

HAMPTON VISION RESPONSES – COMPILATION

To: The Hampton Master Plan Committee:

From: Barbara Kravitz

Ref: “Vision” Letter

At our last meeting, it was determined that each member would organize their perspectives on the responses from the community, in whatever manner seemed best to each of us. The underlying implication was to invite comments on how the community might change over the next several decades. At the same time, many of the respondents spoke to the elements that they value or want to preserve. The comments ranged from single ideas to more comprehensive and well-reasoned discussion over several pages.

My approach was to attempt a compilation exercise with the objective of allowing the common observations and concerns to surface, as well as to try to extract future guidelines and directives. The table below comprises the offerings of 20 responders expressing their future vision for the Town. Two very worthy responses not included in the compilation – 1) Dick Desrocher’s request to include the Energy Road Map in the Master Plan, and 2) Anthony Ciolfi’s professional analysis - should be considered in their entirety and are incorporated by way of reference.

The thoughtful and fruitful information that emerged in the responses presented the opportunity of organizing them into a Table of Problems and Potential Solutions according to four overarching areas: 1) Growth, 2) Infrastructure & Facilities, 3) Hampton Beach, and 4) Open Space and Recreation. It turned out that there was a good deal of overlapping among the categories that came from each person’s thought process and the way they expressed themselves. Note that not everyone is in agreement about various steps to take, or not to take.

Further, although no one spoke to the adaptation issues relevant to potential storm surge and sea level rise, I believe this concern is becoming increasingly imperative. Additionally, increasing public surface transportation, as well as how best to achieve uptown and beach cooperation and shared goals, should be addressed in the short term. Finally, it is important to recognize that some individuals expressed a desire to participate in a dialog.

The following are among the specific priorities expressed in various ways, that address the potential vision for future change:

- a general desire to preserve the best of Hampton and to improve and modernize in the future;
- revitalize and support the downtown Route 1 business community by resolving the traffic overload (possibly with a one-way bypass), and encouraging economic development; form an architectural committee to create a village atmosphere;
- adopting “smart growth”, low impact techniques such as residential dwellings on top of small shops;
- fixing the intersections at (i) Routes 1 and 27 including lowering the road at the bridge, (ii) 5 Corners, and (iii) Route 1 - Winnacunnet Road;
- analyze the potential for developing an Intermodal Transit Facility at Routes 1 and 101;
- improve walkability and pedestrian access in neighborhoods encouraging small shops, sidewalks, and adequate off-street parking;

- develop a business plan for the Beach Casino – aid development and financing efforts; make upgrading the west side of Ocean Boulevard a near term priority; push toward 3 season operations that are economically sustainable;
- build up an overall planning capacity with defined objectives and goals town-wide; recognize that development has been poorly sited; protect wetlands and beaches;
- open space is limited and should be preserved; encourage green space, control drainage runoff; protect marshes
- create a Community Complex providing government and citizen services and facilities for community groups, as a top priority along Winnacunnet Road, noting that the nucleus is already there;
- consolidate schools; add recreation facilities;
- dissatisfaction with town government’s inadequate vision, leadership, and adversarial attitudes; recognize that services are for the taxpayer, not for the town departments; bring town together; consider a different government structure and budget process;

	PROBLEM	SOLUTION
GROWTH		
	pressure on small town character	“smart growth” development
	increased residential away from commercial facilities, influx of commuters	create downtown nucleus redevelopment
	limited access to primary state roads;	public/private investment; reduce traffic and bypass heaviest traffic around downtown; streetscape improvements
	poorly sited new development	take better advantage of primary real estate
	Modernize	take advantage of alternative energy resources
	little redevelopment	encourage redevelopment and repurpose of parcels; evaluate new zoning potential;
	commercial traffic; container trucks through residential zones;	reduce heavy weight equipment on secondary roads e.g. Route 27;
	run-down Hampton Center	revitalize downtown with small shops, walkability, make as beautiful as the Beach
	no theme or consistency; inadequate parking; need more customers;	residential units on top of commercial – possibly in area from Galley Hatch to Hannaford; architectural theme and standards; centralized parking on downtown;
	reduce traffic on Route 1; need to know how much land for development at the rotary;	one-way bypass from North Hampton bridge to Route 1 south of town; possible intermodal center with beach parking;
	expanding Library facility;	find out what is needed;

	how to keep businesses and customers in Hampton	construct a model on what a new downtown would look like to the east as well as downtown; a plaza with necessary small shops – bakery, men's clothing, coffee shop, Starbucks? No more burger joints;
	No defined priorities and goals;	update and modernize; inspire business people; no more government projects; no walking mall; no technical review committee; remove requirement for onsite parking;
	fix intersections	Winnacunnet/Route 1, 5 corners;
	Other	add cell service
	develop community feeling along Route 1	walkability, shops, eateries;
	Housing	affordable housing and elder care facilities, health care and emergency services;
	Downtown	Expand downtown with quality businesses and parking;
	generating taxes	vibrant mix of tax generating uses; check out Fayetteville Ark;
	overall planning	liked ideas in Charrette; preserve library and court house - nicest buildings; any new fire station should be part of an overall plan for that street and blend with historical properties;
	Winnacunnet downtown	Winnacunnet is the downtown with school, fire station, library, banks – not Route 1; clean up road shoulders; delineate parking for a pretty main street; replace Town Hall with a New England style building; install a gazebo for a gathering spot;
	walking to school	put sidewalks into neighborhoods; lower speed limit and enforce it;
	traffic intersections	traffic circle park and ride would bring more impervious space; eliminate diagonal cut-off at Galley Hatch; Chamber of Commerce in old gas station; remove Route 27 bridge – return to former grade;
	off-street parking,	[Route 1] area already walkable, livable, with shops, restaurants, services, housing; reducing traffic would be lunacy; planning committee should back off;
	address traffic	Route 27 & 1 is dangerous; make roads safe for walkers and bicyclers; join Safe Routes for Schools;
	Businesses	support to keep in town
	Other	wind power; build "green spaces" into new neighborhoods;
	Route 1	develop as business corridor with hotels, restaurants;

	Traffic	resolve issues at Route 1 & Exeter Road (27)
	Beach	Encourage and aid in development of the Casino site.
	uptown area development	better side-street or off-street parking; architectural review committee for a consistent village; incentives for other retail businesses; make Route 1 downtown a destination that is pedestrian friendly;
	community complex	Town Hall & Library as a focal point for residents and cluster services;
	Beach	maximize value; make a 3 season destination like Ogunquit, Kennebunkport,
	Sidewalks	every main artery – more people would walk if safer; all new streets;
	lack of low-impact design; drainage problems;	reduce sealed surface; cluster housing with more open space;
	loss of movie theater a major blow	need cinema
	senior community center	create one that is nice and comfortable;
	Beach	open all of North Beach to surfing
	veterans park	move memorial monuments to Court Chose location (unless building is restored)
	consolidate schools	from 3 > 2; use Center School as Town Hall and community center;
	Traffic	consider adding more lanes to divert traffic – one way corridor northbound on Route 1 and south on railroad bed from Route 101 to North Hampton line for smooth flow; expand parking; add commercial development;
	Exeter Road	leave alone - retain open space; sewers would add traffic and create density;
	Revitalize downtown	concentrate on Winnacunnet Road and/or High Street (27); pedestrian access to stores – attractive to shoppers and businesses; parking garage on High Street lot;
	traffic control	bypass Route 1 for safety;
	community center	Center School for sub-police station, more town offices, meeting space for all groups:
	Government	go to Council elected by districts and maybe 1 or 2 at-large; check out Democracy.org
	Schools	cooperative middle school with Hampton Falls;
	Chamber of Commerce	leadership promoting all businesses and community health
	bring town together	respect all sections

	schools	consolidate schools – 3>2; replace Academy building with new school; consolidate schools to 2 – new school + Marston for operational and energy efficiencies; reduce debt; put social agencies, district court into new (school) building
	facilitate natural gas availability to all residents;	bury gas lines whenever a new home is built, antiquated utility lines replaced, or roadway repaved – e.g. \$100 surcharge over 10 years;
	privately owned water utility	Town should own wells and water facility;
	Center School	use for community center and town offices;
	inadequate vision of government philosophy and purpose; lording over taxpayers is frustrating and counterproductive; adversarial attitudes of public employees;	elected officials consider townspeople as “customers” and rather than “subjects” meant to tow the [unspecified] lines; be supportive; change in adversarial attitude is necessary;
	legal department for the “town” only i.e. officials and boards, necessitating public to hire counsel;	legal department should be advocate for taxpayers as clients;
	governance	meld school and town boards, and their employees, into a cooperating team; elevate to the next highest structure allowed in the RSAs; recognize that Hampton becomes the largest New Hampshire community in the summer and needs the immediacy of a more concentrated decision-making process and procedure; note that staffing levels and budgets of major departments are more like those of a large city, not a village;
	lack of shared mission; marginal cooperation and shared facilities e.g. sports fields, is inadequate;	educate children; provide social activities for all ages according to determination of townspeople as to what should be the public responsibilities over private concerns for maintaining public safety for individuals and the Town;
	development of town center	utilize Hampton charrette concept;
	Academy building	if new junior high/middle school is built off Towle Farm Road, utilize Academy building for town offices, social center; lease part for food service or other commercial enterprise that serves the public;
	commercial zones aesthetics	develop optional general exterior appearance guidelines so that a more consistent New England look can emerge over the next 50 years, without establishing any approval committee;
	convoluted and inefficient budget	change process where CIP, budget

	process; differing opinions of strategies of various boards and committees;	review and approval by multiple boards and committees wastes departmental time and energy;
Infrastructure/ Facilities		
	downtown traffic	Route 1 bypass
	limited sewer west of I-95	Implement
	awkward roadways, Route 27 traffic pressures	Support Intermodal study; Route 1 bypass to North Hampton bridge via rail bed with rail trail; access to Route 101 for Merrill Industrial Park and Foss Manufacturing; public/private partnerships; more efficient access to Route 1 generally;
	Accessibility	encourage pedestrian-friendly traffic modes; cafes; wider sidewalks;
	unappealing cluttered look	consistent aesthetic vision;
	government facilities	demolish Town Hall and Court House - build anew; consider Library expansion
	Schools	consider consolidation;
	fire station	construct a downtown model;
	poor intersections	fix Winnacunnet/ Route 1 & 5 Corners;
	lack of Town hub, Community Complex	Locate at old Court House on Winnacunnet Road near fire, library, schools, town offices, etc
	Downtown	expand and enhance with sufficient and well-managed quality businesses and parking;
	no overall plan	preserve library, courthouse and blend the fire station into area with historic buildings;
	create "Main Street"	remove on-street parking;
	Town Hall	demolish and rebuild as in New England Style;
	attraction to Route 1	move Gazebo to Tuck Field
	Traffic	Include sidewalks and lower speed limits;
	Intermodal Transit	evaluate if it would divert traffic
	diagonal cut-off at Route 1 and Winnacunnet Road	remove; Chamber of Commerce in old gas station
	Route 27 Bridge	lower road;
	no community center	Consider YMCA type for kids and seniors, with sports, arts, community groups, etc
	Route 1	keep corridor for businesses, hotels, etc;
	Community Complex	already exists, demolish old Town Hall & Courthouse; use for library or fire station expansion;
	Traffic	Address Routes 1/27
	no community complex	cluster services around town hall and library

