



City of Rochester Dept of Public Works

45 Old Dover Road
Rochester, NH 03867
Phone: (603) 332-4096
Fax: (603) 335-4352

Memo

To: Public Works and Buildings Committee
From: John B. Storer, PE
Director of City Services
Date: April 14, 2016
Subject: Public Works and Buildings Committee
Meeting Thursday April 21, 2016

There will be a Public Works and Buildings Committee Meeting on **Thursday April 21, 2016 at 7:00 PM. This meeting will be held in Council Chambers, at City Hall.**

AGENDA

- 1) Approve Minutes from March 17, 2016 meeting
- 2) Public Input
- 3) Columbus Avenue Parking Lot Expansion
- 4) Legislative Testimony - FYI
- 5) Utility Billing Quarterly Billing issue – referred to Utility Advisory Board
- 6) Flat Rate Sewer Fee – Meter all customers
- 7) Keay Field – Irrigation Water
- 8) Old Wakefield Road – Property Transfer Request
- 9) Pavement Funding
- 10) FY17 Budget Discussion
- 11) TIGER Grant Application
- 12) Project Updates
 - Milton Road EDA
 - Annex Renovation
 - Franklin / Weston Ave Project
- 13)
- 14) Other

Public Works and Buildings Committee

**March 17, 2016
Council Chambers
7PM**

MEMBERS PRESENT

Councilor Ralph Torr – Chairman
Councilor Ray Varney- Vice Chairman
Councilor Donald Hamann
Councilor Thomas Willis

MEBERS ABSENT

Councilor Sandy Keans

OTHERS PRESENT

Councilor James Gray
Dan Fitzpatrick, City Manager
John B. Storer, Director of City Services

MINUTES

Chairman Torr called the Public Works and Buildings Committee to order at 7:00 PM.

1. Approve minutes from February 18, 2016 meeting -

The Chairman requested a recommendation on last month's minutes.

Councilor Varney made a motion to accept minutes as presented for the February 18, 2016 Meeting. The motion was seconded by Councilor Hamann. The Motion passed unanimously.

2. Public Input

None

3. Utility Billing

Mr. Storer stated that Mr. Paul Dumont from Church Street in Gonic had brought up the issue of monthly billing because of a water leak at his rental property. He stated that Mr. Dumont had filed an appeal with the Utility Advisory Board (UAB) and that he and Mr. Cox, from the Finance Department, had gone out to Mr. Dumont's house to meet with him regarding the issue. Mr. Storer stated that a significant leak had occurred at one of Mr. Dumont's rental properties, and that it had gone unreported for a period of time. Mr. Storer stated that the leak was found to be in a fixture. As the water had been used and that the water had gone into the sewer system, Mr. Storer stated that the UAB had given Mr. Dumont a 25% hardship credit which is consistent with past practices. He stated that Mr. Dumont was advocating for monthly invoicing as it would help property owners find leaks sooner. Councilor Varney asked Councilor Willis approximately how many appeals the UAB hears on a monthly basis. Councilor Willis stated six to ten appeals are usually heard. Councilor Varney asked how many of those appeals are in the thousands of dollar range. Mr. Willis said they have heard several yearly but the average is much

less, typically a couple of hundred dollars. Dan Fitzpatrick stated that appellants that are unhappy with the UAB decision can appeal to the City Manager. He stated he believes that happens less than 5 times per year. Mr. Fitzpatrick noted that he has found that UAB has made fair decisions and he has made few changes to those decisions. Mr. Storer stated that he has looked into the additional costs of monthly invoicing. He stated that he had looked at other local communities and some had gone to radio read, which would allow for monthly invoices, but would still raise the City's monthly fees for invoicing. He stated that he estimated those charges to be about sixty-two cent per invoice. He stated and that the current system being used would require the hiring of an additional meter reader and significant additional mailing charges. He also stated to purchase the radio reading equipment would cost about 1.5 million dollars and then additional staff would not be needed. Mr. Storer stated that some communities allow for abatements. He cited that Exeter was the only Community locally that seemed to be doing this. The abatement is given one time in a ten year period for an accidental release of water. Councilor Varney stated that the Council had decided previously that it would not be cost effective to go to monthly invoicing and they had decided not to invest in the radio read equipment. Councilor Varney suggested that UAB discuss the periodic abatement idea at their next meeting. Mr. Storer stated that staff will continue to encourage and educate property owners on how to read their own meters, as they can do this between invoices.

4. Irrigation Pond on City Property in East Rochester

Mr. Storer stated that the Planning Board had referred the issue of a non-permitted pond on the recently acquired City property at 828 Portland Street in East Rochester. He stated that an abutting property owner is applying for a subdivision permit and is attempting to address his drainage concerns on the property. Councilor Willis explained that the property in question had been used for horticultural purposes by the previous occupant. He stated that it is believed that they created a pond for irrigation purposes in a wetland area. Mr. Storer agreed with the assessment and stated that although he had not yet consulted with the Highway Supervisor, he believed that the city staff could drain and fill in the pond and create a drainage swale in its place. Councilor Willis suggested having the water tested for contaminants prior to draining and discharging water elsewhere. Councilor Willis also suggested that prior to permitting the new subdivision that the City staff needed to address the drainage to make sure that both of the properties in question have a drainage plan that will work as a whole for the area.

5. City Hall Annex

Mr. Storer stated that Oak Point Associates will deliver 100% design plans on April 8th. He stated that the City could then go out to bid and would likely start renovations in June. Mr. Storer stated that the design process had gone well with each department's and the City Council's questions being address along the way. He asked if the Committee needed to see the plans again prior to bidding. Councilor Willis asked about the overhead walkway to City Hall. Mr. Storer stated that it would be removed and possibly some of

the structure would be retained to be used to build a display area in the future. He said that there had been discussion of displaying some of the antique fire apparatus at the renovated building. He stated that due to cost and other structural factors those plans were not included in the current renovations, but that he really would like to look at the possibility of doing that as a smaller project later. Mr. Storer stated that he had the chance to see some of the antiques and that he was impressed with the historic vehicles and equipment. He stated that he believed that those antiques were important piece of Rochester's history that should be available for viewing. Chairman Torr stated that he had a chance to review the minutes of the Annex meeting that were included in the packet and he noted that there was a decision to erect a "cedar" fence between the abutting property and the Annex. Chairman Torr stated he would prefer vinyl fencing for maintenance reasons. He stated that there are many options now that could be used to accommodate the historic feel that participants were looking for.

Councilor Willis made a motion to recommend that the full council approve the vinyl fence instead of the cedar fence. The motion was seconded by Councilor Hamann.

Mr. Storer did not see changing to vinyl as an issue and stated that he could make that change. There was discussion of the need for the formal recommendation. The Committee conceded that Mr. Storer could make that change without a City Council action. The motion was withdrawn.

6. EDA Milton Road Sewer Ext Project

Mr. Storer stated that the bids were opened today and that SUR Construction was low bidder. He reviewed different options that were included as bid alternates to reduce cost. There was option exclude the water replacement at the Highland Ave end of the project. There was an option to eliminate extending the sewer on the northern section of Salmon Falls Road and in the neighborhood of Denali Drive and Kodiak Court. Mr. Storer stated that there is an option to use PVC C909 instead of Class 52 ductile iron pipe. He stated that there is a significant cost savings in this option. Mr. Storer stated that he would recommend the C909 be used in this project. There was discussion of the options and the funds available. Mr. Storer estimated that with the cost for construction engineering the additional funds needed if we were to use the C909 would be approximately \$865,000. He stated that those funds would be split across the water, sewer and general fund basically the way the project was split now. Councilor Willis suggested that he has always been an advocate for ductile iron as it is easier to find once buried. Chairman Torr stated that they are now putting in a tracing wire with the PVC so that this is not an issue. Councilor Willis asked if the City Staff is trained to make the repairs to this type of water line and if we are currently carrying the stock to make repairs to pvc lines of this size. Mr. Storer stated that staff can make the repairs and that we would need to carry the additional materials in stock. The consensus of the committee was to fund the entire project with the C909 being used in lieu of ductile iron. The Committee suggested that

Mr. Storer write up an agenda bill with his recommendations and to site the specific cost per fund for a supplemental appropriation.

7. Pavement Priorities:

Mr. Storer stated that the packet contained updated numbers for the pavement priorities listing. He stated that it looks like with the remaining appropriation of \$174K and the \$750K currently proposed in the CIP we would likely have enough funding to do Whitehouse Road as planned and most of Lowell Street as the Committee had discussed. He stated that the lower part of Lowell Street from the culvert to Columbus Ave may have to wait. Councilor Varney suggested that the area of the culvert was the worst part of the street. Mr. Storer stated that Councilor Gates had asked him to look into the cost of paving Woodside Lane. He stated to do everything including the 18" sub grade work and install under drain this would be approximately three hundred thousand dollar project (\$300,000). If we only installed ditch lines and replaced existing pavement it would be in the range of a two hundred and twenty-five to two hundred and fifty thousand dollar project. He stated the current conditions would likely come back in about the same number of years. The Committee discussed the limited amount of traffic on the road as compared to other areas of the City needing paving. Mr. Storer stated he would leave Woodside Lane on the list to be considered at a later date. Councilor Varney stated that there was discussion about funding the paving in advance of the CIP and how that would work in a way that would not adversely affect budgeting with the tax cap. He stated that the committee wanted to be able to get the paving done much earlier in the season when temperatures were optimal. Mr. Storer stated that he would still have time to discuss this with Finance and come back to the Committee in April with information on how funding in advance might work. He stated he would then be looking for the supplemental appropriation at the May Regular City Council meeting which would allow for paving in May or June when the contractor is in town completing Gear Road and Ledgeview Drive.

8. FY2017 Budget

Mr. Storer stated that department had worked hard to meet the level funding directive from the City Manager on the O&M Budget. He stated this agenda item is for him to stress the importance funding both large trucks in the FY17 CIP. These would be six wheelers and they are used mostly for plow operations. Mr. Storer stated he was surprised to discover that the department had not replaced any of the large trucks in the past 3 budget years. He stated the keeping the vehicle replacement plan funded was important and he discussed the advanced age of many of the trucks. Mr. Storer stated that he had looked at not replacing one truck and pulling a plow route instead and he found that it just wasn't recommended. He stated that each route is 3-4 hours long and extending those routes would not be a good idea as safety would become an issue. There was discussion about the the storage conditions at the DPW and possible standardization on the brand of trucks. Councilor Varney stated that the department did not need to award to the lowest bidder if they could present sound data supporting the reasons for

awarding to a higher priced vehicle. Chairman Torr stated that he would support a recommendation on something other than what they had been purchasing the past couple of trucks. Mr. Storer stated that in FY18 we are looking at replacing the grader and that cost is estimated at two hundred and fifty thousand dollars, so pushing a truck to next year is not an option as there are significant problems with the grader and major repairs have been done in the past couple of years to get it through. Mr. Storer also stated that he had added a comprehensive pavement condition assessment to the CIP. He stated that he estimated and budgeted the cost to be seventy thousand dollars. Mr. Storer said that the assessment would assign a numerical value to the road conditions and would be updated annually. He stated that this would be a tool used to determine roads to pave each year and it would give the City an idea if they were currently funding too much or too little each year to keep the roads at a predetermined condition level. Councilor Varney stated that the City should only invest in the study if they City Council committed to using it to determine the paving to be implemented. He stated that Councilors would not be able to advocate for roads based on location and wards.

9. **Class IV Roads**

Mr. Storer stated he wanted to let the Councilors know that the Department would be posting and restricting motorized access to the Class IV roads. He stated that NHDES had received complaints from the property owner that abuts the Two Rod Road regarding damage being cause by motorized vehicles traveling the Class VI roads. Mr. Storer stated that NH DES had indicated to City Staff that the City is responsible for damage caused to wet land on these roadways. Chairman Torr asked what the cost of posting and restricting access to the roads would be. Mr. Storer stated he hadn't put a number to the cost, but it is basically staff time and some signage. He did not see a problem with funding. Councilor Varney stated that the RSA has language that can be used for restricting motorized access

10. **Tiger Grant Applications**

Mr. Storer stated that the staff had looked into making a grant submission for the Transportation Investment Generating Economic Recovery Grant Program (TIGER). The grant submissions need to be in prior to April 29. He stated the minimum grant awards for urban areas like Rochester are about 5 million dollars. He stated that when staff was looking for a project that might qualify they decided that the connector road and bridge from North Main to Chestnut Hill Road might be a good project. He stated that the City had looked at this several years ago and he thought that updating the report and submitting for the grant would be minimal effort with the possibility of a large return. The Committee supported the idea. Mr. Storer asked if the Committee had any concerns about this project having impacts to the Wakefield Street project. He stated if the bridge/connector was built it may impact the type of design that we would have on Wakefield Street based on either bringing traffic to the downtown or routing it around the downtown. Councilor Varney stated that the connector was on the Chestnut Hill Road

and should not significantly alter anything on Wakefield Street. Dan Fitzpatrick agreed stating that the two projects could be kept separate. Mr. Storer stated that prior to submission the Council would need to give approval to submit. ***Councilor Varney suggested Mr. Storer prepare an agenda bill for the April 5th meeting for approval to submit the grant.***

11. Wakefield Street

Mr. Storer stated that the current design plans for Wakefield Street were at the 30% and that the project had been put on hold until the funding and priorities had been discussed. He stated that he would like to know if the Committee was on board with proceeding with design and bidding. Councilor Varney stated that discussions with the Finance Department showed the ability to financially fund the project so he suggested proceeding. Councilor Willis asked who is doing the engineering. Mr. Storer stated that Tighe and Bond Engineers were working on the project. He stated that the City had gone out for RFQ's in 2014 and that the department has a qualified group of consultants to go to and the distribution of projects was well proportioned. The Committee consensus was to proceed with design and bidding.

12. Gonic Mill Removal – NHDES Project.

Mr. Storer stated that staff had been approached by the state regarding the next phase of the Gonic Dam Removal Project. He stated that they are encouraging us to again act as a pass through for a grant. He stated that we would not be spending any City funds and that we had checked with legal to be sure that by working with the State we would not be accepting any ownership of the property nor would we be responsible for future site cleanup or mitigation of contaminated soils. He stated that there may be a request for a supplemental appropriation within the next few months to accommodate the next phase of the site investigation, which is a groundwater quality assessment. He stated the supplemental will be grant funded through NHDES

13. Other -

Fieldstone Village Water Meter - Mr. Storer stated that he had met with the City contracted service vendor in regards to the project. He stated that they had come up with a plan that is well within the limits of the current funding. He stated he had also met with the Co-Op Officers regarding their ability to participate in cost sharing. He stated that it was not likely they would be able to contribute financially and thought he should let the Committee know.

William Allen Elementary School Area Parking Concerns- Mr. Storer stated that the signs are up in the no parking areas as planned and that the bus routes would be changing next week. There have not been any issues since the signs went up.

Chairman Torr made stated if there was no objections he would adjourn the meeting. Stating there were no objections Chairan Torr adjourned the meeting at 8:47 PM.

Minutes respectfully submitted by Lisa J. Clark, City of Rochester Office Manager.



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #3 – Columbus Avenue – parking lot expansion

Summary:

Requesting guidance on how to proceed with the proposed parking lot expansion of the City-owned lot on Columbus Avenue. It is the lot that abuts the China Palace Restaurant.

We reached out to representatives of China Palace and suggested that they attend the meeting in order to advocate for the project, as we have no money allocated to proceed with construction.

The proposed parking lot expansion went before the Planning Board on March 21, 2016 and there was a Public Hearing. The project does not require Planning Board approval, but was sent for their review and comment. Copies of the Minutes of the Planning Board Meeting are attached, along with a long history of other City meetings where discussion of the topic occurred.

Background:

In May 2015, the City Council discussed allocating \$120,000 for the construction of the parking lot expansion. It appears that \$60,000 of the funding would come from private funding from the owners of China Palace. After much discussion, the Council authorized an appropriation of \$14,000 to proceed with Final Design, with one half of the amount \$(7,000) coming from China Palace.

China Palace apparently paid their \$7,000 contribution and the City had the firm of Tighe & Bond design the expansion. The proposed design was presented at the Planning Board Meeting of March 21, 2016.

Tighe & Bond came up with a construction estimate of \$107,389, but with contingency allowances for construction and engineering inspection, the cost jumped up to about \$130,000 total.

Again, there is a detailed history provided where discussion of the project came up at either the City Council, Public Works Committee, or Planning Board.

Columbus Ave Parking Lot Improvements
OPINION OF PROBABLE COST



Date: February 16, 2016
 Plan Date: 2/17/2016
 Project: Columbus Ave Parking Lot Improvements
 Location: Rochester, NH
 T&B #: R-0301-7
 Est. By: DC

CODE	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST	SUBTOTAL
2.1	SITE PREPARATION AND SAFETY					
	Mobilization/Demobilization	EA	1	\$ 5,000.00	\$ 5,000.00	\$ 5,000
2.12	DEMOLITION					
	Clear and Grub	AC	0.40	\$ 6,500.00	\$ 2,600.00	
	Remove Individual Tree and Stump (24")	EA	1	\$ 1,000.00	\$ 1,000.00	
	Pavement Removal (3" thick)	SY	410	\$ 2.50	\$ 1,025.00	
	Fencing Removal (stockade)	LF	40	\$ 3.00	\$ 120.00	\$ 4,745
2.13	EROSION CONTROL					
	Silt Sox	LF	200	\$ 4.00	\$ 800.00	
	Silt Sack	EA	4	\$ 20.00	\$ 80.00	
	Anti-Track Pad (1200 sf)	EA	1	\$ 1,100.00	\$ 1,100.00	\$ 1,980
2.14	EARTHWORK					
	Strip and Stockpile Topsoil (6")	SY	1,900	\$ 1.50	\$ 2,850.00	
	Import Common Fill (spread/ compact)	CY	800	\$ 12.50	\$ 10,000.00	\$ 12,850
2.15	PAVEMENT					
	Saw Cut	LF	100	\$ 2.00	\$ 200.00	
	Hot Bituminous Concrete Pavement (Standard)	Ton	236	\$ 110.00	\$ 25,960.00	
	Underdrain, 6" perf., fabric (bio retention swale)	LF	80	\$ 24.00	\$ 1,920.00	
	2" Bituminous Sidewalk (6" gravel base)	SY	262	\$ 20.00	\$ 5,240.00	\$ 33,320
2.151	AGGREGATE BASE					
	Proofroll Subgrade/ Fine Grade	SY	1,050	\$ 3.00	\$ 3,150.00	
	Pipe Backfill Material	CY	18	\$ 25.00	\$ 450.00	
	Crushed Gravel Base (6" thick)	CY	175	\$ 28.00	\$ 4,900.00	
	Gravel Subbase (12" thick)	CY	350	\$ 20.00	\$ 7,000.00	\$ 15,500
2.154	PAVEMENT MARKINGS					
	Spaces	EA	32	\$ 9.50	\$ 304.00	
	Arrow	EA	2	\$ 225.00	\$ 450.00	
	Handicap Symbol	EA	2	\$ 50.00	\$ 100.00	
	Signs (directional/ small 12" x 18")	EA	8	\$ 100.00	\$ 800.00	
	Signs (large 30" x 30")	EA	1	\$ 200.00	\$ 200.00	\$ 1,854
2.172	STORM DRAINAGE					
	12" HDPE	LF	20	\$ 30.00	\$ 600.00	
	Catch basin (4' Dia., 8' Deep)	EA	1	\$ 4,000.00	\$ 4,000.00	
	Remove and Reset CB/ MH (frame/ grate)	EA	1	\$ 200.00	\$ 200.00	
	Core into Existing CB/ MH	EA	1	\$ 400.00	\$ 400.00	
	Oil/ Water Separator Hood	EA	1	\$ 300.00	\$ 300.00	\$ 5,500
2.191	LANDSCAPING					
	Trees	EA	5	\$ 300.00	\$ 1,500.00	
	Shrubs	EA	10	\$ 50.00	\$ 500.00	
	Groundcover (daylily, etc.)	EA		\$ 10.00	\$ -	
	Mulch (3" Bark)	SY	30	\$ 4.00	\$ 120.00	
	Loam/Seed (4")	SY	500	\$ 2.50	\$ 1,250.00	\$ 3,370
2.195	SITE LIGHTING					
	Light pole (30')/ Base/ Installation	EA	4	\$ 3,305.00	\$ 13,220.00	
	Conduit/Wire	LF	250	\$ 19.00	\$ 4,750.00	\$ 17,970
2.2	FENCING					
	Stockade Fence (6' High)	LF	140	\$ 25.00	\$ 3,500.00	
	Guardrail (Multi-use path)	LF	120	\$ 15.00	\$ 1,800.00	\$ 5,300
SUBTOTAL						\$ 107,389
Contingency 10%						\$ 10,739
Construction TOTAL						\$ 118,128
Add 10% for Construction Admin/Observ						\$ 11,813
CONSTRUCTION & ENGINEERING TOTAL						\$ 129,941

Exclusions:

3rd party compaction or materials testing

Assumptions:

1. This document represents an engineering opinion; preliminary quantities to be verified.
2. Power for new light poles shall be extended from existing light poles.
3. Verify invert elevation of existing drain MH and catch basin and adjust proposed catch basin invert elevation accordingly.
4. No rock excavation will be required

China Palace Parking Lot – DPW Summary as of April 11, 2016
*(Compilation of Meeting Minutes from City Council,
Planning Board or Public Works Committee)*

Planning Board Meeting - March 21, 2016

Agenda Item A. under New Applications - City of Rochester, 536 Columbus Avenue

Dave Cedarholm of Tighe & Bond presented the City project to extend the existing parking lot located on Columbus Avenue. He said the project is being subsidized by the China Palace. Mr. Cedarholm explained the plan is for an additional 16 parking spaces and bike/walking path. He said there will be a bioretention swale to help with drainage as the proposed parking lot will be level with Columbus Avenue. He went on to say they will be extending the existing vinyl stockade fence to add privacy for the abutting properties.

