



*Non-public meeting in accordance with RSA 91-A:3, II to discuss the City Manager's Annual Evaluation to be held at 6:00 p.m.*

City Council Meeting  
Agenda  
April 8, 2013  
City Council Chambers  
7:00 p.m.

*Non-public meetings in accordance with RSA 91-A:2, I (a) to discuss the status of collective bargaining negotiations and RSA 91-A: 3, II (d) to discuss property sale and/or acquisition to be held after the Council meeting.*

1. Call to Order.
2. Invocation by the Reverend Peter Hey, Wesley Methodist Church
3. Pledge of Allegiance.
4. Roll Call.
5. Approval of the March 11, 2013 meeting minutes.
6. Agenda overview by the Mayor.

*- Consent Agenda Items -*

**Items Tabled for a May 13, 2013 Public Hearing**

7. Ordinance amending the Code of Ordinances, Title I, General Code; Chapter 17, Vehicles and Traffic; Article 17-7, Rights and Duties of Pedestrians; together with report from the City Solicitor. (1-9) (2-33b; 2-35) (3-38)
8. Resolution accepting and appropriating \$30,000 from the New Hampshire Housing Finance Authority Community Planning Grant Program for the development of a new Penacook Village Center Zoning District; together with report from the City Planner.

**From the City Manager**

9. Positive Citizen Comments.

City Council Agenda

April 8, 2013

2

10. Council meeting date calendar.

**Consent Reports**

11. Diminimus gifts and donations report from the Library Director requesting authorization to accept monetary gifts totaling \$1,372.65 as provided for under the preauthorization granted by City Council.
12. Diminimus gifts and donations report from the Human Services Director requesting authorization to accept monetary gifts totaling \$131 as provided for under the preauthorization granted by City Council.
13. Diminimus gifts and donations report from the Police Department requesting authorization to accept monetary gifts totaling \$8,985.60 as provided for under the preauthorization granted by City Council.
14. Diminimus gifts and donations report from the Fire Department requesting authorization to accept monetary gifts totaling \$592.10 as provided for under the preauthorization granted by City Council.
15. Overall Economic Development Performance (OEDP) Annual Report.
16. Committee report on the Finance Committee budget schedule and adoption date.
17. Report from Deputy City Manager – Development requesting authorization to modify an existing utility easement along the Whitney Road corridor.
18. Economic Development Advisory Committee (EDAC) review and recommendation on City's economic development policy.
- 18a. Reports from the Planning Board and Conservation Commission in response to a communication from McKenna's Purchase Northern Pass Committee seeking the city's assistance in regards to the Northern Pass Project. (1Sus2)

**Consent Resolutions**

19. Resolution re-adopting the Beneflex plan and authorizing the City Manager to execute Beneflex plan documents.
20. Resolution rescinding bond authorization in the amount of \$1,364,340.10 by the City of Concord for the use by the Concord School District; together with report from the Deputy City Manager – Finance.
21. Resolution authorizing the City Manager to submit an application to the NH Division of Historical Resources for Certified Local Government (CLG) funds to be utilized for the conduct and preparation of a study of historic carriage houses and urban barns within the West End Neighborhood; together with report from the City Planner.

22. Resolution authorizing the City Manager to enter into an amended and restated lease agreement between the City of Concord and the Concord Boys and Girls Club of Greater Concord together with a report from the Deputy City Manager-Development.
23. Resolution authorizing the City Manager to submit an application for up to \$73,000 to the Federal Aviation Administration (FAA) and the New Hampshire Department of Transportation (NHDOT), Division of Aeronautics grant funds for the purpose of the installation of frangible mounts and a light beacon on the localizer for runway 17/35 at the Concord Municipal Airport; together with report from Engineering.
24. Resolution authorizing the City Manager to submit an application for up to \$1,340,000 to the Federal Aviation Administration (FAA) and the New Hampshire Department of Transportation (NHDOT), Division of Aeronautics grant funds for the purpose of constructing the eastern portion of the parallel taxiway for runway 12/30 at the Concord Municipal Airport; together with report from Engineering.

#### **Consent Communications**

25. Street closure request from the Concord Family YMCA in order to hold a block party on Friday, May 17, 2013.
26. Street closure request for the Concord High School Levee to be held on June 13, 2013.

#### **Appointments**

27. City Manager's proposed reappointments to the Library Board of Trustees.  
*Jeremy Clemans and Megan DeVorse*
28. City Manager's proposed reappointments to the Conservation Commission.  
*Christopher Morgan, Christopher Kane and Frederick Chormann, Jr.*

***\*\*End of Consent Agenda\*\****

#### **29. April 8, 2013 Public Hearings**

- A. Resolution authorizing the Annual Appraisal of Real Estate at Market Value per RSA 75:8-b; together with report from the Director of Real Estate Assessments. (2-7) (3-10) (*Public hearings to be held in March and April; action to be taken in May*)
- B. Ordinance amending the Code of Ordinances, Title I, General Code; Chapter 1, Government Organization, by amending Schedule I of Article 1-5, Fees, Fines and Penalties; together with report from the Deputy City Manager – Finance. (3-11)
- C. Non-ordinance fees. (3-12)

- D. Capital Improvement Program (CIP) Out Years. (3-13)
- E. Resolution appropriating the sum of \$18,000 for the purchase and installation of seven self-operable lifts and accessories to be located at each of the community's seven swimming pools; together with report from the General Services Director. (3-14)
- F. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I; amending parking on District 5 Road; together with report from the Parking Manager. (3-15)
- G. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at all Times in Designated Places, Schedule I; Whitney Road; together with reports from the Traffic Engineer and the Parking Committee in response to a communication from Richard Uchida, Hinckley Allen Snyder LLP on behalf of Interchange Development, LLC and Drake Petroleum Company, Inc. requesting a no parking zone on Whitney Road in an area to be developed for a convenience store and service station. (11-8) (3-16)
- H. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I; Bradley Street; together with report from the Traffic Engineer. (3-17)
- I. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Section 17-4-3, One-Way Streets, Schedule VI, Bradley Street. (3-18)

**April 8, 2013 Public Hearing Action**

- 30. Ordinance amending the Code of Ordinances, Title I, General Code; Chapter 1, Government Organization, by amending Schedule I of Article 1-5, Fees, Fines and Penalties; together with report from the Deputy City Manager – Finance. (3-11)
- 31. Non-ordinance fees. (3-12)
- 32. Capital Improvement Program (CIP) Out Years. (3-13)
- 33. Resolution appropriating the sum of \$18,000 for the purchase and installation of seven self-operable lifts and accessories to be located at each of the community's seven swimming pools; together with report from the General Services Director. (3-14)

34. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I; amending parking on District 5 Road; together with report from the Parking Manager. (3-15)
35. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at all Times in Designated Places, Schedule I; Whitney Road; together with reports from the Traffic Engineer and the Parking Committee in response to a communication from Richard Uchida, Hinckley Allen Snyder LLP on behalf of Interchange Development, LLC and Drake Petroleum Company, Inc. requesting a no parking zone on Whitney Road in an area to be developed for a convenience store and service station. (11-8) (3-16)
36. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I; Bradley Street; together with report from the Traffic Engineer. (3-17)
37. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Section 17-4-3, One-Way Streets, Schedule VI, Bradley Street. (3-18)

### Reports

### New Business

### Unfinished Business

38. Resolution approving the granting of a conservation easement to the Society for the Protection of New Hampshire Forests (SPNHF) on approximately 114 acres of land southerly and easterly of Gully Hill Road, as approved by the Conservation Commission; together with report from the Conservation Commission. (6-17) (7-36B; 7-38) (8-53) (9-39)(10-31) (11-43) (12-42) (1-52) (2-49) (3-37) (*Action on this item tabled following a July 9, 2012 public hearing*)
39. Resolution amending the official map so as to establish the mapped lines of a future street for a new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue; together with report from the Assistant City Planner. (1-16) (2-33I; 2-42) (3-39) (***Public hearing held in February 2013 – item tabled***)

**Comments, Requests by Mayor, City Councilors**

**Comments, Requests by the City Manager**

40. Discussion regarding meeting minutes for various boards and commissions within the City of Concord.

**Consideration of Suspense Items**

4 Sus1 **Referral to the Legal Department and the Public Safety Advisory Board**

Communication from Downtown Merchants requesting a more defined and stricter enforcement of panhandling laws in the City of Concord.

**Adjournment**

**Information**

- 4 Inf 1 District Two Reports from Colin Van Ostern.
- 4 Inf 2 January 17, 2013 Fiscal Policy Advisory Committee Meeting Minutes.
- 4 Inf 3 February 1, 2013 Economic Development Advisory Council Meeting Minutes.
- 4 Inf 4 March 4, 2013 Concord Public Library Board of Trustees Meeting Minutes.
- 4 Inf 5 February 19, 2013 and March 19, 2013 Traffic Operations Committee Meeting Minutes.
- 4 Inf 6 February 28, 2013 Transportation Policy Advisory Committee Meeting Minutes.
- 4 Inf 7 Communication from Comcast Cable notifying City Council of price adjustments going into effect on May 1, 2013.
- 4 Inf 8 Communication from Michael Martin, School Administrative Unit #46 in follow-up to their recent annual meeting held on March 7, 2013.



*Non-public meeting in accordance with RSA 91-A:3, II to discuss the City Manager's Annual Evaluation to be held at 6:15 p.m.*

City Council Meeting  
**Draft Minutes**  
**March 11, 2013**  
 City Council Chambers  
 7:00 p.m.

*Non-public meetings in accordance with RSA 91-A:2, I (a) to discuss the status of collective bargaining negotiations and RSA 91-A: 3, II (d) to discuss property acquisition to be held after the Council meeting.*

1. Mayor Bouley called the meeting to order at 7:00 p.m.
2. Invocation by Pastor Peter Preston, Gospel Light Church of God.
3. Pledge of Allegiance.
4. Roll Call. Councilors Bennett, Blanchard, Bouchard, Mayor Bouley, Councilors Coen, DelloIacono, Grady Sexton, Keach, Kretovic, McClure, St. Hilaire and Shurtleff were present. Councilors Patten and Werner arrived late. Councilor Nyhan was excused.
5. Approval of the February 11, 2013 and the February 19, 2013 meeting minutes.

**Action:** Councilor St. Hilaire moved approval of the February 11, 2013 meeting minutes. The motion was duly seconded and passed with no dissenting votes. Councilor Grady Sexton moved approved of the February 19, 2013 meeting minutes. The motion was duly seconded and passed with no dissenting votes.

- 5a. Mayor Bouley presented a proclamation proclaiming March 2013 American Red Cross Month to Maria White, American Red Cross NH CEO, and Fred Coolbroth, American Red Cross Board Member.
6. Agenda overview by the Mayor.

*- Consent Agenda Items -*

**Action:** Councilor St. Hilaire moved approval of the consent agenda. The motion was duly seconded and passed with no dissenting votes.

**Referral to the Recreation and Parks Department and the Recreation and Parks Advisory Committee**

7. Communication from Marshall Crane, the Frank Monahan Foundation, proposing the establishment of a High School Basketball Summer League to be held at White Park in Concord beginning in June 2013.

**Referral to Concord Area Transit**

8. Communication from Linda Rauter expressing her concern with the lack of bus shelters at all bus stops within the City of Concord.

**Referral to the Planning Board**

9. Communication from Richard Uchida, Hinckley Allen Snyder LLP, on behalf of the Grappone Companies requesting rezoning of a portion of property located at 94 Manchester Street in Concord.

**Items Tabled for an April 8, 2013 Public Hearing**

10. Resolution authorizing the Annual Appraisal of Real Estate at Market Value per RSA 75:8-b; together with report from the Director of Real Estate Assessments. *(Public hearings to be held in March and April)*
11. Ordinance amending the Code of Ordinances, Title I, General Code; Chapter 1, Government Organization, by amending Schedule I of Article 1-5, Fees, Fines and Penalties; together with report from the Deputy City Manager – Finance.
12. Non-ordinance fees.
13. Capital Improvement Program (CIP) Out Years.
14. Resolution appropriating the sum of \$18,000 for the purchase and installation of seven self-operable lifts and accessories to be located at each of the community's seven swimming pools; together with report from the General Services Director.
15. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I; amending parking on District 5 Road; together with report from the Parking Manager.
16. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at all Times in Designated Places, Schedule I; Whitney Road; together with reports from the Traffic Engineer and the Parking Committee in response to a communication from Richard Uchida, Hinckley Allen Snyder LLP on behalf of Interchange Development, LLC and Drake Petroleum Company, Inc. requesting a no parking zone on Whitney Road in an area to be



developed for a convenience store and service station. (11-8)

17. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I; Bradley Street; together with report from the Traffic Engineer.
18. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Section 17-4-3, One-Way Streets, Schedule VI, Bradley Street.

**From the City Manager**

19. Positive Citizen Comments.
20. Council meeting date calendar.

**Consent Reports**

21. Diminimus gifts and donations report from the Library Director requesting authorization to accept monetary gifts totaling \$3,592.15 as provided for under the preauthorization granted by City Council.
22. Fiscal Policy Advisory Committee recommendation on Fiscal Policy Statement and adoption of Fund Balance Policy report from the Deputy City Manager – Finance. *(Revised pages one and two of the proposed fiscal goals for 2012-2013 submitted)*
23. Report from the City Engineer on the status of capital projects managed by the Engineering Services Division.
24. General Fund Proforma Model and report from the Deputy City Manager – Finance.
25. Updated Capital Improvement Plan report for the Beaver Meadow Golf Course from the Parks and Recreation Director.
26. Report from the Fire Chief on Fire Department Vehicles.
27. Report from the Director of Real Estate Assessments on behalf of the Tax Exemption Policy Committee on adoption of a Solar Exemption and revisions to the Existing Elderly and Blind Exemptions and Veteran Credits.

**Consent Resolutions**

28. Resolution authorizing the City Manager to apply for up to \$1,500,000 in Community Development Investment Program Tax Credits from the NH Community Development Finance Authority; together with a report from the Assistant for Special Projects.

**Consent Communications**

29. Street closure request for the 2013 Making Strides Against Breast Cancer event to take place in Concord at Memorial Field on Sunday, October 20, 2013.
30. Street closure request for the 11<sup>th</sup> Annual NAMIWalks NH fundraising and awareness event to be held on Sunday, October 6, 2013.
31. Street closure request for the 21<sup>st</sup> Annual NH Law Enforcement Memorial Ceremony to be held on Friday, May 17, 2013.
32. Street closure request for the 5<sup>th</sup> Annual Concord Food Co-Op *Spring into Healthy Living* event to be held on Saturday, May 11, 2013.

***\*\*End of Consent Agenda\*\****

**33. March 11, 2013 Public Hearings**

- A. Resolution authorizing the Annual Appraisal of Real Estate at Market Value per RSA 75:8-b; together with report from the Director of Real Estate Assessments. (2-7) (***Public hearings to be held in March and April***)

**Action:** City Manager Tom Aspell provided a brief overview.

Mayor Bouley indicated that they have been doing this since 2005 and that he has voted for this every time since 2005 because they have been told that it gives the ability for some predictability, some consistency, and takes out the edges/spikes to assessing. He noted that over the past several months he has heard from people that are concerned about spikes, particularly in the commercial side, anywhere from 50 to 90 percent increases. He asked why they should do this if they are going to see the spikes anyway. Kathy Temchack, Director of Real Estate Assessments, responded that she cannot predict what is going to happen with the market because it is always changing. She stated that in 2006 the commercial/industrial assessments raised 11.53 percent; in 2008 commercial assessments went up 2.93 percent; this year they went up 13.77 percent. She indicated that this is the increase of the total assessed value of the commercials and does not mean that any one property went up by that percentage. She stated that she understands that people are concerned because, in this particular case, the commercial/industrial people saw an increase in their tax bills because there was no other segment of the population that went up also to buffer this. Ms. Temchack noted that they have received a lot of abatement applications and that they will be going through each of them and determining if there are any corrections that need to be made. Mayor Bouley noted his concerns indicating that it doesn't logically make sense how they see such wild swings for assessments. He indicated that he would like to ask the Board of Assessors to come back and report to the City Council and to the community to let them know if there is anything that can be done to avoid this in the future and when they go through this abatement process maybe explain to them as to what is going on, how did they get into this

situation, how are they seeing such wild swings, is there a problem with the data, is there not enough data, are they using the wrong data. He stated this is his 16<sup>th</sup> year and he has never seen it like this and when people ask him questions on this, he can't explain it to them.