	Veterans Park	find location, move memorials
	heavy traffic on Route 1 cuts down business	commercial development;
	inadequate sewer service	Install sewers on west side of town;
	Transportation	bus/train access to beach, business, and conservation areas
	Noise	needs ordinance
	electric, phone, cable	Underground
	fire stations	replace beach station first – fund with retirement of police station debt; attract new businesses;
	Center School	repurpose for town offices, municipal services;
	Town Hall	sell it
	Academy building	Repurpose for community center, library expansion;
	Arts center	at recreation center, add pool;
HAMPTON BEACH		
	improvement needs on west side of Ocean Boulevard	harmonious architecture; consistent new construction; keep within Master Plan;
	Precinct outlived usefulness	disolve abolish; upgrade to longer seasons, more hotels, events, hire PR firm; bring in more tax dollars and let uptown keep a simple way of life;
	Beach growth	create vibrant mix of tax-generating businesses;
	Monarch stations	Activate; join Audubon Important Bird Area Program;
	Beautification	attractive barrels and planters with beach scenes;
	Future	Casino is key to the future; encourage and aid development of site;
	Kids	create a mini sprinkler park
	seasonality	make Beach at least a 3 season destination;
	Surfing	open all North Beach to surfing;
	seasonality	expand seasons; support businesses to remain open;
	Traffic	change traffic patterns – off of Ocean Boulevard (to Atlantic Avenue or Brown extension) at certain times of the day;
	upgrading	market as attraction
	Casino	possibility of change of ownership in that block to redevelop;
	rental property	upgrade, inspect, enforce building code;
	parking	add garage
	Hampton-Seabrook bridge	better schedule for opening
	leasable space	develop a pier
	Beach objective	seaside village/family beach; clean-up drugs and drunks;

	mounted patrol	keep it
	Beach	Encourage and aid in development of the Casino site;
	Beach	Open all of North Beach to surfing;
OPEN SPACE/ RECREATION		
	finite open space	increase land preservation e.g. Batchelder
	poorly sited new development	Field; support
	East Coast Greenway	support rail trail;
	lack of parks and open space	support and increase
	green space	more of it in neighborhoods
	overall sealed surface	implement low impact design;
	green space	more of it in neighborhoods;
	insufficient recreation facilities	add fields
	insufficient recreation facilities	develop fields, picnic area, playground, gazebo, walking trails at James House area;
	rainwater	control runoff
	marshes, wetlands, beaches	protect

Town Planner
..... COMPILATION
12/6/11

Within the next 5 to 20 years the Town envisions –

- Affordable housing for a diversity of residents
- Save open / green space
- More recreational / play fields
- Reduce school buildings
- Route 1 bypass
- Community center / complex
- Gov't center
- Improved transportation – improve safety & reduce congestion
- More appealing Downtown – small town shops, rehabbed buildings & sidewalks, centralized and better managed parking
- Enhance the appearance of existing buildings / neighborhoods
- Mixed use development
- Consolidation of facilities, services
- Eco-friendly development / community
- Year round beach community
- Sustainable energy future

2010-2014 REDC CEDS Vision and Goals

Vision Statement

The REDC CEDS for 2010-2014 creates a balance between economic growth that creates high-skill, higher-wage jobs through a diverse, vibrant business sector and environmental preservation that maintains the quality of life that attracts homeowners and tenants, employers and employees and visitors to the region. The following components are part of the 10-20 year Vision for the REDC CEDS Region and will be implemented as part of the Five-Year Action Plan:

- Create high-skill, higher-wage jobs including the necessary supporting positions, within innovation clusters, such as "green" technology, high tech industries and biomedical firms;
- Develop a diversified industrial and commercial base that is competitive in the global economy;
- Invest in infrastructure improvements, such as roads, bridges, sewers, water facilities, and broadband, that will strengthen and diversify the regional economy;
- Redevelop properties to a higher and better use, particularly within "pockets of distress" areas and village centers;
- Encourage investment in environmentally sustainable development related to "green" products, processes and buildings as part of the "green" economy";
- Retain and attract the "middle class" and, in particular, the 25-45 age group, to maintain a culturally and ethnically diverse workforce;
- Leverage the resources available through the workforce development and university/community college systems to address the growing skill needs of the business community and regional workforce;
- Develop interconnected, multi-modal transportation systems to maximize the mobility and availability of the workers and consumers for the business community;
- Develop diversified workforce housing options for all income levels to ensure the availability of workers for expanding businesses and new firms in the region;
- Maintain the unique qualities of life in southern New Hampshire through the preservation of natural resources and a balanced approach to economic development;
- Strengthen those communities that have experienced disproportionate economic and job losses through the availability of federal and state resources; and
- Facilitate collaboration between the private and public sectors as a means to create more effective and efficient public/private partnerships to address regional problems and expand the economy.

Goals and Objectives

Based upon the Vision Statement and the Priority Areas to be addressed, the Goals and Objectives for the 2010-2014 Southern New Hampshire CEDS are as follows:

1) Economic Development

To create high-skill, higher-wage jobs within innovative clusters as a means to diversify the regional economy and improve the economic conditions in the area.

- Develop a diversified industrial and commercial base that is competitive in the global economy;
- Target innovation clusters, such as "green" technology, high tech industries and biomedical firms;
- Foster growth of the job support network necessary to maintain the high-skill positions and cluster developments;
- Redevelop properties for industrial and commercial uses in "pockets of distress" areas, downtowns and village centers through the use of targeted financial resources; and
- Encourage the development of an economic development strategy and financial incentives at the state level that complements the business needs in southern New Hampshire.

2) Infrastructure Development

To invest in infrastructure improvements, such as roads, bridges, sewers, water facilities and broadband, and multi-modal transportation systems that will strengthen and diversify the regional economy.

- Maintain and expand the Region's infrastructure to address the needs of existing businesses and residences, as well as to accommodate the needs of new and expanding businesses;
- Target infrastructure improvements to "pockets of distress" in accordance with sustainable development principles;
- Expand public transit systems through investments in bus and rail service as a means to maximize the mobility of the workforce; and
- Identify and redevelop "brownfield" sites to return them to productive economic use.

3) Regional Cooperation

To develop cost-effective regional solutions to local problems as a means to improve municipal budgets and maintain the quality of life in the Region.

- Consolidate local services to create economic efficiencies and improve the effectiveness of service delivery;
- Develop regional partnerships through the regional planning commissions that encourage collaboration;
- Develop TIF-Districts and other economic development partnerships in order to create jobs; and
- Work collaboratively on the development and implementation of infrastructure projects that will lead to high-skill and higher-wage jobs.

4) Workforce Development

To leverage the resources available through the workforce development and university/community college systems to address the growing skill needs of the business community and regional workforce.

- Facilitate collaboration among the economic development stakeholders in the economic development, workforce development and education sectors to address the current and future skill needs of the business community and regional workforce;
- Identify and address the employment and skill needs of firms within the specific innovative clusters in the Region;
- Support Green Launch Pad as a collaborative approach to university – private business partnerships;
- Foster workforce development at the high school and vocational, trade and technical school levels; and
- Collaborate with REDC on joint funding opportunities under the US Department of Labor to address layoffs in the Region.

5) Workforce Housing

To develop diversified workforce housing options for all income levels to ensure the availability of workers for expanding businesses and new firms in the Region.

- Work with employers, state and local housing and development entities, banks and private developers to encourage the development of workforce housing on a regional basis;
- Address the foreclosure issue as it has impacted the region and create new housing opportunities through the resolution of this issue;
- Promote pedestrian-friendly mixed-use (residential and commercial) developments in the downtowns and village centers of the region;
- Balance workforce needs with housing needs as a means to identify the extent of need for workforce housing in the Region; and
- Develop financial incentives for communities to work together on a regional basis to address the Region's workforce housing needs.

6) Environmental Preservation

To maintain the unique qualities of life in southern New Hampshire through the preservation of natural and historic resources and a balanced approach to economic development.

- Preserve and protect the region's natural and historic resources and open space through active maintenance efforts and purchases of additional vacant land;
- Encourage investment in environmentally sustainable development related to "green" products, processes and buildings as part of the "green" economy;
- Support the agricultural and fishing industries serving the region;
- Preserve and enhance the unique environmental and historic characteristics of the region;
- Address the high energy costs of the region through conservation initiatives and working with the public utility companies; and
- Promote tourism and recreational activities that reflect the historic, cultural and natural resources of the Region.

“Vision for Hampton- Input”

The following input is provided in response to a memo initiated by the Hampton Master Plan Committee, dated August 30, 2011. It is hoped that this input will be a helpful contribution to the Committee work already in progress. It is in bulleted format and separated into three parts, a) Introduction, b) Current community improvement efforts and c) Recommended focus for the future.

Introduction

Hampton maintains a small town charm that is increasingly under pressure from development. This development has largely happened on previously undeveloped land, rather than as redevelopment on historically developed land near existing infrastructure. In the last 25 years, there have been exponential increases in the Town’s residential sector. Correspondingly, there has also been notable commercial development, as well, which is often in conflict with residential abutters. More often than not, commercial zones do not have adequate access to primary state roads (e.g., Merrill Industrial Park/Route 101). All of this has put pressure and strain on both the predominant residential character of Hampton and on the Town’s ability to keep pace with service demand (e.g., the wastewater treatment plant)

Given the Town’s comparatively close proximity to the Boston metropolitan area, it will continue to be attractive to commuters and those that wish to be in close proximity to New Hampshire’s significant cultural and natural resources (Portsmouth, the White Mountains, the seacoast). That said, the near and long term focus should be on insuring that proposed development occurs in a “smart” manner. Hampton already has a viable downtown nucleus that could be more successful with the right combination of public and private investment, augmented by efforts to bypass the heaviest traffic volume around the center.