Mr. Sylvain opened the public hearing.

George Pelletier of 119 Walnut Street said he owns a rental property at 19 Lambert Court. Mr. Pelletier handed out a copy of the minutes from a 2007 Public Works Committee meeting. He said the original number of spaces went from 32 to 16 because Councilor Varney said the lot was too narrow to accommodate 32 parking spaces.

Mr. Pelletier said he spoke to the Planning Department in 2009 before purchasing the property and was told that lot was too narrow and there wouldn't be any further development. He said he is concerned that his tenants will be looking at a parking lot and also that his property value will decrease. Mr. Pelletier asked that the Board not move forward with this project.

There was no one further to speak. Mr. Sylvain brought the discussion back to the Board.

Mr. Willis asked who was paying for the project. Mr. Campbell said that is up to the City Council and had nothing to do with the Site Plan.

Mr. Fontneau said it's really just one abutting property that will be affected by the project. He went on to say that Columbus Avenue is a main corridor into the City and thinks it looks good with the bike path. Mr. Fontneau said he is concerned with the all green buffer being replaced with fencing and also the patrons of the restaurant and lounge that will be utilizing the parking lot leaving at 1:00 a.m.

Mr. Gray asked what the distance from the property line is. Mr. Cedarholm explained it would be a total distance of 36 feet from the property line to the edge of pavement.

Mr. Sylvain asked who would be responsible for maintaining it. Mr. Campbell said the City would be maintaining it.

Mr. Fontneau said he would like to have it staked out to see how it would look and to get a feel for it. Mr. Cedarholm reminded the Board their comments are not binding; he said it is up to the Public Works Committee and the City Council.

Mr. Sylvain told the Board they need to give their comments and they will be forwarded to the City Council.

Mr. Grassie said he thinks having access from Lambert Court would be safer than from Columbus Avenue.

Mr. Gray reminded that this is City land and the City wants to be able to use it. He went on to say the history of the land was a railroad track; saying this is an improvement.

Mr. Grassie reiterated his concern of access from Columbus Avenue, but said it would be a little safer having the access further away from South Main Street.

Mr. Sullivan questioned who determined the 16 parking spaces. He recommended looking at need instead of how many will fit. Mr. Campbell said those 16 spaces will be filled up as that area builds up. He added the City would like more spaces if they could have them.

Both Mr. Kozinski and Mr. Healey believe the fence is enough of a buffer and are in favor of the project.

Mr. Sylvain allowed the abutter to come forward and speak.

Mr. Pelletier agreed this is a City project but that it's also partial privately funded and said that's why its before the Board.

Mr. Sullivan clarified that this is a municipal parking lot and not just for the China Palace. Mr. Campbell that was correct, anyone would be able to use it.

Mr. Pelletier said there is a 2 hour time limit so believes it really won't be used for municipal parking but rather only for the restaurant. Mr. Sylvain added its 2 hour parking unless otherwise permitted.

Mr. Gray said there are a number of things in the area such as T-ball at the Commons or during parades that people will take advantage of the additional parking.

A motion was made by Mr. Healey and seconded by Mr. Willis to close the public hearing. The motion carried unanimously.

Mr. Sylvain asked the Planning Department staff to draft a letter on behalf of the Board and forward it to the City Council.

Public Works and Building Committee - October 5, 2015

Project Updates -Columbus Ave. Parking Lot – Mr. Storer stated that this project had been left for a bit but that some preliminary drawings and the survey had been completed. He stated that the Tighe & Bond Engineers had come up with two perspectives. One plan showed a total of 30 available parking spaces and the other with 36. He stated by adjusting the alignment of the parking spots they could get the additional 6 spaces. Councilor Gray asked the width of the parking spots. Mr. Storer stated they are the typical nine foot width. Mr. Storer stated that he would like input from either the Council or the property owner prior to proceeding. He stated that the project design was co-funded 50/50 with the adjacent business owner and prior to final design he would like clarification on the priority; be it aesthetics, number of spaces or cost.

Councilor Walker suggested sending it to the planning board for input. Vice Chairman Varney stated that the business owner should advocate for it at the Planning Board, but that she will need some assistance to do so. He suggested that Mr. Storer contact her.

Regular City Council Meeting - May 5, 2015

Agenda Item 12.10 AB 146 Resolution Authorizing Supplemental Appropriation to the Department of Public Works for Columbus Avenue Parking Lot Extension – First Reading, Second Reading, and Adoption

Councilor Lachapelle **MOVED** to read the resolution by title only for the first time. Councilor Walker seconded the motion. The **MOTION CARRIED** by a unanimous voice vote. Mayor Jean read the resolution by title only for the first time as follows:

That the sum of One Hundred Twenty Thousand Dollars (\$120,000.00) be, and hereby is, appropriated as a supplemental appropriation to the operating budget of the City of Rochester Department of Public Works, for the purpose of providing funds necessary to pay costs and/or expenditures with respect to the extension to the parking lot on Columbus Avenue to correct unsafe parking conditions, and provided further that funds for such supplemental appropriation shall be derived Fifty Percent (50%) or Sixty Thousand Dollars (\$60,000.00) from the General Fund Unassigned Fund Balance and Fifty Percent (50%) or Sixty Thousand Dollars (\$60,000.00) from a Private Donation from the China Palace Restaurant, Inc.

To the extent not otherwise provided for in this Resolution, the Finance Director is hereby authorized to designate and/or establish such accounts and/or account numbers as necessary to implement the transactions contemplated by this Resolution. **CC FY15 05-07 AB 146**

Mayor Jean said this project totals \$120,000 and would be used to extend the Columbus Avenue parking lot down towards Upham Street. He said 50% would be paid by the General Fund/Unassigned Fund Balance and 50% would be paid for by a private donation from the China Palace Restaurant. He added that there is currently an engineering firm working on the design and the owners of China Palace have provided 50% of the funding. Councilor Walker **MOVED** to suspend the rules and read the resolution for the second time by title only. Councilor Lachapelle seconded the motion. The **MOTION CARRIED** by a unanimous voice vote. Mayor Jean read the resolution for the second time by title only.

Councilor Larochelle questioned why the Public Works recommendation was to provide \$7,000 for engineering of the project and suddenly the entire \$60,000 resolution is being voted upon this evening. Councilor Varney said the plan is for the project to go before the Planning Board, which would give the abutters an opportunity to give input. He said as far as funding the entire project this evening; it could be postponed as long as a vote is taken on the \$7,000.

Councilor Walker **MOVED** to **ADOPT** the resolution for the second time by title only. Councilor Lachapelle seconded the motion. Councilor Larochelle **MOVED** to **AMEND** the motion to approve a Supplemental Appropriation for \$14,000, [50% General Fund/Unassigned Fund Balance] and 50% from the owners of the China Palace Restaurant for the purpose of engineering of the project. Councilor Torr seconded the motion. Councilor Keans said the only thing that was delaying this project was receiving the initial \$7,000 from the restaurant. She said now that it has been received it seems unreasonable to delay this funding any further.

Councilor Lauterborn asked what citizens or businesses would find this parking lot useful other than patrons of the China Palace Restaurant. Several Councilors felt it would result in overflow parking for events at the Common. Councilor Larochelle felt that in order to make this project geared more toward the citizens of Rochester, the parking lot should be extended further than originally planned. The **MOTION CARRIED** to **AMEND** the motion by a majority voice vote. Mayor Jean called for a vote on the motion as amended. The **MOTION CARRIED** by a unanimous voice vote.

Public Works and Building Committee - April 16, 2015

China Palace / Columbus Ave Parking Lot Extension Project Request - Mrs. Hale stated that the City had sent a letter to the China Palace owner, Stella Goon, Per the direction from the City Manager. She stated that the letter informed Mrs. Goon that in order for the City Council to discuss funding the requested parking lot extension, which includes a 50% contribution from the China Palace, we would like a financial commitment from the owner for ½ of the initial project costs. Mrs. Hale stated that the Department of Public Works had sent the letter that included a proposal from the City's consultant for the survey and design of the parking lot. The total cost of the proposal was \$14,000. Mrs. Hale further stated that the City has received a check from Mrs. Goon in the amount of \$7,000 and if the City would like to proceed with this project we will now need to appropriate our \$7,000 to get started. Chairman Torr asked how far that would the funds get the project. Mrs. Hale stated that would get us through bidding. Councilor Varney asked if the \$7,000 was appropriated now and the construction funds were appropriated with the FY2016 CIP; how soon we could be constructing. Mrs. Hale stated that if all went well, we could be constructing in October. Chairman Torr asked if the construction staging area for the project going on in that area would need to be moved. Mrs. Hale stated that some of the materials located there may need to be moved. Mr. Fitzpatrick stated that the funds might be available within budget to get this started should the full Council approve.

Councilor Varney made a motion to have the City Council enter into an agreement with business owner for the joint project and to fund the \$7,000 to get started on the survey and design. The motion was seconded by Councilor Haman. The Motion passed unanimously.

Regular City Council Meeting April 7, 2015

Committee Updates, Public Works Committee - Councilor Varney said the Committee is waiting to hear back from the owners of the China Palace about the proposed China Palace/Columbus Avenue Parking Lot Extension Project Request.

Public Works and Building Committee March 19, 2015

China Palace / Columbus Ave Parking Lot Extension Project Request Mrs. Hale stated that the DPW sent the letter and engineering proposal to the China Palace owner as requested. Mrs. Hale stated that the letter asked that Mrs. Goon submit a check for half of the costs of the consultant proposal and a planning project application to the City. Once received then the City Council can discuss approval and funding of the parking lot extension. Councilor Walker asked the cost of the consultant proposal. Mrs. Hale stated \$14,000. Councilor Keans asked why the need for engineering when this is just an extension. Mrs. Hale stated that there is drainage and boundary concerns, and bid documents will be necessary. She stated that this proposal will take them through the bidding phase of the project. Councilor Varney stated that the ball is now in Mrs. Goon's court.

Public Works and Building Committee February 19, 2015

China Palace / Columbus Ave Parking Lot Extension Project Request - Mr. Pelletier, owner of 19 Lambert Court stated that he had received a letter from the DPW stating that this parking lot was being considered for expansion. He stated that he would like to see a copy of a plan to determine how the expansion would affect his property. Mrs. Hale

stated that the only plan available is the previous conceptual design plan that was completed by Norway Plains & Associates in 2008. She further stated that to her knowledge that the existing parking lot was completed using this conceptual design and that the scope was reduced to eliminate conflicts with the abutters. Chairman Torr asked how many additional spaces might be added. Mrs. Hale estimated 15 spaces. Mr. Nourse stated that this project was brought to us a few months back at the request of the China Palace owner. He further stated that the City Manager had directed the DPW staff to send out letters to the Lambert Court abutters to notify them that this topic was on this evening's agenda. Chairman Torr asked for an estimated cost to extend the parking lot. Mr. Nourse stated that he does not have the information necessary to give a firm engineers estimate but he stated that it is approximately \$118,000. He further stated that in order to give a good number a preliminary design would need to be done by contracted engineers. This would include survey for existing conditions. Mr. Fitzpatrick asked for an estimate of the cost for a preliminary design. Mrs. Hale stated that it would be approximately \$5000 to \$7500. Councilor Varney suggested that the China Palace submit an application for site plan review. He stated that the project would then be assigned a project number and it would follow the planning process with abutter notifications. Councilor Walker stated that if it is a City Project it wouldn't need to go through that process, but where this is would be a co-funded he too would advise that it follow this process. Mr. Fitzpatrick stated that the City would need a commitment from the China Palace owner. He asked that City Staff obtain the necessary proposal from an engineering firm and then create an invoice for fifty percent of that cost. He stated he would have the proposal mailed to China Palace with an invoice for the fifty percent share and an application for site plan review. Once the City has received a check and a completed application back from the China Palace then the Committee can decide to recommend that the Council take action and fund the other fifty percent of the preliminary design. Phillip Tewell of 540 Portland Street spoke. Mr. Tewell stated that he was here with the owner of the China Palace who would be happy to answer any questions. Mrs. Stella Goon, owner of the China Palace addressed the committee. She stated that she is a long time business owner in Rochester and she is very concerned with the safety of her patrons. She stated that she sees her patrons parking in Walgreens and walking across four lanes of traffic to come in. Mrs. Goon stated that she is willing to commit to this project. She stated she would pay for the fifty percent of the preliminary design.

Public Works and Building Committee January 15, 2015

Columbus Avenue / China Palace Parking Lot extension Mr. Nourse stated that he has asked Tighe and Bond Engineers for a cost estimate to build the parking lot extension requested by the China Palace. He stated that the estimate was \$117,000. Councilor Varney stated that when this parking lot was proposed previously it was determined that the property was too narrow to accommodate the additional spaces. Councilor Walker asked how much money the China Palace is willing to contribute. Mr. Nourse stated that he has been told 50%. Councilor Varney suggested that the abutters be notified of project proposed and he further suggested a written commitment letter from the owners of the China Palace be obtained. Mr. Nourse suggested that the China Palace start by paying the design cost. Mr. Fitzpatrick agreed that this would be a good idea. Councilor Keans asked if the Service Credit Union had to pay for the parking lot on the other end of Columbus Avenue. She stated that this business should be given the same considerations at they were. Councilor Varney suggested keeping this in committee and notifying the abutters that there will be discussion at the next Public Work Committee Meeting if they were interested in attending.

Public Works and Building Committee December 19, 2014

Columbus Ave - China Palace Parking Lot Mr. Steele (Bob Steele) addressed the committee and stated that he was here to discuss agenda item #7. Vice Chair Varney asked if anyone objected to a moving this issue up on the agenda. There were no objections. Mr. Steele stated that he was asked by Mrs. Goon, the owner of the China Palace Restaurant, to advocate for her. Mr. Steele stated that this restaurant is a long time business in the City. He stated that several years ago Mrs. Goon approached the City with a parking lot design that included approximately 30 parking spots. He stated that he remembered it to be somewhat controversial and that there were issues with abutters that resulted in a 6 foot fence and though he was unsure of the reason the size of the lot was reduced to 15 spots. He further stated that when Mrs. Goon originally approached the City to build the parking lot her plan was to participate in the cost. Due to the controversy and the subsequent changes of the plan, she did not end up contributing. Mr. Steele stated that Mrs. Goon is interested in having the lot extended to the full extent of the original plan. Mr. Steele stated that Mrs. Goon is again offering to participate in the cost as there is a real need for parking for her patrons. Mr. Steele stated that the original conceptual plan was completed by Art Nickless at Norway Plains. Mr. Steele stated he was able to get a copy of that plan and he can provide it to the City Manager. Mr. Steele stated that a portion of this area is now being used as a staging area for SUR and he questioned if SUR would be able to so some of the initial site work to compensate the City for use of that property. Mr. Nourse stated that SUR is using the staging area as part of the contract for the Catherine Street I/I project and the stipulations for the use and the restoration of the space are already in place. Councilor Keans stated that she has seen people using the bank parking lot and crossing four lanes of roadway to get to the China Palace.

Councilor's Walker and Haman both agreed to the need for additional parking, but suggested that there be a documented agreement for payment participation. Councilor Varney suggest that a deposit be received. Councilor Varney asked that Mr. Fitzpatrick gather all necessary information regarding the previous project and an estimated cost for the expansion and report back to the committee next month.

Regular City Council Meeting April 2, 2013

Committee Updates, Public Works and Buildings Committee- Councilor Torr said the owners of China Palace are seeking to extend the municipal parking lot on Columbus Avenue. Councilor Walker **MOVED** to **DENY** the request to extend the municipal parking lot on Columbus Avenue. Councilor Keans seconded the motion. The **MOTION CARRIED** by a unanimous voice vote.

Public Works and Buildings Committee March 21, 2013

Columbus Ave / China Palace Parking lot expansion - Mr. Nourse stated that he had received a memo from the Economic Developer. He stated that he would answer any questions that the Committee had, but they had received the same memo that he did. Councilor Keans stated that when previous plans were submitted for the larger parking lot, the City Council had denied them because that parcel is very narrow and this would put parking up close to the property line of the residents on Lambert Court. Councilor Walker and Councilor Keans both stated that there is sufficient parking in the area of the China Palace.

Councilor Walker made a motion to recommend the full Council not consider any additional parking at this location. Councilor Varney seconded the motion. The motion passed unanimously.

Public Works and Building Committee August 16, 2007

China Palace Parking Lot - Chairman Torr asked the City Manager to describe the status of this issue. Mr. Scruton stated that he had attempted to contact Jason Goon several times and had not spoken to him as yet. Mr. Scruton said he did speak to Stella Goon and she referred him to Jason. Mr. Scruton stated in addition to trying to call Mr. Goon, he had sent a letter to the Rye Trust in Canton MA. Rye Trust owns the adjoining Dunkin Donuts property. Councilor Keans suggested that someone should facilitate communications between the China Palace and Dunkin Donuts. Councilor Torr stated that whatever happens, it is too dangerous and it is too messy to leave the area the way it is. John Scruton explained that the corner area nearest the crosswalk was part of the new planned design and that when it re-opened it was landscaped according to that plan. He stated that he and the commissioner had discussed this area as the most dangerous portion for parking in. Mr. Scruton stated that as the South Main Street project progresses; this area will eventually have curbing and would not allow for the parking as they are now using it. Mr. Scruton stated that he and the Commissioner will be taking steps to establish that curb very soon. Councilor Keans suggested that they speak to Mr. Goon first. Councilor Keans stated that she believes we should deal fairly with Mr. Goon. She said she believes promises were made to this business owner and that all of the confusion is not his fault. Councilor Keans also stated that Mr. Goon thought he had a deal with the City. Councilor Grassie stated that he should have held to his original plan on the size of the parking lot. A lengthy discussion ensued about the different number of parking spaces. Mayor Larochelle questioned if there was a need for overflow parking at the Commons. Councilor Keans stated that 2 or 3 times a year there is a problem at the Commons. She said she does not believe that this would justify parking on Columbus Ave. all the way to Upham Street. Councilor Walker stated that the original plan for 18 spaces would have passed, however Mr. Goon kept increasing the number of spots. Chairman Torr asked the committee for suggestions that could be completed now. Mr. Scruton stated that he did plan on making contact with Mr. Goon prior to establishing the corner boundary. Councilor Grassie asked if rocks or posts would be used on that corner temporarily. Commissioner Esterberg stated that we would use posts; it would be easier for installation and removal. Chairman Torr then asked for a motion regarding the issue.

