergency One		Fair
Engine 2	2002	Smeal		Good
Engine 3	2001	Smeal		Excellent
Engine 4	1988	Emergency One		Fair
Ambulance 1	2006	Ford/Ultramed		Excellent
Ambulance 2	2004	Road Rescue E-450		Excellent
Ambulance 3	2002	Ford/Road Rescue		Good
Ladder 1	2006	Pierce	Station 2	Excellent
K1	2008	Ford Pick-up	FPO	Excellent
K2	2008	Ford Pick-up	Fire Inspector	Excellent
Car 1	2000	Ford Taurus	Fire Chief	Good
Car 2	2004	Chevy Suburban	C2	Excellent
Car 3	2003	Chevy Suburban	Fire Chief	Excellent
Truck	2005	Ford F-250 Pickup	Station 2	Excellent
6 x 6	2004	Polaris Ranger	Station 1	Excellent
ATV	2004	Polaris Sportsman	Station 1	Excellent
Trailer	1997	Calkins Tfm-17-2200	Station 2	Good
Marine 2	1997	Zodiac Hurricane	Station 2	Fair
Special Hazard Trailer	2004	Roadmaster	Station 2	Excellent
START Trailer	2002	Wells Fargo	Training	Excellent
Marine 1	2003	Winninghoff V 29'	Dock	Excellent
Utility Trailer	2004	Worthington	For ATV's	Excellent
Speciality Trailer	2006	Fire Prevention/Ed.	Fire Prevention	New
Gray Font indicates Replacement Cost Protection				

Presently, the northeast and far western sections of Town lie outside of acceptable response time for both Fire and Emergency Medical calls. While geography would necessitate additional fire facilities to correct this deficiency, the number of calls generated in either of these areas is insufficient to warrant their immediate development. Should further major land use development in these areas occur, along with an associated increase in fire and emergency medical calls, then additional fire stations located in closer proximity to these parts of the community would be justified.

Recommendations:

- Carryout conceptual design study of a reconstruction of the Winnicunnet Road Fire Station (Station #2) at the existing site that (1) is consistent with planning and design strategies for town facilities (see Section 2); that includes the Fire Department Headquarters and Emergency Response center; (3) that address existing facility deficiencies as identified by the Department, and (4) incorporates a flexible design able to accommodate other Town department office space needs;
- Analyze the trend of fire-only and other call purposes after a sufficient period of using the current call tracking/dispatch software (installed 2005-2006) has elapsed. Incorporate these results into the tracking of Fire, Service and Emergency Medical Service Calls (Table CF-7) in future updates to this section;
- Undertake a conceptual design and siting study for the Ashworth Avenue Station (Station #1);
- Address funding for the acquisition of major equipment needs through the Capital Improvements Program; and
- Periodically review changes and trends in service call volumes from the far western and northeastern sections of town to determine the necessity for future remote facilities.

9.0 Police Department

The Hampton Police Department is housed in a relatively new (completed 2004) 24,000 square foot headquarters building located at Hampton Beach, on Brown Avenue. The facility was the end result of a long term planning process which began in 1998. The facility was designed to anticipate future growth in the community to approximately 19,000 year round residents, a growth margin of 25% from the Town's 2002 population of 15,168. The Hampton Police Department employs 104 law enforcement officers, of which thirty-four are full time employees and 70 are part time employees. The Department also employs 12 civilian personnel of which nine are full time and 3 are part time employees. The Department is lead by a Chief of Police, a Deputy Chief and two Lieutenants.



Hampton Police Station – Brown Ave.

The Department of Justice supplies guidelines for manpower averages. The average officers needed per thousand people that are served, ranges from the national average of 2.5 officers per thousand, the New England average of 1.9 officers per thousand and the North East average which is 1.8 officers per thousand. Hampton currently has 1.6 officers per thousand people. Based on these ranges, the Hampton Police Department should have between 29-40 full time officers department wide based on the year-round population to properly police the community. Current staffing is in the midpoint of that range. The department accommodates the large influx of population and service calls experienced during the summer months by augmenting the force with part time officers and by obtaining assistance by the NH State Police so that there is adequate police presence for the summer crowds.

The Hampton Police Department tracks service calls annually and has done so for many years. Below is a compilation of these reports for the five years, 2003-2008. While certain categories of calls have shown a decline over the past six years, the overall number of calls has increased by 14.2%. Calls per capita have risen from about 1.5 in 2003 to 1.65 in 2007, the last year for which population estimates are available. Looking further back, the data show that total call volume has roughly doubled over the past 20 years, and since 1980, the per capita call rate has risen dramatically from just over 1.0 to 1.65.

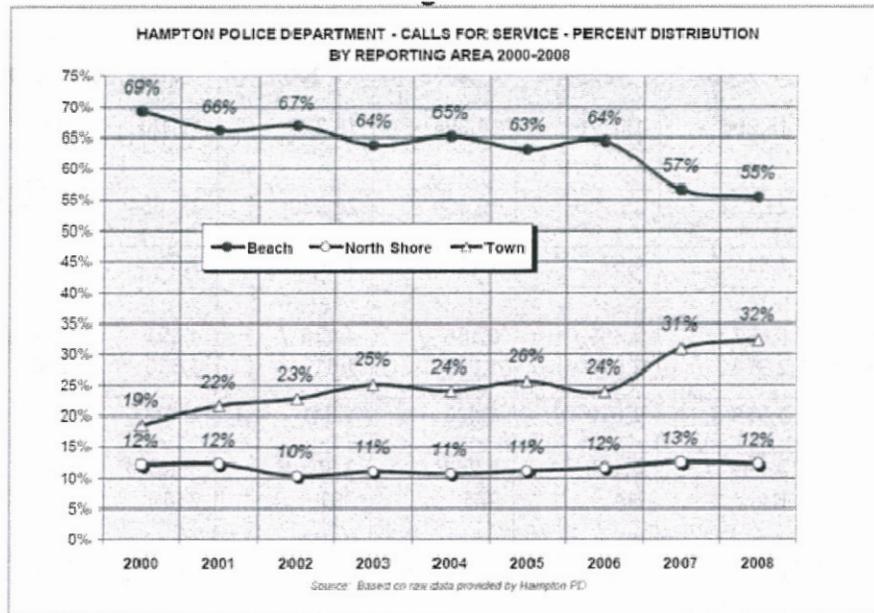
CF-9
Hampton Police Department Service Calls, 2003-2008