Those who would promote efforts to slow or stop development are not being realistic. A community that offers aesthetically appealing neighborhoods and a significant cross section of municipal services will always be a popular site for more development. The key goal should be to make this happen in a thoughtful and deliberate manner.

Current Community Improvement Efforts

1. Batchelder Field – The recent efforts to create protective covenants on this parcel of land will be looked at, in the future, as having been a stroke of strategic land preservation genius. This will become even more apparent if Town sewer services are ever introduced westerly of I-95. Hampton has increasingly finite open space left, to the point where we should be concerned about development’s impact on aquifers and water resources as a whole. That is why the Town and residents, at large, should be strategically supportive of increased land preservation.
2. Hampton Beach Revitalization – Credit should be given to all the state/ local officials and private sector interests who spearheaded the recent improvements to the main beach facilities and

frontage along the length of Ocean Boulevard. The attention towards creating a harmonious architectural statement in the new facilities will likely spur improvements along the westerly side of the Boulevard once the economy recovers. The efforts to introduce wayfinding markers (i.e., the dramatic sails marking the streets) will only serve to help traffic flow and reduce the need to circle around the various blocks. New construction (Mrs. Mitchell's Gifts) is of a scale reminiscent of what preceded it. It is also consistent with what surrounds it. It is encouraging to see that these initial projects are in keeping with what the Hampton Beach Master Plan recommended.

3. Proposed Study for the Routes 1/101 Transportation Hub

This study and ultimate implementation of its recommendations should be strongly supported. If that awkward intersection of Routes 1 and 101 can be realigned/reconfigured, it might encourage truck traffic to use these routes, rather than the overtaxed Route 27 (Exeter Road). Hopefully, the study will be comprehensive enough to make recommendations for a possible traffic by-pass to the North Hampton bridge, along the rail right-of way, while incorporating the concepts of the NH portion of the East Coast Greenway. This comprehensive approach should also include access/egress improvements to Route 101 for Merrill Industrial and Foss Manufacturing, among others. Currently, Route 101 is too excessively "limited access".

Recommended Focus for the Future

1. As introduced, above, many of the improvements to Hampton Center and neighborhoods abutting state roads are dependent on traffic improvements. The recommendation of a Rte-1 bypass, for example, would improve local access to businesses along that segment of Route 1 from Post Office Square to the North Hampton bridge. The use of Public Private Partnerships could energize the introduction of streetscape improvements along this segment of "old" Route 1. Outdoor café settings such as that at the Old Salt would become more appealing. Wider sidewalks could promote both increased pedestrian traffic, but also more outdoor cafes at other local restaurants. More generally, there needs to be a more consistent aesthetic vision along this portion of Route 1.

One gets a confusing impression when, within a half mile, the generally cluttered and visually unappealing businesses are viewed (e.g., Webber's Antiques, Bemister's and the old Scott Pontiac complex). New development is often poorly sited and does not take full advantage of prime frontage, e.g., the former Brother's Restaurant complex. Developments such as these do not appear environmentally sustainable and do not take advantage of passive gains from solar energy, among others.

2. Investigate all opportunities for land preservation. Once it is gone, it cannot be recreated. It is finite. Encourage redevelopment of underutilized, existing parcels that may simply need to be repurposed from what is allowed under current zoning limits.
3. Look hard at how to reduce heavy weight vehicular traffic on secondary state roads that run through strictly residential areas. Exeter Road (Route 27) from Hampton Center to Route 101 is a prime example of this. Because commercial zones such as Merrill Industrial Park and the distribution facility within it are landlocked within a residential district, heavy truck traffic is forced to access and egress through the residential zone. There are increasing volumes of

container truck traffic on this secondary road, which was never designed to accommodate the 40 ton containers of today. Business and residential interests would be better served by more efficient access to Route 101. There are other examples of this in town. Again, such problems can be resolved without adverse outcomes for business or residential interests while, at the same time, conserving community character.

Date: 08/30/11 3:21 PM

Subject: Re: "Vision for Hampton"

Having gone to High School in Exeter, I passed the downtown area twice a day for over 6 years. Back then (1980's) downtown Exeter was a run-down boring area with quite a few empty buildings. Today, downtown Exeter is re-vamped into a small community shopping area with remodeled buildings and a special home-town feel. I would love to see "downtown" Hampton remodeled in such a way to bring in small town shops, with items that you can't find in Walmarts or Targets...where people enjoy coming out to walk through the small shops and brick walkways, sidewalk sales, ice cream shops, restaurants, art gallery for local artisans, small concerts etc.,(Think: Newburyport...such a fun and lively place to visit.)

The beach looks so beautiful with it's new construction...I'd love downtown to be just as appealing and to draw in more visitors.

Cc:
Date: 08/31/11 3:53 PM
Subject: RE: "Vision for Hampton"

I don't live in Town, but I think something that makes downtown Portsmouth thrive is the residential component on top of the commercial. This would be similar to what Drakes Appleton built at the Odd Fellows Lot. The residents living on top of the commercial buildings would allow more customers for the commercial businesses. Everyone has to make money to make it viable. Businesses need customers, developers need to profit in order for them to risk millions. Route 1 from the Galley Hatch to Hannaford would be possibly a likely candidate for that time of use. The density should be based on the parking and not some square footage. See Salisbury Beach Commercial zoning.

Architectural standards for different areas would be beneficial also. That way you could avoid so many different types of structures, which I think looks tacky. Look how the Town Hall is one of the ugliest buildings on Winnacunnet. Once again, Portsmouth has a theme and they make it consistent.

Get a centralized parking area somewhere downtown. Sell spaces to residential developers to allow them more density. For instance if you want to have 2 parking spaces per unit, maybe you can allow them to purchase 1 space from the Town to satisfy their requirements. I know Salisbury does this at the beach.

Possible property tax incentive for re-development, no property taxes for 5 years or something. That might encourage locals to put money back into their buildings.

Cc:
Date: 09/14/11 11:44 AM
Subject: Re: Resend of "Vision for Hampton"

is a subject that would need much discussion among various members of the community including business people ,members of various boards ,Rockingham county people who are close enough to the Hampton issues to comment,concerned citizens etc but with out hearing a lot of discussion on this matter and without a lot of thought (like day's or weeks) these are my initial comments

1) I would like to see the traffic on route 1 reduced:

a) perhaps by making it one way and using a bypass route that begins at the North Hampton Bridge and ends on route 1 south of the town .

2) Once and for all we need to determine how much land we really have at the route 1 rotary for developemnent. We hear intermodal ,we hear parking for the beach but what do we really have there and is it enough to truly consider it for anything and if so what would be all the possibilities.

3) I'm not hung up on a complex on Academy avenue. I in favor of the town hall and court house demolition and from there we plan as to what makes sense.I don't know Amanda's concerns about future expansion ,the schools appear to be fit for use and if anything perhaps consolidation is in order and the Fire Dept. needs to do work at the Station and a headquarters is needed .So that is in the mix. A new town hall I'm not sure.Something on a smaller scale perhaps.We are crowded in the existing town hall but if we off loaded what would we really need to accomodate our needs.

4) I have a concept that a model should be constructed on what perhaps a new downtown might look like. I feel that such a model might show growth east so down town is more than the main strip . A plaza with various needed shops (bakery ,shoe repair ,mens clothing ,shoes ,coffee shop like starbucks etc).This would have to be driven by the local businesses and citizens expressing wht they want to see in terms of expansion.Anchor stores ?? Not out of the question.It needs to be attractive and have what people need and require ,we don't need a Nordstroms! What does it take for them to stay in Hampton to shop? WE DON'T NEED ANYMORE BURGER JOINTS!

These are some of my thoughts. I would have to sit in on a discussion of various cross sections of pople to ger finer

Thank you for your efforts.

Date: 09/29/11 1:13 PM

Subject: RE: Resend of "Vision for Hampton"

You asked for it so here it is ---my vision of Hampton for the next 10-20-30 years.

My focus and desire for the future of Hampton is really quite simple yet complex. I believe the town needs to define its own priorities and goals and to inspire its business people and residence to unite, update and modernize its thinking. There are many conflicting agendas in town. The major conflicts are those that see the beach as separate from the town. The Beach Precinct should be abolished. It has outlived its usefulness and the beach has outgrown the Precinct theory. My vision is for the beach area to develop, upgrade and attain a longer season through attractions, hotels and events. The "strip" should become a walking shopping mall. As we all know, the town has spent millions in infrastructure, the state has spend millions in bringing the area up to par with other beach resorts along the Atlantic coast. Hampton is well positioned to explode into a viable business and residential area. What is lacking is the leadership and vision of the people in control of it. My idea would be to dissolve the Precinct, hire a Madison Avenue public relations firm to reinvent the image of Hampton Beach. I have always been amazed that there is only one franchise on the beach. No labeled hotels such as Marriot, Best Western and the like. The beach area should be looked at as similar to an industrial park. The beach should generate so many tax dollars that the town can maintain a simple village way of life by expanding the beach area into a tax dollar money pump. The beach is the source of huge money generating potential and development should be solicited, encouraged and promoted. There are several zoning issues that need to be done away with such as Article 8 and all parking to be on site. These two ordinances need to be removed and the sign ordinance needs to be revamped.

My thoughts on the down town area of Hampton is that there is little to do. It is what it is and unless there is a major fire it will stay the way it is. Flowers, seasonal decorations is about all that can be done. It is an old poorly planned New England town. As for more town buildings along Academy Ave. --- Please---no more government run anything. Lets clean up what we have. As for the walking mall concept for Route One North of High Street ---another bad idea. Not viable. What is viable and necessary is to fix the Winnacunnet and Rte 1 intersection and the 5 corner intersection. And how about cell phone service?????

In conclusion let me interject my opinion as to the Technical Review committee. NO NO NO !!! Developers already have too many layers and burdens to deal with. The town planner should do the technical review before an application is put on the agenda. Other towns have their planner do this and it works well. Technical review of plans and review of documents should be done at the planning office and not by Town Counsel or some select committee.

The beach is the future of this town and should be vigorously embraced. >

Thank you for the opportunity to share my thoughts.

(6)

Date: 10/04/11 3:24 PM

Subject: Re: Resend of "Vision for Hampton"

Dear Vision Committee Member,

I am writing in response to your Vision letter in regard to the community and the vision of the town over the next next few years.

First, I would like to say that I am extremely interested in the development of Lafayette Rd. I have lived in downtown Portsmouth in the past and feel that it was one of the best times of my life as far as that community feeling. I could walk anywhere in the downtown area, there was lots to do and I would always see people I knew from the community. I could jog without worrying too much about cars or attacks and I could shop, eat, attend live entertainment on almost every corner. It would be great to have some sort of set up like that in Hampton and I believe the businesses that are already here would appreciate the added boost to the community as well. Why should people want to travel elsewhere to get those benefits...we should have it right here in our own community.