Councilor Grassie motioned to table the China Palace Parking lot discussion for a later date; the motion was seconded by Councilor Healey, and passed unanimously.

Special City Council Meeting June 12, 2007

Resolution Authorizing City Manager to Enter into Agreement with China Palace Restaurant Owner(s) Regarding Construction of City Parking Lot - Councilor Walker **MOVED** to adopt the Resolution Authorizing the City Manager to Enter into Agreement with the China Palace Restaurant Owner(s) Regarding Construction of a City Parking Lot. Councilor Healey seconded the motion.

RESOLUTION AUTHORIZING CITY MANAGER TO ENTER INTO AGREEMENT WITH CHINA PALACE RESTAURANT OWNER(S) REGARDING CONSTRUCTION OF CITY PARKING LOT

**BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF ROCHESTER, AS
FOLLOWS:**

That the City Manager be, and hereby is, authorized to enter into an agreement with the owner (s) of the property on which the so-called China Palace restaurant is located in the vicinity of the intersection of South Main Street and Columbus Avenue, for the construction of a public parking facility on City land formerly used as, or located in the vicinity of, the former railroad right-of-way, upon such terms and conditions as the City Manager deems to be in the best interests of the City of Rochester, provided, however, that such agreement shall, at a minimum, provide (1) that the entire cost of such public parking facility shall be paid for, in its entirety, by the aforesaid owner(s) of the property on which the so-called China Palace restaurant is located; and (2) that when constructed said parking facility shall be under the control of, and shall be maintained by, the City. Further, the City Manager is authorized in implementing this resolution to enter into such contracts and/or additional agreements and/or to execute such related documents as are necessary to effectuate the purposes of this resolution.

Councilor Walker **MOVED** to **AMEND** the resolution to include the removing of 5 parking spaces, slide the parking lot North, and to reconfigure the bike path in order not to cut “any” of the lilac bushes. Councilor Healey seconded the motion. Councilor Healey provided the Council with an updated draft copy of what the parking lot would look like with only 15 parking spaces, sliding the entrance north, and reconfiguring the bike path to avoid the lilac bushes. [See Council Packet]

Councilor Lundborn understood the predicament of the China Palace owners. He said it was unfortunate, but he did not feel the parking lot gained any support from the community, other than the members of the Chamber of Commerce and some members of the Conservation Commission. The City had an opportunity to have a greenway into the City. He said that he would vote in favor of the amendment, however, he would vote against the adoption of the China Palace Resolution. Councilor Stanley wished to know if having only 15 parking spaces left would be adequate parking. Council did not allow for the owners to answer the question.

City Manager Scruton cautioned the Council that refraining from cutting “any” lilac bushes was a difficult task for such a proliferating bush. He added that depending on where the entrance would be moved to, it could result in the loss of a maple tree. Council discussed how to contrive the entrance to avoid cutting any trees or bushes.

Councilor Lauterborn reminded the Council of the Service Credit Union/City Parking Lot not far from the China Palace. Several Councilors felt it was a further walk for the China Palace patrons and voiced concern regarding the patrons continuously crossing the dangerous intersection at Columbus Avenue.

Council discussed the China Palace owner’s generosity in paying the full amount of the parking lot, which would also benefit the City with the walk/bike path. Councilor Torr stated that he would vote against the parking lot. He asked if the owners would still be willing to pay for the parking lot with what seems to be an ever-increasing price. He added that unless the Council reduced the number of parking spaces allotted down to 12 parking spaces he would vote against the amendment. Councilor Keans was not sure if 15 parking spaces was the right amount, however, it is a compromise. She stated that the current situation has caused disruption on the grass with tractor-trailers and other activity. Councilor Lindsay stated that he would vote against the amendment. He said it is absurd to move the entrance north; it will only make traffic chaotic near the intersection. The **MOTION** to **AMEND** the resolution **CARRIED** by a show of hands vote of 8 to 4.

Councilor Varney **MOVED** to **AMEND** the Resolution: requiring sloped curbs to the entrance/exit, extend the fence completely across the back-side of the Dunkin Donuts parking lot, require a two-hour parking limit, and close the parking lot at 10:00 PM weekdays/12:00 AM weekends (when the China Palace closes). Councilor Healey seconded the motion.

Councilor Keans stated that the construction of a fence was a key issue to the abutters and their input was necessary. There is a 9-foot gap that concerns the residents for different reasons. She added that in all fairness to the residents of Lambert Court; the City could at least fix the road that has many potholes, and turn-off the lights in the parking lot when the China Palace closes its doors.

Councilor Stanley **MOVED** to adopt the recommendations of the Planning Board with revisions. City Manager Scruton advised the Council of several issues that may be problematic; restaurants tend to allow customers to finish eating and conversations before closing, a high stockade fence behind the Dunkin Donuts parking lot might not be appreciated, and the last house on Lambert Court might not want the fence installed. He said these issues should be discussed with the

residents of Lambert Court. Councilor Stanley **WITHDREW** her motion until after Councilor Varney's amendment had been voted upon.

Councilor Lauterborn was confused as to why the Council was continuing with a vote after listening to the many concerns the City Manager brought to the Council's attention. Councilor Varney retorted that the parking lot limitations would only affect people who were loitering. He defended the need for the fence. Councilor Healey **MOVED** to **AMEND** the amendment to negotiate and reduce the high stockade fence to a 4-foot high fence as shown on the drawing that he provided to the Council. *No second to the motion.*

Councilor Keans opined that it should be the homeowners that should negotiate the construction of the fence. Councilor Torr was frustrated with the idea of building a parking lot beside a highway. Council debated the distance matching that of the Service Credit Union parking lot. It was clarified that the Credit Union was quite a distance further and that the Service Credit Union parking lot was used all hours of the night. The **MOTION** to **AMEND** the Resolution **CARRIED** by a show of hand vote of 7 to 5.

Councilor Stanley **MOVED** to **AMEND** the Resolution to adopt the original 19 points agreed upon by the Planning Board/Lambert Court residents as revised: point four should change the words "should be explored" to "will be required", point fourteen should change the word "suggested" to "it is required", eliminate points fifteen and sixteen. Councilor Grassie seconded the motion. Councilor Varney said some of the points no longer apply. Councilor Stanley **MOVED** to **AMEND** her motion to eliminate point one. *No one seconded the motion.*

Councilor Lundborn requested the City Manager or Clerk's Office should compile a list of all amendments to ensure they are completed prior to paving. City Manager Scruton replied that the Clerk's Office would supply a copy reflecting changes in the minutes. Councilor Varney stated it would be appropriate to generate a Notice of Decision summary on one piece of paper. Councilor Lauterborn suggested in the event that the parking lot does not pass, the City should place some kind of boundary to stop the vehicles that are presently parking on the grass. The **MOTION** to **AMEND** the Resolution to include the revised points by Councilor Stanley **CARRIED** by a show of hands vote of 9 to 3. [Amendment is as follows: to adopt the original 19 points agreed upon by the Planning Board/Lambert Court residents as revised: point four should change the words "should be explored" to "will be required", point fourteen should change the word "suggested" to "it is required", eliminate points fifteen and sixteen. *An addendum with all changes to the Resolution can be found in the Council Packet.*

Councilor Grassie stated that this land was intended to be a gateway into the City of Rochester with a bike path. He believed that the City received a Federal grant for the funding of a bike path. He said the Planning Department should have been more diligent in assuring the adequate parking spaces needed for the restaurant. He added that the design was not safe and he would vote against the adoption. City Manager Scruton said his understanding is that there is no funding available for the bike trail. He informed the Council that the Resolution for the land dated November 14, 2006, specifically listed parking as an option. He added that the Council could unseal the minutes of the Non-Public Session. Councilor Keans stated that the China Palace renovation never needed to go before the Planning Board originally, because the restaurant resides in the Special Downtown District. It was approved administratively. She suggested that the City should at least fix the street for Lambert Court in this year's budget. The **MOTION** to **ADOPT** the Resolution **CARRIED** by a roll call vote of 7 to 5. Councilors Healey, Varney, Lachapelle, Stanley, Walker, Keans, and Mayor Larochelle voted in favor of the Resolution as amended. Councilors Lauterborn, Lindsey, Torr, Lundborn, and Grassie voted against the motion.

Presumably this is Addendum Piece to Council Meeting

The following list is amended from the original 19 points referred from the public input received at the Planning Board public hearing held on this proposal on June 4, 2007. The Resolution regarding the **City of Rochester/China Palace Restaurant, Columbus Avenue** has been accepted and the following set of 23 comments/recommendations represents those original 19 points as amended by the City Council at its June 12, 2007, Special City Council Meeting.

1. All five abutters on Lambert Court which back onto this project expressed significant concerns; providing optimal buffering for those properties is important – Already done
2. Five spaces will be cut from the plan, away from those abutting properties on Lambert Court which are closest to the site (resulting in 15 spaces total)
3. All reasonable efforts should be made to preserve existing vegetation – both trees and shrubs – buffering Lambert Court
4. Installation of additional landscaping adjacent to the Lambert Court properties will be required.

5. Submit drainage and grading plan to the Public Works and Planning Departments for their comments
6. Submit a landscaping plan to the Planning Department for non-binding comments
7. It is recommended that the landscaping plan include additional shade trees in the front median, consistent with those already in place
8. Submit a lighting plan to the Planning Department in accordance with the lighting regulations, ensuring that light will not cause glare or trespass onto Lambert Court properties
9. Show handicap parking spaces
10. Submit a signage plan to the Public Works and Planning Departments for their comments
11. Consider relocation of the path to the rear of the parking area in order to create more separation between the parking and the houses on Lambert Court
12. Whether or not the path is relocated it should remain as a separate pathway rather than having the parking lot driveway also serve as the path; appropriate greenspace should be used to separate the path from the parking area rather than it butting directly to the parking area
13. Examine the fence design carefully in terms of height, style, and location in order to optimally buffer the residents of Lambert Court; a six or even seven foot vinyl stockade fence appears to appropriate
14. Norway Plains must meet on site with residents of Lambert Court to negotiate the location for the fence once the project is underway.
15. A barrier – such as rocks or another natural type material (not bollards) - should be installed along Columbus Avenue, on this side of the street at appropriate locations, to prevent vehicles from parking in the shoulder
16. Remove all Japanese Knotweed on the site; once removed it will be the responsibility of the City to prevent its re-establishment
17. It is our understanding that the small rear parking area on the China Palace site, accessed off Columbus Avenue, will be paved during this same construction season and that this parking area should be reserved for employees and deliveries only
18. Slide the entrance North the five spaces that were further eliminated by Council June 12, 2007
19. Reconfigure Bike Path to protect all lilac bushes
20. Parking hours stipulated to be through 10 PM on weeknights and 12 AM on weekends
21. Slope the curb at the entrance and exit
22. Extend the fence completely across the back of the Dunkin Donuts parking lot
23. Two-hour parking

Planning Board Meeting-June 4, 2007

City of Rochester/China Palace Restaurant, Columbus Avenue – former railroad right of way (by Norway Plains Associates) between Upham and South Main Streets. 31 space parking lot and bicycle path to be developed by China Palace Restaurant. Governmental land use under RSA 674:54. Case #125-151-B2-07

Bob Steele, former Rochester City Manager, and operator of a small business named Steel and Son, stated he became involved with this on his last term as City Manager. He considers this area to be one of the Gateways to the City. He gave some background of the area, which included the Service Credit Union/City parking area, owner of the old railroad bed, the proposed bike path, and other items. He stated when he left the City he assured the owners of China Palace he would continue this project. He stated he assisted John Scruton, City Manager, in enabling the City to acquire a deed for that railroad right-of-way from the Department of Transportation. The City now has the deed to that property. The City owns and would continue to own the property. China Palace would not have the exclusive use of the property; it would be a public parking lot. China Palace would be incurring all of the expense to build the parking lot, to pave the walkway and provide the landscaping that is necessary all the way from the restaurant to Upham Street.

Art Nickless, Norway Plains Associates, stated they are looking for everyone's comments. He discussed the plans that were being viewed on the screen which included preserving some of the trees, the grass strip, a bike path, the parking area, a stockade fence along the parking area, a separate exit and entrance, and buffering for the neighbors.

Mr. Behrendt stated this is a governmental project under RSA 674:54. This is before the Board for non-binding comments to the City Council. He stated he believes this is a terrific project and great for Rochester. He stated Staff has recommended to the Board to make non-binding comments to the City Council including the 8 items that are in the Staff recommendations, and to include re-grading. He also discussed other items.

Board members and Mr. Nickless discussed the angle of the exit, landscaping, keeping big trucks from parking there, potential accident area, moving the bike path, buffer for the abutters, the green strip, and the entrance behind the China Palace for deliveries.

Ms. Desjardins opened the Public Hearing.

Monique Brown, spoke on behalf of her father, O'Neil Michaud, Lambert Court, who has lived there for 46 years. She stated their concerns are for the resale of their property in years to come, parking, and other issues.

Dean Anderson, Lambert Court, spoke of the intent of a bike path, green space, and other issues. He stated he thought the land was not going to be used as a parking lot. He also thought it was poor planning on the part of China Palace. He discussed some safety issues, traffic impact study, the responsibility of maintenance, parking enforcement policy, and liabilities to the Cities. He stated he thought a 4-foot fence would be inappropriate. He stated he thought benches and green space would be better for that area.

Attorney Jim Schulte, representing Claire McGarghan and her family, who own 19 Lambert Court stated that property has been in their family since 1936. They are concerned with the size and impact of the parking lot, and stated the impetus for this parking lot was for the China Palace. He stated 95 percent of the proposed parking lot is in the R2 zone. He stated if China Palace owned that lot and wanted to put a parking lot there they could not do it because you cannot have a restaurant parking lot in a residential zone. He discussed the removal of mature vegetation, impervious surface, and other issues. He discussed the possibility of moving the lot 8 to 10 feet farther north, parallel parking instead of vertical, noise and alcohol use from the people in the parking lot, and minimizing the parking lot.

Jason Morin, 15 Lambert Court, stated he would like to see the lot reconfigured, and stated there should have been a set requirement for parking when the restaurant was approved. He discussed the R2/B2 zone, and who would be responsible for liability; the City or China Palace. He thought China Palace should renegotiate with Dunkin Donuts for using their parking area. He also stated abutters would be losing value to their homes.

Karen, Claire, and Gary McGarghan, 19 Lambert Court gave some history of their family's property. They all agreed the Board should do a site walk of the area. They are concerned with the impact on the property, trees, vegetation, and other issues.

Mr. Morin also stated he is concerned with the noise the motorcycles would generate, rezoning ordinance, and the R2 zone.

Ms. Brown suggested asking Dunkin Donuts and Walgreen's for parking privileges.

A motion was made by Mr. Dews and seconded by Mr. Graham to close the Public Hearing. Motion carried unanimously.

Ms. Desjardins stated the Public Hearing has been closed, the Board could not hear any more comments or information from the public. The only ones that could speak to the Board would be the developers of the project. She stated this would be going to the City Council and they in turn would consider the Boards comments and recommendations. She encouraged the public to go to the City Council meeting and voice their concerns to them.

Ms. Desjardins reiterated the 8 concerns that were discussed which were 1. creating a safety hazard, 2. affect on the abutters home value, 3. is this an after thought because of the renovations to China Palace, 4. who would be responsible for the upkeep, 5. how does the exposure impact the City if something happens in that area, 6. signage for China Palace for employee's delivery only, 7 - 8. lights for the parking area, and another concern that one parking space would be in the B2 zone and the rest would be in the R2 zone.

Mr. Steele stated he believes the deed from DOT to the City has a reverter in it that says if they ever need that land for a railroad again or any other type of transportation it would be used for that purpose.

Ms. Desjardins stated at any time in the future if the State wants to take that back they could. Mr. Steele replied that is the railroad property.

Mr. Steele stated the China Palace has been operating over 40 years. He stated China Palace did not expand their business they in fact cut down their seating by 10. He explained the City's zoning ordinance states businesses in the downtown districts are exempt from any normal parking requirements that would be imposed on an establishment outside of that downtown district.

Board members discussed reducing the parking to 18 to 20 spaces, striping the bike path, lighting, 6 to 7 foot vinyl fence, adding more trees, moving the parking lot away from the abutters, negotiating a parking lease with Dunkin Donuts, the rights of the people, buffering, maintaining the lot, and other issues.

Mr. Nickless stated he assumes the City Council or Public Works would dictate the type of light that would be put in. He discussed the different types of lights and where they may be installed.

Mr. Powers stated he would recommend keeping the plan as it is. He is concerned with the safety issue with a striped bike path. He also stated he would recommend putting in large rocks or something like that instead of bollards to keep the tractor trailers from parking there. He highly recommended a vinyl fence over a wooden one. He also recommended more landscaping in the green space.

Mr. Nickless stated he understands in the agreement, once the parking is completed, the City would maintain all of it. He stated under the present scenario the vegetation along the McGarghan's lot would be eliminated. He stated they would consider alterations that would allow that existing vegetation that is there to remain there, and maybe that means eliminating some spaces. He stated he would have someone in his office revise these plans for the City Council to review at tomorrow's meeting.

Ms. Desjardins stated to Mr. Nickless to add information to find out from the City Council how clear signage is going to be. She stated she personally would like to see this cut down to 18-20 parking spaces, keeping the bike path as it was originally intended to be, and try to save the vegetation if possible. She stated signage for China Palace's "specific" parking area should be clear and that patrons are not to park there, that area would be for employees and deliveries only.

Mr. Nickless discussed the signage issue.

Mr. Behrendt discussed the path, green space between the path and the parking lot, and to show a grading on the plan. He asked the Chair if she would like him to write up some formal comments.

Ms. Desjardins stated she would like interpretations from Mr. Nickless and Mr. Behrendt so there would be two separate entities.

Ms. Desjardins stated this is a courtesy for the Board to take a look at least to have some input into some possible changes. This is the first time for the Board to have some input into a City project.

Mr. Nickless stated all the Council is doing is to decide if they want to do this or not. There are still a lot of things to do.

Sandra Keans, City Council member, stated there is one issue that has not been brought up and that is the location of the fence.

Ms. Desjardins stated the Board has not gotten that far as yet to give non-binding recommendations to Mr. Nickless to present to the Council.

Mr. Nickless discussed the fence.

Board members discussed reducing the number of spaces, keeping as much vegetation as possible, and other issues.

Mr. Nickless discussed reducing the number of spaces, location of parking and the bike path, appropriate signage, vinyl fencing, placing of lights, landscaping, keeping the original proposed bike path, and other issues.

Mr. Behrendt discussed the buffer, safety, City being exempt from zoning, submitting drainage and landscaping plans, removal of invasive vegetation, paving, and curbing.

Ms. Desjardins stated she would like Mr. Behrendt to email the comments to the Board to take a look at before submitting those comments to the Council.