Councilor St. Hilaire, referring to the news, noted that the housing market seems to have stabilized but the commercial segment seems to still be sluggish. He asked how they transpose what they hear on the news about the economic sectors and the assessments being so different. Ms. Temchack responded that she believes that one of the things that people have a hard time understanding is that when they get their assessment in the fall it represents what the market value of the property was that April. She stated that there are still a lot of foreclosures, short sales and sales in lieu of foreclosures happening in the city. On the commercial side, she indicated that a one percent drop in the capitalization rate is a ten percent increase in the value of the property. She stated that what she set the values on was from information that people returned to her; she used the information that the property owners returned back to her. She added that if a business didn't share information she has to rely on what she has. Councilor St. Hilaire asked how she would make a determination if information wasn't provide, as an example, the mall going down or staying about level and another business going up 90 percent. Ms. Temchack replied that over the last several years the mall has sustained quite a few vacancies and the retail sector for large malls is struggling. Councilor St. Hilaire questioned how another business would go up 90 percent. Mr. Aspell asked for an example of the Smokestack. Ms. Temchack explained that there were changes in the type of property and the property had been labeled as a warehouse and when she received their information, they were no longer predominantly a warehouse and most of the space has been converted to retail and office use. She stated that there is a big difference in value between a warehouse and retail and office space. Councilor St. Hilaire asked whether it's worth doing the assessments every year if they are going to get these large spikes; is it worth taking more time to gather the data you need. Ms. Temchack explained that, in any given year, they always have more sales of residential properties so when they look at the ratio they receive from the Department of Revenue indicating that they have 100.5 percent as their overall ratio, there are commercial sales in this but they are a much smaller percentage. She noted that the residential properties always drive their ratio every year.

Councilor Keach asked for an explanation of the request of information from business owners. He questioned as to what percent of commercial properties responded with specific information. Ms. Temchack replied that there was a 25 percent return rate which is lower than any other year. She explained that what she is looking at is the property and not the business that is in the property for the most part. She is looking for information such as: what are the rents; does that rent include heat, water and electricity; expenses for the property not the business including insurance, water and sewer, maintenance, etc.; who pays the expenses. Councilor Keach asked for an explanation of the capitalization rate in laymen's terms and where they arrived at that number. Ms. Temchack replied that there is no one number; different types of properties would have different capitalization rates. She explained that the capitalization rate is basically a factor that you apply to your

net income. Councilor Keach asked for an example of a hypothetical property. Ms. Temchack noted that if a property had a gross income of \$100,000 you would have to subtract the vacancy and collection loss at ten percent which \$10,000 leaving \$90,000. From here the expenses would be subtracted so if the expenses for the property were \$30,000 this amount would be subtracted from the \$90,000 leaving \$60,000 which is the net operating income. She noted that, depending on whether the expenses are passed through to the tenants or whether the property owner is responsible, they are trying to come up with a value of the property and she doesn't know what the taxes are going to be yet because she doesn't know what the value is. She explained what has to be done to develop a capitalization rate. Referring to the above numbers, she noted that if there was \$60,000 income and had a ten percent capitalization rate she would divide the ten percent into the \$60,000 and get \$600,000 for the property.

Councilor Coen pointed out that the information given to Assessing is voluntary and after what he has heard this evening is that companies such as the Smokestack volunteered information and their assessment skyrocketed. He noted that, in the future, companies may think twice about volunteering information to Assessing. He stated that to him the system of how the information is gathered appears to be flawed.

Mayor Bouley opened the public hearing. There being no public testimony, the hearing was recessed until the April Council meeting.

- B. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-9, Bus and Taxicab Stands, Schedule VII, Bus Stop – South Commercial Street/Constitution Ave; together with report from the Assistant City Planner. (2-8)

**Action:** City Manager Tom Aspell provided a brief overview.

Councilor Kretovic, on behalf of the Public Transit Committee, indicated that CAT has six bus shelters and this one was identified, through their process, as being the number one location for a bus stop in the area.

Mayor Bouley noted that CAT has six bus shelters and questioned as to why they haven't been installed.

Councilor Kretovic responded that it is her understanding that the funding required a handicap accessible path and the other part is where the bus stops are located, the city doesn't own the right of way so they have to work in cooperation with the property owners.

Mayor Bouley opened the public hearing.

**Public Testimony**

Kevin Flynn, Community Development Finance Authority, indicated that they are an enthusiastic supporter of the Friendly Kitchen and they awarded an emergency grant in the amount of \$500,000 through the Community Development Block Grant program to assist with site acquisition and other costs. He added that they also awarded \$300,000 in tax credits to help with the fundraising. He stated that they feel that the installations of a bus stop removes an obstacle for those members of the community who are low to moderate income and at risk by helping to facilitate their access to the site. He noted their support of the proposed ordinance. (Written public testimony on file in the City Clerk's Office)

There being no further public testimony, the Mayor closed the hearing.

- C. Resolution appropriating the sum of \$1,735,000 including authorizing the issuance of bonds and notes for the Route 3 Corridor (North) Improvement Project – Phase 5 (Village Street, Penacook from the Boscawen Town Line to Stark Street) CIP #35; together with report from the City Engineer. (12-41) (1-38A;1-48) (2-9)

**Action:** City Manager Tom Aspell provided a brief overview.

Councilor Blanchard questioned whether the \$1.5 million for underground utilities would include putting electricity to all of the properties. Carlos Baia, Deputy City Manager-Development, responded that he does believe that it includes that. He stated that what they are doing as part of this cost is not only undergrounding and relocating the utilities but also may be relocating where utilities access the buildings. He noted that he believes that the cost that would be incurred inside the property is included in this estimate.

Mayor Bouley opened the public hearing.

**Public Testimony**

Roy Schweiker, Concord resident, noted he was in opposition of this proposed expenditure. He stated that he had asked a previous city assessor whether this would increase the value of the adjacent properties and the response was no. He added that if the response is yes then he would question as to why they are spending \$1.5 million to increase someone else's property. He suggested that the city jump ahead and begin Phase 6 this summer noting that he feels that this would give the business people of Penacook a year to raise some portion of the money or get a CDFA grant.

Ray Miner, Penacook Village Association, testified in favor of the proposed resolution to appropriate funds for Phase 5 of the Route 3 Corridor project. He noted that the PVA would like to thank City Engineering and City Staff for their commitment to improving the village and their outreach to Penacook residents on all the details of reconstruction. The PVA wants this partnership to continue as they proceed with construction and are

committed to continuing to work with the city to sponsor additional community outreach as needed. He noted that from what they have heard for their members and the residents who have attended various meetings is that there is majority support for all aspects of this project: the road reconstruction, the burying of electrical and other wires and the bridge repair work. He asked for the Council's support of this proposed resolution. (Written public testimony on file in the City Clerk's Office)

Glenn Geiger, Penacook business owner, noted that he feels that this an extraordinary and once in a lifetime opportunity. He spoke in strong support of the underground utilities and indicated that he feels that this is the time to put in underground utilities because the city is doing the road project now.

For the record, Councilor Shurtleff pointed out that there is a large contingent of residents from Ward One in attendance this evening.

Councilor Kretovic pointed out that there was a large show from Ward Two as well.

Roy Schweiker further noted his concern with the price of the underground utilities.

There being no further public testimony, the Mayor closed the hearing.

#### **March 11, 2013 Public Hearing Action**

34. Ordinance amending the Code of Ordinances, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-9, Bus and Taxicab Stands, Schedule VII, Bus Stop – South Commercial Street/Constitution Ave; together with report from the Assistant City Planner. (2-8)

**Action:** Councilor Kretovic moved approval. The motion was duly seconded and passed with no dissenting votes.

35. Resolution appropriating the sum of \$1,735,000 including authorizing the issuance of bonds and notes for the Route 3 Corridor (North) Improvement Project – Phase 5 (Village Street, Penacook from the Boscawen Town Line to Stark Street) CIP #35; together with report from the City Engineer. (12-41) (1-38A;1-48) (2-9)

**Action:** Councilor Blanchard moved approval. The motion was duly seconded.

Councilor Werner stated that they have to look at these types of properties as investments in their community as a whole and is very confident that this kind of activity and the support of this will ultimately result in more economic development which over time will return more tax dollars and expand their property tax base and more than pay it back.

Councilor McClure pointed out that they have had a city policy of trying to rejuvenate Penacook Village. She inquired as to how much money the city has invested in Penacook.

Matt Walsh, Assistant for Special Projects, responded that the total investment in the Tannery site is approximately \$4.782 million; 56 percent of this total is from non-city sources and 44 percent has come from the city which totals approximately \$2.11 million since 2002.

Councilor Keach acknowledged the councilors from Penacook pointing out the fierce representation of Penacook.

Mayor Bouley indicated that he will be supporting this proposed resolution. He thanked the public for their input and noted that he feels that this will have a positive economic development impact upon the village. He further thanked the City Manager and the staff.

Councilor Blanchard thanked the staff and thanked the support of the Council.

The motion passed 14 to 0 on a roll call vote with Councilors Bennett, Blanchard, Bouchard, Mayor Bouley, Councilors Coen, DelloIacono, Grady Sexton, Keach, Kretovic, McClure, Patten, St. Hilaire, Shurtleff and Werner voting yes.

### Reports

36. Report from the City Engineer summarizing preliminary design costs associated with the Downtown Complete Streets Improvement Project (CIP# 460).

**Action:** City Manager Tom Aspell provided a brief overview.

Councilor St. Hilaire stated that this report was well done and was exactly what they requested.

Mayor Bouley indicated that he received a question from a constituent in regards to where they are in terms of design and costs. He noted that the questions are becoming more detailed and asked for help to explain to the community where they see it at this point of time and moving forward.

Gene McCarty, Project Manager for McFarland-Johnson, noted that they start with a big picture and then get down to the details. He indicated that at the last Council meeting when Council accepted the layout, this was a major milestone from McFarland-Johnson's perspective from a design because now that they knew the layout was accepted, they could take that and move further along. He stated that they do have a very aggressive schedule because of the federal funding and they are advancing the engineering along in parallel. He indicated that they made a submission to the city last week of more detailed engineering of downtown. He added that, in terms of landscaping, it is currently a blank canvas because they still need a lot of approval from the Council.

Councilor Coen questioned whether information is available on the website. It was confirmed that most of the information is on the website.

Councilor St. Hilaire pointed out that this report mentions Concord Steam and the partnership that the city could have with them. He stated that it also mentions the fact that if they don't have a partner like this, heating the streets and sidewalks, the costs would go way up. He asked when they would need a final answer on this and will they know what's going on with Concord Steam's project and whether they could be a partner. Mr. McCarty responded that they are not there yet but they will need to know within the next six to eight weeks. Carlos Baia, Deputy City Manager-Development, indicated that the latest information that they have is that they will make a formal decision regarding their proposed new plant by April 1<sup>st</sup>. He added that Concord Steam is working out details and making plans.

Councilor St. Hilaire moved approval. The motion was duly seconded and passed with no dissenting votes.

### **Unfinished Business**

37. Resolution approving the granting of a conservation easement to the Society for the Protection of New Hampshire Forests (SPNHF) on approximately 114 acres of land southerly and easterly of Gully Hill Road, as approved by the Conservation Commission; together with report from the Conservation Commission. (6-17) (7-36B; 7-38) (8-53) (9-39)(10-31) (11-43) (12-42) (1-52) (2-49) (*Action on this item tabled following a July 9, 2012 public hearing*)

**Action:** Mayor Bouley indicated that he would like to appoint Councilors Keach, Bouchard, St. Hilaire and McClure to review the easement of this property and report back with their findings.

Councilor Shurtleff moved the appointments. The motion was duly seconded.

Councilor Kretovic indicated that she would like to be on the committee. Mayor Bouley added her as an appointment.

The motion, as amended to add Councilor Kretovic, passed with no dissenting votes.

38. Ordinance amending the Code of Ordinances, Title I, General Code, Chapter 14, Morals and Conduct; Article 14-2; Miscellaneous Police Regulations, Aggressive Panhandling; together with report from the Public Safety Board. (1-9) (2-33b; 2-35) (***Public hearing held in February 2013 – item referred back to the legal department***)

**Action:** This item remains on the table.

39. Resolution amending the official map so as to establish the mapped lines of a future street for a new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue; together with report from the Assistant City Planner. (1-16) (2-33I; 2-42) (***Public hearing held in February 2013 – item tabled***)

**Action:** This item remains on the table.



**Comments, Requests by Mayor, City Councilors**

Councilor Bennett questioned in regards to the panhandling ordinance. Mayor Bouley responded that it's taking some time to get all the parties that were asked to participate together.

Councilor Coen commented on the difference on the completed portions of the Route 3 project.

**Adjournment**

The time being 8:25 p.m., Councilor Kretovic moved to enter into non-public meetings in accordance with RSA 91-A:2, I (a) to discuss the status of collective bargaining negotiations and RSA 91-A: 3, II (d) to discuss property acquisition. The motion was duly seconded and passed with no dissenting votes.

*A true copy; I attest:*

*Michelle Mulholland  
Deputy City Clerk*



# CITY OF CONCORD

---

*In the year of our Lord two thousand and thirteen*

**AN ORDINANCE** amending the CODE OF ORDINANCES, Title I, General Code; Chapter 17, Vehicles and Traffic; Article 17-7, Rights and Duties of Pedestrians.

**The City of Concord ordains as follows:**

**SECTION I:** Amend the CODE OF ORDINANCES, Title I, General Code; Chapter 17, Vehicles and Traffic; Article 17-7, Rights and Duties of Pedestrians, by creating a new Section 17-7-3, The Passing of Items To or From the Occupant of A Motor Vehicle On A Roadway, as follows:

**17-7-3 - The Passing of Items To or From the Occupant of A Motor Vehicle On A Roadway**

(1) *Intent of Ordinance.* This Ordinance is intended to provide for the free flow of motor vehicle traffic on roadways in the City. The City Council finds that persons who distribute any item to, receive any item from or exchange any item with the occupant of a motor vehicle upon a Roadway present a threat to the free and safe flow of motor vehicle traffic. By this Ordinance, the City Council intends to promote the health, safety and welfare of the citizens traveling by vehicle in the City.

(2) *Definitions.* For purposes of this Section, the following definitions apply:

(a) *Pass/Passing.* Distributing any item to, receiving any item from, or exchanging any item with the occupant of a motor vehicle that is located in the Roadway.

(b) *Roadway:* All public roads open to motorized vehicles within the City. This definition excludes private roads and private property. This definition also excludes areas in which parking is permitted in the City.

(c) *Item:* Any physical object.

(3) *Prohibition on Roadways.* It shall be unlawful to violate any of the prohibitions set forth below in the City.

(a) No person shall knowingly distribute any item to, receive any item from, or exchange any item with the occupant of any motor vehicle when the vehicle is located in the Roadway.

(b) This Ordinance shall not apply to the distribution, receipt or exchange of any item with the occupant of a motor vehicle on private property or in a permitted parking area.

(c) This Ordinance shall not apply to any law enforcement officer acting in the scope of his/her official duty.

(d) This Ordinance shall not apply to the distribution, receipt or exchange of any item with the occupant of a motor vehicle located in the Roadway in order to assist the occupant after a motor vehicle accident, with a disabled motor vehicle or where the occupant is experiencing a medical emergency.

(4) *Sunset.* This Section shall automatically repeal on April 9, 2015, unless otherwise ratified by the City Council.

(5) *Penalty.* A person found in violation of this Section shall be guilty of a violation and may be fined not more than \$500.00.

(6) *Severability.* If any provision of this section is declared invalid or unconstitutional by any Court of competent jurisdiction, the remaining provisions shall be severable and shall continue in full force and effect.

**SECTION II:** This Ordinance shall take effect upon its passage.



# City of Concord

City Solicitor's Office  
41 Green Street

Concord, New Hampshire 03301

James W. Kennedy  
City Solicitor

Telephone (603) 225-8505  
FAX (603) 225-8558

Danielle L. Pacik  
Deputy City Solicitor

---

## REPORT TO MAYOR AND THE CITY COUNCIL

FROM: James Kennedy, City Solicitor  
DATE: April 29, 2013  
SUBJECT: Panhandling Ordinance

### Recommendation

Accept this report.

### Background and Discussion

On January 14, 2013, the City Council held a public hearing on a panhandling ordinance. Several individuals and persons representing various interest groups offered testimony in response to the ordinance. Following the public hearing, the City Council voted to send the ordinance to the Legal Department for further review.

The Legal Department has completed its review of the panhandling ordinance. Taking into consideration the public testimony, the applicable case law and ordinances passed by other municipalities throughout the United States, the Legal Department has drafted the attached ordinance for your review.