Secondly and most dear to my heart as the Recreation and Parks Director for ther town I believe that this town is sorely lacking in having a "hub" for the townspeople. Meaning that we should have a community complex right here on Winnacunnet Rd. There is already senior housing, schools, the town hall, a fire station and the library. Our biggest park land is right behind the Centre School - Tuck Field, and it would round out the community if we had an addition to the library and a community center right here housed with the rest of the above entities. The added bonus to this location is that is also located close to many of the local businesses. I believe that this community would come to a community center if it was built and I believe that this location where the old court house and the old town office building is, would be a great location for it. It would be convenient for the townspeople to use both the community center and the library as they are similar and are used by many of the same clientele. The location would be great for the kids to get to after school and easy for the senior citizens to get to in the earlier hours.

So having said this, I am in hopes that the town and the Vision Committee continue to look forward to the future of the community and how it would benefit most people. I think that the

... F

Within the next 5 to 20 years the Town envisions –

Overall:

- Generous parks and open space for public use and enjoyment
- Safe and comfortable home
- Adequate affordable housing & elder care facilities
- Accessible and affordable health care and emergency services

Downtown:

- An expanded Downtown with sufficient, well-managed parking and quality businesses

Beach Area:

- A vibrant mix of tax-generating uses set amongst a visually attractive, clean beach environment

Additional notes:

I like the format / approach of Fayetteville, Ark. – Appendix D

Sent: Wednesday, August 31, 2011 10:55 PM
Subject: Vision for Hampton

Just noticed a link from the library to your request for comments on a vision for Hampton. I ran for planning board a couple years ago with Mark. I was formerly a civil engineer but now work for myself. Anyway, my wife is tired of me ranting about the way downtown Hampton looks. We don't really spend time in the beach district. Here are my thoughts:

1. I generally liked the ideas put forth in the design Charette regarding possible changes centered around the Library.
2. I feel like the Library and the old Court House are the nicest looking Town buildings and should be preserved.
3. Possible future renovations to the fire station should be made with consideration as to how it will work with an overall plan for the street. I felt like the recent plans that were defeated were not particularly well done and to me looked a bit McMansion with too many gables, changing rooflines and large facades without windows. I feel like the fire station is essentially the anchor building to what I see as Hampton's downtown street and should blend in and somehow relate to the other historical properties on the road like the library, old court house, and congregational church. It should also relate to possible new buildings like those described in the Charette.
4. I do think that Winnacunnet is our Downtown street and should be the focus over Route 1. Winnacunnet has the school, fire station, library, banks, church etc. I would LOVE to see the shoulders of the road cleaned up, the road significantly narrowed, curbing installed, grass and trees planted between the curb and sidewalk, on street parking eliminated or better delineated, etc. It could be a really pretty main street with a little care. Crossing the road at Centre School is like a quarter mile walk. I look at the photos at Marelli's and notice that the streets did used to be more tree lined.
5. Probably a dream, but the Town Hall looks just like it is, a former bank, and it would be great to see it demolished and rebuilt in a New England style.
6. We live on Mace Road and we see tons of traffic driving fast and saving time by avoiding High Street. We could really really really use a sidewalk. It would open up a lot of neighborhoods to walking to school. Mace road is too dangerous to walk on or cross for younger kids. The sidewalk would link the other two or three sidewalks in town on Winnacunnet, Route 1, and Mill Road. The other thing I think would make the downtown roads more livable, in conjunction with narrowing them and sidewalks, (Winnacunnet, high street, mace road) is lowering the speed limit and enforcing the speed limit. I could count on one hand the number of times I've seen a traffic officer on one of these roads in the past 8 years we've lived here.
7. While the gazebo on Route 1 is nice, it's not a place where one would typically choose to sit or have an event. A Gazebo over by the Tuck museum with the lawn there would be a nice place for gatherings. Of course a gathering spot could be incorporated in the new complex at the library or on the vacant lot left by the demolition of the Town Hall.

8. It's not clear to me why the Town is considering removing the traffic circle at 101 and Route 1. I personally like the trees there and think removing them to build a park and ride and install a large lighted interchange is only going to create more impervious area, more of an eyesore and more traffic headaches. I have never been stuck in traffic at the circle. If the plan is to change the intersection in conjunction with diverting traffic along the railroad grade then I might change my tune. It strikes me that those involved with getting this interchange have something to gain other than improvement to Town services.

9. Route 1 seems to be what it is. Since it is almost entirely privately owned, what can the Town really do to improve it? I'd like to see all the vinyl siding torn off all the buildings right at the High Street and Route 1 intersection, but who am I to say. While Hampton does have a few historic commercial buildings it obviously doesn't have the commercial downtown like say Exeter or Dover. As I mentioned above, I picture Hampton with more of a typical downtown street along Winnacunnet. However, maybe some changes are possible. Perhaps ask the new pharmacy, where the movie theatre used to be, to narrow up it's usually half empty parking lot and plant some greenway along Route 1 so the mall isn't so visible. The small diagonal cutoff at the galley hatch is dangerous and should be eliminated and could also become green space. The old gas Station would make a nice chamber of commerce building. The driveway cuts at the apartment buildings and the chinese restaurant across from the galley hatch should also be addressed. Greenway could also be installed along the edge of the parking lot in front of the burrito store and pharmacy. Trees in the sidewalk at the hardware store in front of the gazebo, etc would also be nice. If the railroad is out of service, removing the bridge at that intersection and returning the road to it's former grade might also have some positive results.

Anyway, those are my initial thoughts. I hope the planning goes well.

9

Subject: Fw: "Vision for Hampton"

Sent: Wednesday, August 31, 2011 8:37 PM
Subject: RE: "Vision for Hampton"

Re: "For example, what are your thoughts on developing Lafayette Road from Route 101 to the North Hampton bridge into a walkable, livable area populated by shopping, restaurants, services and housing?"

This area is already walkable, livable area populated by shopping, restaurants, services and housing. All I hear is over-planning at its worst. Any suggestion (if I read between the lines) of deleting automotive traffic would be sheer lunacy.

Part of the charm of New Hampshire is that it has evolved; it has not been over planned. The "Planning committee" should back off.

Sent: Tuesday, September 13, 2011 10:21 AM
Subject: Hampton 10-20 year project

I'm touching base because of the article in the paper today.
I'd like to give you my very informal opinion of our town's 10-20 year plan.

1. **Transportation.** I believe we are going to need to address the issue with traffic in our downtown area, especially the intersection at The Old Salt. Attempting to turn left (from any direction) is stressful and dangerous.

We need to appreciate the fact that we have many more bikers and pedestrians on the road. We need to make our roads safe for people to bike and walk. I suggest joining forces with the Hampton group Safe Routes to School to come up with a long-term plan. This group is headed by Mr. Ciolfi, of Hampton.

2. **Community Facilities.** We need to have a community center that is going to take into consideration the needs of our elderly as well as the needs of our school aged children. Are we able to have a YMCA type facility that has room for sports, arts, and community groups?

3. **Economic Development.** We see many businesses come and go in our downtown area. How are we able to support our small businesses so they are able to succeed in our downtown area?

4. **Natural Resources.** I understand there are some studies being conducted concerning wind power. Are we able to benefit by using wind/solar power for our town? This of course is costly upfront, but since the discussion is long term, I believe this is the forum for discussion.

5. **Housing/Neighborhood.** We need to keep in mind that when we build new homes and neighborhoods we will likely have larger classroom sizes in the school and a need to build additions at Centre, Marston, and Hampton Academy. Currently the average classroom size at Marston is 23 kids per room, the state mandate is 25. If we do build new neighborhoods we should make sure that there is "green" space required in all new neighborhoods to help keep Hampton beautiful.

I'm not sure if this is what you are looking for but these are some of the things I've thought about over the years. Good luck with updating the vision chapter.

(11)

Sent: Thursday, September 22, 2011 12:33 PM

A few thoughts for the Master Plan project.

1. I would like to see Hampton increase the availability of natural gas to all residents. Unitil (Northern Utilities) will only make natural gas connections available for new developments. Their position is that it is too costly to lay a gas main for existing homes. Only when the gas line is already buried on a street will they connect a home. I believe all Hampton residents would benefit if the town would bury the gas main anytime they repaved a roadway, if a number of residents are willing to accept a \$100 annual surcharge on their real estate tax for 10 years to help defray the cost of burying the gas line. Since the gas pipeline from Canada already passes thru Hampton, residents could benefit and we could substantially reduce our dependence on imported oil. In addition, I suspect some roads in Hampton have antiquated water and sewer pipes dating back 100+ years and could be updated at the same time.
2. Hampton water is a community resource and the aquifer should not be a profit center for a private company. Hampton should own the wells and water. Only then, if they choose, can they contract with a private company to manage the delivery to home and businesses.
3. The Centre School is a wasteful and under used school building. Hampton would be far better to make it a Community Center and Town Offices. It could still be used for pre-school and even kindergarten as well as the community. I cannot think of another town that maintains pre-school and K-2 in a separate school buikding. The kids certainly do not benefit.

My thought for the Hampton Master Plan,

RE: A "Vision for Hampton" 2/26/11

Dear Committee Members:

In response to your request for my view of what Hampton will look like in the coming years, let me offer the following:

Community Complex on Academy Avenue

With the exception of a facility for seniors, the "complex" is already in place. Given the current and likely future economic climate, I do not believe the general public is interested in the creation of more town infrastructure at this location or anywhere in Town.

The old Town Hall and the former Courthouse building represent significant blights on the area and should be demolished and the land used for library expansion and/or fire station expansion.

Lafayette Road from Route 101 North to the North Hampton Bridge

Route One should be reserved for and further developed as a business corridor with hotels and restaurants. I do not foresee this area becoming "walkable" or "livable" other than as a commercial area and trying to force nonbusiness uses in the area would not be productive or successful, in my judgment.

The traffic issues at the intersection of Route 1 and Exeter Road deserve much attention from your Committee.

General Observations

The future of Hampton is the Beach and the future of Hampton Beach is the Casino. With recent improvements by the Town and State, the Beach is now in better shape than at any other time in my life. The potential crown jewel of Hampton Beach is, as it was 100 years ago, the Casino. The central location and substantial acreage of the Casino makes it the center of the universe and the Town, through its elected officials, Zoning and Planning Boards should all do as much as possible to encourage and aid in the redevelopment of this site.

Good luck with your project.