Public Works and Building Committee May 10, 2007

China Palace Parking Lot - City Manager John Scruton discussed the turn lane that exists now on Columbus Avenue. He stated that it made sense to line up the driveway with the one that already exists for Kentucky Fried Chicken. Councilor Walker wanted him to explain why. Mr. Scruton said that vehicles will be hanging out waiting to turn left, it makes sense to sit out of traffic and turn in. Councilor Healey asked the question are there arrows there now? Councilor Keans stated that she did not know if there are arrows, but it is a turning lane and that there is no turning lane at Jimmie Jones. Mr. Scruton said it makes sense to make the turning lane perpendicular. Ms. Esterberg said that there should be a wooden guardrail by the parking lot, similar to what is at the Commons. Councilor Torr wanted to know if there was a cost estimate. Mr. Scruton said no, but it would not be cheap. Councilor Healey said this should not be done without a cost estimate. Councilor Torr wanted to know who would be plowing the parking lot. Mr. Scruton said the City should plow for liabilities reasons. Mr. Scruton said the two main items for the China Palace parking lot is the entrance and if the city is maintaining the parking lot once it is built. Mr. Scruton said we are trying to encourage people to visit downtown. Councilor Keans suggested let them build the parking lot and let them pay over a 3-year period, she said it is a family run business and we should work with the people. Councilor Torr asked if there would still be a bicycle path. Mr. Scruton said yes. Ms. Esterberg said the pavement would cost around \$150,000 or more. Councilor Torr said what would happen if they can't pay \$300,000 which is the rough estimate of everything. Mr. Scruton said they will have to stop parking there. Councilor Torr wanted to know at the entranceway how long to drive in. Mr. Scruton said about 60-80 feet. Ms. Esterberg said the parking lot would be 35x480 feet. Mr. Scruton said the next step would be sending this to the planning board, and then it could go to the June workshop. If they get the go ahead in June should be done by wintertime.

Regular City Council Meeting May 1, 2007

China Palace Parking Lot - Councilor Torr stated that the Public Works Committee would consider the proposed changes to the China Palace parking lot on Columbus Avenue. This item has been held in Committee.

Councilor Lauterborn reminded Council that the residents were promised the opportunity to speak at a public hearing regarding this issue. Council debated if the Public Works Committee or the Planning Board would hold a public hearing on this issue. Council discussed the lack of approval on the expansion of this parking lot. Councilor Varney questioned if the City Manager had intended this item to go to the Planning Board for a non-binding review. City Manager Scruton agreed. He briefly explained the current plan. Councilor Varney suggested the abutters be notified by mail regarding public hearings at the Planning Board level. City Manager Scruton noted that this item is dependent upon the owners of China Palace getting the plans to the Committee.

Public Works and Building Committee April 19, 2007

Columbus Avenue Parking Lot – China Palace - Commissioner Esterberg presented a revised plan that she had received from Mr. Steele. The plan was the latest version. It showed approximately 30 parking spaces with a one-way traffic design. The exit onto Columbus Avenue was designed to have curbing at an extreme angle to prevent cars exiting and making a left turn across travel lanes to go south. Mr. Steele stated that the new plan was the 3rd such plan given to council. He stated that he had tried to incorporate all of the feedback that he had previously heard from council. Mr. Steele stated that the China Palace owner is willing to pay for all of the costs associated with this parking area. The Commissioner asked Mr. Steele who would be responsible for maintaining the parking lot once built. Mr. Steele stated that this was probably negotiable as well. Councilor Keans stated that of the three plans, this was probably the best one. Councilor Healey suggested that southbound traffic on Columbus Avenue, that would be trying to cross travel lanes to get into the parking lot, would create a dangerous situation. Councilor Grassie suggested that this parking lot entrance be off of Lambert Court. Councilor Keans stated she did not want to upset the residents of Lambert Court any more than they have to. Councilor Keans stated they should use the same extreme angle type entrance to discourage the southbound traffic from turning into the parking lot. She further stated people would have to plan their trip to be traveling north to enter the parking lot. Councilor Walker stated that they would be doing "U" turns at Upham Street. After lengthy discussion by group, Chairman Torr asked each individual to express their opinion. Councilor Varney stated the extreme angled entrance and exit sounded like a good idea. Councilor Walker stated that he still felt that 30 parking spaces was too many. Mayor Larochelle stated that he thinks the number of spaces is appropriate. Councilor Healey agreed that the number of spaces is good. Councilor Keans asked Mr. Steele who would be maintaining the fence. Mr. Steele stated that, if necessary, the China Palace would maintain the fencing. Mr. Scruton stated that as the plantings grow there might be less of a need for fencing. Chairman Torr suggested that the fencing be vinyl fencing. Mr. Willis stated that the fence was approximately 360 feet long. Chairman Torr said that it is very costly, but well worth it

to go with the vinyl. Councilor Keans stated that a six-foot fence would be appropriate, she believe that an eight-foot fence would be too much. Councilor Grassie stated that he was still concerned that traffic would be doing the U turns on Upham Street. Councilor Healey stated that is an enforcement issue. He suggested adedicated patrol when parking lot opens, to prevent the illegal turning into the parking lot and to watch for the U turns at Upham Street and Kentucky Fried Chicken. Commissioner Esterberg stated that she would like the China Palace to be responsible for plowing, and the city would do the sweeping. Chairman Torr asked the group for a recommendation for full council.

Councilor Healey recommended making a motion to recommend that the city council accept the parking lot plans with the following conditions; the bicycle path shall be constructed to follow through as planned, the entrance and exit of parking lot shall have the extreme angles, to restrict inappropriate turning, a 6 foot vinyl fence will be in place, landscaping and winter maintenance will be performed by the China Palace owner, and a clearly defined agreement spelling out all terms and conditions will be signed by the owners of the China Palace and the City of Rochester. Councilor Walker seconded the motion. The vote was in favor of recommendation, five to one, with Councilor Grassie voting against.

Regular City Council Meeting April 3, 2007

14-New Business - China Palace Parking Lot - City Manager Scruton stated the owner of China Palace was asking for permission to build a parking lot along the old railroad bed. What he is looking for if it is allowed is who will be able to use it and who will pay for construction and maintenance. Councilor Grassie said that from the draft of the parking lot, he saw that the entrance should be on the other end and they should only be allowed a right turn out. He added China Palace should pay for it and maintain it. It is on public property and therefore should be a public parking lot. Councilor Lundborn asked why this was not going to the Planning Board. City Manager Scruton stated because it is on City property. If there is no approval to use the land then there is no issue, if Council approves of it, it will have to go to the Planning Board. Councilor Varney said some consideration should be given to the residents who live on Upham Street and Lambert Court. City Manager Scruton stated Council has taken a position to promote business and now a business is requesting parking on City owned land. Councilor Lauterborn said she has a hard time to believe that people would park at this parking lot so far from the China Palace. They are going to want to park as close as they can to the restaurant and the parking lot at Service Credit Union is closer. City Manager Scruton asked what Council wants.

Councilor Lachapelle **MOVED** to refer the item the Public Works Committee. Councilor Stanley seconded the motion. The **MOTION PASSED** by unanimous voice vote.



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #4 – Legislative Testimony – FYI

Summary:

Wanted to alert the Committee that I authored 2 letters of support in favor of pending legislation that I thought would be beneficial to the City. Support had not been authorized by the City Council.

The City Manager wanted to make sure the Public Works Committee was aware of the letters.

Background:

The first letter was in support of SB368 – **“Making a capital appropriation for department of environmental services monitoring equipment”**. If approved, the bill would allocate \$260,000 to collect and monitor water quality data in Great Bay.

There was a hearing on the bill April 5. The night before the hearing representatives of the Piscataqua Region Estuaries Partnership (PREP) asked if we might be willing to offer support. Due the tight timeframe, I hastily prepared a letter to highlight Rochester’s support for the bill.

The reasoning to offer support was the impact it might have on Rochester’s future budgets. As part of the ongoing process with EPA on our National Pollutant Discharge Elimination System (NPDES) permitting, we received an 18-month EPA deferment on a draft NPDES permit. One of the key points of the 18-month deferment was that Rochester *“will continue to participate in the development and implementation of a comprehensive long term Great Bay monitoring program being developed under the leadership of PREP, and will share along with all other participants in the reasonable costs of such a plan.”* We were committed to data collection and SB368 was looking to allocate State funding for assisting in the efforts.

The other letter was in support of HB 1428 – **“Establishing the clean water state revolving fund non-program fund account in the department of environmental services for the purpose of funding eligible and completed wastewater projects under the state aid grant program.”**

This was also a time-sensitive issue and although the Council did not have a chance to authorize support, I did get verbal support from the Mayor and City Manager. Passage of HB1428 would authorize reimbursement to Rochester of \$31,531 in FY2016 and \$31,815 in FY2017 for obligations under the State Aid Grant Program (SAG).

HB 1428 would secure funding for projects that remained on DES’s “delayed and deferred” list with the SAG program. In the State FY 2014 & 2015 Budgets, money was appropriated for some projects on the list, but not all of them. Rochester submitted an application in 2008 for funding assistance via the Clean Water SRF and SAG programs. Rochester proceeded with an understanding that grant assistance under the SAG would be available to help fund upgrades to its wastewater treatment plant headworks facility.

HB 1428 helps catch up with some of the financial assistance that was originally promised as part of the SAG back in 2008.



City of Rochester, New Hampshire

PUBLIC WORKS DEPARTMENT

45 Old Dover Road • Rochester, NH 03867

(603) 332-4096 Fax (603) 335-4352

March 30, 2016

NH House Public Works & Highways Committee

Chairman: Gene Chandler

Vice-Chairman: Mark McConkey

Re: Support for SB368 – Funding for monitoring of Great Bay

Dear Committee Members:

The City of Rochester supports this bill to invest capital funds in a shared monitoring effort to track critical water quality and biological parameters in the Great Bay Estuary.

New Hampshire communities are facing significant capital investments to address pending federal regulations via EPA-issued rules. On the stormwater side, the Municipal Separate Storm Sewer System (MS4) permit is pending. On the wastewater side, several communities are dealing with National Pollutant Discharge Elimination System (NPDES) permits that need to consider the assimilative capacity of the receiving waters. It is critical to have sound, scientific data on the quality of Great Bay. We need to know how municipal functions, point and non-point source pollution, affect Great Bay and how the impacts can be cost-effectively managed to ensure the vitality of this critical natural resource.

Several communities have been working collaboratively to study impacts where waters drain into the Great Bay Estuary. But it can be difficult to coordinate financial contributions from each and every municipality. Resources are limited and there are still critical data gaps that need to be addressed. Rochester is proud to have worked closely with neighboring communities like Dover and Portsmouth. We have worked hard to develop relationships with NHDES, PREP, GBNERR and UNH, and hope to support their ongoing efforts. It has been a very collaborative process.

Supporting SB368 would provide critical funding during a period where federal assistance is dwindling, yet federal permits with their enormous cost implications are pending. Passage of SB368 would also demonstrate support that New Hampshire was committed to Great Bay and the ongoing collaborative efforts that have formed amongst municipalities. It would be a crucial step, and a symbolic step, that the State was helping to monitor and improve conditions in the Great Bay watershed.

Sincerely,

John B. Storer

Director of City Services, City of Rochester



City of Rochester, New Hampshire

PUBLIC WORKS DEPARTMENT

45 Old Dover Road • Rochester, NH 03867

(603) 332-4096 Fax (603) 335-4352

April 4, 2016

NH Senate Finance Committee
Chairman: Jeanie Forrester
Vice-Chairman: Gerald Little

Re: Support for HB 1428 – Funding to meet DES obligations for State Aid Grant program.

Dear Committee Members:

The City of Rochester supports HB 1428 to meet funding obligations for the improvement of wastewater treatment facilities that were constructed with the expectation of receiving assistance via the State Aid Grant (SAG) program. Specifically, funding will allow the Department of Environmental Services to appropriate money to projects that remain on their “delayed and deferred” list. In the State FY 2014 & 2015 Budgets, money was appropriated for some projects on the list, but not all of them. With the passage of HB 1428, Rochester would recognize some equity by finally receiving funding of projects approved way back in 2008 or earlier.

DES Commissioner Thomas Burack stated that “the state aid grant program (SAG) for water pollution control authorized under RSA 486 has been among the most important and successful environmental programs in New Hampshire’s history. This program has contributed to significant environmental progress and helped to make environmental infrastructure investment more affordable for New Hampshire’s communities.”

The City of Rochester submitted an application in 2008 for funding assistance via the Clean Water SRF and SAG programs. Rochester proceeded with an understanding that grant assistance under the SAG would be available to help fund upgrades to its wastewater treatment plant headworks facility. The project was necessary to improve solids removal efficiency, thus stabilizing the overall treatment process and improving efficiency.

Other municipalities that had projects on the DES “delayed and deferred” list received funding with the State’s FY 2014 & 2015 Budgets. Rochester has been waiting patiently and approval of HB 1428 would restore some equity to the overall process by appropriating additional funding to meet prior SAG obligations.

Sincerely,

John B. Storer
Director of City Services, City of Rochester



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #5 – Quarterly Utility Billing

Summary:

This item was discussed at last month's meeting and referred to the Utility Advisory Board (UAB) for further discussion. The UAB met April 13. Councilor Lachapelle was in attendance for discussion of the topic. UAB made a recommendation to go back to Public Works Committee for support of a Leak Abatement Policy. The UAB generally agreed with the Town of Exeter's policy that allowed for an abatement of 50% of amount above normal usage. Exeter would allow one abatement every 10 years. Customer would remain responsible for leak if due to negligence.

UAB did not support consideration of monthly billing. Costs were discussed and it would be a substantial capital cost to install radio-read technology (\$1.5 million+/-). Or if remaining with existing manual read system we would need to add an additional Meter Reader.

DPW was going to research other municipal leak abatement policies for guidance on crafting a DRAFT policy for Rochester. Councilor Lachapelle anticipated the issue would eventually have to come before the Codes & Ordinances Committee as it would modify the Water & Sewer Ordinances.

Background:

A Gonic resident raised a concern that quarterly utility billing doesn't provide timely information in the event that a leak occurs after a customer's water meter. In the specific case, a resident had a leak at a rental property and the tenant apparently did not report the issue in a timely fashion. Over a 3-month billing cycle the leak resulted in a high water and sewer bill in excess of \$1,000.

At the recent UAB meeting there were similar cases:

A couple had a single-unit rental property on Lambert Court. Extremely difficult tenant that ultimately had to be evicted. There was substantial property damage and water was left running one quarterly cycle that used over 250,000 gallons of water. Bill was about \$3,850 total when normally \$200 or \$300.

An owner of an apartment building on Walnut Street had a tenant whose hot water service in a shower failed. Hot water was running constantly. Due to tenant privacy rights, the landlord struggled to make contact to access the rental unit. Over 2 billing cycles the total went to \$4,000.

The UAB doesn't have the ability to grant relief if water passed through the meter and was returned to the sewer, which was the case in both situations.

A high percentage of utilities have converted to radio-read technology, which makes monthly billing much easier. In a quick review of policies, I could not find any municipality that had a Leak Abatement Policy where customers were billed monthly. Conversely, I did find a community, Wayland, Massachusetts, that only billed every 6 months. Perhaps as a concession to that practice they had a specific Abatement Board to hear requests for financial relief.

Some smaller municipalities would apparently consider abatement requests on a case-by-case basis, but I couldn't find any written policy to guide their decisions.

Did find written policies from 3 communities: Exeter, NH; Hamilton, MA and Kennebunk, ME.

Exeter highlights: abatement will be considered for unusually high bill due to unpreventable leakage. High bill must be greater than 100% of normal bill or 35,000 gallons, whichever was greater. Customer would have to prove the deficiency existed and had subsequently been repaired or addressed. One request allowed in 10-year period. If successfully granted, would provide relief for 50% of amount over normal usage, based on customer's prior 3-year average.

Hamilton highlights: looks like almost identical language to Exeter, including provision that high bill must be greater than 100% of normal bill or at least 35,000 gallons.

Kennebunk highlights: also nearly identical provisions as Exeter, one-time abatement during any 10-year period. Excessive bill must be at least 100% of normal bill or at least 50 units (37,400 gallons), abatement will be for 50% of amount above normal bill based on 3-year average. Abatements not granted for customer negligence (allowing pipes to freeze, proper plumbing maintenance).

Applying the methodology of the Exeter guidelines to the \$3,850 bill at Lambert Court, the following customer could qualify for a \$1,798 abatement and the City would still receive \$2,047.

High bill 348 units

348 units x \$4.81/unit Water = \$1,673.88
348 units x \$6.24/unit Sewer = \$2,171.52
\$3,845.40 Total

Average quarterly use = 22.5 units

22.5 units x \$4.81/unit Water = \$108.23
22.5 units x \$6.24/unit Sewer = \$140.40
\$248.63 Total

Half of excess abated = 348 units - 22.5 units = 325.5

325.5 units x \$4.81/unit Water = \$1,565.66 x 50% = \$782.83
325.5 units x \$6.24/unit Sewer = \$2,031.12 x 50% = \$1,015.56
\$1,798.39

City abates \$1,798.39 of Total Bill of \$3,845.40.

Customer gets bill for Average Use (\$248.63) + 1/2 of excess abated (\$1,798.39) = \$2,047.01

A copy of Exeter's policy is attached.

Also attached a Leak Detection Flyer that Seabrook posts on their website.

POLICY ON WATER & SEWER ADJUSTMENTS

It is the policy of the Town of Exeter not to grant adjustments to water & sewer bills unless the problem rests with the Town's system. However, the Town recognizes that a high bill resulting from accidental, unpreventable water release can present financial hardship to a customer. While most water releases are preventable, there are certain circumstances when an accidental water release cannot be reasonably prevented. The intent of this policy is to establish a one-time abatement, during any ten-year period, for up to half of the excess water consumption above normal consumption, due to an accidental, unpreventable water release.

Adjustment Determination Procedure:

1. All customer requests to abate any portion of a metered water bill that is unusually high due to unpreventable leakage shall be reviewed by Town staff on a case-by-case basis. In order to qualify for abatement, a customer's excess consumption must exceed the greater of 100% or 35,000 gallons above their normal average consumption. The customer must also prove that the deficiency responsible for leakage has been repaired or corrected. This policy only applies to leaks that have occurred within the previous six (6) months of the date of the abatement request.
2. In the event that a customer cannot determine the source or cause of the abnormally high consumption, the customer is required to hire a private licensed plumber to assist the customer in trying to determine said source or cause. If the plumber is unable to determine the source or cause of the abnormally high consumption, the Town can only speculate that the customer has located and repaired or corrected said source. If the customer claims that said source never existed, the Town shall test the meter and make an adjustment to the bill in accordance with NHPUC requirements for meters found to be over-recording. If the meter test reveals an accurate or under-recording meter, the customer shall be held responsible for the entire bill plus the cost of meter testing and shipping/handling.
3. In the event the source or cause of the abnormally high consumption is related to a leak due to customer negligence such as the failure to maintain internal (private) plumbing fixtures in good repair and/or protect plumbing from freezing, the customer shall be held responsible for the entire bill.
4. In the event the abnormally high consumption has occurred due to "unpredictable leakage" not caused by customer negligence, ignorance or unfortunate circumstances, as determined by Town staff and the Water & Sewer Advisory Committee, the Town shall consider granting a one-time abatement, per account, during any ten-year period, up to half of the water consumption above normal consumption. The abatement calculation may consider compensation from any other sources, including insurance policy

claims, etc. Normal consumption will be the average of at least the previous three years' consumption history, for similar billing periods, unless deemed otherwise by the Town staff or Committee. The Town staff and Committee reserve the right to grant adjustments on water use or sewer use or both.

5. The customer may be required to submit a written statement from their homeowner's insurance policy provider stating what portion, if any, of the leak is covered by insurance.
6. The Town shall not disconnect service (for abnormally high consumption) provided the customer pays the entire amount due within the normal payment period or enters into payment arrangements for the excessive amount and is in good standing on all current billings.
7. Landlords will be responsible for tenant bills in accordance with this policy. Failure by a tenant to pay water and sewer charges will not excuse the landlord of any outstanding obligations.