The proposed ordinance is designed to address the traffic safety issue associated with the panhandling activity occurring at various roadway intersections throughout the City. The attached ordinance prohibits the conduct of distributing any item to, receiving any item from, or exchanging any item with the occupant of a motor vehicle that is located in the roadway.

Roadway is defined as all public roads open to motorized vehicles within the City. This definition excludes private roads and private property. This definition also excludes areas in which parking is permitted in the City.

This ordinance does not regulate speech, *i.e.*, the conduct of holding a sign for the purposes of receiving a monetary handout or any other handout, exchange or distribution. Rather, the ordinance prohibits persons from distributing and/or exchanging items in the roadway because such conduct is dangerous and interferes with the free flow of motor vehicle traffic on roadways in the City.

The ordinance provides law enforcement and emergency personnel exceptions to the application of the prohibitions in the ordinance. The ordinance does not apply to any law enforcement officer acting in the scope of his/her official duty. Additionally, the ordinance does not apply to assisting the occupant after a motor vehicle accident, with a disabled motor vehicle or where the occupant is experiencing a medical emergency.

CITY OF CONCORD

Boyer  
3/25/13

4-8

In the year of our Lord two thousand and thirteen

RESOLUTION ACCEPTING AND APPROPRIATING THIRTY THOUSAND DOLLARS (\$30,000) FROM THE NEW HAMPSHIRE HOUSING FINANCE AUTHORITY COMMUNITY PLANNING GRANT PROGRAM FOR THE DEVELOPMENT OF A NEW PENACOOK VILLAGE CENTER ZONING DISTRICT.

Page 1 of 2

The City of Concord resolves as follows:

WHEREAS, on February 11, 2013, the City Council passed a resolution authorizing the City Manager to apply for funds from the New Hampshire Housing Finance Authority Community Planning Grant Program for funds for the development of a new Penacook Village zoning district; and

WHEREAS, the City has been notified that its application to receive grant funding for the development of a new Penacook Village zoning district has been approved; and

WHEREAS, the City is required to provide a matching contribution equal to 25% of the grant amount, including \$1,875.00 cash match and the remaining \$5,625 as an in kind services match for this Community Planning Grant; and

WHEREAS, CIP #35 includes improvements to Penacook Village district and this grant is part of the overall Penacook redevelopment and \$1,875 in matching funds will be allocated by Engineering from CIP #35; and

WHEREAS, this appropriation is for a purpose not included in the FY 2013 adopted budget, therefore, Section 37 of the City Charter requires two-thirds roll call vote of the City Council.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Concord that:

- 1. The sum of ..... \$30,000 be and is hereby appropriated as follows:

Miscellaneous Special Revenue Fund
Planning Department
Development of Penacook Village Center Zoning District ..... \$30,000

- 2. Revenue for this project is available as follows:

Miscellaneous Special Revenue Fund
New Hampshire Housing Finance Authority Community Planning Grant ..... \$30,000

# CITY OF CONCORD

---

*In the year of our Lord two thousand and thirteen*

## **RESOLUTION**

ACCEPTING AND APPROPRIATING THIRTY THOUSAND DOLLARS (\$30,000) FROM THE NEW HAMPSHIRE HOUSING FINANCE AUTHORITY COMMUNITY PLANNING GRANT PROGRAM FOR THE DEVELOPMENT OF A NEW PENACOOK VILLAGE CENTER ZONING DISTRICT.

Page 2 of 2

3. The City Manager is authorized to execute agreements with the New Hampshire Housing Finance Authority to execute the program.
4. This resolution takes effect upon its passage.





# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Gloria McPherson, City Planner

**DATE:** March 21, 2013

**SUBJECT:** Resolution authorizing the City Manager to accept and appropriate funds totaling \$30,000.00 from the New Hampshire Housing Finance Authority Community Planning Grant Program for the development of a new Penacook Village Center zoning district.

### Recommendation

Adopt the proposed Resolution authorizing the City Manager to accept and appropriate funds totaling \$30,000.00 from the New Hampshire Housing Finance Authority Community Planning Grant Program for the development of a new Penacook Village Center zoning district.

### Background

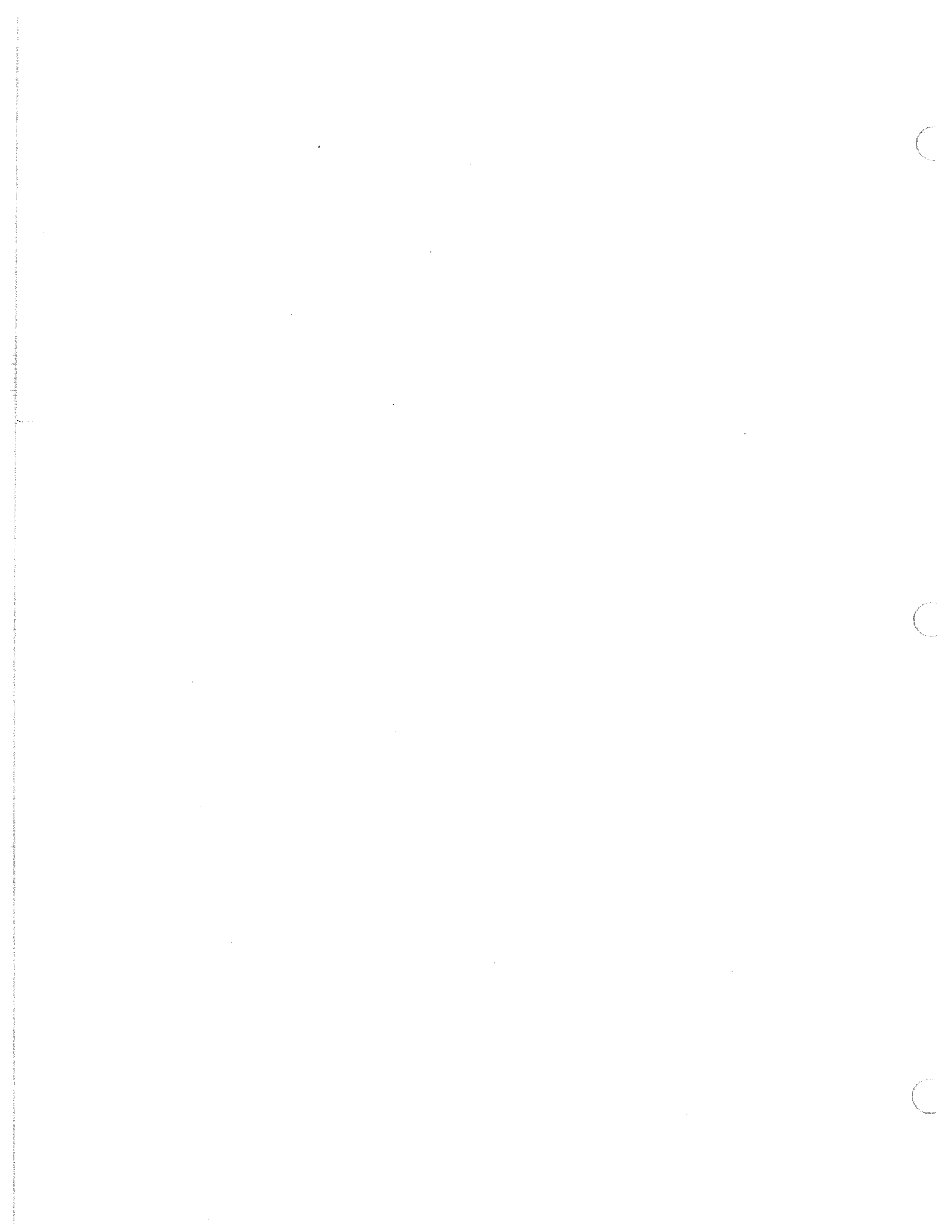
At the February 11, 2013 City Council meeting, the City Council granted approval to apply for a grant in the amount of \$30,000 from the Community Planning Grant Program to evaluate the current zoning of Penacook Village and develop new zoning regulations that establish a mixed use village zoning district for downtown Penacook.

The formal award of the grant from the New Hampshire Housing Finance Authority was received on March 1.

### Discussion

The Planning Division is very excited about the grant and is looking forward to working with a consultant to develop new mixed use village zoning regulations that are specifically tailored to Penacook and its existing and desired future land uses.

The City is required to match 25% of the grant funds, and a minimum of one-quarter of the 25% match must be in the form of cash expenditures. This amounts to \$1,875 for the \$30,000 grant. CIP #35 is for improvements to Penacook Village, and Engineering will allocate \$1,875 from CIP #35 to supply the matching funds, as this grant is part of the overall Penacook redevelopment. The remaining \$5,625 match will be in the form of in-kind services, such as staff expenses and volunteer time, including participation by board members.





# CITY OF CONCORD

## REPORT TO MAYOR AND THE CITY COUNCIL

**DATE:** March 29, 2013  
**FROM:** Thomas J. Aspell, Jr., City Manager  
**SUBJECT:** Citizen Comments

**Recommendation:**

Recommend City Council accept this report.

**Background:**

Attached for your information are citizen comments received during the past month.

/ss

Attachments

**City of Concord – Collections Department  
Customer Comment Cards Survey**

Results based on total comment cards received for March 2013

**I received services related (circle all that apply):** Total comment cards completed:

|                      |                       |                         |                      |
|----------------------|-----------------------|-------------------------|----------------------|
| Motor Vehicle<br>(1) | Property Taxes<br>(0) | Utility Payments<br>(0) | Misc. Billing<br>(0) |
|----------------------|-----------------------|-------------------------|----------------------|

Other:

|                       |                  |                      |                     |
|-----------------------|------------------|----------------------|---------------------|
| <b>Our staff was:</b> | courteous<br>(1) | knowledgeable<br>(1) | professional<br>(1) |
|-----------------------|------------------|----------------------|---------------------|

Other: Great

|                         |                  |                      |                     |
|-------------------------|------------------|----------------------|---------------------|
| <b>Our service was:</b> | courteous<br>(1) | knowledgeable<br>(1) | professional<br>(1) |
|-------------------------|------------------|----------------------|---------------------|

Other:

**Comments and suggestions:**

1) Jan always makes it a pleasant experience. Glad to see her back.

Results based on total surveys received for February 2013

*City of Concord – City Clerk’s Office  
Customer Service Survey*

I received services related to (circle all that apply): (Total surveys completed: (11))

|              |           |               |               |
|--------------|-----------|---------------|---------------|
| City Council | Elections | Vital Records | Dog Licensing |
| ( )          | ( )       | (9)           | (1)           |

|                    |             |                                   |
|--------------------|-------------|-----------------------------------|
| Voter Registration | UCC Filings | Other: <u>General Information</u> |
| ( )                | ( )         | (1) Marriage License              |

Were you greeted promptly and friendly?

|         |     |     |     |     |     |     |      |        |
|---------|-----|-----|-----|-----|-----|-----|------|--------|
| (Worst) | 1   | 2   | 3   | 4   | 5   | 6   | 7    | (Best) |
|         | ( ) | ( ) | ( ) | ( ) | ( ) | (1) | (10) |        |

Was your wait for service reasonable?

|         |     |     |     |     |     |     |     |        |
|---------|-----|-----|-----|-----|-----|-----|-----|--------|
| (Worst) | 1   | 2   | 3   | 4   | 5   | 6   | 7   | (Best) |
|         | ( ) | (1) | ( ) | ( ) | ( ) | (1) | (9) |        |

Was the staff person knowledgeable?

|         |     |     |     |     |     |     |      |        |
|---------|-----|-----|-----|-----|-----|-----|------|--------|
| (Worst) | 1   | 2   | 3   | 4   | 5   | 6   | 7    | (Best) |
|         | ( ) | ( ) | ( ) | ( ) | ( ) | (1) | (10) |        |

Was your transaction complete and accurate?

|         |     |     |     |     |     |     |      |        |
|---------|-----|-----|-----|-----|-----|-----|------|--------|
| (Worst) | 1   | 2   | 3   | 4   | 5   | 6   | 7    | (Best) |
|         | ( ) | ( ) | ( ) | ( ) | ( ) | (1) | (10) |        |

Comments and suggestion

“Exceptional service!”

“Keep up the good work.”

“Very helpful. Thank You.”

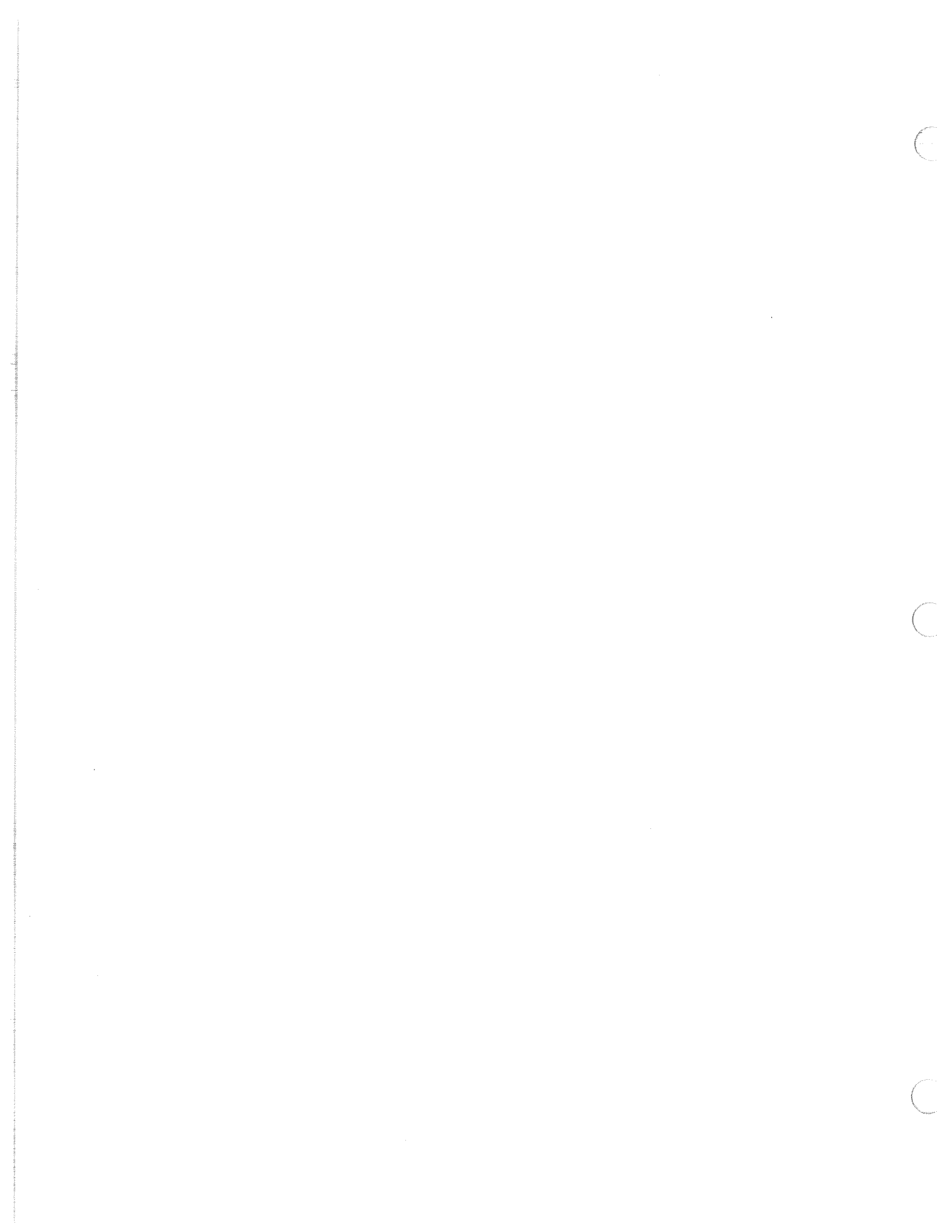
“Excellent.”

“Very lovely woman and service with a smile.”

“No suggestions-Could not be better”

Only (1) staff, she was on phone and answering phones and the computer was very slow & wouldn't print the copies. Suggest (1) person to answer phones, (1) to deal with face to face customers. Also, \$15.00 seems too expensive for (1) page copy of a death certificate.

“Very helpful on telephone prior to coming to office.”