Service Call Type	2003	2004	2005	2006	2007	2008	% Change '03-'08
Yr. Round Population	15,266	15,376	15,394	15,278	15,185	NA	-5.3% ('03-'07)
Total service Calls	23,122	25,706	26,434	22,980	25,654	26,492	14.2%
Calls per capita	1.51	1.67	1.71	1.50	1.65	--	9.2% ('03-'07)
Vehicle stops/ Persons arrested	6,637 / 2,354	7,399 / 2,018	6,156 / 1,601	4,426 / 1,619	4,391 / 1,556	5,444/ 1,627	-17.9%
Incident reports	1,555	1,610	1,422	1,341	1,407	1,471	-05.4%
Separate offences/ # of felonies	3,799 / NA	4,120 / NA	3,267 / 245	3,303 / 261	3,187 / 218	3,423 / 252	-9.8%
Accident Investigations	581	524	538	474	458	467	-19.6%
Parking Tickets/ Revenue	2,298 / \$57,860	2,742 / \$64,380	2,563 / \$59,760	2,169 / \$44,805	1,500/ \$32,330	1,808/ \$40,045	-21.3%

Source: Town Annual Reports 2003-2008

The Planning Office has recently received a draft study of potential impact fee assessments for police and fire public safety services (B.C. Mayberry, 2009). As part of this study, an extensive analysis was done to examine the service base and facility capacity of the Police Department, accounting for seasonality and reporting area. The data was compiled from Department reporting data from 2000 to 2008. Over the past five years the Hampton Beach/North Beach area of Town generates, as a year-round average, 60% of the total calls for service, while the balance of Town generates 40% of the total. This splits shift during the summer season to 73% - Beach, 27% - Town. As shown in Figure CF-2, taken from the report, the Beach share of total call demand has represented a declining share of the total over the reporting period.

**Figure CF-2 – Police Call Volume Share
Town, Hampton Beach, North Shore**



Facilities and Equipment

The Police station is the newest major community facility in Town. Completed in December, 2004, at a cost of \$6.32 million dollars, the facility provides a state of the art operations center for the Hampton police, and also provides a public meeting space for Town committees, in keeping with the Town objective of incorporating multiple use aspects in new Town facilities. The fact that the new Police Department building was intentionally designed to accommodate future growth (i.e., with excess capacity); the Town’s use of impact fees to recoup the cost of that additional capacity from new development. The Draft Impact Fee study supports the use of an impact fee for both residential and non-residential development.

The Department maintains a regular replacement of its compliment of marked and unmarked cruisers, leased motorcycles and support vehicles. Seven of the 12 cruisers used by the Department include equipment from the University of New Hampshire Project 54. Project 54 is a Federally supported grant program administered through the Department of Justice. The goal of the program is to make the operation of the Police Cars emergency equipment hands free. Project 54 integrates many of the cars systems including, radio, lights, siren, radar, and GPS into the cars laptop computer. The Town CIP has not included replacement equipment for the Police Department for the past several years.

Department Operations & Programs

The Department maintains a **Uniformed Patrol Division**, which depending on the time of year, may include cruiser, foot, bicycle, ATV and horseback patrols. A Criminal Investigations Division investigates felony and other crimes. The Prosecution Office handles traffic violations, town ordinance violations and misdemeanor crimes at the Hampton District Court (now located in Seabrook). The Department, in cooperation with the Winnacunnet High School and the Hampton Academy, has placed officers in the schools as School Resource Officers (SROs) and also offers Drug Abuse Resistance Education in the grade school. Other

department operations include vehicle stops, accident investigations, training programs, traffic control and parking enforcement, crime mapping and participation in the SERT team (Seacoast Emergency Response Team). Current facilities provide adequate space and support for these programs.

Planning Issues

Three community-planning related issues that effect the department are the lack of Police Department presence in the Municipal center, traffic control and parking at Hampton Beach and the increasing winter rental and transient population at the Beach. While call volumes clearly indicated that the current location of the Police State is closest to where it is most needed, a growing share of service calls are originating off the Beach, so this may become more of an issue in the future, and may warrant the establishment of a substation at some point. Traffic congestion that comes with the influx of summer tourists is further aggravated by the lack of parking spaces at the beaches, causing cars to drive in search of parking, and by vehicles that use the one-way traffic pattern to "cruise" the beach. The Hampton Beach Master Plan has recommended strategies to address both the parking and the one-way traffic pattern. The Hampton Beach Area Commission is charged with implementing that Plan. It plans to undertake a parking and traffic study in 2009 to determine the next steps in addressing these issues.

Recommendations:

The Hampton Police Department Facility is the newest community facility in town and as such no major facility needs are anticipated in the near future. As a result the facility needs no immediate or substantive improvements.

- Implement impact fees for public safety as recommended in the Impact Fee Assessment study (B.C. Mayberry, 2009);
- Monitor call origination and investigate need for and parameters of a police department substation as part of the future municipal center redevelopment;
- Continue to work with the local school system to actively promote D.A.R.E. programs as well as other public safety related programs; and
- Continue to provide periodic public safety training opportunities at the Department Headquarters.

10.0 Parks and Recreation Department

The Hampton Parks and Recreation Department offers a wide variety of recreational activities during all seasons of the year. These activities are programmed and run by a staff of 3 full time employees and approximately 60 seasonal instructors and volunteers. The Department runs programs at Eaton Park, Tuck Field and Lewis Brown Park and is responsible for the three town-operated parking lots at Hampton Beach, the Island Path, Church Street and Ashworth Avenue parking lots, and is also responsible for lifeguard operations at the two Town-owned beaches, Plaice Cove and Sun Valley. Demands for the Department's services are growing steadily as the interest in outdoor recreation nationally continues to increase. However, investment in the Town's recreation facilities, both in capacity and condition, have fallen behind.