Sent: Friday, September 23, 2011 12:36 PM
Subject: Vision For Hampton

Here are some thought regarding my vision of Hampton:

I would like to see the 'uptown' area (generally, the top end of Winnacunnet and High Street, and the section of Lafayette Road between them) better developed. We should create better street-side or off-street parking, establish an architectural-review committee to ensure a consistent "village" look to the area, and provide incentives for other retail businesses to relocate or establish in the area. Hampton, along Rt. 1 is not a 'destination' and it could be and should be. But there is not enough visual or shopping/dining interest to cause people to pause, and parking can be challenging for people who don't know the area. I look at many other towns in Maine that encompass a stretch of Rt. 1, and there are always people on the streets and sidewalks there. Why not Hampton?

Yes, a community complex in the vicinity of Town Hall and the Lane Library is a great idea. I was involved in the project several years ago to envision such a complex, and was very disappointed that it never got beyond the drawing stage. It would create a focal point for residents where there now is none. And it would cluster many of the services that a lot of residents could and would take advantage of if they were conveniently located and attractively packaged.

I am very disappointed that little has been accomplished to make Hampton Beach at least a "3 season" destination, if not a year-round destination. Many other seaside towns have successfully attracted more than just seasonal businesses that give people a reason to spend time and money in those towns. Look at Ogunquit and Kennebunkport as examples. We have to get out of the seasonal mentality if we are going to maximize the value of Hampton Beach.

I know it may be late for this, but I would also like to see sidewalks on every main artery in Hampton. Not just Winnacunnet and High Streets, but also Mill Road, Woodland Road, and others. As it is, many people walk these streets. But a lot more would do so if it were safer. With the obesity epidemic in our state and our country, we should be doing everything possible to encourage our residents and visitor to get out and be active. At the least, we should require sidewalks on every new street created in Hampton.

Lastly, we need to do more to encourage low-impact design in Hampton. The amount of sealed surface in Hampton is discouraging, and is one of the primary causes of the drainage problems in the town. Smarter design (i.e., cluster housing with more open spaces) would be attractive for residents and better overall for the town. Low-impact design would also help prevent all of our open spaces being replaced with structure after structure after structure. Most people won't realize the true value of open spaces until those spaces are gone, and by then, of course, it will be too late.

Good luck with this project. I hope I've helped.

1. First and foremost we NEED another movie theater. We DO NOT need another pharmacy. Losing the Hampton Cinemas was a major blow to our community. We need one.

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10/22/11

2. We need a nice senior community center. Something nice and comfortable

int

3. We need to SAVE what is left of our Green Space. The woods at Twelve Shares, Whites Lane, and Batchelders farm are a start. But we NEED to keep that trend. Save the Green Space. Stop developing pristine Green Space to make Green Bucks.

4. We NEED to OPEN all of North Beach to Surfing. Not just a small section. The community thrives on surfing here in the summer months. The revenue that is brought into our town due to surfing is huge. From the surf shops to the local restaurants. Surfing is a big part of what our town is all about. Keep surfing banned from the main beach but OPEN it up on North Beach. Trust me this is an attraction.

5. We need to find and designate a Veterans Park where we can move the Memorial Monuments that are currently in place of the Old Courthouse. Unless there is talk of restoring that building. Then the existing monuments, and any future Veterans Monuments, can be arranged and displayed on those grounds.

Vision Comments for Hampton Master Plan

June 2011

Beach area

The last major infrastructure project has been applied for, the rebuild of Ocean Blvd. and a possible parking structure off the beach. This will leave further redevelopment efforts in private hands. The ability to redevelop successfully will in large measure depend on an expansion of the 'season' to more than its current 10 to 12 weeks.

Million dollar condos and teenagers cruising the Boulevard don't necessary mix well. Taking traffic off of Ocean Blvd. could be an answer, at least at certain times of the day but that would require changes of traffic patterns on Atlantic Ave. or the extension of Brown Ave. (which will have insurmountable environmental problems). The bottom line is that the beach is beautiful and will attract users of all ages and the cruising will probably have to be endured.

Marketing the beach for a longer season will also require the support of the business owners many of whom like, I think, to close up shop and leave the area in the off-season.

The major player in the redevelopment of the beach area will be the Casino. That block will have to change ownership before such development will occur.

Three things that government may be able to do (in addition to the infrastructure/parking garage above) are:

- Upgrade the rental property market by performing annual inspections and aggressively enforcing building codes for those units
- Seek a schedule for opening the draw bridge on the south exit from the beach to allow better traffic flow
- Either at the state or town level investigate building a pier to expand leasable space

Town Center

Traffic count is a good thing usually but the traffic on Lafayette Road is too heavy and I believe cuts down on the business that can be done in Hampton. Assuming that no easy way exists to divert that traffic then we need to consider adding more lanes. An old idea which is still possible the best idea is to create one way corridors, north bound on the existing Route 1 and southbound on the railroad right of way, say from the 101/1 interchange to the bridge at the North Hampton line. This would expand parking, smooth flow and add more commercial property for development.

West Side

Leave the Exeter Road area alone. It is nice to have this generally open space and the addition of sewers to this section will undoubtedly add more density and traffic.

The Towle Farm Road area is more complex, wetlands will not support much more density and sewer on this road is probably in the plan for the next 10 to 20 years.

Overall notes

The town needs more recreational areas, playing fields, etc.

The Town should consider reducing its school buildings from 3 to 2 (K-4, 5-8). The building freed up, probably Centre, could then be used as the Town Hall and as a community center.

Please note that most of these ideas have been floated before

Sent: Monday, July 04, 2011 10:46 AM
Subject: Hampton in the Future

Not sure that I am giving you exactly what you want ,but here are my thoughts.

Revitalized "downtown", either concentrating on Winnacunnet road and/or High street and /or item a) below. As long as we have all the traffic of route 1 going through, we will not have a viable shopping/restaurant/business district.

a) bypass Hampton with Rt. 1- that way we have a controlled traffic situation, safe pedestrian access to stores/eateries-more attractive to shoppers and business. We are not Newburyport , Exeter, or Portsmouth, but we can be Hampton and offer the shoppers/eaters/etc... a different and safe experience.

b) Parking garage on High st lot.

c) Center school would make a great Community Center; include in it a police sub-station, and meeting space for ANY responsible group to use including political groups. Maybe even move the town offices into it too.

d) Development of the recreation land out next to the James House (sports fields/picnic area/playground/concert gazebo, walking trails)

e) A Chamber of Commerce with dynamic leadership that supports/promotes ALL businesses, not just the beach as a "cash cow", but works to develop new and "community healthy" business! (gambling sends the wrong message)

Another situation that needs attention is water : sewer for the West side of town, rain water run-off control, protection of marshes/wetlands and beach/river/streams.

Transportation opportunities-buses/train access/bike paths, that go to beach, business district, the "west side", bikes paths through well planned conservation areas, and a noise ordinance that keeps motorcycle noise to a minimum!!!

Not sure about current building codes, but ALL electric, phone, and cable needs to be underground eventually. As gas lines and water are replaced the overhead lines should be buried.

Another form of governing like a "council", with people elected by districts, and maybe 2 or 3 "at-large". Respect , communication, and professionalism from our elected officials.

A closer look at a Co-Operative Junior High School; making WHS building into that, building the co-operative high school in maybe Hampton Falls.

A REAL effort to bringing ALL parts of the town together, each part appreciated for what it offers the community and respected for it's needs.

And finally, "What do we want Hampton Beach to be??" Remember that over 2,000 people live there year-round.

The Master plan has a theme of a "seaside village"/"family beach" but with gambling, drugs, and drunks that is hard to present. With shops that are not keeping up their facades and selling " Martial Arts weapons, what can we expect? We claim to have a "design" plan for the beach, but new builds are hardly taking on the "seaside" look. With fewer Police how do we "clean up the drugs and drunks"?

We need the people of Hampton to come together and decide what they want Hampton to be. A project called Everyday Democracy has plans/program/ideas on how to do this. Portsmouth has used their help/materials 2 times with great success. www.Everyday-Democracy.org

Check out this site, it has a lot of good information. I have brought this to the attention of the Selectmen 2 times, but no action!

October 6, 2011

I applaud your committee for undertaking the task of creating a "Vision" for Hampton. I further applaud you for seeking out community input in crafting this vision. If I was to close my eyes and envision changes to our community landscape below are some of the things I see. In addition I tried to be practical, providing thoughts on how to accomplish my ideas. Though I am sure there are many needs within our community that our outside my field of vision I strongly hope there is some common thread between us all.

Fire Safety – The Hampton fire station located at the beach needs to be replaced first and foremost. The funding of which could be offset by the retirement of the police station debt. I believe the uptown fire station also needs to be renovated however it should be part of the larger discussion surrounding the entire Academy Ave. /Winnacunnet Rd area.

Hampton Schools – The children of Hampton have been served well for close to one hundred years in the existing Hampton Academy. First as a high school and currently for grades 6, 7, and 8. Though the community has been extremely generous in providing both operating budgets and additional warrant article funds to maintain the basic needs of Hampton Academy I believe the time has come where the costs necessary to provide the type of educational opportunities our children require exceed the benefits of using the building as a school. The construction of a new school is a costly undertaking. Currently there is a two year moratorium on State Building Aid. When this moratorium is lifted however the 30% state reimbursement funds combined with the retirement of both Centre and Marston debt would alleviate some of the tax burden.

Part of planning a new school building should include the possibility of reducing the number of school buildings from three to two; a new facility and Marston School. A new facility would allow for design opportunities to meet the needs of more than just three grades. Increased operational efficiencies both in the number of physical buildings as well as energy efficiencies would reduce any additional debt required to expand Marston School to house the remaining grades.

This would allow for the repurposing of both Centre School and Hampton Academy. Given its rich town history and adjacent location to Tuck fields repurposing Centre School for town offices and municipal services seems logical. Relocating the **Town Hall** offices here would provide additional needed space. Selling the existing Town Hall building and lot to a private entity would offset some tax burden. Thought should be given to the idea of allowing some portion of the new building to related outside agencies such as Families First, Visiting Nurse Association, Salvation Army, a Council on Aging,

transportation assistance programs, Hospice, and Meals on Wheels to name a few. Exploring the idea of housing a **District Court** inside seems an added benefit. Relocating the recently refurbished old town clock on the front lawn of a new Municipal Office Complex would be a nice finishing touch.