## CITY COUNCIL MEETING CALENDAR

Revised 3/19/2013

**April 2013**

|                  |         |   |
|------------------|---------|---|
| Monday, April 8  | 7:00 PM | Regular City Council Meeting                        |
| Monday, April 15 | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**May 2013**

|                |         |   |
|----------------|---------|---|
| Monday, May 13 | 7:00 PM | Regular City Council Meeting                        |
| Monday, May 20 | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**June 2013**

|                 |         |   |
|-----------------|---------|---|
| Monday, June 10 | 7:00 PM | Regular City Council Meeting                        |
| Monday, June 17 | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**July 2013**

|                 |         |   |
|-----------------|---------|---|
| Monday, July 8  | 7:00 PM | Regular City Council Meeting                        |
| Monday, July 15 | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**August 2013**

|                   |         |   |
|-------------------|---------|---|
| Monday, August 12 | 7:00 PM | Regular City Council Meeting                        |
| Monday, August 19 | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**September 2013**

|                      |         |   |
|----------------------|---------|---|
| Monday, September 9  | 7:00 PM | Regular City Council Meeting                        |
| Monday, September 16 | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**October 2013**

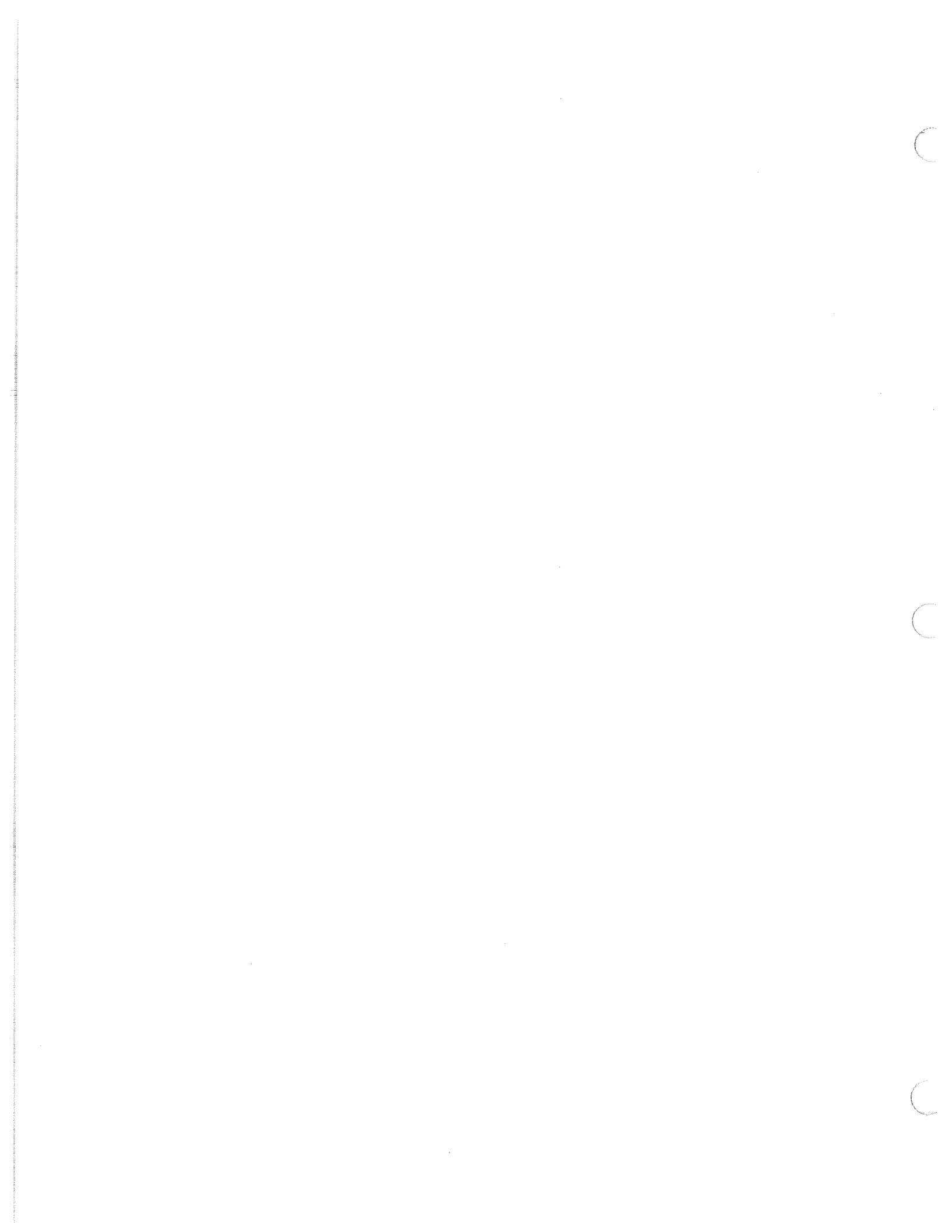
|                     |         |   |
|---------------------|---------|---|
| Tuesday, October 15 | 7:00 PM | Regular City Council Meeting                        |
| Monday, October 21  | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**November 2013**

|                      |         |   |
|----------------------|---------|---|
| Tuesday, November 12 | 7:00 PM | Regular City Council Meeting                        |
| Monday, November 18  | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |

**December 2013**

|                     |         |   |
|---------------------|---------|---|
| Monday, December 9  | 7:00 PM | Regular City Council Meeting                        |
| Monday, December 16 | 7:00 PM | Reserved for Recessed Council Meeting, if necessary |







# City of Concord, New Hampshire

## CONCORD PUBLIC LIBRARY

45 GREEN STREET • 03301-4257

4-11

TJA

PATRICIA A. IMMEN  
LIBRARY DIRECTOR  
603-225-8670

**TO:** Honorable Mayor and City Council  
**FROM:** Patricia A. Immen, Library Director  
**RE:** Authorization to Accept Monetary Gifts Totaling **\$1,372.65** as  
Provided for Under the Preauthorization Granted by City Council  
**DATE:** March 27, 2013

### Recommendation

It is recommended that City Council approve the acceptance and expenditure of the gifts to the Concord Public Library cited below for the purpose indicated:

| Donor                          | Amount            | Purpose  |
|--------------------------------|-------------------|--|
| Concord Public Library Patrons | \$287.50          | Fees paid by patrons to replace lost and damaged library materials from 02/28/2013 through 03/26/2013                        |
| Concord Library Book Sale      | \$1,010.15        | Revenue from sale of used and donated books, audio materials and videos from 02/28/2013 through 03/26/2013                   |
| Concord Education Association  | \$75.00           | Museum passes to the Mt. Kearsarge Indian Museum purchased by the Concord Education Assn. for May 1, 2013 to April 30, 2014. |
| <b>TOTAL</b>                   | <b>\$1,372.65</b> |  |

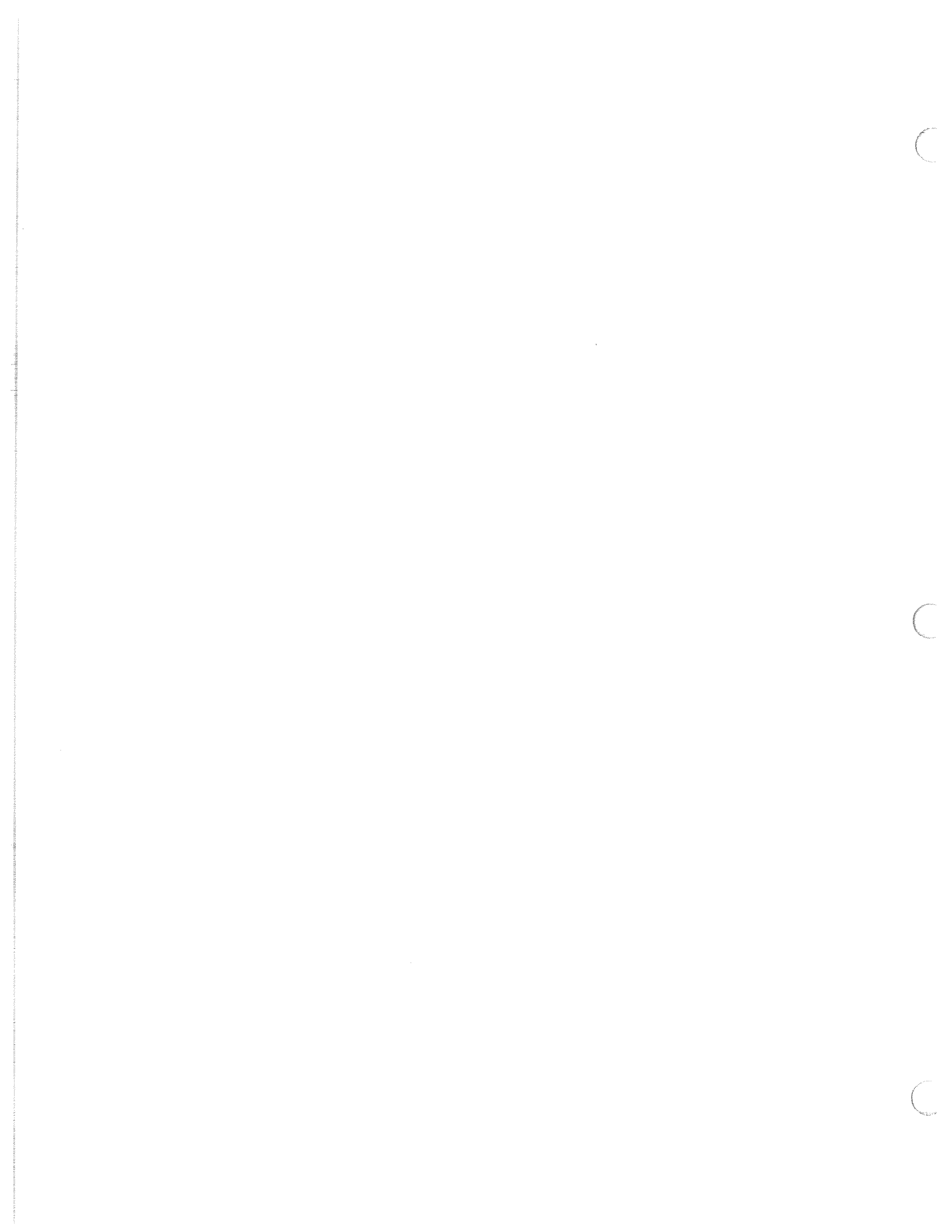
### Background

1. Funds are requested to be expended under the authority established pursuant to Resolution #8120, adopted December 10, 2007.
2. The purpose of the gifts listed above is consistent with, and presents no conflict or obstacle to, the accomplishment of City Council goals, the Code of Ordinances, or the operating functions of the Concord Public Library.
3. No City match is required.
4. Funds have been received by the City of Concord, except as noted.
5. A letter of thanks on behalf of the City Council and the citizens of the City of Concord has been sent to donors listed above.

### Discussion

Upon the City Council's approval of this report the materials indicated above will be ordered and placed in the Library's collection.

Cc: City Manager  
Deputy City Manager for Finance  
Controller  
City Clerk





# CITY OF CONCORD

## REPORT TO MAYOR AND THE CITY COUNCIL

**To:** Honorable Mayor and City Council  
**From:** Jacqueline Whatmough  
**Re:** Authorization to expend the donation of \$131.00 from Capital City Sunrise Rotary Club as provided for under the pre-authorization granted by City Council.  
**Date:** 03/05/2013

### Recommendation

It is recommended that City Council approve the acceptance and expenditure of the above cited donation from Capital City Sunrise Rotary Club in the value of \$131.00.

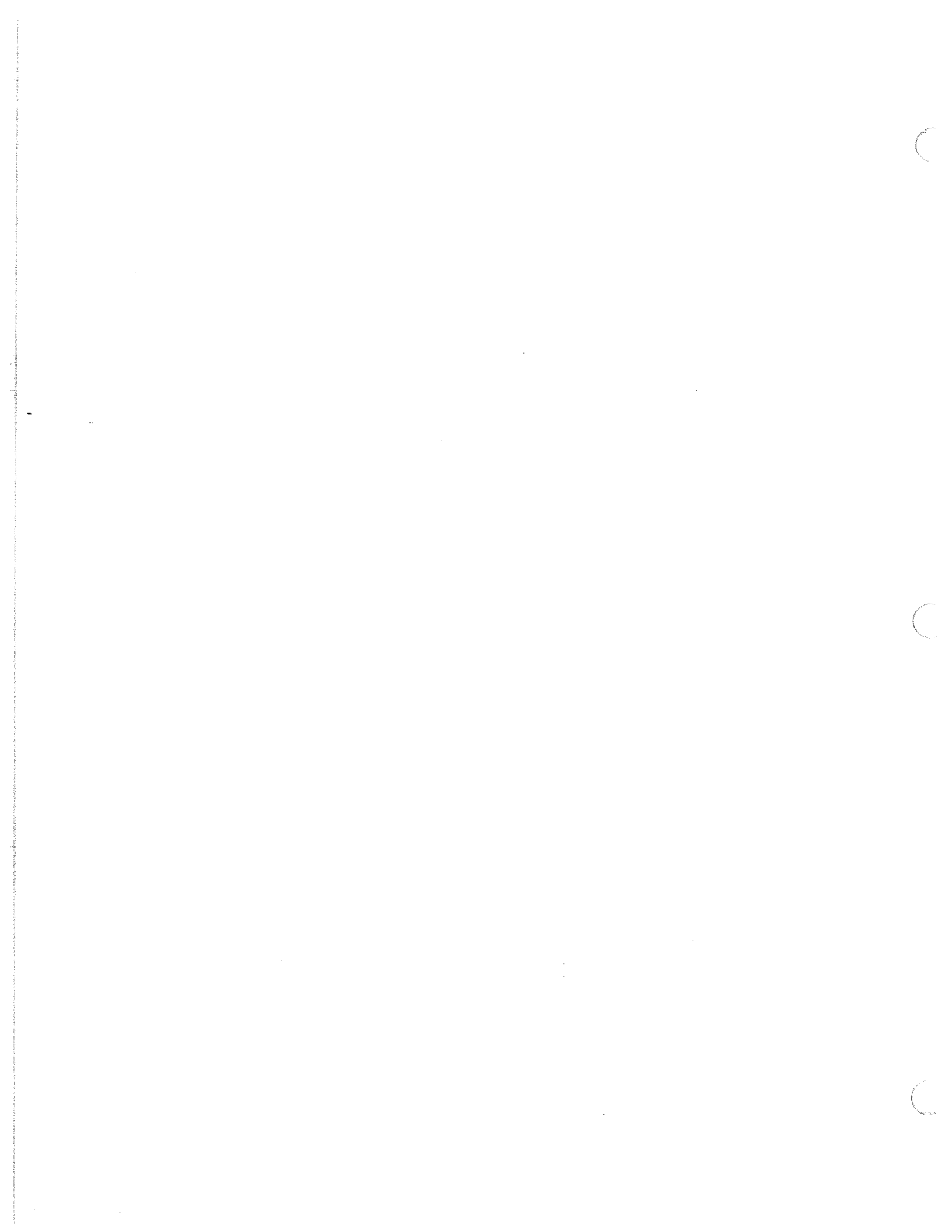
### Background

1. Funds are requested to be expended under the authority established pursuant to resolution number 8120 adopted December 10, 2007.
2. The purpose of this gift, donation or grant as stated above are a condition of the grantor or benefactor and is consistent with and presents no conflict or obstacle to the accomplishment of city council goals, the code of ordinances or the operating functions of the department.
3. No city match is required.
4. A copy of this communication has been sent to the benefactor for their information and with the thanks of the City Council and the citizens of the City of Concord.

### Discussion

As requested, we direct this money to be used to purchase hygiene supplies, a much needed item in our pantry. Food stamps recipients are not allowed to purchase soap, toothpaste, shampoo, toilet paper, razor blades or any other non-food item with their food stamps. This leaves many low income individuals unable to purchase these essential items with their limited income. When the members of the rotary club heard about this need, they voted to donate money to our department to help meet this need. We are very grateful to the generous members of Capital City Sunrise Rotary Club for this donation and thank them also for many good deeds that they do for our community.