Entrance to Tuck Field

Recreation Facilities

The Town has approximately 23 acres of local park and recreation facilities distributed on eleven parcels of land in various parts of town. The characteristics of present town recreational facilities are shown in Table CF-10. The major outdoor recreation area is the Tuck Field complex which is located on Park Avenue behind the Tuck Museum. It includes 3 baseball and 1 softball diamond, a shared use soccer field, 4 tennis courts and 2 playgrounds. It is immediately adjacent and connected internally to the Eaton Field, a softball diamond which is lighted. The site accommodates a great deal of activity and allows some shared use of fields with the school. Parking and circulation in the site are difficult. Both fields (Tuck and Eaton) have structures for concession stands. Both have storage capabilities for equipment. Both are very heavily used. Hampton has less than two acres per 1,000 year round residents, far below recognized standards.

CF-10
Hampton Recreational Facilities

Facility Name	Location	Description of Facilities	Acres	Comments
Tuck Field Complex	Park Avenue	<ul style="list-style-type: none"> ▪ 3 baseball diamonds ▪ 1 softball diamond ▪ 1 soccer/football (shared use) ▪ 4 tennis ▪ 2 playgrounds ▪ 2 picnic areas ▪ Museum grounds 	10.2	Tennis courts reconstructed in 2008
Eaton Park	Park Avenue	1 softball diamond (lighted field)	3.5	Upgrades/repair to lighting and fencing needed
Lou Brown Park	Hardardt Way	1 open field (flag football) 1 skateboard park 1 inline hockey rink 1 volleyball court	1.4	Hockey rink board need replacement
Playgrounds				
-- Academy Avenue	Adj. to Hampton Academy	5 playground pieces	<1	Adopted by Hampton Rotary
-- Five Corners	Mill Rd./5 Corners	3 playground pieces	<1	Eagle Scout project
-- Locke Road	Locke Road	3 playground pieces	<1	
--Toddler Park	Tuck Field entrance	3-4 playground pieces	<1	
-- Kids Kingdom	Tuck Field / Eaton Field	Multiple pieces	<1	
-- Reddington Landing	Mill Rd.	NA	NA	Privately constructed, for public use Owned by Beach Precinct
-- Hampton Beach	Hampton Beach	NA	NA	
Parks				
-- Founders Park	Park Avenue	None	<1	Historic site
-- Marelli Park	Route 1/Exeter Rd.	Gazebo	<1	
-- Bicentennial park	Route 1A @ High St.	None	NA	Historic site
-- Ruth G. Stimson Park	Route 1A @ High St.	Multiple piece	NA	
-- Joe Billie Brown Park	Route 1A @ Ancient Highway	3-4 playground pieces	NA	

Since the late 1980s Tuck Field has undergone many improvements including the installation of a drainage system and re-grading and re-seeding the playing fields. In recent years, the upgrades and investments to existing facilities have fallen somewhat behind. Nevertheless, the Parks and Recreation Department has worked continuously to improve to maintain the existing facilities with the resources at hand. Lewis Brown Park is another active outdoor recreation area with facilities for skateboarding, in-line skating facilities, volley ball and an open field used for flag football.



Reconstructed tennis courts at Tuck Field

There are seven playgrounds in Town, well distributed in different parts of town. The Toddler Park and Kids Kingdom are the newest and in the best condition. The Beach Playground is not maintained by the Department, but by the Beach Precinct. To compliment these active outdoor recreation facilities, the Town has five small parks for general use. (See CF-10)



Toddlers Park at Tuck Field

The only major capital investment made recently at the recreation facilities has been at Tuck Field. But it was a sizeable one: the 4 tennis courts were completely reconstructed and resurfaced in 2008. Construction of an outdoor basketball court is planned for 2009.

Needs

As part of a recreation planning project, UNH students conducted a community wide survey of recreational attitudes and needs study in Town in 2006. Although the project was not finalized the survey results were summarized. The Recreation Director reports that the two most significant needs identified in the survey were for a community pool and a community center, with the latter being the more critical need. The Department has been advocating for a Town-wide community center for a number of years. Such a facility would allow the centralization of all of the indoor activities offered by the Department throughout the year, including programs for youth and seniors. Presently, these programs are offered at a number of locations throughout Town including the Hampton Schools, Lane Memorial Library and the various Parks and Recreation facilities. It would also likely serve as a senior center for the community which is another facility need requested frequently by Hampton residents. The Department has not yet undertaken preliminary planning or design engineering for such a facility but have indicated it as a capital expenditure goal in the Town's Capital Improvements Plan.

Additional recreational facilities need to be built by the Town of Hampton for children and residents of all ages to meet adequacy standards based on population. As Hampton's growth continues, additional parks and recreational areas will be needed to serve the year round residential development in outlying areas.

The amount of open space in Hampton is dwindling with each passing year. Most of the Town owned land is already developed in some way. The largest amount of open space is the 216 acre State owned saltmarsh located north of Taylor River, between Route 1 and the railroad track. In addition, about 75 acres of land in the western section of town is owned by the Society for the Protection of New Hampshire Forests.

No plan exists for the orderly acquisition of additional open space, conservation or recreation land to meet future needs. Donations and part of the Conservation Commission's budget for land purchase are the only sources of land acquisition that the Town has to increase open space. Steps should be taken to address these open space deficiencies in order to provide for wildlife protection, recreation, natural resource conservation, and education.

Recommendations:

- Develop and incorporate a Recreation Chapter in the Town Master Plan, including town-specific recreation facility service standards, capital improvement needs and priorities;
- Adequately fund maintenance and preservation of existing recreational facilities;
- Identify and acquire centrally located open space area for potential future use as additional outdoor recreation fields;
- Following the adoption of the Recreation Chapter of the Master Plan and CIP components, implement the recreation impact fee based on recommendations in the B. Mayberry Report (January 2009);
- Actively pursue grant funding from Land and Water Conservation Funds, LCHIP, Moose Plate grants and other sources to augment local expenditure for open space and recreation improvements;
- Support and remain engaged in development of the East Coast Greenway multi-use recreational trail, the American Independence Scenic Byway and the Coastal 1A/1B Scenic Byway; and
- Actively pursue the development of a multipurpose community center as identified in the Plan NH Charrette and as discussed above, and integrate with municipal center redevelopment efforts.