The town of Hampton would benefit greatly from a **Community Center**. A place where residents can come together. Repurposing Hampton Academy into such a place would be beneficial to young and elderly alike, as well as the Town in general. The space would allow for an **expanded Recreational Department** as well as **additional library space** if so desired. Redesigning the existing layout of fields located at the current school would help satisfy Hampton's need of **additional athletic fields**. When families routinely travel to adjacent communities for athletic practices and games so does the opportunity to support a local restaurant or business. The addition made to Hampton Academy 40 years ago, "the sixth grade wing", would be the perfect location for a **community pool**. Like with the Town Building mentioned above thought should be given to opening some of the space to outside related businesses for a fee. The Town of Exeter repurposed its high school when a new high school was built. Creating a **center for the arts**, housing theatre, and music, dance, and art programs run by private organizations centrally located in a **Community Center Complex** would be a wonderful asset to our community.

Creating a Municipal Office area on Winnacunnet Road and a **Community Center Complex** on Academy Avenue would lead to increased revenue for our existing local business and **attract new businesses to Hampton**.

Additionally I would like to see increased amounts of "**green space**" within our town. Demolishing the former **Town Hall** should also include the former **District Court**. This would allow for some additional open spaces. When designing this area thought should be made to future **renovated/expanded uptown fire station facilities**.

Though I can not speak to the effectiveness of the **Mounted Patrol** unit from a public safety perspective I would have to assume it would be a useful tool given the geographical constraints of the beach and the imposing force it would be in a crowd. I can say that the **Mounted Patrol** not only serves a public safety function but is also a tourist draw. Going to the beach is an economical outing for a family, be it a day trip or a week long vacation. The **Mounted Patrol** is an added feature for a family with young children. Not only can they play in surf and sand or playground but see the horses as well. Keeping in mind these families spend their disposable income at the many businesses at the beach. Having a **Mounted Patrol** is something that sets Hampton apart from other Seacoast beaches.

Thank you for the opportunity to "think out loud" about Hampton. I wish you the best of luck in creating a vision and direction for our town.

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Sent: Friday, September 30, 2011 2:25 PM
Subject: Hampton Master Plan vision

In reponse to an article in the Hampton Union requesting resident input toward a vision for the town of Hampton I would like to send some thoughts.

Transportation is a great need for the town. Despite the fact that there are options such as the Lamprey van and TASC, which provide rides for the elderly and disabled, these agencies are not always able to meet the needs for these populations because of the large numbers of people requesting assistance. Those who don't fit those criteria have no public transportation options. Wouldn't it be great if there was a senior van service (such as Wentworth Connections in Portsmouth) or even a basic trolley system which would allow residents to get to MD offices, pharmacies, and grocery stores? It would help those who are no longer able to drive, those without transportation, and allow those who want to leave less of a carbon footprint a viable option.

In terms of looking at a vision uptown for town offices, library, community center, etc: I would hope that a community center would be created which could address the needs for all members of the community, similar to the one in Seabrook. Seniors have long been underserved in their need for a place to meet and participate in a wide range of activities which are vital to one's quality of life. I would also hope that a place for youth could be established that would provide exercise, supervised social activities, avocational classes, as well as activities for intergenerational participation and support.

I believe that the planning for the architecture and the placement of any building should be extremely well thought out. Despite the recycling aspect of moving into the new town hall, the building itself clearly stands out like a sore thumb. The majority of the homes in the surrounding neighborhood are older, well-maintained, and well landscaped. This is a neighborhood that takes pride in doing this. I think that any building should try to be incorporated as part of the neighborhood, not placed in spite of it. Great regard should be used in looking at the size of any building being considered, the style of the architecture, and should include generous landscaping. It certainly appears that most town residents currently enjoy walking and driving through the area. I think that any proposed building should be planned so that it fits comfortably into the existing neighborhood, so that houses are not dwarfed by large buildings in close proximity and neighboring properties are not differentiated by high walls or fences. Any buildings should flow into the neighborhood, not dominate it. I would also hope that the beloved playground that is so well maintained by the Rotary Club, be left undisturbed. It caused upset in the community when the once proposed police station would have replaced it with a parking lot.

I hope that you will take these thoughts into consideration during this planning process.

(19)

Sent: Friday, September 16, 2011 3:52 AM

Subject: Vision for Hampton

The Hampton State Park, harbor and marshlands are part of NH Audubons Important Bird Area program. The Hampton Beach State Park also some years gets Monarch Butterfly migration. If you wish you can google Monarchs Mob Hampton Beach! There has been a story there.... There are 2 Monarch Way station gardens at the beach now. I just simply want to encourage more plantings and programs for the beautiful natural resources at the beach. Maybe the barrels at the beach can be more attractive with beach scenes on them along the sidewalks. Also barrels of flowers for each bench dedicated to someone maybe!

10/17/2011

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Sent: Friday, September 30, 2011 10:53 PM
Subject: Building input

I think a mini sprinkler park at the begining/ southside of Hampton Beach would be nice. It would be a big reason for moms to bring the little ones and no fear of the ocean. And, more people= more money!

October 12, 2011

21
6 pages

Subject : Hampton Master Plan and Vision

Thank you for allowing me to be . I am a parent, resident and registered professional Civil Engineer. For over 17 years I have worked on many transportation improvements projects all over New England and San Diego, CA. I often visualize potential for improvements wherever I go. I've lived in Hampton for a total of 11 years, and for the past few have been meeting town employees and people like yourselves who care about how Hampton looks and what type of legacy we will leave behind.

There are numerous ways Hampton can be better:

- Improve safety and traffic congestion
- Cleaner and "greener" environmental conditions
- Better town aesthetics, landscaping, townscape, etc..
- Investment in the improvement of the town's infrastructure will increase residential and commercial value.
- Increase and enhance non-vehicular mobility (pedestrian & bikes)
- Improved quality of life for children and elderly and promoting healthy lifestyles.
- Bringing people outside, walking to and around town or to the beach will increase business exposure to "new" types of traffic.

As our current tough economy continues, money increasingly becomes a bigger factor in decisions municipalities need to make. Because of this I believe a long term approach to sustainable construction and development that is planned today is that much more important. Smart growth will provide a return on investment that will improve our town moving forward. We need a paradigm shift in the way the majority of the town voters think. It can seem that we handcuff ourselves in the short term by putting too much emphasis on saving a penny now, to address emergency needs and construct patchwork improvements or developments around town. This is where the update to the Master Plan and Vision can be show it's value. The Master Plan should not be too strict but also have guidelines to not allow development that hinders the Vision. It should be crafted with care and the dedication to stake an extreme value on such a document. I applaud your efforts with this update to the Vision Chapter.

The basis for my thought and ideas is Hampton is a great town and has long been a regional and even national tourist destination with clean beaches, small crowds and tons to offer. Yet, today around our town it is dangerous to drive, walk or ride bicycles in many areas, and numerous roadways and sidewalks are in need of repair. There is no community center & Park & Rec's needs a department building, and both fire Station's need replacement or upgrading. Hampton should have a first class sports field complex. Sections of downtown are dilapidated and underdeveloped, abandoned rail road tracks lie waiting for improvements, etc... This would take tens of millions of dollars to develop and construct and many people and businesses should be included in the decision making process. A great place to start for improving Hampton to looking at successful neighboring towns such as Portsmouth, Exeter, Newburyport or Amesbury, MA. These towns have centralized commercial areas with pedestrian friendly sidewalks, storefronts with attractive curb appeal and strategically located parking.

I have personally studied Hampton for the past 6 years for areas that can be improved. I can envision wide sidewalks downtown with room for cafe tables, shoulders on roadways with room for bicycles, safe intersections without having

traffic signals, developing a network of multi-use walkways or paths that link to improvements to downtown then all the way to the beach. This would create a sense of being a modern fun beach town that would attract more tourists and give the town's taxpayers a sense of pride to live here. To explain some of my concepts for improvement and VISION for Hampton, I have broken down my own thoughts and ideas into segments of town and identified these areas on the accompanied 11x17 plan sheet. The segments are described as follows:

1) **Lafayette Road**

A) Rte 1/Rte 101 Interchange to Winnacunnet Road - There is not much potential for significant change in this area. Most properties are relatively new and space seems limited.

i) **CVS building:** The replacement to the popular and centrally located movie theater seemed to have left a void in the social aspect of the town. I understand and appreciate Hampton's need for development and it's hard to say no to a solid tax generator, and I feel this is where a town VISION and MASTER PLAN can help create the best town possible by working within a concept that reaches towards a goal. We have two similar pharmacy chains within one mile, one existing pharmacy (Rite Aid) is across the street from CVS. The CVS building itself is nice combined with a bank and room for another business, I feel there could have been something more appropriate for the overall success of our town.

ii) **Intersection of Lafayette Rd and Winnacunnet Rd** This area would be much improved with a modern round-about. The intersections traffic patterns can be better organized by reducing the amount of driveways and location of existing driveways, and by eliminating all parking on roadway shoulders. The curb appeal should be improved by designing a fence and landscaping to block unsightly business structures that are usually located in the back of buildings. This intersection should be a beautifully landscaped welcome to Hampton with a nice big sign that says so. When tourists come to Hampton from Rte 1A this intersection should represent the thoughtful planning of a historic New Hampshire seacoast town.

iii) **New Hampshire Seacoast Greenway (NHSG) Rail Trail :** This trail would run through Hampton along the abandoned railroad through the salt water marsh to the Foss property. At this terminus, there could be a connection to Lafayette Road somewhere near the Midas Mufflers or apartments at the Winnacunnet Road Intersection. It has been proven that a multi-use trail will attract more people that would then bring them to an improved downtown Hampton. Not only would they access downtown and shop and eat here, but they could then ride down new 4' bike shoulders all the way down Winnacunnet Road to the beach. Improvements to link multiple projects or ideas is a win-win situation that is great for Hampton's future.

B) Lafayette Road from Winnacunnet Road to High Street - This segment has Hampton's best potential for becoming a real downtown, or "Towne Centre". There are empty lots, misplaced parking spaces and building structures that can be addressed relatively easily.

i) An empty lot currently sits vacant at the corner of Lafayette and Winnacunnet where the previous Shell Gas station was. This is a great spot for some kind of store or restaurant. The improvement of this intersection could be used as incentive to contact and solicit interested developers to create almost a bidding system for development that matches the Town's desires per the VISION statement.

ii) The empty lot where the fire took a building can also be a new store or restaurant. Regarding these currently empty lots, Hampton will benefit by marketing to business that fit the Master Plan and Vision. For example, one thing that Hampton does not have is a place to buy affordable everyday clothes. We probably can't get a Kohl's, but possibly there could be a second tier store that would work.

iii) **Horseshoe business area:** I feel by moving the band stand to possibly the future community center, this could leave room to create a nice landscaped parking lot. In turn, the on-street parking in this block could be eliminated. Ten foot wide landscaped sidewalks could be added that would open up the whole area for pedestrians and businesses. The same or better turning lanes can be maintained along with roadway shoulders that don't exist today. The sidewalks could have trees with wells to improve water quality through the use of best management practices LID's (low impact device). Improving the sidewalks and removing the on street parking would be a relatively small investment for a huge reward for businesses and residents.