**Cc:** Capital City Sunrise Rotary Club  
 City Clerk  
 Deputy City Manager and Finance Director  
 City Controller





# City of Concord, New Hampshire

4-13

## POLICE DEPARTMENT

35 Green Street • 03301-4299

(603) 225-8600

FAX (603) 225-8519

www.concordpolice.com

TA

John F. Duval  
Chief of Police

**To:** Honorable Mayor and City Council  
**From:** Lieutenant Gregory S. Taylor  
**Re:** Authorization to accept a grant from the NH Highway Safety Agency as provided for under the pre-authorization granted by City Council.  
**Date:** March 18, 2013

### Recommendation

It is recommended that City Council approve the acceptance of the below cited grants provided to the Concord Police Department by the NH Highway Safety Agency:

| <b>NH Highway Safety Grant Program</b>            | <b>Amount</b>     | <b>G/L Account</b>        |
|---|-------------------|---------------------------|
| Concord Sobriety Checkpoints                      | \$5,319.60        | Project to be established |
| "Join the NH Clique" Seatbelt Enforcement Patrols | \$3,666.00        | Project to be established |
| <b>TOTAL</b>                                      | <b>\$8,985.60</b> |                           |

### Background

1. Funds are requested to be expended under the authority established pursuant to Resolution #8120, adopted December 10, 2007.
2. The grant application for the purpose specified was approved by City Council per resolution #8608 adopted October 9, 2012.
3. The purpose of this grant as stated above is a condition of the grantor and is consistent with and presents no conflict or obstacle to the accomplishment of City Council goals, the code of ordinances, or the operating functions of the department.
4. No City match is required.
5. The New Hampshire Highway Safety Agency has accepted the authority granted by the City Council for the City Manager to enter into a grant or other agreement pursuant to the resolution cited in number one (1) above.
6. The Finance Director has approved the agreement providing for reimbursement of funds extended in advance by the City.

### Discussion

#### Concord Sobriety Checkpoints:

The Concord Police Department continues to strive to reduce the number of alcohol impaired drivers on the roadways of the City of Concord. A strong emphasis has been placed on impaired operator apprehension. The Concord Police Department has been awarded this grant through the New Hampshire Highway Safety Agency to fund the Department's participation in the Merrimack County DUI Task Force. This Task Force will be conducting sobriety checkpoints in Concord and the surrounding communities throughout the late spring and summer of 2013. This

**"Community Committed"**

grant will fund 100 % of overtime details for officers, dispatchers, and supervisors (if needed) to participate in these sobriety checkpoints. The Concord Police Department is scheduled to be the host agency for one of the checkpoints and will be participating in 5 total checkpoints conducted by the Task Force. It is the Concord Police Department's desire to use this initiative, along with others, to make the City of Concord a safer place to live, play, and work. The Department's long term goal is to change driving habits as well as to educate the public about the hazards associated with drinking and driving.

**"Join the NH Clique" Seatbelt Enforcement Patrols:**

The Concord Police Department recognizes that there is a need to increase seat belt usage by all vehicle occupants and in particular child passengers. The State has a primary child passenger safety law that requires all children up to the age of 6 and 55 inches tall to be restrained and properly secured in an approved child passenger safety seat and that everyone up to the age of 18 is required to use a seat belt. The Concord Police Department actively enforces the state's child passenger safety law. During the period of May 1, 2013 through June 30, 2013 the State of New Hampshire Highway Safety Agency will be promoting the "Join the New Hampshire Clique" seatbelt-enforcement campaign. As part of this program "Buckle Up! It's the Law Up to 18. Click It or Ticket" patrols will be conducted throughout the State. The New Hampshire Highway Safety Agency has awarded this grant to the Concord Police Department to compliment the efforts already underway by the Police Department and to allow the Department to participate in actively enforcing seatbelt laws during the time frame noted above. This grant will allow for overtime funding for ten (10) extra details of three (3) hours each for two officers to specifically target seatbelt violations. It is anticipated that this increased enforcement of seatbelt laws combined with the media attention brought to proper seatbelt usage during this campaign will help improve the driving habits of the motoring public.

Cc: City Manager  
Deputy City Manager for Finance  
City Clerk



# CITY OF CONCORD

TJA

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Sean P. Toomey, Deputy Fire Chief

**DATE:** March 22, 2013

**SUBJECT:** Authorization to Accept a Contribution of \$592.10 as provided for under the pre-authorization granted by the City Council

### Recommendation

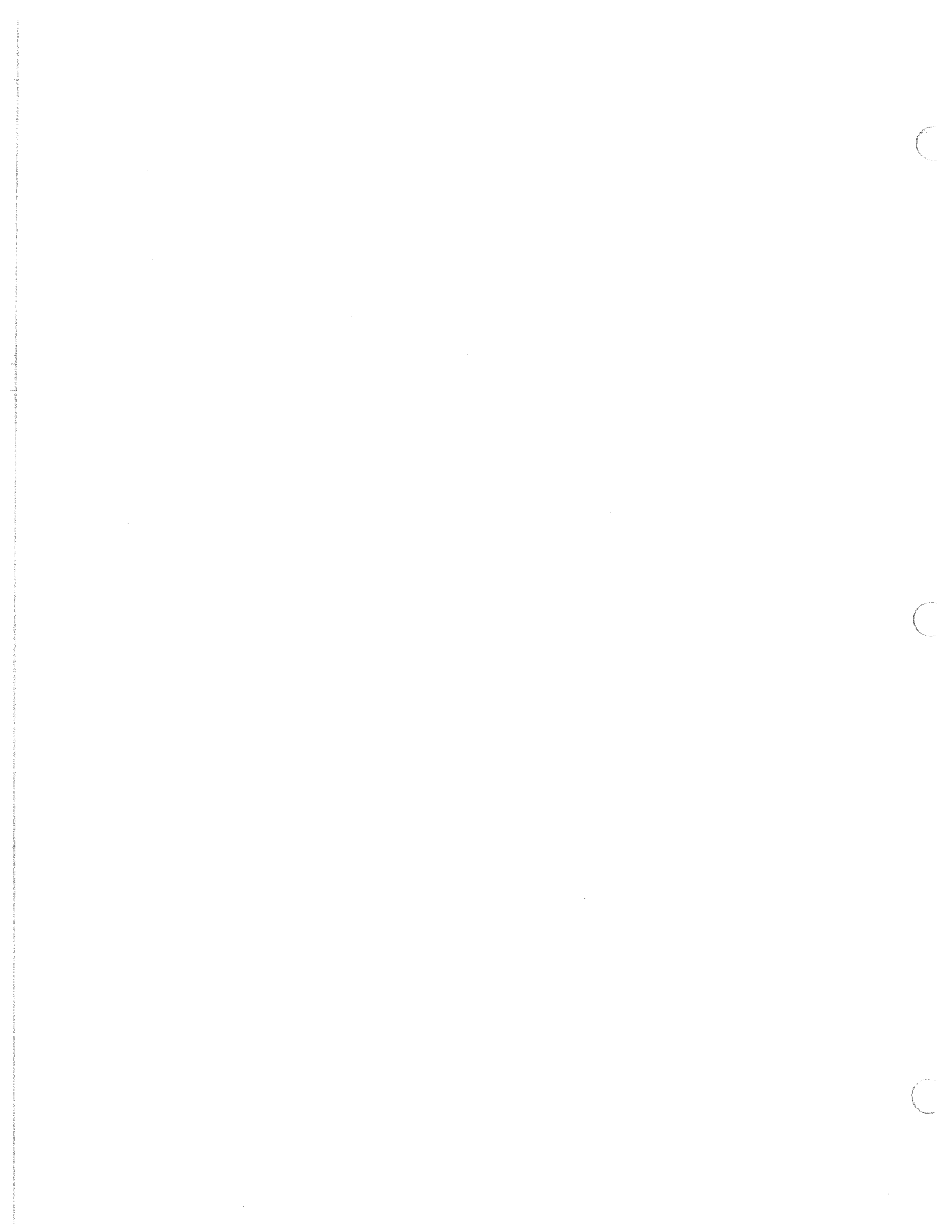
It is recommended that the City Council approve the acceptance of a donation of Morton Ice Melter from the Walmart Distribution Center with a value of \$592.10.

### Background

1. The Walmart Distribution Center in Raymond, NH contacted the fire department to express interest in donating two pallets of Morton Ice Melter.
2. The donation was received as partially damaged goods since many of the bags had small tears and could not be sold at the retail locations.
3. The donation is requested to be accepted under the authority established pursuant to Resolution #8120, adopted December 10, 2007.
4. The purpose of the gift listed above is consistent with, and presents no conflict or obstacle to, the accomplishment of City Council goals, the Code of Ordinances, or the operating functions of the Concord Fire Department.
5. No City match is required.
6. The material has been received by the City of Concord and has been used at all fire stations.

### Discussion

Walmart Distribution Center has donated ice melting salt to the City of Concord for use at the fire stations.





TJA



# CITY OF CONCORD

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Carlos P. Baía, Deputy City Manager—Development

**DATE:** March 22, 2013

**SUBJECT:** Overall Economic Development Performance (OEDP) Annual Report:  
CY 2012

### Recommendation

Accept the report.

### Executive Summary

Concord in 2012 experienced an improvement in economic standing seeing its national ranking among 576 cities of between 10,000 and 50,000 in population jump from 4<sup>th</sup> to 1<sup>st</sup>.<sup>i</sup> Positive factors that likely helped propel such a distinction include a decrease in the office and industrial vacancy rates; continued strong asking rents; a stable, low unemployment rate; the City's improved bond rating and key construction projects.

Areas that merit continued scrutiny include a stagnant new housing market.

### *Housing*

In 2011 Concord registered -3 net new housing starts breaking the record low of 15 set in 2011.

The median purchase price of all primary homes in Concord (inclusive of foreclosure sales, short sales, etc.) from January through October of 2012 was \$180,000 up from \$175,000 during the same period in 2011. Despite this minimal increase, this price level continues to reflect softness in Concord's primary home sales values compared to the peak of \$227,000 in 2007. Volumes of primary home sales dropped with 172 transactions registered during the aforementioned 2012 time period compared with 266 in 2011. For perspective, in 2005 there were 554 transactions during the comparable time period and the median purchase price exceeded \$250,000.<sup>ii</sup>

| Median Purchase Price of All Primary Homes |                  |                  |
|--|------------------|------------------|
| City                                       | 2012             | 2011             |
| Portsmouth                                 | \$339,000        | \$310,000        |
| Dover                                      | \$220,000        | \$217,000        |
| Lebanon                                    | \$220,000        | \$215,000        |
| Nashua                                     | \$195,800        | \$210,000        |
| <b>Concord</b>                             | <b>\$180,000</b> | <b>\$175,000</b> |
| Manchester                                 | \$180,000        | \$174,000        |
| Keene                                      | \$166,477        | \$169,500        |

Rental apartment rents increased in 2012 with the median monthly gross rents for two-bedroom units pegged at \$1,070, up from \$1,042 in 2011. The 2012 figure represents a 19.4% increase in median gross rent since 2002.

| Median Gross Rental Cost (2-Bedroom Units) |                |                |
|--|----------------|----------------|
| City                                       | 2012           | 2011           |
| Portsmouth                                 | \$1,276        | \$1,241        |
| Lebanon                                    | \$1,264        | \$1,167        |
| Nashua                                     | \$1,225        | \$1,162        |
| Manchester                                 | \$1,084        | \$ 976         |
| <b>Concord</b>                             | <b>\$1,070</b> | <b>\$1,042</b> |
| Keene                                      | \$1,046        | \$1,050        |
| Rochester                                  | \$1,002        | \$ 990         |

### *Unemployment*

Concord's average 2012 unemployment rate of 4.7% remained unchanged from 2011. The state's overall rate for 2011 was 5.4%, up slightly from 2011.<sup>iii</sup>

| New Hampshire Cities' Unemployment Rates |             |             |
|--|-------------|-------------|
| City                                     | 2012        | 2011        |
| Lebanon                                  | 3.4%        | 3.1%        |
| Portsmouth                               | 4.1%        | 4.3%        |
| Dover                                    | 4.5%        | 4.5%        |
| <b>Concord</b>                           | <b>4.7%</b> | <b>4.7%</b> |
| Claremont                                | 4.7%        | 5.1%        |
| Keene                                    | 5.0%        | 4.6%        |
| Somersworth                              | 5.5%        | 5.5%        |
| Franklin                                 | 5.7%        | 6.0%        |
| Laconia                                  | 5.8%        | 6.4%        |
| Rochester                                | 5.8%        | 5.9%        |
| Manchester                               | 5.9%        | 5.7%        |
| Nashua                                   | 6.1%        | 6.0%        |
| Berlin                                   | 9.0%        | 9.1%        |

### ***Building Permit Activity***

524 building permits were issued in 2012 compared with 434 in 2011; an increase of 17%. Total construction value was estimated at \$27,234,814 representing the lowest permit value in over a decade.

Despite the drop in permit values, the taxable value in 2012 anticipated from those permits was approximately \$25 million which represents roughly 89% of the entire permit calculation. In 2011—a year with large, exempt construction projects--the taxable value was only 34% of the year's activity.

### ***Commercial Real Estate Market***

#### ***Downtown Retail***

A sidewalk survey of available ground floor retail/restaurant space was conducted on January 22, 2013. The area analyzed was bounded by Centre Street to the north; State Street to the west; and Storrs Street to the east and south. 194 total retail/restaurant bays were accounted for with 174 occupied by active tenants and 20 vacant resulting in a vacancy rate of 10.7%.

#### ***Heights Retail***

The Loudon Road/D'Amante Drive corridor continued to be strong in 2012. A survey of this area conducted on March 22, 2013 observed 139 retail/restaurant bays or pads with only 7 vacancies for a vacancy rate of 5%. Of note in the last year was the opening of the Buffalo Wild Wings.

#### ***Steeplegate Mall***

There were no major losses to the Steeplegate Mall in 2012. The anchors—Sears, BonTon and JcPenny—remained. The Circuit City space was used seasonally. As of January 22, 2013, the mall had 11 vacancies out of 63 total storefronts. Data on square footage is not available however, based on observation it is anticipated that the vacancy rate (based on square footage) largely remained similar to the 12.5% registered in 2011.

The Applebee's restaurant located on a mall outparcel was renovated in 2012.

#### ***Office***

Office vacancies citywide decreased from 16.5% in 2011 to 13.1% in 2012 with 293,218 square feet of unoccupied space. By contrast, the office vacancy rates for comparable I-93/Route 3 corridor cities of Manchester and Nashua remained higher at 14.8% and 17.4% respectively. The average asking rent for office product citywide increased slightly to \$14 per square foot (triple net) and—like last year-- remained the strongest price point by any city or town in the state behind only Portsmouth (\$15.00).<sup>iv</sup>

| <b>Average Asking Office Rent Per Square Foot (NNN Leases)</b> |                |                |
|--|----------------|----------------|
| <u>Municipality</u>  | <u>2012</u>    | <u>2011</u>    |
| Portsmouth   | \$15.00        | \$15.50        |
| <b>Concord</b>   | <b>\$14.00</b> | <b>\$13.80</b> |
| Salem  | \$12.75        | \$13.00        |
| Londonderry  | \$12.25        | \$12.00        |
| Bedford  | \$12.00        | \$12.00        |
| Manchester   | \$11.90        | \$11.60        |
| Nashua   | \$11.50        | \$11.25        |
| Merrimack  | \$11.25        | \$11.00        |

### *Industrial*

There were 258,635 square feet of non-leased industrial property in Concord at the end of 2012. The vacancy rate for industrial properties in Concord declined from 16.5% in 2011 to 10.1% in 2012. The average asking rent increased from \$5.60 per square foot to \$6.25.<sup>v</sup>

| <b>Average Asking Industrial Rent Per Square Foot (NNN)</b> |               |               |
|---|---------------|---------------|
| <u>City</u>   | <u>2012</u>   | <u>2011</u>   |
| Hooksett  | \$6.50        | \$6.00        |
| Hudson  | \$6.30        | \$5.90        |
| <b>Concord</b>  | <b>\$6.25</b> | <b>\$5.60</b> |
| Londonderry   | \$6.25        | \$5.80        |
| Salem   | \$6.25        | \$6.00        |
| Bedford   | \$6.15        | \$6.25        |
| Manchester  | \$6.10        | \$5.70        |
| Nashua  | \$6.00        | \$5.60        |
| Derry   | \$6.00        | \$6.00        |
| Bow   | \$5.90        | \$5.80        |
| Merrimack   | \$5.35        | \$5.25        |

### *Outlook for 2013*

Nationally, the U.S. Department of Housing and Urban Development expects that the housing market will be stronger in 2013.<sup>vi</sup> Locally, it is not anticipated that the net new housing unit number will appreciate substantively. The City has not received a significant residential subdivision plan in a number of years.

The retail market is appears likely to remain stable. The City is not aware of any plans that would impact the anchor tenants at the Steeplegate Mall. However, staff had expected more significant leasing activity at the Mall based on the new ownership.

No tremendous shifts in the office vacancy rate are expected, although any improvement to the national economy could have trickle down benefits locally.