11.0 Schools

The public schools in the Town of Hampton are governed by the Hampton School District, one of 6 School Districts within the New Hampshire School Administrative Unit (SAU) 21. SAU 21 is a cooperative school district consisting of the Towns of Hampton, North Hampton, Hampton Falls, Seabrook, and South Hampton. Elementary and Middle School facilities in Hampton are the responsibility of the Hampton School District; the Winnacunnet High School is the responsibility of the Winnacunnet Cooperative School District, and all are administered cooperatively by the SAU. While decisions pertaining to school facilities in Hampton are not directly controlled by Town government, it remains important for the Town and School District to be aware of, and to the extent possible, coordinate on facility changes and improvements so they can be complementary to other community facility improvements. For this reason it is appropriate to incorporate information pertaining to school facilities into the Master Plan. This is especially true with respect to planning renovations to the Hampton Academy which could become complimentary to the changes contemplated in the Municipal center as discussed in Section 3, above.



As with many school districts in New Hampshire, Hampton is experiencing decreasing enrollments in all its schools as a consequence of age demographics. Nevertheless, capital improvements are necessary at each facility. The district is currently working on a five year capital facilities improvement report which is expected to be published in Fall 2009.

School Facilities

Hampton is served by two elementary schools, one junior high school and one regional high school. All four schools are located within one mile of each other and are situated near the municipal center.

- *Hampton Centre Elementary School*

The Centre Elementary School is located on Winnacunnet Road directly across from the Town Office. As indicated on the State historic marker at the entrance, the site marks the location of the first public school in New Hampshire. The existing building was constructed in 1920 and enlarged by an addition in 1951. The school currently houses students in Pre-K, Kindergarten, first and second grades, but has served various grades from K through 4 in the past 20 years to accommodate varying school age demographics in the Town. Reported student capacity of the school at 20 students per classroom is 340. Enrollment in 2008 was 393, but has been over 400 for much of the past decade. Playground and parking facilities are adequate for current enrollment, but space is at a premium by current NH guidelines. There is little opportunity for expansion of the building on the site. Many of the classrooms are below current recommended standards for size recommendation for classrooms for this age group. Non-classroom space (e.g. for conference rooms or other general use rooms are very limited).

- *Marston School*

Marston School is located on Marston Way off High Street, and presently serves students in the third, fourth and fifth grades. The school was built in 1956, with addition construction in 1968. As with the Centre School the grades and ages has varied over the years but has been consistent since the mid 1990's. Reported student capacity of the school at 20 students per classroom is 360. Enrollment in 2008 was 397, but has been closer to 500 students for much of the past decade. It is in good structural shape with adequate parking and playground space.

- *Hampton Academy Junior High*

Grades 5 through 8 attend Hampton Academy Junior High, located off Academy Avenue at the Municipal center. The school was built in 1940 with additions made in 1964 and 1972. The current building is 80,000 s.f. in size, and consists of an original core building and two major extensions. Reported student capacity of the school at 20 students per classroom is 520. Enrollment in 2008 was 436 students, but has been between 500-540 students for much of the past decade.



Hampton Academy

- *Winnacunnet High School*

Winnacunnet High School serves Hampton and the adjacent towns of Seabrook, North Hampton and Hampton Falls. The school was built in 1958 to replace the overcrowded Hampton Academy building as the high school. Over the years the building has been periodically renovated. In 1981, a new Industrial Arts building was constructed and in 1986 a 24,860 square foot addition was made to provide area for the library, computer classroom, four new classrooms, and additional physical education space. Most significantly, a major renovation costing \$26.5M was completed in 2006 which included a new cafeteria, gymnasium, entrance, new classrooms and science labs and video studio. Much of the new space is renovated from prior uses. With 63 classrooms, the school has a capacity of approximately 1,400 students, if an average of 20-25 students per classroom is used. Enrollment in 2008 was 1,201, but has averaged about 1,300 for the past 5 years or so.



Renovations at Winnacunnet High School

School Enrollments and Projections

Table CF 11 provides a summary of total school enrollment by school facility for the past seven years. As is clearly indicated, total school population is declining for the past 4 to 5

years overall and longer for the elementary grades by themselves. The aggregate 2002-2008 decline has been largest in the Marston and Hampton Academy schools, at over 18% loss of enrollment each. Hampton's high school enrollment appears to have stayed constant but this masks a surge in enrollment (from 12%-19%) reported between 2004 and 2007 each which has since abated. With respect to the Winnacunnet High School, the percentage of students from each town has remained relatively constant over the last decade with Hampton students equaling about half the school population; in 2008 the breakdown was 48% from Hampton, 28% from Seabrook, 17% from North Hampton, and 8% from Hampton Falls.

Table CF-11
School Enrollment History – Hampton Schools
2002-2008

SCHOOL	2002	2003	2004	2005	2006	2007	2008	% Change 2002-2008
Centre School (Pre K-2)	436	421	436	425	386	362	393	-9.9%
Marston School (3-5)	486	465	468	439	425	410	397	-18.3%
Hampton Academy (6-8)	534	542	512	485	456	459	436	-18.4%
Winnacunnet HS (Total)	1,200	1,201	1,313	1,325	1,332	1,314	1,201	0.1%
-- Hampton Residents	569	571	640	642	682	661	571	0.4%
-- Other SAU 21 Towns	631	630	673	683	650	653	630	-0.2%
TOTAL HAMPTON	2,025	1,999	2,056	1,991	1,949	1,892	1,797	-11.3%
Source: SAU 21 Annual Reports								

A compilation of enrollment projections done for the Hampton School District in 2006 by the NH Association of School Administrators Association is shown in Table CF-13 and clearly shows a continuation of declining enrollments from present day through at least 2016. Over that 7 year period, total Hampton school enrollment, including high school aged students is projected to decline by 15.5% between 2010 and 2016. Enrollment in 2016 would be only 81% of 2008 levels.

Table CF-12
School Enrollment Projections (3 year average) – Hampton Schools
2010-2016

GRADES (SCHOOL)	2010 ⁽¹⁾	2011	2012	2013	2014	2015	2016	% Change 2010-2016
K-2 (Centre School)	400	316	317	324	320	318	319	-20.3%
3-5 (Marston School)	390	352	338	318	326	327	334	-14.4%
6-8 (Hampton Academy)	422	408	392	371	342	328	309	-26.8%
9-12 (Winnacunnet HS)	NA	NA	NA	NA	NA	NA	NA	NA
-- Hampton Residents	601	573	549	541	530	505	486	-19.1%
-- Other SAU 21 Towns	NA	NA	NA	NA	NA	NA	NA	NA
TOTAL HAMPTON	1,813	1,649	1,596	1,554	1,518	1,478	1,448	-20.1%
(1) 2010 data Revised by SAU21; Source: 2006 NHSAA Assessment of Educational Facilities								

While declining enrollment projections suggest no ongoing need for facility capacity expansion, they will not eliminate the need for capital improvements at Hampton's school facilities. They may, however, make the task of gathering the necessary support for such expenditures more difficult since the need may be less obvious to some.