C) Lafayette Road from High Street north

i) On both sides of Lafayette Road there are old and underdeveloped buildings. This area would be nice to change but the private property could make significant change not be feasible within the 10-20 year vision. Looking into the long range time span, as property becomes available or vacant, the VISION would define the desires for what new developments should look like and how they fit with the town and our needs.

2) Winnacunnet Road

A) Lafayette Road to Mill Road - The entire Winnacunnet Road needs 4' shoulders on both sides. Providing this is no small feat with issues like private property, utilities, landscaping etc.. However for the traffic volumes and roadway type shoulder are a design standard as well as a necessity for what Hampton needs from this road.

i) **The Centre School frontage:** This area needs better school zone markings and pedestrian access, as well as improved bus / parent drop-off /commuter/beach/local traffic mobility and control. Standard MUTCD pavement markings should be installed and address the issue with too many mid-block cross walks. The sidewalks, parking, and shoulders need to be defined through better striping and installation of granite curbing.

ii) **Community Center** Construct the Hampton Community Center at the location of the old Court House and old Town Hall. A new community center can be coordinated with an updated town fire station. This would also be a great place to move the bandstand were it would be used much more frequently than it is now due to it currently being located in a high traffic congested downtown. Another benefit here would be to improve the municipal parking lot that is shared use with the Academy School, Fire Dept., Library and town use. This is a large area that can fit all of these changes. The community center would be centrally located near town and the library, with ample parking.

B) Academy Ave:

i) Hampton Academy: Regarding the idea to replace the Hampton Academy School to a new location, I think this is not in the best overall interests for the future of Hampton and the school should remain where it is. I understand the cost of renovating it is approximately the same as a new site across town (Towle Farm Road area?). If Hampton can renovate the existing school as desired with modern school needs and athletic fields deserving of a junior high school, it is better to keep it in the same place. The location of our three schools in close proximity is a unique characteristic to Hampton. Segmenting our schools may create unintended issues relating to commuting and traffic congestion.

C Tuck Field area:

- i) **Park and Recreation Dept. Headquarters:** Construct a building complex using the two existing white structures already being used by Park & Recs. The buildings could be updated and modified by constructing an addition in the middle and extending towards the tennis courts to contain offices, meeting rooms and exercise rooms.
- ii) **Tuck Field:** Connect the Tuck Field area with a paved surface connecting to the Centre School parking lots. A paved or hard surface path between parks, ball fields, playground, tennis courts would be very appreciated by the town residents and visitors using Hampton's facilities.

D) Mill Road to Rte 1A

- i) **Mill Road intersection:** Improve this intersections safety and operation by constructing a modern roundabout. This would add better aesthetics and create a traffic calming device.
- ii) **Landing Road intersection:** Improve this intersections safety and operation by constructing a modern roundabout. This would add better aesthetics and create a traffic calming device.
- iii) **Winnacunnet Road** Add 4' shoulders on both sides of Winnacunnet Road from down town to the beach.

3) High Street

A) Lafayette Road to Mill Road

- i) **Rte 27 / Lafayette Road intersection:** This intersection is constrained in many ways. Wider sidewalks and shoulders would improve mobility and safety. To gain more room without building demolition, a retaining wall could be built in front of the adobe colored old train depot building to widen the roadway and sidewalks and tie into the "new" horseshoe parking lot.
- ii) **High Street from Lafayette Rd to Towle Road.** Construct with 10' landscaped sidewalks with improved pavement markings and bike lanes. The wide sidewalks could extend down to Towle Road. Remove the existing on-street parking in front of the businesses before the municipal parking lot to further enhance the pedestrian friendly Town Centre.
- iii) **Sight distance at Towle Ave** The turning movement here is blocked by existing shrubs. Remove the shrubs that are in the line of sight looking left from Academy Ave onto High Street.
- iv) **Academy Avenue** The Hampton Academy School needs better school zone markings and pedestrian access, as well as improved bus / parent drop-off /commuter/beach/local traffic mobility and control.

B) Mill Road to Rte 1A

- i) **Marston School** Better school zone markings and pedestrian access are needed, as well as improved bus / parent drop-off /commuter/beach/local traffic mobility and control.
- ii) **Marston School pedestrian east access:** Create pedestrian and bicycle paved drive from Hobbs Road on the east side of the school. There is currently a grassed access from Hobbs Road to the Marston School playgrounds that could be improved with a 10' wide paved multi-use walkway for pedestrians and bikes only that would link perfectly to the recently constructed Marston School walking path.
- iii) **Marston School pedestrian west access:** The Mill Road access is already paved. The location of the crosswalk on Mill Road needs to be corrected since it seems it is located too far away from the needed crossing. Additionally, a paved turnout could be constructed on Mill Road for parents dropping kids off. Both these access drives would improve the safety of the Marston School area and also encourage more students to walk or bike to school.
- iv) **Five Corners Intersection:** Improve this intersections safety and operation by constructing a modern roundabout. This would add better aesthetics and create a traffic calming device. Existing sidewalks would be incorporated into the design and allow pedestrian access that is generally not safe today.

4) Towle Farm Road

- A) Hampton Ball Fields.** Hampton can have a first class sports facility similar to Hampton Falls within our own town. Hampton school property near Batchelder Pond would be a great place for the construction of a sports fields complex.

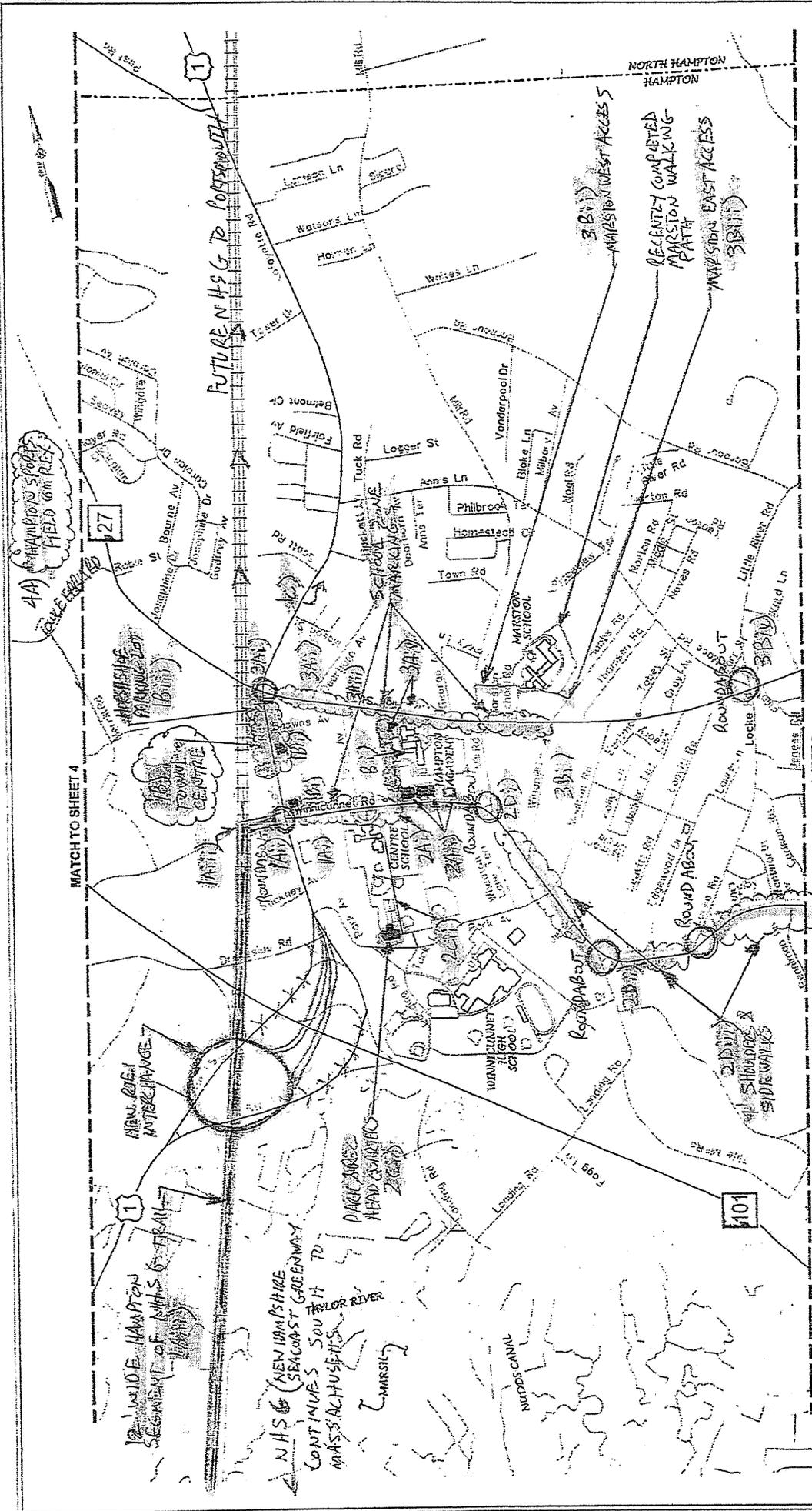
In summary, a VISION for Hampton to improve our Town focus should include the following main points

- Attract better, more suitable businesses to Hampton. Some examples; technology store, clothes, higher end and healthy restaurants, entertainment (movies, internet cafe, bowling, tea shop)
- Define a Hampton "Towne Centre" as Winnacunnet Road to High Street on Lafayette Road. Move the bandstand to a better location and improve parking situation. Construct 10' sidewalks with landscaping throughout this area.
- Upgrade all three schools and their sports fields.
- Construct additional outdoor sports field complex off Towle Farm Road.
- Construct a community center at corner of Academy Ave and Winnacunnet Rd.

By carefully planning now and making smart, sustainable investments in Hampton will bring Hampton to a quality that is on par or better than our successful neighbors like Portsmouth and Newburyport. Hampton is a very unique town with much to offer.

I thank you for your efforts and including me in the collection of input and ideas for the Hampton Vision. It would be my privilege to be involved in anything else you have going forward.