Construction activity is not anticipated to be as energetic as in the recent years but projects by NHTI, Concord Hospital and the redevelopment of the Walker School and the renovation of the Concord Gardens property will help maintain a stable base.

---

<sup>i</sup> "Economic Strength Rankings, 2012: Micropolitan Statistical Areas," Policom Corporation.

<sup>ii</sup> "Median Purchase Price of Primary Homes," and "Median Gross Rental Cost"—Municipal data from the New Hampshire Housing Finance Authority website.

<sup>iii</sup> NH Department of Employment Security Unemployment Data from website.

<sup>iv</sup> "New Hampshire Market Outlook, 2013" CB Richard Ellis/New England, p.2.

<sup>v</sup> CB Richard Ellis, p.4.

<sup>vi</sup> U.S. Census Bureau News: Joint Release-U.S. Department of Housing and Urban Development, February 26, 2013.





## City of Concord, New Hampshire

TJA

### REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Brian LeBrun, Deputy City Manager-Finance  
**DATE:** March 18, 2013  
**SUBJECT:** FY2014 City Council Finance Committee Review Schedule & Guidelines

#### Recommendation

It is recommended that City Council review and revise, as they deem appropriate, the attached Finance Committee Budget Review Schedule and Committee Guidelines.

#### Background

The proposed schedule is essentially the same as last year's, with Finance Committee Meetings taking place at 6:30 PM, and regularly scheduled City Council Meetings taking place at 7:00 PM.

City Charter requires that the City Manager present the budget to the City Council no later than 45 days before the start of the fiscal year. This would be Thursday, May 16th. The City Council, by ordinance, must adopt the budget by the beginning of the new fiscal year.

**PROPOSED**  
**FY2014 FINANCE COMMITTEE BUDGET SCHEDULE**  
**City Council Chambers**

|         |            |         |  |
|---------|------------|---------|--|
| May 13  | (Monday)   | 7:00 PM | REGULAR CITY COUNCIL MEETING<br>BUDGET DELIVERY TO COUNCILORS  |
| May 16  | (Thursday) | 7:00 PM | BUDGET OVERVIEW and REVIEW MEETING SCHEDULE<br>Revenue Review<br>Discussion of Significant Changes                                       |
| May 20  | (Monday)   | 7:00 PM | ADMINISTRATION, including Revolving Loan Fund<br>COMMUNITY DEVELOPMENT<br>AIRPORT<br>CONSERVATION COMMISSION                             |
| May 23  | (Thursday) | 7:00 PM | FIRE<br>POLICE, including Parking  |
| May 27  | (Monday)   |         | HOLIDAY  |
| May 30  | (Thursday) | 7:00 PM | GENERAL SERVICES, including:<br>Arena<br>Solid Waste<br>Water<br>Wastewater  |
| June 3  | (Monday)   | 7:00 PM | LIBRARY<br>PARKS & RECREATION, including Golf Course<br>HUMAN/SOCIAL SERVICES<br>MISCELLANEOUS<br>NON-PUBLIC SESSION RE: COMP ADJUSTMENT |
| June 6  | (Thursday) | 7:00 PM | CAPITAL BUDGET<br>BONDED DEBT  |
| June 10 | (Monday)   | 7:00 PM | REGULAR CITY COUNCIL MEETING   |
| June 13 | (Thursday) | 7:00 PM | COMMITTEE WORK SESSION   |
| June 17 | (Monday)   | 7:00 PM | PUBLIC HEARING/BUDGET ADOPTION   |



## PROPOSED Fiscal Year 2014 Finance Committee Guidelines

### 1. ORGANIZATION

- A. Council Rules are suspended.
- B. "Rule 6" is in effect.
- C. All votes are tentative until adoption of final budget.

(Reconsideration of any tentative vote shall occur only at the next meeting after reconsideration is voted, and any Committee member who is absent when reconsideration is voted shall receive telephone notice from the City Manager of the decision to reconsider.)

- D. Vote taken on each departmental budget at the end of the presentation and question period for that budget.
- E. Members should self-discipline themselves in the number of questions asked in order to allow every member to have a chance to ask questions.

### 2. SCHEDULE

- A. All meetings will start promptly at 7:00 PM, or as otherwise scheduled, with or without a quorum present.
- B. All meetings will adjourn at 9:00 PM unless a majority of the members present vote to continue.
- C. The order of the hearings will be:
  - (1) Presentation by City Manager
  - (2) Questions from Committee members
  - (3) Questions and comments from the public
  - (4) Discussion and tentative vote on departmental budget

### 3. TIME LIMIT

- A. Presentation of the departmental budgets by the City Manager, Department Heads or other staff will be limited to a total of 15 minutes, which shall be uninterrupted by questions or comments.
  - (1) Budget presentations should not be used as an opportunity to "educate" new councilors on the operational aspects of any given municipal service.
  - (2) Budget presentations should be limited to budget items (i.e. revenues, expenditures and impacts).
- B. All other speakers will be asked to limit their presentations, exclusive of questions and answers, to 5 minutes or less.
- C. Any speaker may be granted additional time at his/her request, at the discretion of the Finance Committee.

4. **RECORDS OF COMMITTEE ACTION**

- A. Written record of Committee motions will be maintained by the City's Office of Management and Budget.
- B. Running financial summary of Committee budget adjustments will be provided at the beginning of the next meeting.

5. **PRIOR SUBMISSION OF WRITTEN MATERIALS**

- A. Written materials relative to the budget will be distributed at least the meeting before they are to be discussed in order to provide an opportunity for review prior to discussion.
- B. Information may be requested by the Finance Committee Members at any time. Forms will be provided to each Committee member so that they may request supplementary information from City staff. A copy of any information requested by an individual Committee member will be distributed to all other Committee members as well.
- C. If Finance Committee members are absent, the Administration shall be responsible for assuring that the absent members receive copies of any written information distributed during their absence.

6. **EXPLANATION OF FORMAL ADOPTION PROCEDURE**

- A. A resolution representing the City Manager's budget is placed before the City Council and is tabled for a public hearing on a date to be determined by the Council.
- B. After all budget deliberations have been completed by the Finance Committee an amending resolution will be introduced, which reflects any changes made to the original resolution by the Finance Committee. This resolution is the report of the Finance Committee and will be ready for action after the public hearing is completed.
- C. After the public hearing has been held the City Council will take action on the amending resolution. The amending resolution may be further amended at this time. After passage of the amending resolution the Council will take action on the original resolution as amended.



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Carlos P. Baía, Deputy City Manager – Development

**DATE:** March 12, 2013

**SUBJECT:** Authorization to Modify Existing Whitney Road Utility Easement

### Recommendation

Accept this report authorizing the City Manager to modify the existing city water main easement that runs along the Whitney Road corridor from Sewall's Falls Road to Hoit Road to allow for the inclusion of multiple utilities.

### Background

The City has a water main that runs in an existing easement from Sewall's Falls Road northward toward Hoit Road along the proposed Whitney Road extension corridor. The current easement is specific to the water line. Development of the Whitney Road industrial park would be facilitated with the eventual extension of other utilities such as natural gas, sewer, stormwater, telecommunications, etc.

### Discussion

Neither the City nor a private developer has specific plans to extend additional utilities along this corridor at this time. However, it recently became evident in dealing with an industrial user that was interested in a site on Whitney Road that having natural gas or the likelihood of extending gas would make this area much more attractive to development. By modifying the easement now, a future user/developer would have one less uncertainty when comparing this site to others thereby making this location more competitive. This change would also complement the recent State designation of this corridor as an Economic Revitalization Zone.

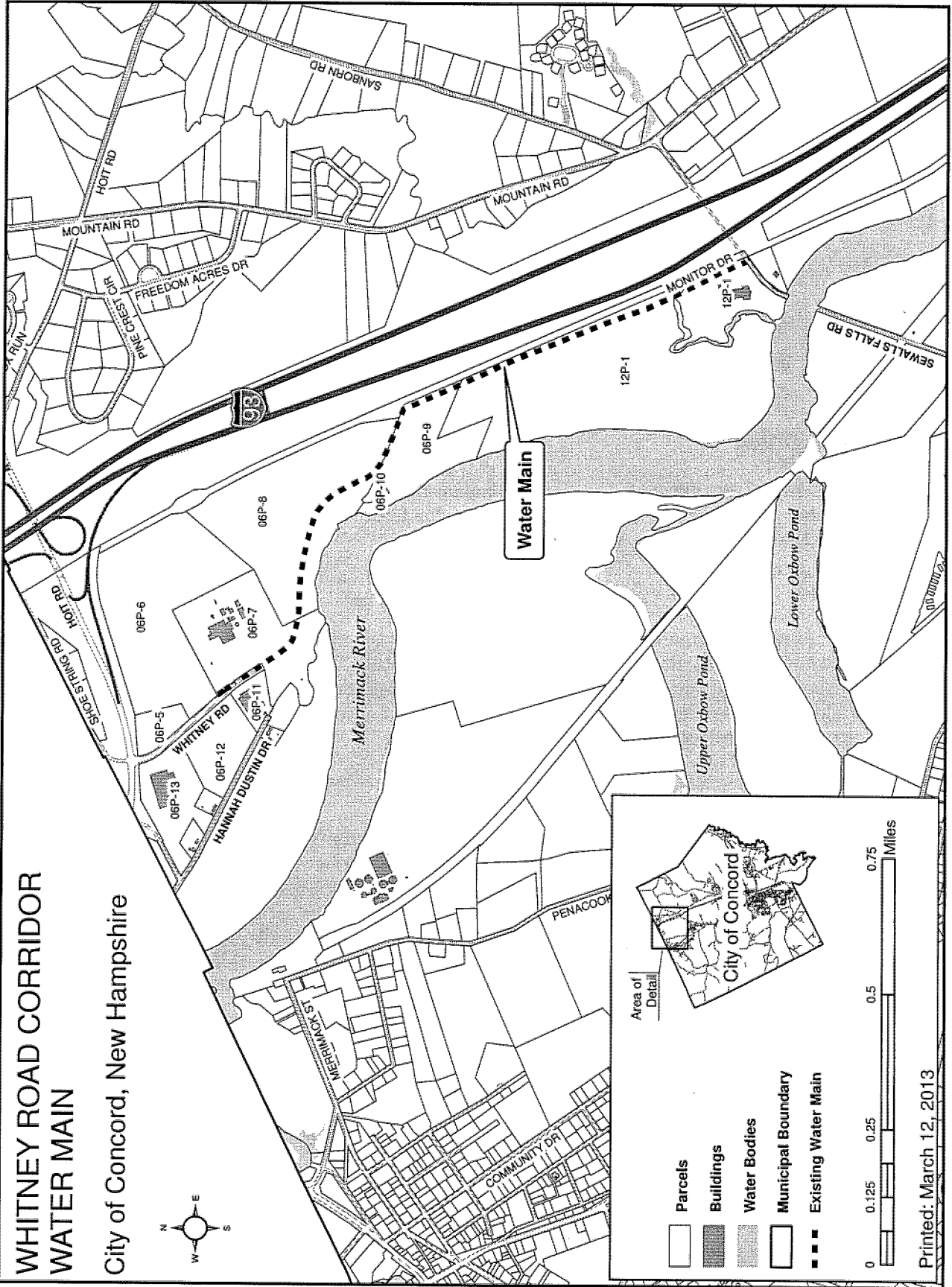
There are only a handful of property owners in this corridor and most—if not all of them—have expressed support to changing the easement at no cost to the City.

City staff would prepare all the documents necessary for this modification in-house.

w/att. "Whitney Road Corridor Water Main" map dated March 12, 2013

# WHITNEY ROAD CORRIDOR WATER MAIN

City of Concord, New Hampshire



**Area of Detail**

- Parcels
- Buildings
- Water Bodies
- Municipal Boundary
- Existing Water Main

0 0.125 0.25 0.5 0.75 Miles

Printed: March 12, 2013



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Christopher Carley, AIA, Chairman EDAC

**DATE:** March 8, 2013

**SUBJECT:** Economic Development Policy

### Recommendation

EDAC recommends that the City continue to foster the creation of market rate housing in the downtown; investigate the improvement of broadband/fiber optic capacity if needed; and encourage the creation of business incubator space as opportunities arise.

### Background

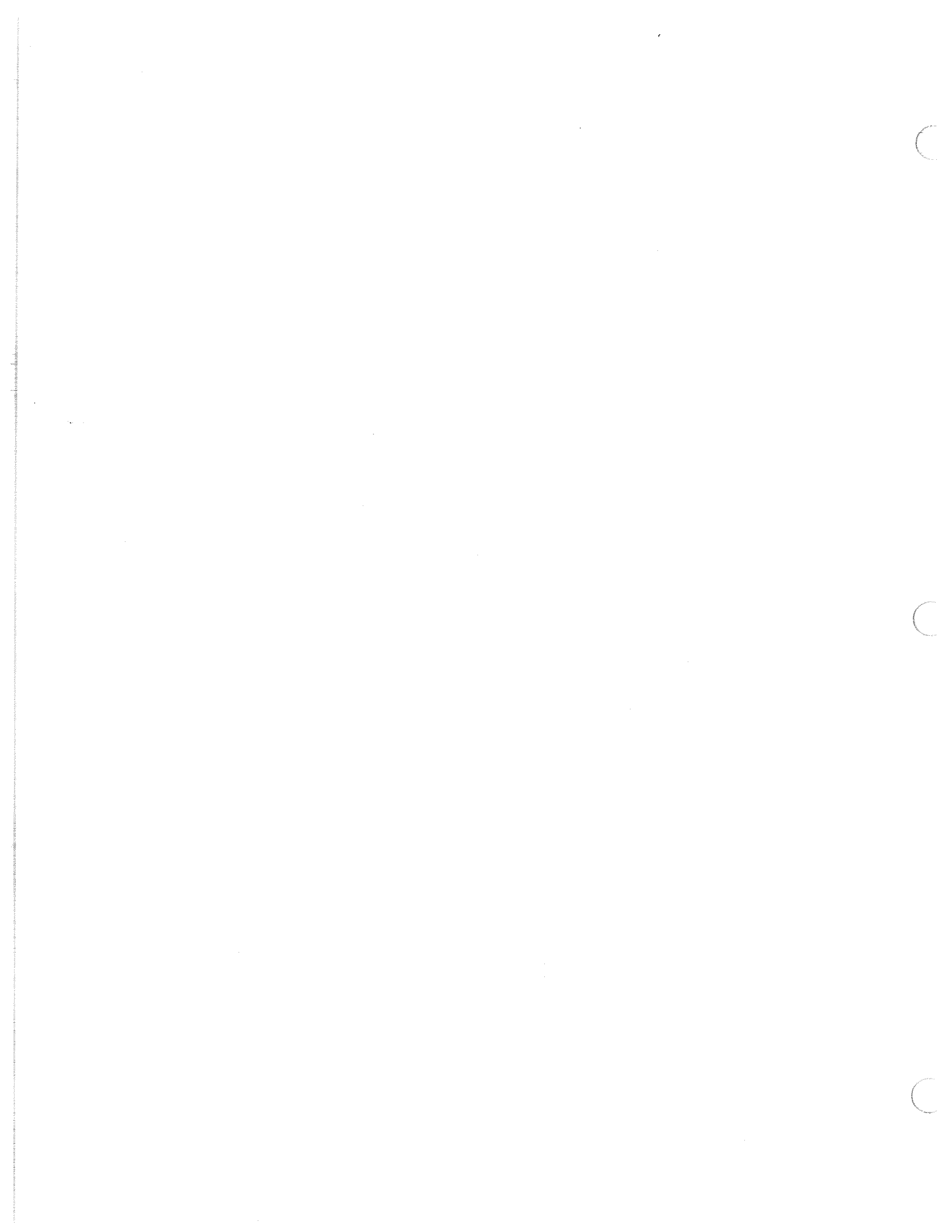
Per City ordinance, EDAC is expected to annually review the proposed goals, objectives and planned activities of the Deputy City Manager, Development, and propose changes in the economic development policy as it feels appropriate.

### Discussion

On March 8, 2013, EDAC re-examined the City's current economic development master plan. EDAC acknowledged that many of the objectives outlined in that plan have been met. Nonetheless, EDAC stressed that the Council continue to actively pursue incentives, regulatory changes and other tools to foster the development of market rate housing in the downtown. This should remain a priority.

The prospect of creating business incubators was also cited in the master plan and has been a topic gaining increasing attention regionally. EDAC recognized that there are challenges with the establishment of business incubators. Although it is not necessarily recommending that the City create incubators itself, it does suggest that the City encourage such entities when opportunities for their creation arise.