SAU 21 Superintendent James Gaylord issued a 3-5 year strategic Plan for the Hampton School District in March 2008 which briefly examines factors that will effect strategic planning for Hampton's schools in the near term. Some of the key factors include budget restrictions and declining Federal and State resources and the impact of declining enrollment on staffing and programs. The report states that for the three enrollment years since the issuance of the NHSAA projections, actual enrollment has tracked closely with those projected. The Strategic Plan also calls for the establishment of a joint Town-School District committee to specifically work on future plans for the Hampton Academy and facility needs for proper middle school education.

Planned Facility Improvements

Although the 5 Year Capital Improvement Program for the Hampton School District will not be released until Fall 2009, comments from school administration suggests that the only large scale capital improvement contemplated in that Plan is for the Hampton Academy, which has already received considerable discussion. A structural needs study has been prepared which examined options for both constructing a replacement school and for renovating the existing facility. Consensus in the community appears to be that the best (and most realistic) option is to renovate. Preliminary estimates from the School District indicate that new construction would total about \$22.3M (not including land cost), while renovation would cost approximately \$12.2M. The renovation includes the construction of a new attached gymnasium.

Recommendations:

- Upon its release the Planning Board should review the Hampton School District's 5 year capital improvement plan and incorporate information about facility improvement needs into this chapter as appropriate;
- The Town and School District should identify and investigate avenues for the School District and the Town to cooperate on issues of joint interest such as recreational facilities, a teen center and public meeting facilities;
- Consider establishing a standing Town – Hampton School District Committee to create a formal mechanism to communicate issues and needs between the Town government and the School District;
- The Town should communicate to the Hampton School District the goals and priorities of the Plan NH Charrette and any subsequent decisions made pertaining to changes in the Municipal center, particularly as they related to the Hampton Academy or Centre School;

- Coordinate facility renovation plans for the Hampton Academy with Town's plans for the Municipal center development, particularly with respect to linkage to a possible Community Center, shared recreational facilities, and the possible closure or alteration of Academy Avenue;
- Work with the Hampton School District to encourage the adherence to "Town Facility Planning Strategies" identified in Section 2 of the Master Plan;
- Establish a memorandum of understanding between the Planning Board and School District that would specify the Planning Board role in conducting an advisory site plan review for major modifications to school facilities; and
- Require LEED (or EPA "High Performance School" standards) certification for school in the design and renovation of school facilities.

12.0 Hampton Beach

Hampton Beach is a narrow barrier spit with relatively broad beaches and backed by an extensive salt marsh area. The land area immediately behind the beach, is nearly, entirely developed with a dense mixture of commercial, residential and recreational uses. Since 2003 and the enactment of RSA 213:J.1., long term planning for Hampton Beach has taken place with the assistance of the Hampton Beach Area Commission; however, planning and zoning authority continues to be held and exercised by the Town and its voters.

History

Development on Hampton Beach began over a century ago to support a growing public interest to be near and enjoy the waters of the New Hampshire coast. In 1897, the Hampton Beach Improvement Company began to control the direction of development through a 99-year land lease. As the beach became more popular, and with the advent of the automobile in the 1900's, the HBIC and its source of lease revenues could no longer keep pace with the need to support the infrastructure and public facilities at Hampton Beach. During the Great Depression, the State of New Hampshire stepped in to take financial control and turned the beach into a state park facility. Even with the many improvements made to enhance the recreational opportunities and safety during and after this time, the nature of Hampton Beach's tourism market shifted from extended vacations to short stays and day trips. Significant disinvestment occurred in commercial properties as a consequence and the image of the Beach began to decline. The HBIC land lease expired in 1997 and the Town of Hampton and related authorities, including the state, are now stewards of the developed areas of the Beach through their decisions on land use, environmental regulations and local infrastructure.

Hampton Beach Area Master Plan

Following expiration of the HBIC, the Town and State joined together to develop a comprehensive plan for the redevelopment and improvement of the Hampton Beach Area. Through a cooperative effort of the Hampton Beach Master Plan Advisory Committee, the NH Department of Parks and Recreation NH Department of Resources and Economic Development (DRED), the Town of Hampton, NHDOT, the NH Coastal Program and the Rockingham Planning Commission the plan was prepared. The purpose of the Plan was not only to establish a vision for the future of the Beach, but also to identify and coordinate public and private shorter term efforts and initiatives aimed at reversing its decline and enhance the recreational and economic value of the area.

The Plan, which was adopted and released in November 2001, establishes a comprehensive program of improvements for the private and public sectors intended to transform key aspects of Hampton Beach over time. The Master Plan creates a new framework for development and promotes specific amenities and visual improvements that will improve the quality of the recreational and visitor environment. The Plan targets infrastructure improvements that support the Beach, involving transportation, pedestrian and parking improvements, circulation, storm water, water supply and sewer service, as an economic development strategy attempts to link investments to important benefits for the Town and the State, including revenue benefits. It contains a mixture of short and long term action, some which may take as long as 50 years to come about.

Great emphasis is placed on improving the beach area environment in the study. The community acknowledges that there are significant shortcomings to the beach area's physical environment that can serve to lessen the visitor's overall experience. Among these are lack of pedestrian amenities, severe traffic congestion, uncoordinated private development patterns, lack of a marketable beach "character" and deteriorating public infrastructure. The Hampton Beach Master Plan offers a robust strategic plan to address these deficiencies in a manner that includes both the Town and State owned resources of the beach area. These include strategies such as making roadway improvements to Ocean Boulevard and Ashworth Avenue to facilitate a change in traffic patterns to reduce congestion in the beach area. Increased and better designed pedestrian facilities to make the beach area a less car-oriented location. Reconstruction of the Hampton River Bridge, this will increase the bridge height to allow greater access to the harbor by more kinds of marine vessels. Proposed re-design of the Sea Shell entertainment pavilion. These efforts will combine to greatly improve the beach area environment for years to come. The Master Plan offers some budget estimates for the proposed improvements and in 2001 dollars these projects have a combined cost of more than \$50,000,000.