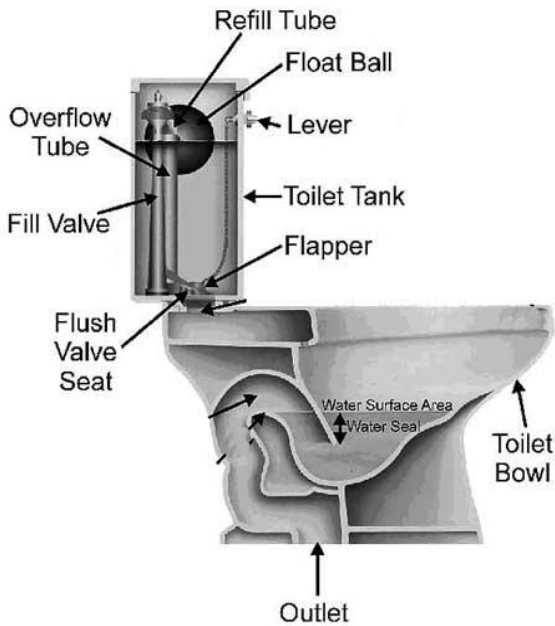
The following example shows how the abatement is calculated based on rates in effect on 1/1/08:

	Consumption	Dollar Amount
Total Usage	75,000 gal	\$405.75
3 year average	<u>30,000 gal</u>	<u>\$162.30</u>
Excess above average	45,000 gal	\$243.45
Half of excess abated	(22,500 gal)	(\$121.72)
Remaining excess Customer responsibility	22,500 gal	\$121.72
3 year average	<u>30,000 gal</u>	<u>\$162.30</u>
Total remaining bill due		\$284.02

The above policy replaces all existing water and sewer adjustment policies.

Passed: 10-21-92
Amended: 04-10-95
Amended: 06-19-95
Amended: 10-16-00
Amended: 05-19-08

C.



A "LITTLE" LEAK

After reading the meters for this past year's use, it was noticed that one subscriber had used far more water this year than last. In fact, 100,000 gallons more. A check of the meter showed it to be clicking out the gallons in spite of the owners assurance that no water was being used at the time. We use a mechanical meter and it cannot turn unless water is flowing through it. After checking for frozen pipes, leaks and running outside hoses, a check was made of the toilets. Both were found to have defective/worn "flapper" valves and were indeed leaking badly.

The offending part of the toilet (labeled Flapper in the diagram) tends to wear out over the years and no longer makes a tight seal. The result is a slow leaking of water, going directly down the drain. Given the slow nature of a leak such as this you would seldom see or hear the water running.

WHAT A "LITTLE" LEAK COSTS

At \$2.50 for each 1,000 gallons above the minimum, this leaking toilet wasted \$250. This is on top of the subscribers regular water bill.

So how can I tell if my toilet is leaking??? The test is simple and inexpensive. Purchase food coloring at any local grocery store. Remove the cover from the tank at the back of your toilet and add 12 drops of food coloring in the tank. DO NOT FLUSH THE TOILET. Wait 60 minutes and see if the water in the toilet bowl has changed to the color of the food coloring. If the water in the bowl changes color without having flushed the toilet, you have a leak. If the water in the bowl remains clear after 60 minutes, then quite likely you have no problem with your toilet, at this time. You can now flush the toilet a couple of times to eliminate the coloring.

LEAK DETECTION

Check to see if your meter has a "leak detector" on it. A leak detector is very useful in problem solving if you suspect a leak in your home or business. When you are sure that no water is being used, check the red dial (leak detector). The leak detector dial should not be turning. The slightest movement means that water is being registered by the meter. A meter can not turn without water flowing through it.

Start with the toilet. Turn the toilet valve off, then check the red leak detector dial on your meter. Continue isolating areas until you have narrowed the leak down.

To avoid receiving a high water bill caused by an undetected leak, we suggest you check your meter leak detector regularly.



Leak Detector



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #6 – Flat Sewer Fee – meter all sewer customers

Summary:

Rochester has 5,127 metered residential sewer customers but only 18 Flat Rate (Unmetered) customers. Councilor Gray shared a citizen concern that the current Flat Rate Sewer fee is high and not reflective of a typical residence. The current flat rate is \$199.65 per quarter.

The Flat Rate Sewer Fee will be put on next month's Utility Advisory Board agenda for discussion, but wanted to see if the Public Works Committee would support the installation of meters on any new sewer-only customer, and to work retroactively to install meters on the remaining 18 sewer customers that have flat rates.

Background:

The inquiry about whether the current Flat Rate Sewer fee is equitable with typical metered residential customers raised a question why any sewer customers were still unmetered. We can meter sewer only customers by installing a water meter on a customer's private well line. This was the policy at my old system. Any new sewer-only customer would be responsible for the cost of the meter and installation, but existing sewer-only customers were "grandfathered" in. Meters were provided to them, at no cost, but they were asked to cover the cost for a licensed plumber to install the meter horn. It was less than 1 hour of time for a plumber to tackle that kind of work. The City's cost for the meter and radio read unit might be \$250 or so.

Do we want to require any new sewer-only customer to install a water meter on their private well line?

Do we want to retroactively require the remaining 18 unmetered sewer customers install meters?

Again, it's not that complicated of an effort to install a meter on a private residential service – its actually more simple than installing a meter on a public City water service. On the City services we require mandatory backflow prevention devices and a working isolation valve. On the private water lines those items wouldn't be required.

In regards to the development of the unmetered fee – this will get referred to the UAB. Looking at the City's rates and fee schedule – the current billing rate corresponds to an average daily household use of 262 gallons per day. That is a fairly reasonable number for what might be deemed a residential property. This correlates to over 95,000 gallons annually per residence.

I did a web-search and found NH DES documentation that prior to 2012 they used an average number of about 100,000 gallons per year for a residence. At our current rates this would generate a quarterly minimum of \$208.54, as opposed to our Flat Rate of \$199.65

Looking at other benchmarks, EPA estimates 300 gallons of water per day/per family – which would be about 109,000 gallons annually. At our current rates this would generate a quarterly minimum of \$228.38, as opposed to our Flat Rate of \$199.65.

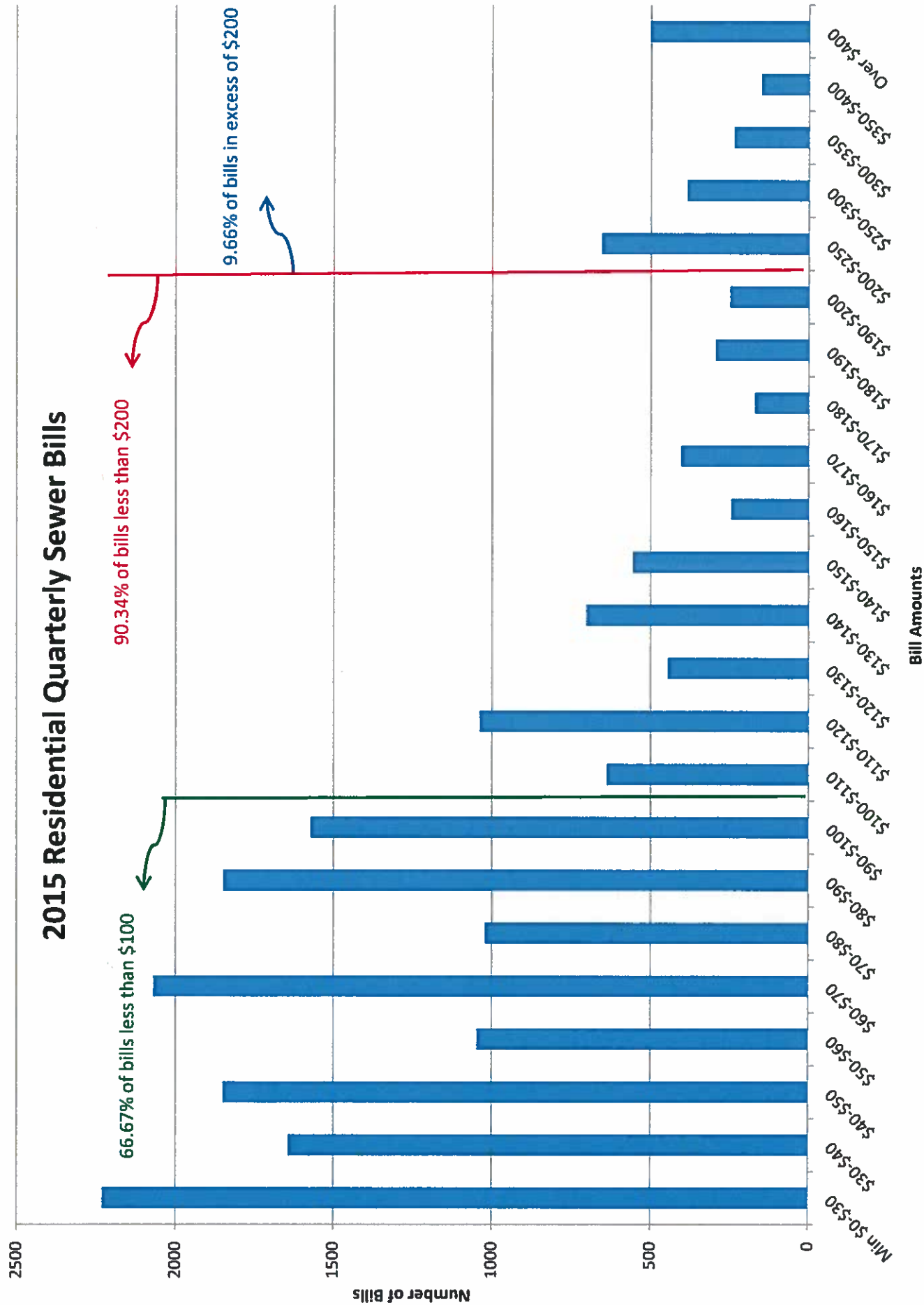
The USGS estimates 70-90 gallons per day per person. Using a number of 3.5 persons per home, multiply by 80 gallons per day = 280 gallons per day. That would be over 102,000 gallons per

year. At our current rates this would generate a quarterly minimum of \$213.16, as opposed to our Flat Rate of \$199.65.

I think the Flat Rate Sewer cost is justified per national benchmarks, but they are conservative in favor of the City when looking at actual metered billing records.

We compiled the 2015 residential sewer billing data and noted the average quarterly residential bill was \$110.52. Over 67% percent of the bills were under \$100, and 90% of the bills were under \$200. A graph is attached that shows the 2015 billing information. In developing the graph, we started with a threshold of \$0 to \$30, because the minimum quarterly bill is \$29.85. There were some glitches on the high and low ends of the data as the billing software exports 0 values when homes were part of a real estate transaction, or meter reads were estimated in winter months and subsequently adjusted. Then there are also some data points on the high end – where large apartment complexes are included as “residential” – but skew the data as they are high numbers not typical of a single home.

2015 Residential Quarterly Sewer Bills





Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #7 – Keay Field - Irrigation Water

Summary:

In 2003 the City executed an agreement with the East Rochester Baseball and Athletic Association (ERBAA) to use their field as a snow dump site – in turn they would get free irrigation water. The City now has an alternate snow dump site on City owned property, which essentially voids the free water agreement.

We worked with ERBAA to get their irrigation line activated this spring, which is a private hydrant connected off Spring Street. The connection doesn't allow for a State-mandated backflow preventer, nor do we have a meter for recording consumption. We need to work on a permanent arrangement.

Our intent is to convert the water service to a typical, metered seasonal irrigation line. Moving forward the account would be based on actual metered consumption. The City Manager suggested bringing this topic to the Public Works Committee for review and discussion.

Background:

The City had been utilizing three snow dump sites throughout the City. Two of the sites were on private property, which required compensating the property owner in some fashion. The most expensive site is the Rochester Fairgrounds. The Fairgrounds receives free water service related to an old water main easement, and they charge a fee that supposedly covers one-half of their annual City Tax Bill. In FY2015 the City paid \$9,732 for dumping snow. City staff cleans up the site in the spring time, raking up any debris and seeding as necessary.

In East Rochester, the City provided the ERBAA with free water in exchange for dumping snow on their abutting parking lot. In the Fall of 2015 there was apparently some preliminary discussion about compensation in addition to the free irrigation water. At that time it made sense to relocate the area's snow dump site to newly acquired City property right up the street. With an alternative snow dump site, it essentially voids the agreement for free irrigation water. There are safety concerns with the existing arrangement as well, as the line is not equipped with a State-mandated backflow prevention device. Allowing regular use of a fire hydrant can also disrupt water flow patterns, possibly leading to discolored water complaints, and potentially causing excessive pressure fluctuations via "water hammer".

Pending guidance by the Public Works Committee, we would like to convert the water service to a regular, seasonal, metered irrigation line. The City would provide and install the water meter at no cost to ERBAA. Questions to be addressed: who pays for the required backflow preventer? Do they get billed at the standard rates?

These older agreements run counter to State guidance for establishing connections with meters and backflow preventers. Rumor has it that the irrigation water was regulated such that ERBAA had to put an empty tuna-fish can on the field and use only enough water each week to fill the can. Unmetered accounts don't support water efficiency, there is no incentive to conserve use. As the City continues to explore additional water supply capacity we should also be looking at water efficiency and conservation measures. We can work with ERBAA to help guide them towards a water-efficient irrigation system. One final point of concern is that the Water enterprise fund shouldn't be subsidizing the General Fund.



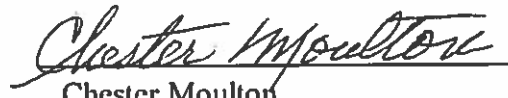
Original w/ City Clerk
City of Rochester, New Hampshire

OFFICE OF THE CITY MANAGER
31 Wakefield Street • Rochester, NH 03867
(603) 332-1167

This document shall constitute an agreement between the City of Rochester and the East Rochester Baseball and Athletic Association to allow the City to use a portion of Keay Field for a snow dump. The City agrees to clean up debris in the spring associated with winter snow dumping. In return the City agrees to make available water for the sole purpose of irrigating the athletic field. The City shall install a meter to measure water usage, but East Rochester Baseball and Athletic Association shall not be billed for water. By signing below the parties agree to the above.



Russell McAllister
City Manager



Chester Moulton
East Rochester Baseball &
Athletic Association

Date: February 6, 2003



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #8 – Old Wakefield Road – property transfer request

Summary:

Paul Edgar sent the City Manager's Office an inquiry as to whether the City would accept a donated piece of land. Mr. Edgar owns a 2.2 acre parcel listed as 0 Old Wakefield Road. It is parcel 0202-0008 per the City Tax Records; assessed value is \$5,500. It abuts Route 16, restricts access, and is land-locked and inaccessible from the back.

Mr. Edgar would like to donate the land to the City for \$1.

Background:

The City Manager brought the topic up for discussion at his Management Team Meeting. No departments saw a need for acquisition.

Suggestion was to bring the issue to the Public Works Committee for discussion and a possible recommendation.

Attached are 4 pieces of correspondence regarding the parcel and 2 maps: one from the City tax maps, another from Google Earth.



Rochester, NH

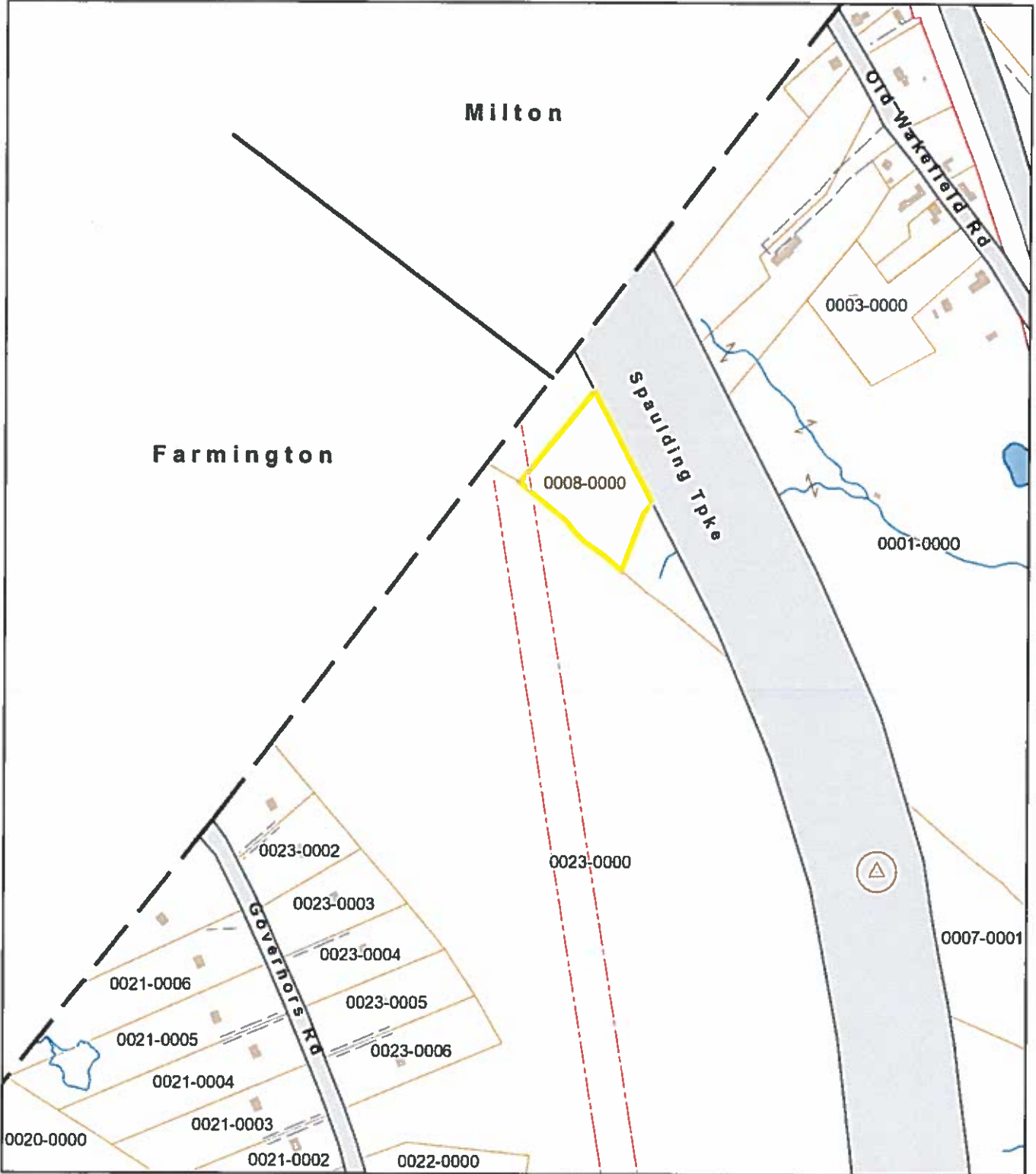
1 inch = 376 Feet



April 11, 2016



www.cai-tech.com



Data shown on this map is provided for planning and informational purposes only. The municipality and CAI Technologies are not responsible for any use for other purposes or misuse or misrepresentation of this map.

Google Maps Rochester, NH



Imagery ©2016 Google, Map data ©2016 Google 200 ft

Google Maps

MGR
Team

Com. of Wake

CITY OF
Received
MAR 2 2016
City Manager
ROCHESTER

February 27, 2016

Mr. Daniel Fitzpatrick
City of Rochester
19 Wakefield Street
Rochester, NH 03867

Re: Property code: 020200080000

Dear Mr. Fitzpatrick:

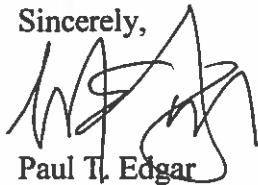
My wife, Susan D. Edgar, and I, owners of the above-referenced undeveloped land parcel, would like to convey title of the property to the City of Rochester at no cost. The parcel is of no use to us, and we do not wish to pay the real estate taxes associated with it. City Attorney, Mr. Terence O'Rourke, informed me that such a transfer of title would require the making of a formal request through your office.

Some pertinent background information may be obtained from the attached documents. If any legal consideration is required to properly transact this requested transfer of title, I respectfully suggest that the amount of \$1.00 would be sufficient.

Please let me know if you require any further information from me in order to resolve this situation.

Thank you.

Sincerely,



Paul T. Edgar

h. 603 692-2488

c. 603 978-9459

email: ptedgar50@aol.com

Atch: (3)

my
Team
messy

February 18, 2016

Mr. Terence O'Rourke, Esquire
City of Rochester
19 Wakefield Street
Rochester, NH 03867

Re: Property code: 020200080000

Dear Mr. O'Rourke:

In approximately 2009, I attempted to transfer the ownership the above-referenced undeveloped parcel of land to the City of Rochester in order to avoid ongoing real estate taxes on the property. I had the understanding then that this transaction was completed. It was determined the property had no potential use due to lack of accessibility.