In view of the importance of internet connectivity to economic vitality, EDAC recommends that the City assess the current state of connectivity in town and promote improvements as appropriate. EDAC also suggests that public Wi-Fi in the downtown area be included in the current plans for renovating Main St.



4-18a  
TJA



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Gloria McPherson, City Planner

**DATE:** March 17, 2013

**SUBJECT:** Planning Board referral from City Council in regard to a letter from residents of McKenna's Purchase in relation to the proposed Northern Pass

### Recommendation

Please accept this report and consider the following comments and observations from the Planning Board and Planning Division.

### Background

This item was referred to the Planning Board in January, and the Board discussed it at their regular meeting on February 20. Representatives of McKenna's Purchase were present to offer testimony and answer the Board's questions.

### Discussion

*The Planning Board is forwarding the following comments and observations for consideration by the City Council:*

1. The Planning Board's authority to review any application by the Northern Pass for a Conditional Use Permit through the City would be limited to a review of (a) the impacts of the line on natural resources, such as wetlands, and (b) the potential visual impacts and the need for screening/buffering of nearby residential areas that are adjacent to a non-residential district boundary.
2. The Planning Board was of the opinion that the impacts of this project should be reviewed for the entire length of the transmission line within the City, including not only McKenna's Purchase, but any other residential areas located adjacent to the line. It was noted that the route as currently proposed (termed the "Alternate Route" at the time it was released, and located within the existing power line right-of-way) would be located near other residential areas in the City, including Brookwood Drive, Farmwood Road, Turtle Town Village (Jennifer Drive) and Alton Woods.

3. The Planning Board suggested that the City Council advise the developer that the electrical transmission lines be placed underground where they are close to residential uses.

*The Planning Division would also like to forward the following for consideration:*

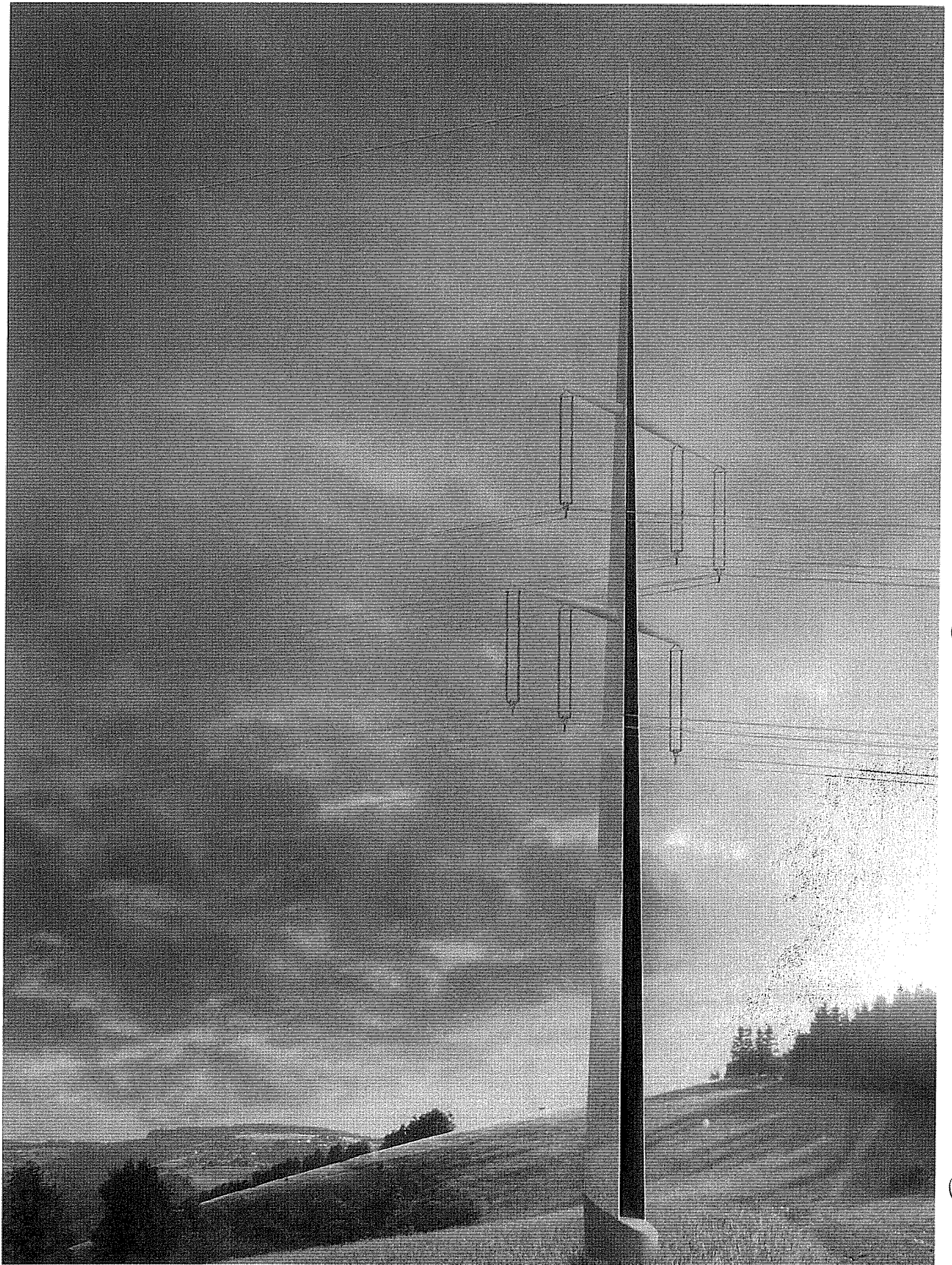
If Northern Pass happens, it makes sense that the project be designed and constructed in such a way as to have the minimum possible impact on the environment, the landscape, existing neighborhoods and businesses. The visual impact of large pylons is a particular concern. An evaluation of visual impacts by the Appalachian Mountain Club found that Concord had the largest land area of any community, 9,000 acres, that would be exposed to views of towers.

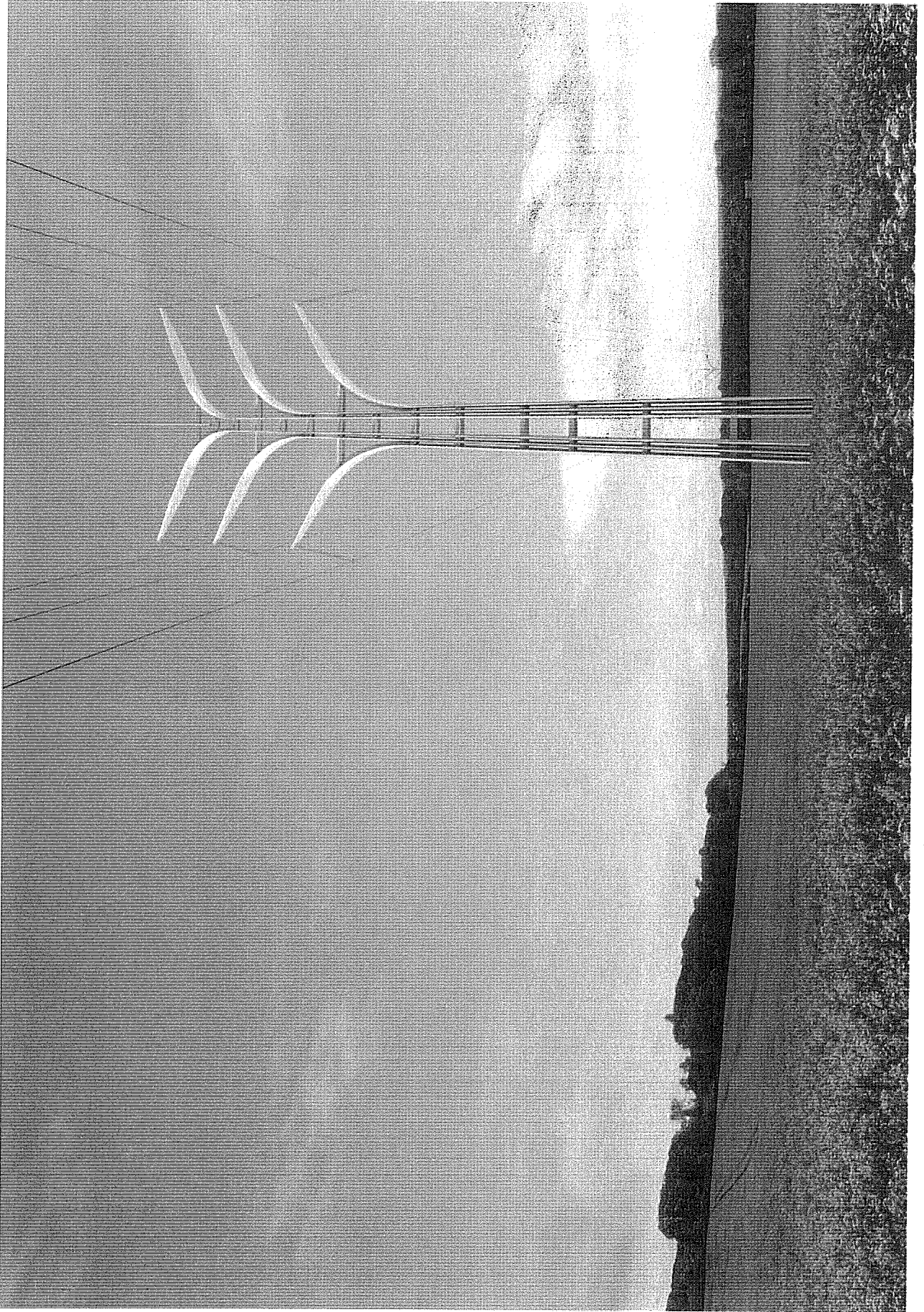
A project the scale of Northern Pass, with a potential for impacts throughout the City, should be a model project and encouraged to set high standards. If the transmission lines of Northern Pass cannot be placed underground, an effort should be made to minimize the size of the pylons and to design them to be as attractive as possible.

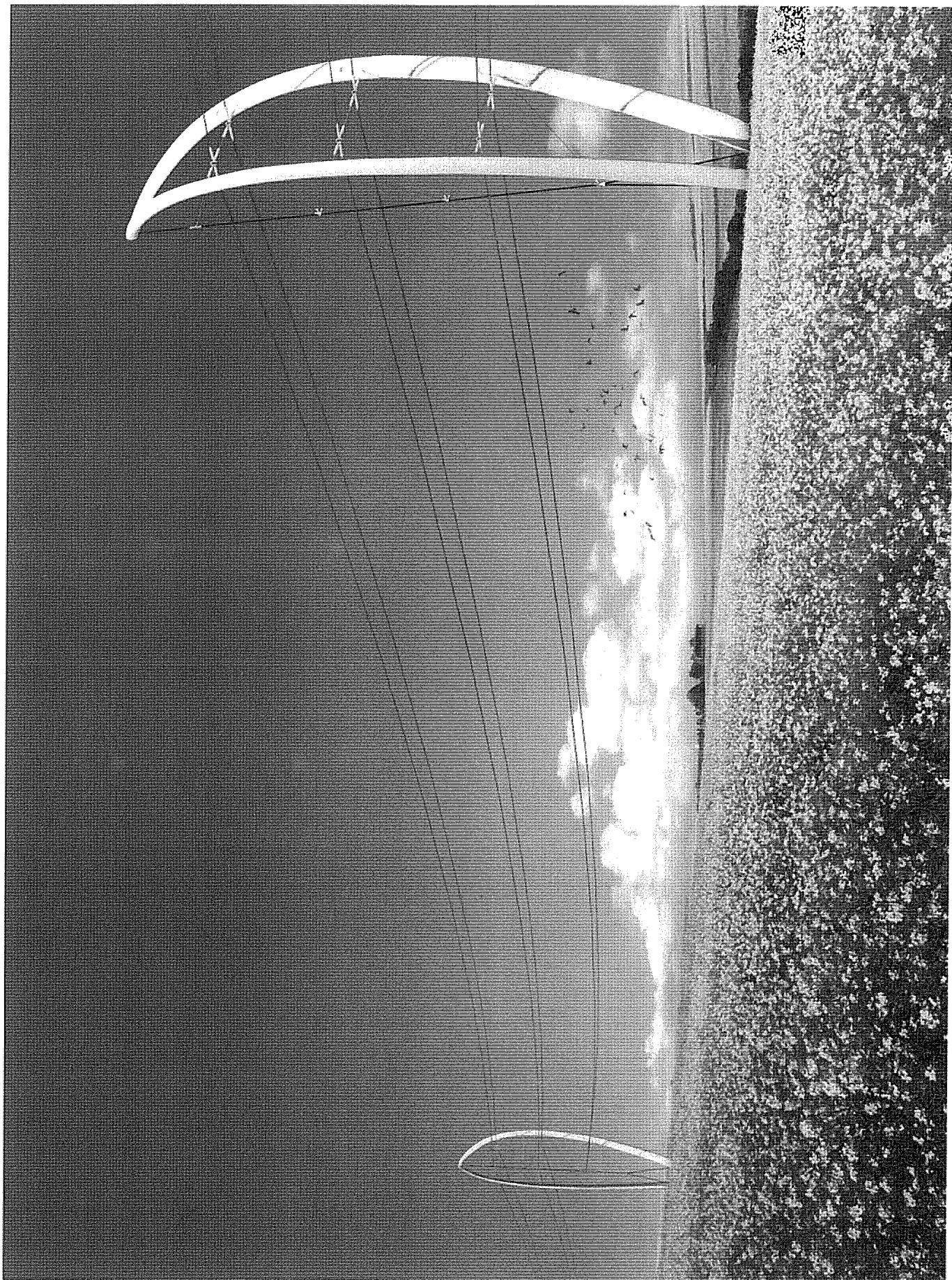
As an example of what can be done to lessen the aesthetic impact of pylons, the Royal Institute of British Architects launched a competition last year, inviting architects, designers, engineers and students of these disciplines to rethink the design of the electricity pylon, recognizing that it is an important, yet controversial feature of the modern landscape. Attached are photos of four of the shortlisted entries.













# CITY OF CONCORD

TAA

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Concord Conservation Commission

**DATE:** March 8, 2013

**SUBJECT:** City Council referral regarding Northern Pass's use of the existing PSNH right of way through the McKenna's Purchase housing development

### Recommendation

Accept this report.

### Background

The Conservation Commission reviewed the City Council referral and discussed the communication from McKenna's Purchase at their February 13, 2013 and March 13, 2013 meetings. Residents of McKenna's Purchase were present at the February meeting and explained the concerns of the homeowners association.

### Discussion

The Concord Conservation Commission opposes the Northern Pass project. The Commission believes the project will have a number of negative effects both in Concord and beyond.

The most likely route for Northern Pass in Concord is via an existing right of way that extends 8.09 miles in Concord, from the Canterbury line near Route 132 to the Pembroke line at the Soucook River. This was termed an "alternate" route at the time it was released; it requires approval from the Federal Aviation Administration for placement of new towers near Concord Airport. The "preferred" route, which may be utilized if the FAA does not permit new towers on the existing right of way, would use a portion of the existing right of way and 2.1 miles of new right of way through the Broken Ground area near Portsmouth Street.

Although most of the attention paid to the Northern Pass project has related to impacts of power line construction in northern New Hampshire, the project would have significant impacts in Concord. Although the height and location of new towers has not been released, they would be significantly higher than the existing towers, and would carry 345,000 volts as opposed to 115,000 volts on the existing power lines. An evaluation of visual impacts by the Appalachian Mountain Club found that Concord had the largest land area in acres (9,000) that would be exposed to views of towers of any community.

The City's Master Plan includes as one of the goals for Conservation and Open Space: "To maintain and enhance scenic views and natural vistas from the City's roads and public properties where possible (p. VII-2)." The existing power line passes through or near a number of City open space properties, including Spear Park, the Richards Community Forest, Turtle Pond conservation land, and conservation land off North Curtisville Road and Portsmouth Street. In addition, the Master Plan identifies both Broken Ground and the northern part of East Concord as priority areas for future open space protection.

The possibility of additional clearing of the existing right of way, and construction of towers on large concrete pads, would have additional negative effects through further fragmentation of wildlife corridors and impacts on wetlands and wetland buffers from construction. The existing power line right of way passes through a number of sensitive wetland areas.

The City should conduct a legal review of easement deed language for the existing power line, as well as deed language on conservation land listed above, to determine if there are restrictions on the expansion of the use within the right of way or on the height or type of structures being proposed.