Key Strategies and Recommendations

The key strategies and recommendations that pertain to facilities and infrastructure are as follows:

- Reorganization of traffic and parking to allocate more land near the Beach for pedestrians and the activities they generate, and to improve the image of the beach;
- Reorganization of the State Park areas to promote separate destinations geared to different use groups (areas for performance and entertainment, for families, for passive enjoyment of the beach and harbor);
- New large and small park amenities along the waterfront ranging from new beach pavilions, including a redesigned Sea Shell pavilion to park benches;
- Changes in circulation patterns, streets, and lanes to move traffic more efficiently and dramatically reduce the congestion on the Beach;
- Establishment of new options for access and circulation such as through an internal beach trolley system that links parking and beach destinations, and off-site parking with shuttle service during peak times;
- A coordinated parking and traffic management approach by both the Town and the NH Division of Parks and Recreation;
- A new emphasis on pedestrian and bicycle use through extensive sidewalk, streetscape, and bikeway improvements;
- Improved and more attractive informational, directive and business signage;
- Improved gateways that welcome visitors to Hampton Beach;
- A higher Hampton River Bridge to improve vehicle and vessel traffic;
- Utility improvements so that the land uses at Hampton Beach are fully supported by adequate and environmentally responsible services; and
- Dune protection through a dune and sand management program.

Hampton Beach Area Commission

Following adoption of the Plan in 2003, the Hampton Beach Area Commission was established by RSA 213:J., primarily for the purpose of assisting the town of Hampton and the state of New Hampshire, its agencies and departments in the implementation of the Hampton Beach Master Plan. The Commission includes not only representatives of the town but also of DRED, NHDOT, the Village District, the Chamber of Commerce and the Rockingham Planning Commission.

A key outgrowth of the work of the Commission has been the conception of a major redevelopment project that would implement many of the facility recommendations of the Plan, particularly those associated with the State park facilities, as described below:

Hampton Beach State Park Redevelopment Project

- *Project Background*

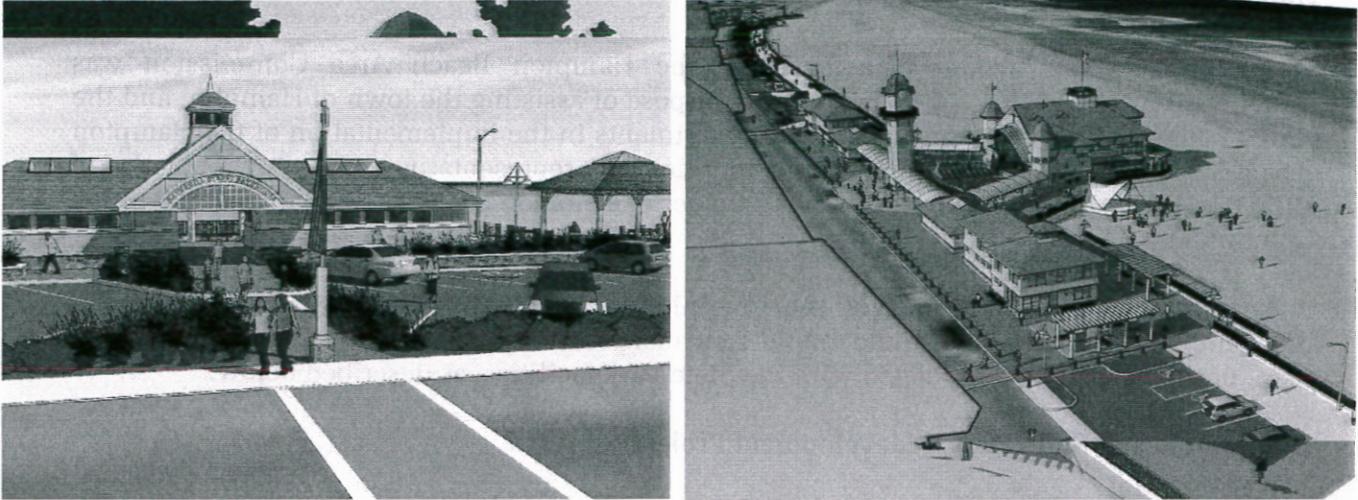
The project was developed to further the revitalization of the “public face” of Hampton Beach and provide for similar enhancements in private and commercial property along the beach. Part of the revitalization includes spreading the public facilities out from the Seashell complex to the entire beach, to include the under-utilized north and south ends, in order to cut down on central congestion and crowding. Another goal is to create a distinctive look for the State Park facilities at Hampton Beach. The facilities should be immediately recognizable as part of the State Park program and should contribute to the fresh new appearance for Hampton Beach that the redevelopment seeks to promote.

- *Proposed Design and Development*

The Division of Parks and Recreation contracted with the architectural firm of Samyn-D’Elia to complete a feasibility study for the redevelopment of the public facilities at Hampton Beach State Park, most notably the Hampton Seashell complex. The study includes preliminary designs for buildings, landscape and public space improvements, a cost estimate and report on the economic impact of these improvements in terms of the state and local economy. The feasibility study was completed in 2008 and a specific set of projects was proposed by the Parks Division of DRED for capital funding in the 2010-2011 biennial budget and, through a great deal of effort and persuasion by members of the community, accepted.

The key components of the \$ 14.5M redevelopment include:

- a proposed upgrade to the Hampton Beach State Park that will include a new Seashell Complex and offer a state-of-the-art stage;
- new public and lifeguard facilities and shaded areas for visitors;
- a new South Beach Visitor Center; and
- bath houses both at the Marine Memorial and Haverhill beach sites.



It should also be noted that several major projects have already been undertaken or are in design phases. The Town of Hampton passed a \$12,000,000 warrant article in 2003 to fund major infrastructure improvements in the beach area, including improvements to beach area water and sewer facilities as well as sidewalk construction.

These continued efforts to improve Hampton's beach area will have very positive long term impacts on the community as a whole.