Although I had thought the necessary steps were fully completed, it appears that city records must still show my wife, Susan D. Edgar, and me as the owners of the parcel because we still occasionally receive overdue real estate tax bill notifications.

I respectfully request the City of Rochester remove my wife and my name from your property records on this parcel and cancel any past due real estate taxes and associated interest charges, penalties, etc., which may have been erroneously billed to us.

Please let me know if you require any further information from me in order to resolve this situation.

Thank you.

Sincerely,

Paul T. Edgar

h. 603 692-2488

c. 603 978-9459

email: ptedgar50@aol.com



City of Rochester, New Hampshire
OFFICE OF THE CITY ATTORNEY
19 Wakefield Street • Rochester, NH 03867
(603) 335-7599
www.RochesterNH.net

February 23, 2016


Paul T. Edgar
25 Bates Brook Road
Somersworth, New Hampshire 03878

Re: Old Wakefield Road Property, Book 3118, Page 35

Dear Mr. Edgar:

This letter serves as a reply to your letter dated February 18, 2016 regarding your property on Old Wakefield Road. Nothing in our records indicates that the City of Rochester purchased this parcel or had any intention of doing so. If you wish to sell the land to the City of Rochester, you must make a formal request to the Office of the City Manager.

Respectfully,


Terence O'Rourke
City Attorney

cc: Doreen Jones, Tax Collector
Richard Vincent, Assessor



City of Rochester
Tax Collector's Office
19 Wakefield Street
Rochester, New Hampshire 03867-1915

TELEPHONE
(603) 332-1136

FAX
(603) 335-7580

February 11, 2016

EDGAR PAUL T & SUSAN D
25 TATES BROOK RD
SOMERSWORTH, NH 03878

Property code: 020200080000

Dear Property Owner,

We are sending reminders to our property owners that have a balance on their 2015 taxes.

Any property owners that owe 2015 property taxes should be aware that the tax lien certified letters will be sent in March 2016.

We hope that this reminder will allow property owners time to make arrangements to ensure their 2015 taxes are paid before we go to tax lien in April 2016.

To inquire about your balance, or if you have any other questions, please call the tax collector's office at 603-332-1136.

Sincerely,

Doreen Jones
Tax Collector, CTC



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #9 – Pavement Funding

Summary:

To shift the annual pavement program to a spring/summer cycle as opposed to a later summer/fall cycle, the City Council would have to authorize a onetime supplemental appropriation to facilitate the shift.

Blaine Cox prepared the following note: *I have run this out to year FY2020 and used \$750k simply for proof of concept example. If the Council seeks to authorize a supplemental appropriation now to allow paving to shift to a Spring cycle, it would result in an added year of appropriations. A shift to a Spring cycle is certainly doable, however, there is no way to “replace” the funds in FY2017. You would still need to appropriate the funds in FY2017 for Spring 2017 paving.*

Cycle #	Paving Period	Fiscal Year	Dollars
1	Summer/Fall 2015	2016	\$750,000
2	Summer/Fall 2016	2017	\$750,000
3	Summer/Fall 2017	2018	\$750,000
4	Summer/Fall 2018	2019	\$750,000
5	Summer/Fall 2019	2020	\$750,000
			\$3,750,000

Cycle #	Paving Period	Fiscal Year	Dollars
1	Fall 2015	2016	\$750,000
2	Spring 2016	2016	\$750,000
3	Spring 2017	2017	\$750,000
4	Spring 2018	2018	\$750,000
5	Spring 2019	2019	\$750,000
6	Spring 2020	2020	\$750,000

\$4,500,000

Background:

From the PWC Minutes from last month:

Councilor Varney stated that there was discussion about funding the paving in advance of the CIP and how that would work in a way that would not adversely affect budgeting with the tax cap. He stated that the committee wanted to be able to get the paving done much earlier in the season when temperatures were optimal. Mr. Storer stated that he would still have time to discuss this with Finance and come back to the Committee in April with information on how funding in advance might work. He stated he would then be looking for the supplemental appropriation at the May Regular City Council meeting which would allow for paving in May or June when the contractor is in town completing Gear Road and Ledgeview Drive.

A draft write-up and graphic is attached that was prepared in anticipation of having the discussion item go to the full City Council.

Typical Cycle for Annual Pavement Maintenance Projects

**Planning occurs late winter, budget finalized late spring, bidding occurs in summer
construction occurs in the fall (colder weather)**

Description	FY17	FY 2014					FY 2015												
		Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
FY2015 Pavement Projects	\$67,150			Discuss		Budget		Bid		Construct									

Typical Funding Cycle

Description	FY17	FY 2015					FY 2016												
		Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16
FY2016 Pavement Projects	\$67,150			Discuss		Budget		Bid		Construct									

Typical Funding Cycle

To Adjust Cycle for "warmer" paving months:

- 1-time supplemental appropriation spring 2016, say \$750K
- Fund additional Pavement Repair in FY2017 Budget
- Restrict funding of FY2017 Money until spring of 2017

Supplemental

Spend here

Description	FY17	FY 2016					FY 2017												
		Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17
FY2017 Pavement Budget	\$800,000			Discuss		Bid		Construct											

Spend here

Description	FY17	FY 2017					FY 2018												
		Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18
FY2018 Pavement Budget	\$850,000			Discuss		Bid		Construct											

Spend here

Description	FY17	FY 2018					FY 2019												
		Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19
FY2019 Pavement Budget	\$900,000			Discuss		Bid		Construct											

Process will accommodate pavement in warmer weather, will also allow staff to prepare Bid Package at end of winter - will free up engineering time for construction monitoring



City of Rochester Dept of Public Works

45 Old Dover Road
Rochester, NH 03867
Phone: (603) 332-4096
Fax: (603) 335-4352

Memo

To: Mayor McCarley & Rochester City Council
From: John B. Storer, P.E. Director of City Services
CC: Dan Fitzpatrick, City Manager
Date: March 23, 2016
Re: Funding Cycle Proposal for Annual Pavement Program

At the March 17, 2016 Public Works Committee there was discussion about shifting the City's annual pavement program to a spring cycle, as opposed to late summer or fall. The intent is to obtain higher quality work within periods of warmer weather. This memo addresses how funding might be allocated in order to accommodate this change.

To switch to a paving cycle to complete work in late spring/early summer, the City would need to approve a Supplemental Appropriation from Fund Balance to complete FY2017's proposed paving this spring/summer. The FY2017 Budget would then include an allowance for additional paving work to occur in spring/summer of calendar 2017, which would be late in the FY2017 budget year. The Finance Department would place an encumbrance on the appropriated budget amount such that it could only be spent late in the FY2017 cycle. Subsequent years would follow suit – pavement would be completed much earlier in the calendar year as opposed to starting the process after July 1 of each year. A sketch is attached to help illustrate the shift.

If the City Council supports this approach, this is the recommended funding option. There is no practical way to put pavement funding in future years and then not spend the money such that it would "pay back" the General Fund.

The issue was discussed with the Finance Department, Assistant City Manager Blaine Cox and Deputy Finance Director Roland Connors. A one-time supplemental appropriation is needed to start the process, then subsequent CIP Budgets would hold proposed paving til the end of the subsequent fiscal calendar, which would be early spring/summer on the calendar.

The Public Works Committee had been discussing pavement pricing and a connection to low petroleum prices. While there is a connection, it is not as strong as might be expected. The City's annual pavement bid includes a price adjustment factor that is tied to the cost of the actual asphalt pricing. This matches language utilized by NH DOT for their paving contracts. In discussing pavement prices and perhaps a price benefit by proceeding earlier this coming year, there is a benefit from completing pavement earlier in the construction season.

FY17 Proposed Paving List

Revision Date: 4/12/2016

Street Name	Cost Estimate	Cumulative Total	Last Paved	Comments
Whitehouse Road	\$500,000	\$500,000	1990 (est.)	
Lowell Street (Hillside - Tebbetts)	\$300,000	\$800,000	2005	previously proposed (FY15 estimate)
Add Lowell St. (Hillside - Harding)	\$180,000	\$980,000		
Add Lowell St. (Harding - Columbus)	\$55,000	\$1,035,000		
Columbus Ave./Old Dover Rd. Intersection	\$85,000	\$1,120,000	'02/'05/'06	previously proposed (FY16 estimate)
Hansonville Rd. (Including portion of Flagg Rd.)	\$400,000	\$1,520,000	2001/2002	previously proposed (FY16 estimate)
Tebbetts Road (portions Lowell St. to Rte. 108)	\$125,000	\$1,645,000	2004	previously proposed (FY15 estimate)
Woodside Lane	\$305,000	\$1,950,000		
Union Street Municipal Parking Lot	\$140,000	\$2,090,000		previously proposed (FY16 estimate)
City Hall Municipal Parking Lot	\$100,000	\$2,190,000		previously proposed (FY16 estimate)
Sheepboro Road	\$210,000	\$2,400,000	2006	previously proposed (FY13 estimate)
Weeping Willow Drive	\$70,000	\$2,470,000	2004	previously proposed (FY16 estimate)
Eastern Avenue (Allen St. to Fieldstone Ln.)	\$275,000	\$2,745,000	2003	previously proposed (FY16 estimate)
French Hussey Road	\$75,000	\$2,820,000	1990 (est.)	previously proposed (FY16 estimate)
Sullivan Farm Drive	\$125,000	\$2,945,000	2005	previously proposed (FY16 estimate)
Four Rod Road	\$500,000	\$3,445,000	2012 shim	previously proposed (FY13 estimate)
Jackson Street	\$65,000	\$3,510,000	1990 (est.)	previously proposed (FY15 estimate)
Rockledge Road	\$78,000	\$3,588,000	2003	previously proposed (FY14 estimate)
Boulder Avenue	\$64,000	\$3,652,000	2003	previously proposed (FY14 estimate)
Conifer Circle	\$48,000	\$3,700,000	2004	previously proposed (FY14 estimate)

Total: \$3,700,000

Other Options:

Myrtle Street	\$50,000		1990 (est.)	Mill & Overlay only. Future project area.
Woodman Street	\$45,000		1990 (est.)	Mill & Overlay only. Future project area.
	\$25,000			Pavement Shim only (no cold-plane/mill).

FY16 Projected Carryover: \$ 174,000
 Department Requested FY17 Budget: \$ 770,000
 Total Projected Available Funds: \$ 944,000

\$445,000 allocated to complete Gear & Ledgerview



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #10 – Budget Discussion

Summary:

The City Manager is scheduled to make his initial FY2017 Budget presentation to the City Council on April 19. The Public Works Budget presentation is tentatively scheduled for a City Council Workshop on May 24.

The O&M Budgets for Highway, Water, Sewer and Buildings & Grounds were submitted with essentially flat budgets, exclusive of salary and benefits which are contingent on the negotiated Collective Bargaining Agreements. Looking at impacts of non-salary, non-benefits, the budgets were submitted:

Highway – 0% increase for O&M (actually \$18 decrease)

Water – 0.03% increase (increase of \$1,482 – insurance & telephone was \$1,541 increase by itself)

Sewer – 0.42% decrease for O&M (actually reduced expenses \$28,567)

Buildings & Grounds – 0% change, 2016 O&M matched proposed for 2017

One significant Issue & Option was submitted for consideration: the creation of a GIS/Asset Management Technician. We are significantly lacking in embracing technology that is becoming a necessity to keep up with Federal requirements and to efficiently manage our systems. Dover, Somersworth, and Portsmouth as neighboring communities have active GIS & Asset Management systems.

Rochester stacks up very favorably when comparing our Public Works Department to other communities. Weston & Sampson conducted a comparison that highlights Rochester is meeting service expectations with fewer staff and resources than other New Hampshire communities. However, to keep pace with others we need to implement a formal GIS/Asset Management Program.

Background:

We are very close to having a fully functioning GIS system. The City already purchased the necessary software licenses (ESRI ArcGIS) and has been paying for the annual licensing fees. We just don't have a technician that can devote time to managing and tweaking the GIS layers.

We have solid base-mapping per the Assessing Department's tax maps and Pictometry imagery. That provides an excellent foundation to build a GIS system upon.

GIS is essentially just digital system mapping. GIS stands for geographic information systems. We have decent digital system maps for water and sewer. We currently have an on-going project to map all of our stormwater catchbasins and outfall pipes. We've been engaging consultants to continually build our mapping data-bases by creating multiple mapping layers for our infrastructure. But we have no one internally to help manage the data, make adjustments as projects are added, or to track changes in infrastructure. Outside consulting assistance can run \$100 to \$150 per hour for related, contracted assistance.

We started mapping all stormwater infrastructures to meet the anticipated requirements of the federal MS4 regulations. We expected to map out all catch basins and outfall pipes, but the Massachusetts MS4 permit was just released and it requires mapping of all "open channels" within

the first two years of implementation. We expect that the NH permit, which is anticipated to be issued in 2016, will mirror the Massachusetts permit in many ways, including this mapping requirement. This will be a huge burden, as we will need to map out all open ditchlines and drainage swales. This would be a contracted service via a CIP project, or else we could have an internal GIS Technician work with our field crews and employ our own GPS device to locate these features.

Asset Management is a catchphrase for a system of “smart mapping”. You can track, query, inspect individual assets – such as a manhole – and do so within the digital mapping. This would allow for online scheduling of cleaning, and tracking of historical maintenance through a digital platform. Anyone in a City Department could pull up the GIS maps and click on a specific asset, and observe a complete history on the asset. The process would include all Public Works infrastructure items such as street lights, fire hydrants, wastewater pumps, gate valves, manholes, catchbasins, water tanks, street segments (plowing, pot holes, street sweeping, etc), traffic signs, traffic signals, pools, parks, etc.

Another important aspect of Asset Management is tracking all inspections, repairs, expenditures in one comprehensive database. One of the current struggles with DPW technical staff is that we are all fairly new to the City and data, records and reports are scattered in paper files in multiple offices. There has been no continuity of information and knowledge.

Asset Management is also being heavily pushed by EPA and NH DES at the State level. Although it hasn't been mandated yet, DES is awarding SRF money (including principal forgiveness) with a competitive scoring process that provides points for implementing and maintaining an Asset Management System.

To remain competitive for SRF funding we need to develop an Asset Management program.

Pending EPA NPDES permits for wastewater plant discharges are including language for asset management. Nashua just got a draft permit that requires a detailed maintenance and tracking program for manholes and pump stations. A formal Asset Management program would allow for digital tracking of inspections, maintenance and repairs. Although we are currently “managing our assets”, we have to present formal plans to EPA such that we can document all activities. We are overdue for migrating to a digital system.

Per New Hampshire's 2012 Report from its Water Sustainability Commission, they specifically note the importance of Asset Management. The New Hampshire Water Sustainability Commission was created by Executive Order in April, 2011. The Commission was composed of 14 citizens. It was directed to make recommendations that will ensure that the quality and quantity of New Hampshire's water in 25 years is as good as or better than it is today. The report helps guide DES as the implement policies and permitting.

The Report indentified 7 specific goals, with one of them being “*The infrastructure for delivering our drinking water, cleaning our wastewater, and managing storm water and water storage will protect human and environmental health and safety in an affordable manner.*” The top 2 recommendations under that goal were:

1. Promote integrated management of water systems to reduce the need for capital associated with replacing or upgrading water infrastructure through, as appropriate, innovative planning, design, asset management, and regionalization of the technical and financial capacities of existing infrastructure systems.

2. Require asset management planning, set aside money for future repairs and replacements, and plan implementation for all water infrastructure receiving state or federal grant or loan funds, in order to decrease the need for capital for long-term maintenance, upgrade and replacement.

Money has been requested in the proposed FY2017 CIP for purchase of Asset Management software. We have been actively researching a product called VUEWorks that is currently being utilized by Dover, Portsmouth and Somersworth. Portsmouth has a module that allows for online reporting of issues, such as a pothole. A person can report an issue by locating it via Portsmouth's online digital mapping. The system automatically generates a digital Work Order and can provide a response once the work has been completed.

A software package, such as VUEWorks, would greatly enhance how Rochester is able to manage daily tasks and plan for the future, and is a necessary tool for Asset Management. The GIS/Asset Management technician would ensure that the software package is maintained as a useful tool.

Community Comparison Ratios

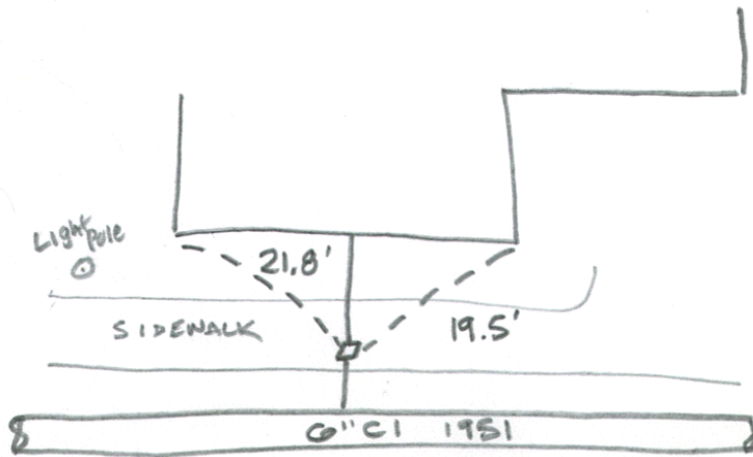
Community	Highway Staff per 1,000 Residents	Facility SF per Staff	Vehicles per 10 Road Miles	Highway Staff per Road Mile	Facility SF per Road Mile
Claremont	2.53	415.15	6.35	0.08	108.73
Dover	2.13	815.38	3.25	0.06	344.16
Exeter	2.66	778.95	6.77	0.18	445.11
Keene	2.95	1,101.45	9.92	0.17	603.17
Laconia	1.69	1,592.59	4.40	0.06	430.00
Lebanon	3.53	718.75	8.70	0.08	345.00
Londonderry	0.69	875.00	1.72	0.09	77.78
Merrimack	2.19	418.18	3.13	0.16	143.75
Portsmouth	8.82	159.52	10.51	0.43	221.69
Rochester	1.92	254.39	3.28	0.06	80.56
Salem	1.21	588.24	4.57	0.10	95.24
Average	2.75	701.60	5.69	0.13	263.20
Rochester % above or below Average	-30%	-64%	-42%	-58%	-69%

Community Comparison Ratios:

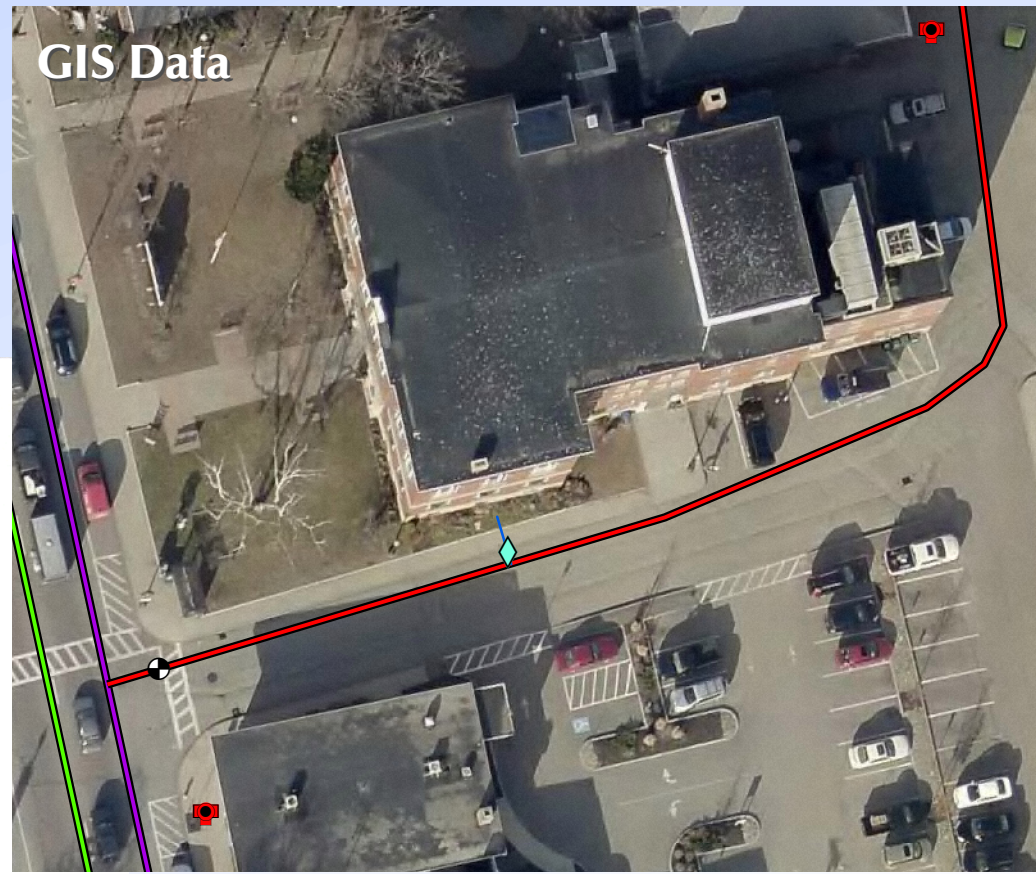
- Rochester Highway Department has 30% fewer Staff per Resident than average
- Rochester DPW Facility has more than 50% less Space per Staff than average
- Rochester has 40% fewer Vehicles and fewer Highway Staff per mile of road than average
- Rochester DPW has almost 70% fewer Staff per Road Mile than average

GIS IS MAPPING Paper Tie Card

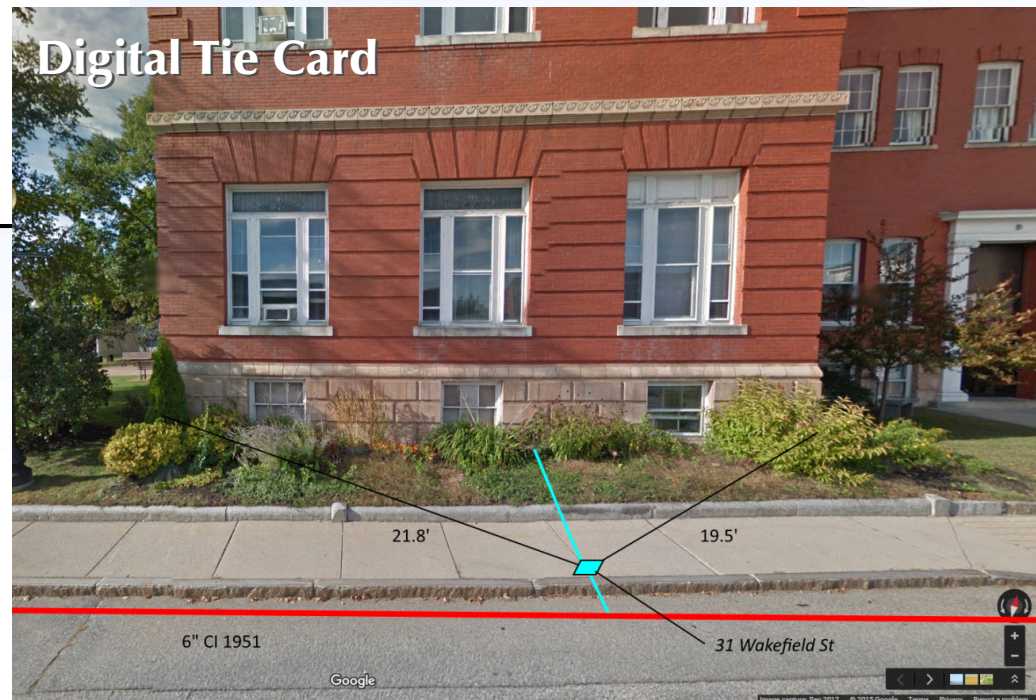
31 WAKEFIELD ST
2" COPPER



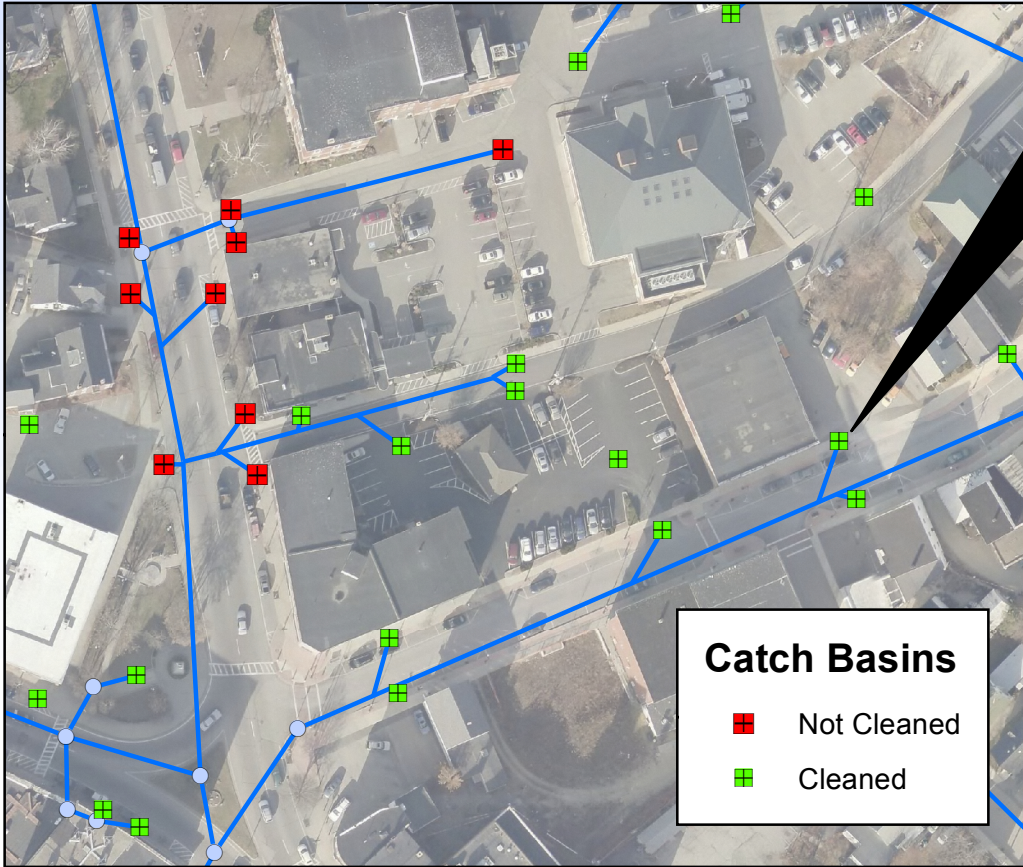
GIS Data



Digital Tie Card



Asset Management (AM) Makes the Maps "Smart"



**GIS/AM Catch Basin
Cleaning Map**

Catch Basin Asset Information

Catch Basin ID	295
Rim Elevation	123.3
Rim Type	Cast Iron
Invert Elevation	115.6
Invert Type	Ductile Iron
Station	23+3
Plan	15
Date Installed	1950
Date Cleaned	1999
Date Inspected	1999
Physical Condition	Good
Photo	cb295.jpg
Drainage	HC3
Street Name	School St
Pipe In 1	P23
Pipe In 2	P24
Pipe In 3	P25
Pipe Out	P26

My Survey

Invert Material

- HDPE
- DI
- CI
- CMP
- AC
- RCP
- VC
- Other

Inspection Date: _____

Condition

- Good
- Fair
- Poor

Inspected By: _____

Precipitation (last 24hrs)

- None
- < 0.1 inch
- > 0.1 inch

Sediment Condition *

- Open
- 1/4
- 1/2
- 3/4
- Full

**Catch Basin
Inspection
Form**

Minimum Requirements for an Asset Management Program and Reserve Account in Order to Qualify for CWSRF Principal Forgiveness and Pre-Application Scoring

In 2015, DES intends to provide financial incentives to encourage the implementation of asset management programs and the establishment of repair and replacement reserve accounts. Principal forgiveness may be offered for development of an asset management program, including any studies, software, training, energy audits, or the use of consultants. Applicants that already have an existing and active asset management program may be offered principal forgiveness for any wastewater infrastructure design and construction loan that implements the existing asset management program. The amount of principal forgiveness will be determined once the federal CWSRF Capitalization Grant is finalized by EPA. The following are the minimum requirements to qualify for these incentives.

Minimum Requirements for a CWSRF Asset Management Program:

Asset Management is a planning process that ensures the most value from each asset and that there are financial resources available to rehabilitate and replace those assets when necessary. Successful asset management depends on having information about the system's assets and regularly communicating with management and customers about the system's needs.

An asset management program shall be documented in writing or through the use of computerized asset management software. Documentation supporting the asset management program must be submitted to DES for review with the 2015 CWSRF pre-application. The asset management program shall be fully implemented, as specified below, before the first scheduled loan repayment. The cost to develop an asset management program, including any studies, software, training, energy audits, or the use of consultants, is an eligible expense under the CWSRF program.

At a minimum a CWSRF asset management program shall consist of the following:

1. **Inventory of Assets.** The program shall include an inventory of all collection system and treatment facility assets. At a minimum this will include: type of asset, age, condition, service history, and projected useful life.
2. **Prioritization of Assets.** The program shall include a system to prioritize assets that considers at a minimum: remaining useful life, importance of the asset to the protection of public health and/or water quality, importance of the asset to the operation of the system, and redundancy or lack thereof for the asset.
3. **Development of an Asset Management Program.** The program shall include a plan and schedule for the rehabilitation and replacement of assets including an estimate of funds needed each year for at least five years into the future. This includes development of a budget and calculating required reserves. The asset management plan and schedule should be coordinated with the facility's overall master planning documents and any other applicable studies, audits (e.g., energy audit), and evaluations to take into account the "big picture"

issues. Examples of factors that could influence the priority of an asset and/or the schedule to replace or rehabilitate it include: future treatment capacity needs, current and future permit compliance, excessive inflow and infiltration, potential energy savings, operational inefficiency and shortfalls, safety concerns, and coordination with other scheduled utility and infrastructure maintenance.

4. **Implementation of the Asset Management Program.** The program shall include a good faith effort on the part of the loan recipient to implement the program through timely and appropriate interactions with municipal or district management, ratepayers, regulatory officials, and sources of financial assistance.
5. **Annual Review of the Asset Management Program.** The program shall include provisions for review and updating of the program at least annually.

Minimum Requirements for a Repair and Replacement Reserve Account:

2015 CWSRF principal forgiveness may be offered, as part of a wastewater infrastructure loan, to loan recipients that agree to implement an asset management program in accordance with this DES guidance and agree to set aside a repair and replacement reserve account in the amount recommended in their asset management program in item three above, or, as a minimum, two percent of their total yearly wastewater operation and maintenance budget each year for a minimum of five years. This account shall be used for the repair and replacement of equipment or infrastructure identified in the asset management program. The reserve account shall not be used for purposes such as labor, energy costs, equipment not associated with wastewater infrastructure or to artificially keep user fees down. The loan recipients shall provide yearly budget reports showing funds in the reserve account for each year for the five years and, if funds were expended, what the funds were used for. These requirements will be included in the loan agreements. Loan recipients that currently have an asset management program and a reserve account that meets the above requirements and agree to continue the reserve account for a minimum of five more years may receive principal forgiveness. Principal forgiveness may also be available for development of a new asset management program. The amount of principal forgiveness will be determined once the federal CWSRF Capitalization Grant is finalized by EPA. To qualify for principal forgiveness for asset management, applicants may be required to submit a completed loan application by June 30, 2016.

Please note that CWSRF loan funds or principal forgiveness may not be used to actually fund the reserve account.



Public Works & Buildings Committee April 21, 2016 Agenda Item

Agenda Item #11 – TIGER Grant Application

Summary:

Applications for Tiger Grants are due by April 29, 2016. We recently met with the Strafford Regional Planning Commission (SRPC) and determined we will not make that deadline. We are lacking some critical information, such as a project cost-benefits analysis, but we will work over the coming months to prepare an application for the next round of grant funding.

SRPC indicated the Town of Durham and University of New Hampshire are partnering on an application that “bundles” a few projects in order to meet the minimum \$5 million project threshold. This might be something Rochester can consider to include the restoration of the Glenwood Avenue/Allen Street railroad crossing.

Background:

Tiger Grants are discretionary project funding from the US Department of Transportation. “Tiger” denotes Transportation Investment Generating Economic Recovery. Minimum grant awards for an urban area like Rochester are \$5 million. They are focused on large projects of significant impact. Per their website – *“FY 2016 TIGER discretionary grants will fund capital investments in surface transportation infrastructure and will be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area, or a region. The 2016 TIGER grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural.”*

New Hampshire has qualified for 3 projects in the last 5 years. Julian Long in Economic Development pulled together a summary of TIGER Grants awarded in New England (attached).

- 2014 – New Hampshire/Maine \$25,000,000 Sarah Mildred Long Bridge
- 2013 – Northcoast Rail Corridor Improvements (rural) - \$1,400,000
- 2012 – Downtown Concord, Complete Streets - \$7,850,000

The majority of Rochester is classified as “urban” per the grant guidelines, meaning the minimum project amount must be at least \$5 million. We went through old City files to learn about the history of the railroad crossing at Glenwood Avenue and Allen Street and why a TIGER grant might have been applicable for upgrading the crossing. A short compilation of City discussion is also attached.

The railroad crossing project would not have been eligible for a TIGER grant as a stand-alone project. The only potential funding would have been to tie into the Northcoast Rail Corridor Improvement. The Planning Department indicated they tried to get the crossing project added to the Corridor project, but were unable to get it included. Apparently discussion came up when a developer put in residential units off Glenwood Avenue.

Moving forward, if there is continued support to revisit the Connector Road across the Cocheco River, we could look at “bundling” in the railroad crossing and other potential transportation items as part of an overall transportation enhancement project. We’ve discussed forming a working committee with representatives from SRPC and City staff to prepare a TIGER grant application over the coming year. Another related project could be the upgrade of Rt 11 (north) to include a full two lanes of traffic in both directions from Route 16 up past Walmart.

Glenwood/Allen – DPW Summary as of April 6, 2016

Regular City Council Meeting - January 14, 2014

Other - Councilor Walker asked if City staff is seeking to apply for a Transportation Investment Generating Economic Recover Grant [TIGER] for the railroad crossing on Allen Street and Glenwood Avenue. The City Council discussed using such a grant for an entrance to an industrial park. It was determined that this matter is being addressed at the Management Team meetings.

Management Team Minutes - December 23, 2013

Director Nourse It was brought up that they would like to see City staff apply for a TIGER Grant for the Glenwood/Allen Street railroad crossing to open the through way back up. Deputy City Manager Pollard mentioned that this had been discussed with NH Northcoast previously and that they had no interest in an additional downtown railroad intersection unless it was fully signalized with arms. Deputy City Manager Pollard will discuss with staff and look into applying but cautioned that may need to seek specialized assistance with the grant application since it is so specialized.

Public Works and Building Committee – December 19, 2013

Wakefield Street(Union to Chestnut Hill) - Mr. Nourse stated in previous Public Works Committee meetings there was discussion about reclamation and paving in this area. He stated that it is known to have concrete underneath the current asphalt and he has determined that there are water and sewer improvements necessary as well. Councilor Walker stated that would make it a much bigger project than just paving. Mr. Nourse stated that he would like to put the project into the General fund Highway CIP for a future year. Councilor Keans stated if the trees were to be taken down, she would like to ensure others are planted in their place. Mr. Nourse stated that they would be looking at replacing sidewalks as well as reshaping the intersection with Glenwood Avenue. Councilor Keans stated that prior to this project it would make sense to get Glenwood Avenue opened up through to Allen Street. She stated that there are “Tiger Grants” available for the railroad crossing that we should be looking into. Councilor Walker stated that opening Glenwood Avenue through to Allen Street makes sense. He stated that it will be important now because of the proposed elderly housing that is approved to be located on Glenwood. He stated these seniors would have an easier time exiting and entering through Allen Street. Councilor Walker stated that we should be aggressively pursuing the “Tiger Grant” if available. Councilor Keans suggested that the City’s grant writer should work on this. Councilor Varney stated that there are several highway projects in the works, and while the Wakefield Street is important, he states that the funds are going to be tight for the FY2015 CIP.

Public Works and Buildings Committee - September 15, 2011

Paving- The Commissioner began discussion by stating that the base pavement is completed on the Governors Road and the wearing course would be down before winter. She further stated that the structures on Summer Street would be lowered over the next couple of days and the actual work should begin next week in that area. Commissioner Esterberg stated that the construction engineer is working with the paving company and North Coast Railroad to see if using Allen Street to Glenwood could be used as a detour. Discussion ensued to consider various streets for next year’s paving funds.

TIGER Grants Awarded in the New England Region

2009-2015 Summary – Number of grants awarded per state per year

	2009	2010	2011	2012	2013	2014	2015
New Hampshire	0	1	0	1	1	1	0
Maine	1	3	1	1	1	1	1
Vermont	1	1	1	1	1	0	1
Massachusetts	3	0	1	0	1	1	1
Connecticut	0	2	1	1	1	2	1
Rhode Island	1	1	0	1	1	2	1

2015

Connecticut - Barnum Station Project - \$10,000,000 – Urban

This TIGER grant will provide funding to construct a new commuter rail station, which will serve the Metro North Railroad on the east side of Bridgeport, Connecticut. The project includes widening the existing tracks to accommodate two center island platforms, constructing an underpass tunnel to provide platform access, and modifying roadways. The project plans were an outcome of a HUD Sustainable Communities planning grant, and the project aims to provide additional rail access to a low-income community.

Maine - Maine Regional Railways Project - \$20,000,000 - Rural

This TIGER grant will provide funding to replace the existing ferry terminal at the end of Canal Street, which is past its useful life, with a modern ferry terminal.

Massachusetts - Lowell Canal Bridges - \$13,389,750 – Urban

This TIGER grant will provide funding to restore functionality to and enhance a freight network of roads and bridges that connects the Port of Baltimore to regional and national highway systems. The project includes the replacement of the structurally deficient and functionally obsolete Colgate Creek Bridge, roadway improvements connecting freight directly to I-95 to enhance truck movement, and complete streets improvements.

Rhode Island - Hopkinton Travel Plaza and Transit Hub - \$9,000,000 – Rural

The funds from this TIGER grant will help construct a multimodal travel plaza on I-95 in Hopkinton, Rhode Island, near the Connecticut border. The project will serve Rhode Island Public Transit Authority bus riders and provide a much needed rest area with full amenities on I-95. The project includes a welcome center with restrooms, food, convenience shops, bike amenities, and tourism information for

Rhode Island destinations and beyond; a park and ride facility; an intercity bus hub; fueling stations including alternative fuels and electric vehicle stations; and bicycle parking.

Vermont - Western Vermont Freight-Passenger Rail Project - \$10,000,000 – Rural

The funds from this TIGER grant will help improve service on the state-owned rail line between Rutland and Burlington, VT. This includes replacing approximately 11 miles of track with new rail, ballast, and ties; rehabilitating the Rutland Wye; adding new gates for several public crossings; a new passing siding; a passing lane for trains in Pittsford and crossover in Leicester to allow for operational flexibility.

The project also includes installing new passenger platforms in Middlebury, Vergennes, and Burlington, which are necessary to enable the extension of Amtrak's Ethan Allen Express service from Rutland to Burlington.

2014

Connecticut – Waterbury Active Transportation and Economic Resurgence (Water) Project - \$14,400,000

This TIGER grant will construct an integrated system of “active transportation” improvements to help revitalize Waterbury’s river/rail corridor neighborhoods and downtown center and drive the economic resurgence of the City and region. The project includes a reconstructed and expanded network of local complete streets and a comprehensive array of pedestrian/bicycle safety improvements and transit linkages, including a pedestrian/bicycle bridge connection to improve access from the riverfront to the train station and downtown. There were 643 bicycle and pedestrian accidents occurring between 2003-2007 in the area. These improvements will complement on-going City and State investments in downtown revitalization, including brownfield reclamation and provision of expanded transit options at the Waterbury train station.