Thank you

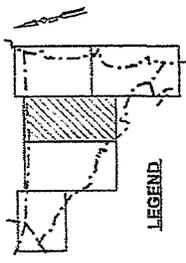


STATE OF NEW HAMPSHIRE
 BUREAU OF PLANNING AND COMMUNITY ASSISTANCE
HAMPTON VISION PLAN
 SHEET NO. 101

CONCEPTUAL PLANS
 NOT FOR CONSTRUCTION
 DATE 10/12/11



TOWN OF HAMPTON
 SCALE: 1" = 1000'



LEGEND

MATCH TO SHEET 4

MATCH TO SHEET 6

41A HAMPSHIRE PARK
 FIELD (IN REY)

12 WIDE HAMPTON
 SEGMENT OF NHSG TRAIL

NHSG (NEW HAMPSHIRE
 SEACOAST GREENWAY)
 CONTINUES SOUTH
 TOWARD RIVER
 MASSACHUSETTS

PARKING
 HEAD BOSTON

NUTTS CANAL

SHOULDERS &
 SIDE WALKS

ROUNDABOUT
 CONTINUE TO SHEET 6

RECENTLY COMPLETED
 MARSTON WALKING
 PATH

MARSTON WEST ACCESS

MARSTON EAST ACCESS

FUTURE NHSG TO PORTSMOUTH

27

101

Re: Vision for Hampton

Philosophically my vision is for a town where town employees and elected officials consider the townspeople as "customers" and not "subjects." The current trend line seems to be the taxpayers are in place to toe the lines set for them, even if they don't know what or where the lines are located. While town employees and elected officials "know" the RSAs, zoning, wetlands, etc. etc., lording over taxpayers is frustrating to taxpayers and counterproductive in the relationships between the parties. The current attitude by employees and boards is more adversarial with the "public" than supportive. This is to the point that a citizens often needs legal counsel to deal with the town because the town has a legal department that is for "the town" only and not the taxpayer. Who is the legal department "client" the taxpayer or the employees and boards?

Practically my vision is for the melding of the school boards and the town boards and the employees thereof into a cooperating team. The mission of the team is the education of the children and the social activities for all ages that the townspeople determine should be the responsibility of the public over private concerns while maintaining public safety and a safe town for the public. The current system does provide for marginal cooperation, however there is no shared mission, just shared facilities (gyms and classrooms) and sports fields.

Physically my vision is for the town center to be developed along the lines of the Hampton charette concept. If a new junior high/middle school is built off Towle Farm Road, the current academy building could become the town offices, social center and part could be leased to a food service and/or other commercial enterprise to serve the public.

Aesthetically my vision for the town commercial zones is to develop general exterior appearance guidelines so that over the next fifty years as buildings are updated or replaced a more consistent New England look emerges. These guidelines would be optional, but encouraged, with no approval committee ever to be established.

Governance for the town should move from the select board/budget committee dichotomy to whatever the next level of town government is approved by the RSAs. While not qualified to be a city, year round, the summer population increase makes Hampton the largest community in the state. As such the governance needs the immediacy of a more concentrated decision making process and procedure. And, the staffing levels of the major departments are more at the large city levels than the village levels with significant budgets for each. The current convoluted CIP, budget review and budget approval by multiple boards and committees is a waste of departmental time and energy, especially when there are differing opinions of departmental strategies by the different boards/committees.

- Monitor status of landfill , capacity and useful life, potential use for alternative energy production
- Annual household waste collection and develop swap-site for non-hazardous materials
- Community composing program
- Movie theater complex
- Senior center
- Save green space
- Open all of North Hampton for surfing
- Establish area for Veterans park
- Close Ocean Blvd to auto traffic
- Expand the summer season
- Upgrade and update the casino
- Upgrade rental properties
- Schedule for opening drawbridge
- Build larger pier
- Route 1 traffic , one way south, old rail bed
- Add recreational areas
- Reduce number of schools,
- Use existing town hall for community center
- High street parking garage
- Water and sewage for the west side
- Transportation to and from the beach
- Bury all utilities
- Change form of govt to "Council"
- Upgrade route 1 and 101 interchange
- Upgrade Route 1 and Winn Road

Hampton Master Plan Vision Update

2011

After some reflection on our past meetings, the input received from the group selected by our subcommittee, 2.5 years on the Planning Board and 16 years as a resident I have had many thoughts about the town of Hampton and its future. As it has been pointed out this town has many great merits but many hurdles as well. The overlying theme that I observed from the inputs of our "focus" group point out the severe disconnect within this town. It is a community of great diversity in that it seems to function in a parallel universe, the beach and the town. These "districts" each with its own issues cannot seem to give or get any respect from the other for any type of positive momentum. There seems to be a riff that one stonewalls the other for sins that cannot be forgiven or forgotten. These (2) entities must join for the greater good of this single town. And it would appear that cork is the current form of government. The need to move from a Select Board to a Town Council form of government would allow it to function more objectively.

With a focused governing body we could move away from being in a reactionary mode of governing to a more forward focused agenda. The day to day goings on should run itself with an appropriate focus of what is to be accomplished. Goals with objectives that create results are the mechanism for any positive future this community might have. It needs to move beyond the petty and the trite and mature to a level that is focused on the need to improve.... Or simply wither away.

Residents have asked over and over again for improved safety, better schools, specific aesthetic improvements, traffic improvements improved/additional municipal structures, all of which seem to go undone. We don't have the funds, the yellow sheet runs the vote, that will never happen.... on and on. It is at this very core that to quote one individual, "there needs to be a paradigm shift". The very people who say these things are the people who see Hampton with rose colored glasses on. Planting a petunia here, picking up a dead branch or potato chip bag there and rallying around these as significant improvements. The people who "run" this town have their own specific agendas that are crafty and sly and deceitful in their means to an end. Small successes for a select few. These deeds do not go unnoticed by the voters. Voters are not out to hurt anyone, they are simply responding to what is so obvious to those who are paying attention. It is their only mechanism to show that they are paying attention. And they don't agree with what they see. People, maybe not the elderly or people on fixed incomes, have more to give, probably much more, but not under the current regime.

There is a more dynamic population here than this town knows how to respond to. People have come here from all types of communities from all parts of the country. Places where great success can be found. However, whenever something that is foreign or not within the current "trains of thought" it is immediately dismissed as inappropriate or not possible. Until this is no longer the case any discussion of the "future" of Hampton is futile. Outside counsel should be brought in to assess the current structure and develop a strategy that allows the people to get what Hampton needs. Until then we are simply kicking the can down the road. Bobbing and weaving to get more Band-Aids in place where there is a major open wound. When the people stop being ignored is when Hampton can have a Vision for the Future, and that will come when the government renews its focus to what is being asked for.

We are a very unusual community in that we are one six communities on a very small amount of shore front. To fully engage the potential of this area we need to look beyond the limits of the town lines. Places like Hampton in other parts of the region or country have recognized the value in collaboration with not only each other but with ones neighbor. This has not been our thought process. Hampton is an us against them group of influencers that make the final decisions. This has allowed the ship to sail, right past us. But there is an opportunity to get it back. Hampton has the unique opportunity to truly set the stage for a great place to both live and get away. Not as a place to go blow off steam one night or for the weekend and leave a bigger mess than when one gets there. These types of "users" only create expense. More crime, more police, more trash, more demands or trash services. No problem. We have a waiting list of people who would love to come and get one these jobs that are only a burden to... the TAXPAYER. Hmmm, imagine. People who gain financially from some small shillings left behind share a disproportionate amount of the expense it took to get that. This has been and continues to be the short sighted thinking that has allowed this tremendously valuable environmental, economic resource to suffer the blight it is challenged by. Just one more season. Just one more favor for so and so. Just one more, just one more, just NO more. Many don't even see it. They only see that which they have seen for decades. This community could be the hub of the seacoast. With a vibrant beach that is connected to the current downtown and the greater seacoast in ways that are not just focused on cars. People could express themselves in new ways. Maybe get to know each other. We could be "connected" with opportunities to actually be a community. So much feedback focused on towns that have accomplished this. I love walking down the street in Portsmouth where I live because.... Isn't Newburyport's civic side so much fun.... When I go to blah, blah, blah... Why, why are these places the ones that conjure up images of positive experiences? Why can't it be like that here too? It is not to suggest that we become one these places. They are unique, to themselves, to one another and to greater extents than that. It is because people have made plans that make sense to *all* those who are involved. Much of this need has been met by zoning that is appropriate to the setting. This town's zoning is beyond outdated and I think a strong case could be made for rewriting almost all of that which exists. If we were to review the number of Variances requested and GRANTED, I think we could see a great deal of why things are the way they are.

There seems also to be some disconnect about how good things come to be. Why can't we have a senior center? Why can't the Fire Department have not just one station built but two? (*not to mention these should be significant municipal buildings that the community should have great pride in. We are too poor to chisel these projects down to a meet some arbitrary budget that is set forth by, what could be viewed as nothing more than gossip or rumor.*) Why are the schools constantly struggling for their needs to be met? Why can't we get our roads fixed? Why don't we have athletic fields like I see in other communities where I bring my children to participate in sports? Why?? Because there is no co-operation at almost any level. There is no accountability and leadership that only has concern for the people behind that particular effort. Only when it is finally recognized that rising tides float all boats shall we each be able to get what we want/need.

My Vision, for Hampton, is a town that learns what it means to co-operate and respect one another, genuinely. It will be at exactly that point in time when all needs can and will be met. This is my vision for Hampton.

Hampton Vision by Maury

Growing Local Economy

- Populate vacant commercial property
- 3 Season Beach Objective
- Support expansion of local businesses
- Zoning & Tax policies to encourage business investment

A Safe Community

- Strong partnership between police/fire, community and visitors.
- Timely response to emergency needs.

Caring Town

- Variety of recreational activities
- Leisure activities for all generations
- Local entertainment venues
- A fun place to live
- Plan for intergenerational activities

Mobility

- Safe to walk and bike
- Effective traffic flow
- Seek public transportation opportunities
- Minimize commercial traffic in residential areas

Lafayette Rd.

- Development unique to area: residential, retail & entertainment
- Promote as "the place to be"
- Multiple use development; retail & residential
- Stress architectural objectives
- Maximize parking
- Calm traffic

A naturally welcoming town

- Preserving low density areas
- Greenspace throughout the town
- Support historical preservation and veteran recognition
- Town employees and elected officials treat townspeople as customers

Community Complex

Cluster services for residents (weather considerations)

Multi-function use of facilities

Maximize utility

Minimize construction costs

Maximize operational efficiency (staff, enegy)

Public Schools

Facilities plan that recognizes declining enrollment and facility deterioration

Evaluate repurposing existing school byildings

Bd of Selectmen, Planning Bd and School Bd to function as a team

with

a common mission