Recommendations:

- Complete parking study scheduled for Summer 2009 and use finding to develop a prioritized parking improvement plan for the Beach;
- Support the State Park Redevelopment Project through complimentary Town actions, including continued street, sidewalk and signage improvements;
- Continue to pursue zoning amendments consistent with recommendations in the Hampton Beach Master Plan; and
- Locate, design and construct a replacement for Fire Station #1 to ensure adequate public safety services for the Beach area.

13.0 Summary of Recommendations for the Community Services Facilities Chapter

The recommendations included in each of the Chapter Sections are included here for easier reference.

Section 2 Planning and Design Strategies for Town Facilities

Recommendations:

The following recommendations are offered to help address these challenges:

- Establish A Long Range Facilities Planning Committee: The Town should, through action by the Board of Selectmen, or by Town Meeting authorization as needed, create a new standing committee entitled the Hampton Long Range Facility Planning Committee. Such committee would be charged with the responsibility to develop integrated facility plans and recommendations to the Town. Such recommendations should be provided to the Planning Board, Board of Selectmen and Budget Committee and others as appropriate to the facility in question. The committee should be structured to include representatives from multiple Boards, Departments and community interests, including the Planning Board, Board of Selectmen, Town Manager, and School Board. Part of the Committee's charge should be to explicitly consider opportunities for facility sharing and other efficiencies of use when planning and designing new or renovated facilities.
- Activate the Permanent Building Committee: The Board of Selectmen should fill the positions and activate the Permanent Building Committee that it previously authorized. The purpose of this committee is to advise Town professional employees on property construction, rehabilitation and maintenance, and assume the responsibility of overseeing the design and construction of approved new or renovated community facilities.
- Community Facilities Master Plan Chapter: Future updates of the Community Facilities Chapter should: 1) examine and recommend opportunities for consolidating and sharing facilities across departments where significant efficiencies can be obtained and include input from the Long Range Facilities Planning Committee if established; 2) consolidate chapter subsections and arrange by function rather than department, for example public safety; public works and utilities; youth, adult and senior services, etc.

Section 3 Municipal Center Planning

- The Planning Board should develop, with public input, an analysis of the Charrette options, and any additional alternatives, including a summary of benefits, weaknesses and impediments, and based on this analysis, recommend a preferred alternative, or prioritized alternative to pursue.

- The Hampton Long Range Facility Planning Committee should be established as recommended in Section 2 and function as the Municipal Center Task Force to work toward a phased implementation of the selected alternative.

Section 4 Town Offices

- Undertake an energy audit of the Town Office Building and prioritize building improvements to optimize energy savings and returns on investment.
- Develop or update a comprehensive inventory of current space needs and utilization for each administrative office; include projected needs for 10 and 20 years.
- Contract with architect or suitable specialist to develop conceptual plans of alternatives to address the identified current and future space needs and utilization deficiencies.
- Develop architectural plans and cost estimates for the preferred alternative.

Section 5 Lane Memorial Library

The Lane Memorial Library has committed significant resources to studying its long term needs. The desired plans involve increasing the present 16,500 square feet of space to approximately 30,000 square feet. Due to the building site constraints this planned expansion is best served within the context of a major redesign of the municipal center – as was incorporated in the Charrette concept plans discussed in Section 3 above.

- Select an expansion option and develop next stage conceptual plans and cost estimates to further specify and commit to an expansion or renovation plan; this conceptual planning should be fully integrated with steps taken to act on the Municipal center concepts.
- Establish a non-lapsing capital fund, community wide capital campaign, and seek grant funds, private donations and annual appropriations through the Town's CIP to accumulate the required funding.
- In coordination with the Hampton Energy Committee, complete the energy audit of the existing Library planned for 2009 and implement improvements that are cost effective within the building's expected useful life; seek Energy Efficiency and Conservation Block Grant (EECBG) funding in 2009 or as early as available from the Office of Energy and Planning to implement energy efficiency improvements. These are ARRA (Stimulus bill) funds and their continued availability beyond 2011 is uncertain.

Section 6 Public Works

Highways

- Pursue State 10-Year Plan funding for phased reconstruction for high priority federal-aid eligible highways, including Exeter Road (NH27) and Winnacunnet Road.

- Incorporate widened (3-4 foot) shoulders on reconstructed roads on designated state or local bicycle routes for bicycle use.
- Pursue Transportation Enhancement funding for new sidewalks in high priority areas: A funding round occurs in Summer/Fall 2009.
- Continue participation in the FHWA/State DOT's Safe Routes to Schools Program to complete planning process and apply for grant assistance for facility improvements.
- Continue to pursue a more equitable distribution of state and federal highway aid for State primary and secondary roads in the Urban Compact Area through DOT policy or legislative change.
- Evaluate future use of the vehicle registration local option fee to fund highway capital improvements.
- Complete Road Surface Management System (via UNH T2 Center or other source) as planned in 2009 to assist in identifying and prioritizing the most cost effective pavement preservation and maintenance projects.

Wastewater Treatment, Sewers and Drainage

- Pursue funding through the CIP (or grant sources as available) to carry out the sewer outfall relocation study; evaluate copper and phosphorus removal treatment as less costly alternative.
- Include CIP WWTP facility upgrade needs for 2025 identified in the 2006, 201 Facilities Plan, and subsequent updates, into the CIP in the appropriate timeframes.
- Continue efforts to reduce groundwater infiltration and stormwater inflow into the sewer collection system.
- Monitor Phase II Stormwater Management Plan implementation.
- Adopt new stormwater management regulations developed through the Natural Resources Outreach Coalition (NROC) project in 2008.
- Obtain funding for and complete a comprehensive update to the 1986 townwide drainage plan.
- Investigate the advantage, disadvantages and process for establishing a Stormwater Management utility per RSA 149-I.
- Consider introduction of pervious pavement as a stormwater management technique on both public and private parking lots.

Solid Waste and Recycling

- Monitor performance and status of the Turnkey Landfill with respect to future capacity and expected useful life; develop contingency plans as appropriate.
- Continue aggressive support of the Town's recycling program as a cost effective means of managing waste disposal costs and reducing the waste stream.
- Ensure smooth transition to a single stream, mandatory recycling program.
- Continue to offer annual household hazardous waste collection and monitor user survey responses for need to increase frequency; consider augmenting the program with a swap-site for unused non-hazardous materials such as paint and electronic equipment.
- Periodically evaluate the use of a 'pay as you throw' system as further means of reducing waste disposal tonnage, supporting the recycling program and offsetting waste disposal costs.
- Continue to support investigations and potential reuse of the Landfill as a Brownfields site for alternative energy production.