Connecticut - New England Central Railroad Freight Rail Project - \$8,183,563 – Rural

This TIGER grant will fund the upgrade of 55 miles of weight and speed-restricted track along New England Central Railroad Corridor (NECR). New rail, ties, ballast and 10 upgraded grade crossings will allow NECR to safely accommodate 286,000 lb. rail cars at greater speed, improving efficiency and capacity.

Massachusetts – Ruggles Station Modernization - \$20,000,000

TIGER funds will be used to upgrade Ruggles Station, an urban intermodal facility that serves MBTA commuter rail, bus, orange line subway, and private shuttles, as well as pedestrians and bicyclists. The station is located in the minority neighborhood of Roxbury, in proximity to nationally renowned medical and academic institutions, and is one of the busiest stations in the MBTA network. Elements of this project include constructing a new platform to allow for more inbound commuter trains, replacing elevators to meet accessibility standards, adding lighting and security call boxes, and providing pedestrian accessibility via tunnel.

New Hampshire/Maine – Sarah Mildred Long Bridge Project - \$25,000,000

This TIGER grant will fund the rail components of the Sarah Mildred Long Bridge replacement over the Piscataqua River. The Sarah Mildred Long Bridge, a lift bridge connecting Maine and New Hampshire, currently handles both highway and rail traffic and is being replaced after 74 years. The replacement bridge will feature an integrated rail-highway deck for the lift span, maintaining rail access for the Portsmouth Naval Station.

Rhode Island – Providence Streetcar - \$13,000,000

TIGER funds will be used to construct a new urban circulator that will connect Rhode Island’s two largest employment hubs to the downtown core and adjacent neighborhoods. The route would pass through the City’s key redevelopment area, made available by the recent relocation of Interstate 195. The urban circulator will create a stronger multimodal transportation system by connecting the local, regional, and

intercity transit services in Providence, including the Providence Station Rail Hub which is receiving a TIGER VI planning grant to identify layouts for a bus terminal adjacent to the station.

Rhode Island – Providence Station Transit Center Plan - \$650,000

This TIGER grant will enable the completion of the final pre-construction planning, design, and analysis needed for the multimodal Providence Station Transit Center (PSTC). The study will also develop an implementation plan and schedule for construction. This project is a key element of larger set of ongoing collaborative efforts to better integrate bus and rail service and develop the urban core in Providence, including the Providence Streetcar which is a TIGER VI construction grant recipient.

2013

Connecticut – State Street Station Expansion - \$10,000,000

TIGER funds will construct a second platform and make other improvements to New Haven's downtown State Street rail station. The expansion of the rail line from 12 to 34 weekday trips will substantially improve transportation options for travelers between Springfield, Mass., Hartford and New Haven, Conn. With fast, frequent, rail passenger services operating approximately 18 hours-per-day, there will be substantial ridership increases and shifts from automobile travel to rail, primarily from the parallel highway, I-91.

Massachusetts – Connect Historic Boston - \$15,523,700

TIGER funds will be used to increase the capacity of city streets, alleviate congestion on the roadways and transit system, support safe non-motorized travel and enhance the competitiveness and attractiveness of the region. This project reconstructs seven city streets as shared or complete streets, meaning that they are designed to be used for driving, bicycling, walking or public transportation and constructs a protected two-way bicycle track connecting to transit, regional shared-use trails, and major employment and tourist destinations.

Maine – Eastport Breakwater Replacement - \$6,000,000 - Rural

TIGER funds will replace the dilapidated breakwater at the Port of Eastport and two of its pier sections, which serve as important economic anchors for the local and regional community. In addition to restoring the deteriorating infrastructure, this Fix-it-First project will increase berthing space to enable larger commercial and recreational vessels to service Eastport. The breakwater serves as an overflow facility for nearby Estes Head as cargo activity and bulk tonnage shipped through the port has increased in the past decade. This project will provide infrastructure improvements to facilitate continued export growth in the region.

New Hampshire – New Hampshire Northcoast Rail Corridor Improvements - \$1,400,000 – Rural

TIGER funds will make upgrades and repairs along 42 miles of mainline rail between Rollinsford and Ossipee, New Hampshire, which connect the region to the national rail network in Boston. The rail line is in poor condition and in need of repair, with some sections determined to be unusable and unsafe. The project will also repair a .7-mile section of washed-out track and upgrade two grade crossings for safety reasons. The state and the New Hampshire Northcoast Railroad are providing financial support for the project.

Rhode Island – Apponaug Circulator Improvements - \$10,000,000

TIGER funds will improve the Apponaug Circulator in the City of Warwick, Rhode Island. This project will implement a new two-way road around the Apponaug Business District, replacing a one-way roadway that circles the city center. It was built in the 1970s as a temporary measure but still exists today. This includes two major routes, US Route 1 and State Route 117, which results in a large volume of traffic

traveling through residential communities. The project will divert through-traffic away from the historic business and government center to the north and will also make streetscape improvements, including widened intersections, new sidewalks and a bike lane.

Vermont – Western Corridor Rail Rehabilitation - \$8,992,007 – Rural

TIGER funds will be used to replace nine miles of old jointed rail with continuously welded rail, as well as new surfacing, ballast, and ties. The project will bring a 20-mile segment of the Vermont Railway to FRA class III status, which will allow trains to carry heavier loads and safely operate at faster speeds.

2012

Connecticut – Hartford’s Intermodal Transportation Triangle - \$10,000,000

TIGER funds will help the City of Hartford improve connectivity between its historic Main Street and Camden Union Station, the regional transportation hub for intercity rail and bus. The project includes bus stop enhancements and pedestrian access improvements at Union Station. It also incorporates Complete Streets elements, constructing water infrastructure in Bushnell Park North and re-designing streets within the Intermodal Triangle for bus access. By rerouting buses within the project area and allowing bus operations on Main Street, Union Station will be better linked to the city’s commercial core.

Maine – Martin Memorial Bridge Replacement - \$5,202,700 – Rural

TIGER funds will replace the structurally deficient Martin Memorial Bridge running over the Androscoggin River on route 232 in Richmond, Maine. The current bridge, built in 1955, has a capacity of 26 tons, well below the state requirement of 45 tons. This prevents large trucks from using it, requiring a detour of 10-12 miles to cross the river. The area is an important trade link for lumber and paper, and the bridge is essential for the economic vitality of the region. Additionally, TIGER funds will support the inclusion of bike lanes on the new bridge, which is on the Maine bicycle system but does not currently have them.

New Hampshire – Concord Downtown Complete Streets Project - \$7,850,000 – Rural

TIGER funds will reconstruct a 12-block section of Main Street in downtown Concord. Currently, Main Street is in a state of disrepair and cannot support optimal traffic operation. The project will improve safety and livability in the community by reconstructing the roadway from four lanes to three lanes, adding wider shoulders to accommodate bicycles, and bringing sidewalks into ADA-compliance

Rhode Island – I-95 Providence Viaduct Project - \$10,000,000

TIGER funds will help to replace the I-95 Viaduct, a rapidly deteriorating eight-lane bridge and overpass that carries 230,000 vehicles per day over rail, road, and the Woonasquatucket River. This is the third most traveled section of the North-South highway, which runs from Maine to Florida along the Eastern Coast. This project will update the 46-year-old viaduct, which currently requires constant repairs and lengthy partial closures. It will also enhance bicycle, pedestrian, and transit facilities.

Vermont – Northern Vermont Freight Rail Project - \$7,912,054 – Rural

TIGER funds will upgrade 18.8 miles of railroad track between St. Albans, Vermont, and the Canadian border. The upgrades will enable the track to carry the gross rail weight standard of up to the 286,000 pounds, allowing more efficient movement of goods throughout the region and internationally.

2011

Maine – Kennebec Bridge Replacement - \$10,810,000

The Maine Department of Transportation will reconstruct the Kennebec Bridge, which carries State Route 197 over the Kennebec River between Richmond and Dresden. The project will bring the roadway corridor back to a state of good repair with the construction of a new long-lasting, high-level fixed span bridge to replace the current swing span bridge. The new design will accommodate car and truck traffic as well as bicycles and pedestrians.

Connecticut – Stamford Intermodal Access - \$10,500,000

This project will construct two pedestrian bridges over the train tracks, pedestrian ramps, and train platform weather shelters at the Stamford Transit Center (STC). The project will also enclose an outdoor area on the north end of the station in order to increase the station's overall capacity. The station's passenger drop-off area and sidewalks will be widened, and new bike lanes will be constructed on approaching roads along with safety improvements.

Massachusetts – Merrimack River Bridge Rehabilitation - \$10,000,000

The Merrimack River Bridge Project will repair and reconstruct three bridges that provide an integral connection from Boston to Haverhill and other northern locations.. The bridges carry two railroad tracks over the Merrimack River in the city of Haverhill and serve as an important corridor for passenger service -- including the MBTA Commuter Rail - Haverhill Line and Amtrak's "Downeaster" train -- and Pan Am freight service.

Vermont – St. Albans Main Street Reconstruction - \$2,088,496

The City of Saint Albans will reconstruct 1,600 feet of North Main Street. The project will provide new sidewalks, pedestrian and street lighting, storm water management, street paving, new transit stops, new bicycle markings and amenities, and reconstruction of parking and pedestrian crosswalks in full compliance with accessibility and safety standards.

2010 – TIGER II - Capital Projects and Planning Projects

2010 Capital Projects

Maine/New Hampshire – Memorial Bridge Replacement - \$20,000,000

This joint Maine-New Hampshire project will replace a crucial, but deteriorating, highway bridge that currently has a bridge sufficiency rating of 6 out of 100. Safety concerns resulted in both states' restricting bridge traffic to no more than three tons, thereby causing all truck traffic to detour. The TIGER II grant provided by the U.S. Department of Transportation will enable this bridge to resume normal operations and allow material transport between the Portsmouth Naval Shipyard and the regional transportation network.

Connecticut – New Haven Downtown Access - \$16,000,000

The New Haven Downtown Crossing project will convert Connecticut State Route 34 from a limited access highway to urban boulevards from Union Avenue to College Street. Currently, Route 34 acts as a barrier that cuts the Yale-New Haven Hospital complex and the city's Union Station off from the rest of downtown New Haven. The Downtown Crossing project will convert North and South Frontage Roads to urban boulevards with road, streetscape, bicycle and pedestrian enhancements; reconfigure local street connections; and reconstruct the College Street Bridge at grade level. All elements of the project are designed to citywide complete street standards. The project is also expected to generate economic development at the project site.

Connecticut – Steel Point Roadway Improvements - \$11,159,493

The Steel Point roadway improvements project will reconstruct and modernize 4.6 lane-miles of urban minor arterial roadways and 0.75 miles of pedestrian/bicycle pathways in the city of Bridgeport, Connecticut. Modeled on the 'complete streets' concept, improvements will include roadway reconstruction, the addition of bikeways and enhanced landscaping, as well as better pedestrian connections to the surrounding neighborhoods, Bridgeport's downtown intermodal transportation center, and the public waterfront.

Maine – Aroostook Rail Preservation - \$10,546,436

The Aroostook rail preservation project will restore the rail routes serving Northern Maine by replacing railroad ties and rail sections, and by clearing drainage ditches. The project will rehabilitate 230 miles of rail in Northern Maine constructed more than 100 years ago, which was allowed to fall into disrepair by a previous rail owner/operator. The improvements funded by this TIGER II grant will improve the flow of forest products and other exports from Maine.

Rhode Island – Port of Providence - \$10,500,000

This project will expand and upgrade the Port of Providence in Rhode Island. TIGER II dollars will help replace two aged diesel cranes, one of which is currently non-functional, with new electric, barge-based

cranes that will enable the Port to handle container traffic. The Port also plans to install wind turbines and solar panels that are expected to generate enough electricity to cover all the port's electrical needs. The improvements to the port will enable short sea shipping, which will reduce highway bottlenecks caused by truck traffic.

2010 Planning Projects

Maine – Linking the Rural Regions of Maine - \$770,988

A feasibility study will be performed to determine the regional transportation needs and assets of five rural counties, with a particular focus on its aging population. Community partners and the Margaret Chase Smith Policy Center, part of the University of Maine, will assist with data collection, evaluation and community outreach.

Vermont – Downtown St. Albans Streetscape - \$125,000

The City of St. Albans envisions a revitalized downtown by improving sidewalks, installing energy efficient light fixtures, replacing street trees, and reducing conflict among transportation modes. The city has already raised an initial \$1 million for construction. The Northwest Regional Planning Commission, on behalf of the city, will use planning dollars for design engineering that will create a downtown where housing and services are accessible by bicycle and foot.

2009/TIGER I

Massachusetts – Fitchburg Commuter Rail Extension & Wachusett Station - \$55,500,000

The project will extend existing commuter rail service west from Fitchburg an additional 4.5 miles on the Pan Am Southern railway corridor. Commuter rail service currently connects Fitchburg with Boston, 50 miles to the southeast. The project will also include construction of a new station in Wachusett and a new layover facility. A new parking facility will be constructed, track and train control improvements will be made, and a separate track for boarding at the station will be included.

Massachusetts – Revere Transit Facility & Streetscape - \$20,000,000

The project will reconfigure acres of dilapidated and aging surface parking lots into a vertical multi-modal transit facility and plaza, linking automobiles, transit, pedestrians and bicyclists in a hospitable environment that encourages alternative transportation options. The project will also construct a multi-modal, pedestrian-focused streetscape along Ocean Avenue that connects local neighborhoods, the Revere Beach Reservation and transit. This will improve operations of Route 1A, especially bus, car and freight movements in and out of the Wonderland area.

Massachusetts – Fast Track New Bedford - \$20,000,000

The project includes the reconstruction of four insufficient freight rail bridges. These bridges are more than 100 years old and can only accommodate train speeds of five miles per hour or less. The bridges were last rated in 1995 as having inadequate superstructures. One of the bridges, the Sawyer Street Bridge, is resting upon the wall of an adjacent building.

Rhode Island – Quonset Wind Energy and Surface Transportation Project - \$22,300,000

The Quonset Business Park, located on the west shore of Narragansett Bay, consists of the former Quonset Naval Air Station (surplused in 1974) and the adjacent Davisville Naval Construction Battalion Center (surplused in 1994). Most of the infrastructure was built during base construction in 1939 and 1940. TIGER funds will be used for pier maintenance, rail improvements and road reconstruction, which will support, among other things, producers of offshore wind power that will use industrial properties at Quonset as a base of operations.

Maine – Revitalizing Maine's Ports - \$14,000,000

The project advances Maine's Three-Port Strategy, a long-term strategy developed in 1978 to concentrate state investments in deep-water port facilities. TIGER funds will help the Port of Portland to upgrade the wharf and upland storage facility at the International Marine Terminal Facility; the Port of Searsport to invest in innovative new equipment, including a heavy-lift mobile harbor crane; and the Port of Eastport to invest in storage space and conveyor equipment.

Vermont – Burlington Waterfront North Project - \$3,150,000

The project involves the rehabilitation, reconstruction and upgrading of a 1,355 foot section of Lake Street—the principal north-south access roadway servicing the downtown waterfront—and the realignment and improvement of a section of the Waterfront Bike path that traverses the project area. The area suffers from inadequate or non-existent transportation infrastructure, which restricts public access, creates significant safety concerns and limits economic development potential.

CONCORD DOWNTOWN COMPLETE STREETS PROJECT

APPLICANT/SPONSOR: City of Concord, New Hampshire

Rural

TOTAL PROJECT COST: \$7,850,000

GRANT FUNDING: \$4,710,000

2012

PROJECT DESCRIPTION

TIGER funds will reconstruct a 12-block section of Main Street in downtown Concord. Currently, Main Street is in a state of disrepair and cannot support optimal traffic operation. The project will improve safety and livability in the community by reconstructing the roadway from four lanes to three lanes, adding wider shoulders to accommodate bicycles, and bringing sidewalks into ADA-compliance.

PROJECT HIGHLIGHTS

- » Reduces the frequency of vehicular crashes by more than 25 percent
- » Reduces annual operations and maintenance costs by nearly \$600,000 over the lifecycle of the street through the installation of a roadway/sidewalk snow melting system
- » Encourages multi-modal use along Main Street, which is designated as a State Bike Route but currently has no bike lane
- » Improves the economic vitality of downtown Concord



EAST

PROJECT BENEFITS

This project leverages a 40 percent local match to update and improve an essential portion of downtown Concord. Main Street was last improved in the early 1970s, and traffic currently exceeds 12,000 vehicles per day. The proposed traffic calming improvements are expected to reduce vehicular speeds and the severity of crashes. The project will improve livability by adding wider shoulders to accommodate cyclists and pedestrians.



U.S. Department
of Transportation



TIGER

NEW HAMPSHIRE NORTHCOAST RAIL CORRIDOR IMPROVEMENTS

Rural

APPLICANT/SPONSOR: New Hampshire Department of Transportation

TOTAL PROJECT COST: \$2,000,000

GRANT FUNDING: \$1,400,000

2013

PROJECT DESCRIPTION

TIGER funds will make upgrades and repairs along 42 miles of mainline rail between Rollinsford and Ossipee, New Hampshire, which connect the region to the national rail network in Boston. The rail line is in poor condition and in need of repair, with some sections determined to be unusable and unsafe. The project will also repair a .7-mile section of washed-out track and upgrade two grade crossings for safety reasons. The state and the New Hampshire Northcoast Railroad are providing financial support for the project.

PROJECT HIGHLIGHTS

- » Repairs portions of a 42-mile section of rail to allow for industry-standard 286,000 lbs. rail car shipments to travel the full length of the rail corridor.
- » Increases capacity and efficiency of the rail network, which improves the economic competitiveness of the region.
- » Offers cost and time savings for existing and new rail customers because the improvements will allow more cars to run at higher tonnages.



EAST

PROJECT BENEFITS

The New Hampshire Northcoast Rail Corridor improvements offer Fix-it-First benefits to improve safety and reliability while increasing the speed of trains traveling through the corridor. Upgrading the rail line will improve the capacity and overall performance of the line while reducing lifecycle maintenance costs and will help ensure environmentally sustainable freight movement. The project builds on previous federal, state, local, and private investment in the corridor. The improvements will help the New Hampshire Northcoast Railroad maintain the growth in shipments it has experienced in recent years.



U.S. Department
of Transportation



TIGER

SARAH MILDRED LONG BRIDGE PROJECT

APPLICANT/SPONSOR: Maine Department of Transportation
New Hampshire Department of Transportation

TOTAL PROJECT COST: \$158,500,000

GRANT FUNDING: \$25,000,000

2014

PROJECT DESCRIPTION

This TIGER grant will fund the rail components of the Sarah Mildred Long Bridge replacement over the Piscataqua River. The Sarah Mildred Long Bridge, a lift bridge connecting Maine and New Hampshire, currently handles both highway and rail traffic and is being replaced after 74 years. The replacement bridge will feature an integrated rail-highway deck for the lift span, maintaining rail access for the Portsmouth Naval Station.

PROJECT HIGHLIGHTS

- » Reduces the need for bridge lifts by 64 percent, reducing disruptions to both highway and marine traffic.
- » Provides redundancy for freight movement between Maine and New Hampshire in the event of closure of the I-95 bridge.
- » Improves environmental outcomes by reducing vehicle delays and idling times by 68 percent.



EAST

PROJECT BENEFITS

Rail access is a critical need of Portsmouth Naval Station (PNS), as this is the only viable mode of transportation allowed by the U.S. Navy for PNS to transport spent nuclear fuel from its servicing of U.S. Navy submarines. The TIGER investment will ensure this access continues. The new bridge will also dramatically improve safe access to navigation on the river through increased horizontal and vertical clearances.



U.S. Department
of Transportation



TIGER