Section 7 Public Utilities

7.1 Water Supply and Distribution

- Continue to partner with Aquarion to encourage and implement system wide water conservation measures.
- Initiate and/or participate in future regional efforts to undertake an evaluation and feasibility study of desalination options to augment groundwater supplies. While presently this alternative is excessively expensive compared to available supplies this may well change in the future.
- Implement and maintain water system emergency interconnections with Seabrook, Exeter and Rye.
- Enforce water supply protection measures in place around the Aquarion and other public water supply production wells.
- Maintain and update as needed the aquifer protection components of the Town Zoning Ordinance.
- Periodically reconsider groundwater recharge options for the discharge of wastewater for the Hampton Wastewater Treatment Plant as a means to reduce groundwater extraction.

- Partner with Aquarion to expand service to the west side of I-95 as warranted by demand, including service expansion to the Towle Farm Road industrial development area.

7.2 Electric Supply and Distribution

- The Town should work with Unitil to ensure that an adequate and coordinated response plan exists for extended power outages, including mechanisms for improved communications to town and public safety officials, as well as customers regarding the status and timing of power restoration. This plan should be integrated with the Town's FEMA approved Hazard Mitigation Plan and Emergency Operation Plan.
- Amend subdivision, site plan and building codes as needed to require the use of energy efficient construction for all new buildings, public and private.
- Facilitate and encourage the use of lower power residential alternative energy generation and ability to use "net-metering".
- Develop an Energy Chapter for the Hampton Master Plan to establish and support energy efficiency policies in all aspect of Town Government.

7.3 Gas Supply and Distribution

- The Public Works Department in cooperation with the Town Administration should work with the utility company to ensure that the service areas meet the needs of present and future residential and commercial users, and in areas targeted for economic development.
- Unitil should provide the town with plans regarding and future gas line extensions or replacements. The Public Works Department should coordinate planned roadwork with Unitil when such work is taking place where gas line extensions or replacements are planned.

7.4 Telecommunications

- Carryout conceptual design study of a reconstruction of the Winnicunnet Road Fire Station (Station #2) at the existing site that (1) is consistent with planning and design strategies for town facilities (see Section 2); that includes the Fire Department Headquarters and including Emergency Response center; (3) that address existing facility deficiencies as identified by the Department, and (4) that incorporates a flexible design able to accommodate other Town department office space needs.
- Analyze the trend of fire-only calls and incorporate them into the tracking of Fire, Service and Emergency Medical Service Calls (Table CF-7) in future update to this section.
- Undertake a conceptual design and siting study for the Ashworth Avenue Station (Station #1).

- Address funding for the acquisition of major equipment needs through the Capital Improvements Program.

Section 8 Fire Department

- Implement impact fees for public safety as recommended in the Impact Fee Assessment study (B.C. Mayberry, 2009).
- Monitor call origination and investigate need for and parameters of a police department substation as part of the future municipal center redevelopment.
- Continue to work with the local school system to actively promote D.A.R.E. programs as well as other public safety related programs.
- Continue to provide periodic public safety training opportunities at the Department Headquarters.

Section 9 Police Department

- Implement impact fees for public safety as recommended in the Impact Fee Assessment study (B.C. Mayberry, 2009).
- Monitor call origination and investigate need for and parameters of a police department substation as part of the future municipal center redevelopment.
- Continue to work with the local school system to actively promote D.A.R.E. programs as well as other public safety related programs.
- Continue to provide periodic public safety training opportunities at the Department Headquarters.

Section 10 Parks and Recreation

- Develop and incorporate a Recreation Chapter in the Town Master Plan, including town-specific recreation facility service standards, capital improvement needs and priorities.
- Adequately fund maintenance and preservation of existing recreational facilities.
- Identify and acquire centrally located open space area for potential future use as additional outdoor recreation fields.
- Following the adoption of the Recreation Chapter of the Master Plan and CIP components, implement the recreation impact fee based on recommendations in the B. Mayberry Report (January 2009).

- Actively pursue grant funding from Land and Water Conservation Funds, LCHIP, Moose Plate grants and other sources to augment local expenditure for open space and recreation improvements.
- Support and remain engaged in development of the East Coast Greenway multi-use recreational trail, the American Independence Scenic Byway and the Coastal 1A/1B Scenic Byway.
- Actively pursue the development of a multipurpose community center as identified in the PlanNH Charrette and as discussed above, and integrate with municipal center redevelopment efforts.

Section 11 Schools

- Upon its release, the Planning Board should review the Hampton School District's 5 year capital improvement plan and incorporate information about facility improvement needs into this chapter as appropriate.
- The Town and School District should identify and investigate avenues for the School District and the Town to cooperate on issues of joint interest such as recreational facilities, a teen center and public meeting facilities.
- Consider establishing a standing Town – Hampton School District Committee to create a formal mechanism to communicate issues and needs between the Town government and the School District.
- The Town should communicate to the Hampton School District the goals and priorities of the PlanNH Charrette and any subsequent decisions made pertaining to changes in the Municipal center, particularly as they related to the Hampton Academy or Centre School.
- Coordinate facility renovation plans for the Hampton Academy with Town's plans for the Municipal center development, particularly with respect to linkage to a possible Community Center, shared recreational facilities, and the possible closure or alternation of Academy Avenue.
- Work with the Hampton School District to encourage the adherence to "Town Facility Planning Strategies" identified in Section 2 of the Master Plan.
- Establish a memorandum of understanding between the Planning Board and School District that would specify the Planning Board role in conducting an advisory site plan review for major modifications to school facilities.
- Require LEED certification for school (or EPA "High Performance School" standards) in the design and renovation of school facilities.

Section 12 Hampton Beach

- Complete parking study scheduled for Summer 2009 and use findings to develop a prioritized parking improvement plan for the Beach.
- Support the State Park Redevelopment Project through complimentary Town actions, including continued street, sidewalk and signage improvements.
- Continue to pursue zoning amendments consistent with recommendations in the Hampton Beach master Plan.
- Locate, design and construct a replacement for Fire Station #1 to ensure adequate public safety services for the Beach area.