Some 30 New Hampshire towns have taken positions in opposition to Northern Pass -- some by unanimous town meeting votes. In comments submitted to the US Department of Energy, a number of towns noted that information about the project has been limited and they had not had an opportunity to be briefed on it by Northern Pass officials. That is the case for our commission as well. Other towns pointed out that clear alternatives to Northern Pass exist, with high-voltage power lines that already exist to carry power from Canada to New England.

The Northern Pass project would carry electricity generated by Hydro Quebec to southern New England. There are indications that the power is not needed. Large-scale hydroelectric generation is not considered sustainable or "green" energy; it relies on the inundation of thousands of acres of boreal forest in Quebec -- by some estimates an area half the size of New Hampshire -- and construction of hundreds of miles of transmission lines from distant hydro dams. Such projects contribute to climate change through the release of methane gas from decomposing vegetation.

The Northern Pass project is of questionable value on many fronts: unproven demand, climate change impact, and the effects of new or expanded power line construction. The Concord Conservation Commission feels that because of these negative impacts, coupled with the local impacts on open space properties and the residents of Concord, the project should not be built.

TAA

# CITY OF CONCORD

*In the year of our Lord two thousand thirteen*

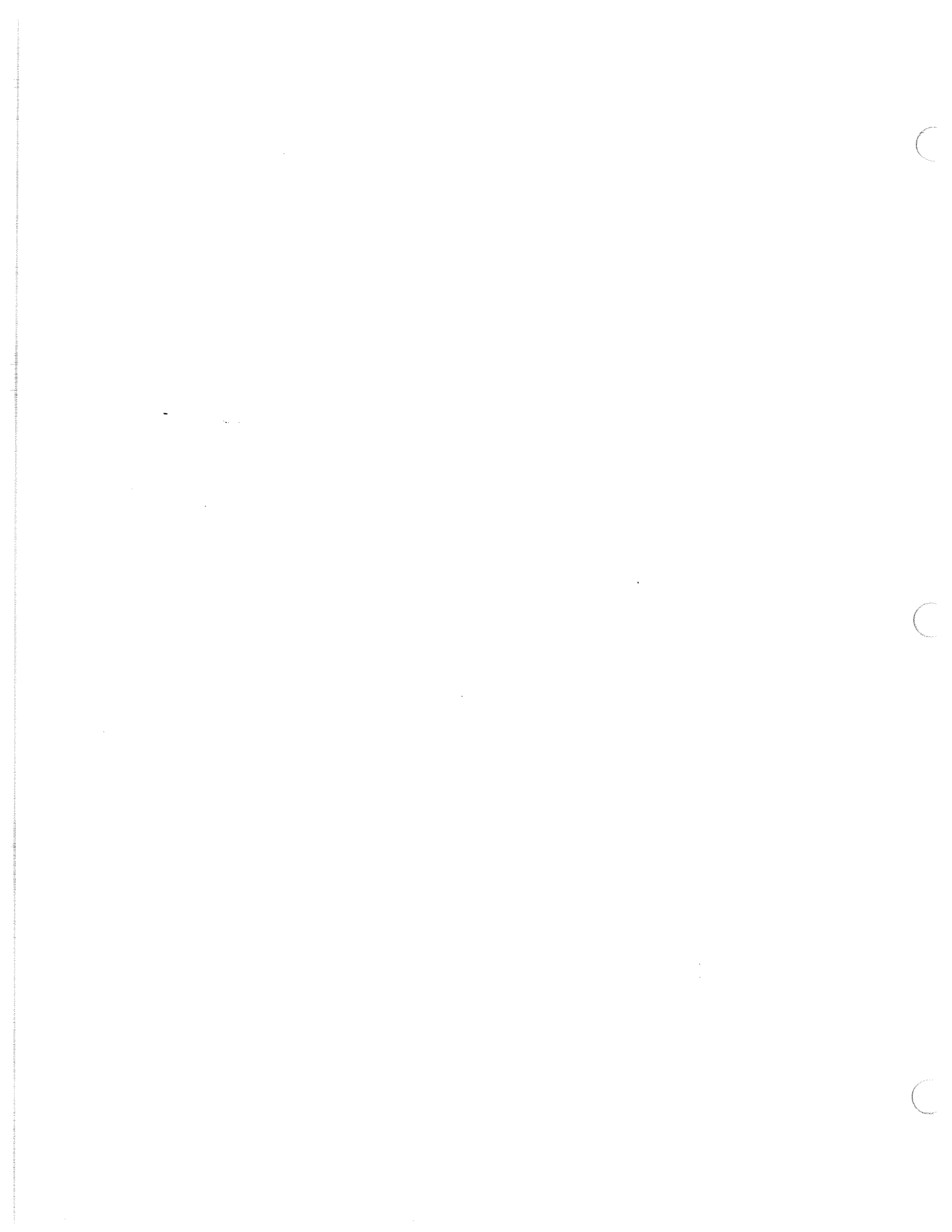
## RESOLUTION RE-ADOPTING THE BENEFLEX PLAN AND AUTHORIZING THE CITY MANAGER TO EXECUTE BENEFLEX PLAN DOCUMENTS.

*The City of Concord resolves as follows:*

- WHEREAS, the City of Concord offers its employees a flexible benefit plan, "Beneflex", which includes a Cafeteria Benefits Plan under Section 125 of the Internal Revenue Code; and
- WHEREAS, the City provides through an annual appropriation process benefit dollars to fund insurance for full-time employees and
- WHEREAS, employees can contribute in order to purchase additional insurance coverage; and
- WHEREAS, Beneflex provides for payroll deduction of insurance premium contributions and the reimbursement of medical care and dependent day care expenses on a before-tax basis; and
- WHEREAS, said plan has existed since August 1, 1989; and
- WHEREAS, Resolution #6068, adopted June 12, 1989, authorized establishment of the Plan, and subsequent revisions have modified the Plan.
- WHEREAS, the City of Concord desires to continue and update the Beneflex Program and Plan documents;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Concord:

1. Adopts the Beneflex Program bearing an effective date of July 1, 2013.
2. Authorizes the City Manager to sign said documents and implement the Beneflex Program in accordance with its terms; including applicable federal and state statutes, rules and regulations.
3. Authorize the City Manager to make necessary changes to Beneflex in order to comply with the Affordable Care Act.
4. This resolution is effective upon its passage for the plan year beginning July 1, 2013.





3/27/13  
Erian  
4-20

# CITY OF CONCORD

*In the year of our Lord two thousand and thirteen*

**RESOLUTION** RESCINDING BOND AUTHORIZATION IN THE AMOUNT OF ONE MILLION THREE HUNDRED SIXTY-FOUR THOUSAND THREE HUNDRED FORTY DOLLARS AND TEN CENTS (\$1,364,340.10) BY THE CITY OF CONCORD FOR THE USE BY THE CONCORD SCHOOL DISTRICT

**The City of Concord resolves as follows:**

- WHEREAS,** on July 11, 1994, the City of Concord passed Resolution #6496 authorized borrowing in the amount of \$2,025,128 for the Concord School District for capital improvements, reconstruction and alterations; and
- WHEREAS,** on August 8, 1994 the City of Concord passed Resolution #6502 authorized borrowing in the amount of \$31,939,000 for the Concord School District for capital improvements, reconstruction and alterations; and
- WHEREAS,** the amount borrowed for the intended purposes for Resolution #6496 left \$661,000 as authorized and unissued; and
- WHEREAS,** the amount borrowed for the intended purposes for Resolution #6502 left \$703,128 as authorized and unissued; and
- WHEREAS,** an additional authorized borrowing for the Concord School District of \$212.10 remains on the City ledgers from 1994; and
- WHEREAS,** the total amount to be rescinded for Resolution #6496 and #6502 and the additional outstanding authorization of \$212.10 totals \$1,364,340.10; and
- WHEREAS,** the Concord School District voted on February 18, 2013 to rescind the unissued balances of both the July 11, 1994 and August 8, 1994 borrowing authorizations; and
- WHEREAS,** the additional \$212.10 rescinding request is a matter of purging the City ledgers of a currently unnecessary borrowing authorization.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Concord that:

- 1) The sum of .....\$ 1,364,340.10  
be and is hereby rescinded as follows:  
City of Concord Authorized and Unissued list  
For the Concord School District .....\$ 1,364,128.00  
For other authorized and unissued amount for the Concord School District .....\$ 212.10  
Total.....\$ 1,364,340.10
- 2) This resolution shall take effect upon its passage.



# CITY OF CONCORD

TJA

## Report to Council

**FROM:** Brian G. LeBrun, Deputy City Manager - Finance  
**DATE:** March 28, 2013  
**SUBJECT:** Rescind Concord School District Bond Authorization

### Recommendation

Approve this resolution rescinding bond authorization for Concord School District projects.

### Background

In July and August of 1994 the City of Concord authorized bonding \$2,025,128 (Resolution # 6496) and \$31,939,000 (Resolution #6502) for capital improvements, reconstruction and alterations on behalf of the Concord School District.

### Discussion

Subsequent to approving the authorization of Resolution #'s 6496 and 6502, the City bonded a portion of each authorization. The City has worked with the Concord School District to retrieve documentation of rescinding the remaining balance of each authorization: \$661,000 (Resolution #6502) and \$703,128 (Resolution #6496). There is no record of either the City or the School District taking any formal action rescinding the un-bonded portion of the authorizations and therefore the balances have been carried on the City's Authorized and Unissued list for many years.

On February 18, 2013 the Concord School Board voted to rescind the unissued balance of these borrowing authorizations.

The total rescinding amount for Resolution #'s 6502 and 6496 is \$1,364,128. The City is also carrying an additional \$212.10 as an unauthorized and unissued borrowing amount for the School District. This resolution includes the request to rescind this additional amount for a total rescinding of \$1,364,340.10.

There is no financial impact on this rescinding for either the Concord School District or the City of Concord.

Cc: City Manager Aspell

# CITY OF CONCORD

*In the year of our Lord two thousand and thirteen*

**RESOLUTION** AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION TO THE NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES FOR CERTIFIED LOCAL GOVERNMENT [CLG] FUNDS TO BE UTILIZED FOR THE CONDUCT AND PREPARATION OF A STUDY OF HISTORIC CARRIAGE HOUSES AND URBAN BARNs WITHIN THE WEST END NEIGHBORHOOD.

***The City of Concord resolves as follows;***

**WHEREAS,** The City, through the establishment of the Heritage Commission, sought and received the designation as a Certified Local Government (CLG) by the New Hampshire Division of Historical Resources, thereby becoming eligible for funding for community preservation activities; and

**WHEREAS,** Since 2002, the City has received CLG grants to identify and document a wide range of historical resources within the community including those in and adjacent to Downtown Concord, and in Penacook, as well as the City's historic agricultural buildings and schools; and

**WHEREAS,** The City's Capital Improvement Program contains CIP #506, Historical Surveys, which contemplates the future use of such grants requiring no local match to fund historical and archeological resources surveys, and includes the amount of \$35,000 for a grant in FY 2014; and

**WHEREAS,** There are no local matching funds required for this grant; and

**WHEREAS,** The 2013 round of CLG grant applications is now open and the Heritage Commission wishes to avail itself of such funding to conduct additional historical resources surveys; and

**WHEREAS,** On March 7, 2013, the Heritage Commission voted to seek authorization from the City Council to submit an application for a CLG grant to be utilized for the conduct and preparation of a study historic carriage houses and urban barns within the West End Neighborhood;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Concord:

- (1) That the City Manager is hereby authorized to apply for funds from the New Hampshire Certified Local Government [CLG] Historic Preservation Fund for the conduct and preparation of a study of historic carriage houses and urban barns within the West End; and
- (2) That this Resolution shall take effect upon passage.



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Gloria McPherson, City Planner

**DATE:** March 19, 2013

**SUBJECT:** Authorization to submit an application to the NH Division of Historical Resources for Certified Local Government (CLG) funds to be utilized for the conduct and preparation of a study of historic carriage houses and urban barns within the West End Neighborhood.

### Recommendation

Adopt the Resolution authorizing the City Manager to submit an application to the NH Division of Historical Resources for Certified Local Government (CLG) funds to be utilized for the conduct and preparation of a study of historic carriage houses and urban barns within the West End Neighborhood.

### Background

After the City established the Heritage Commission, it sought and received designation as a Certified Local Government (CLG) by the New Hampshire Division of Historical Resources. This designation made the City eligible for funding for community preservation activities.

Over the past decade, the City has obtained CLG grants to identify and document a wide range of historical resources within the community including resources in Downtown Concord, and in Penacook, as well as the City's historic agricultural resources and historic schools.

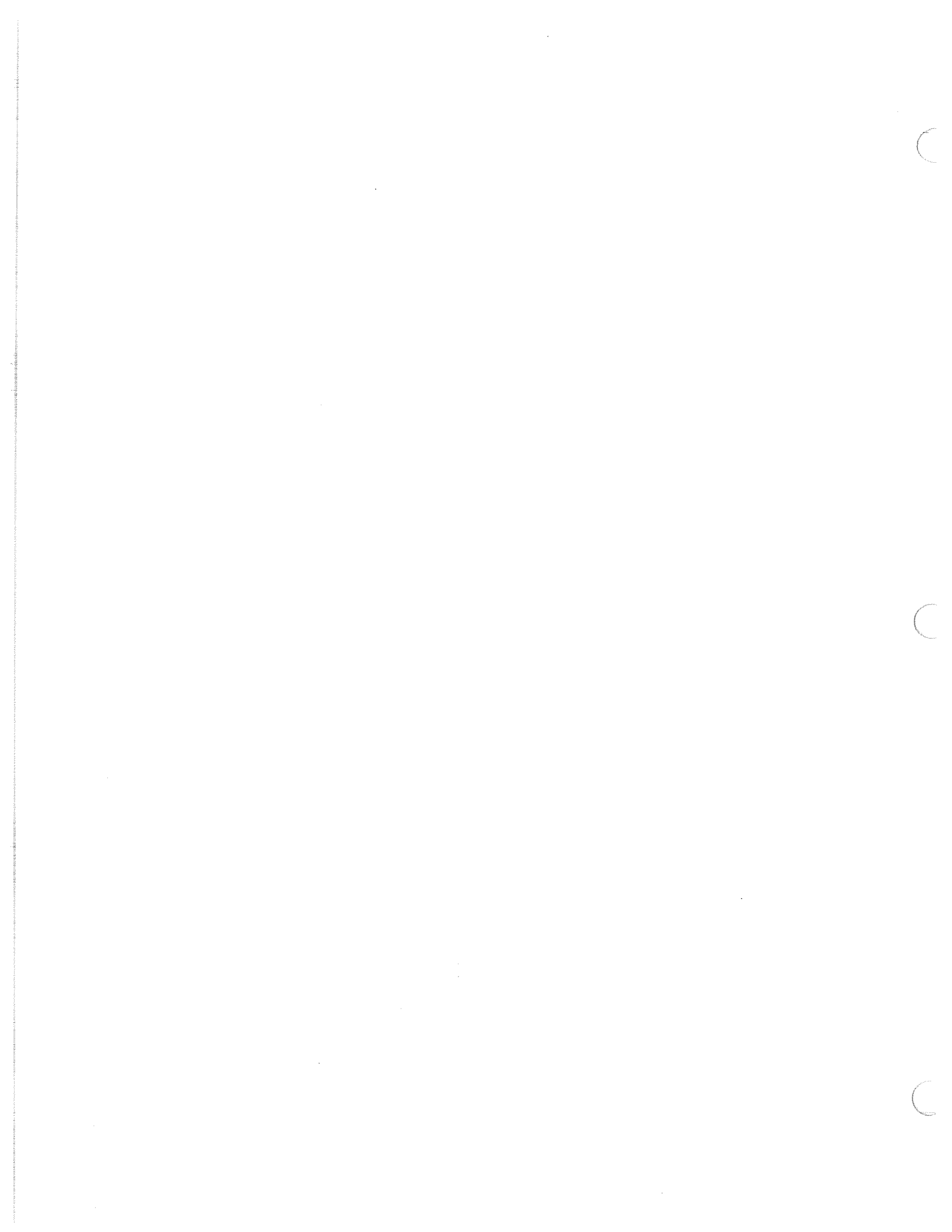
CIP #506, Historical Surveys, in the City's Capital Improvement Program, contemplates the future use of such grants requiring no local match to fund historical and archeological resources surveys, and includes the amount of \$35,000 for a grant in FY 2014. The 2013 round of CLG grant applications has now been opened by the New Hampshire Division of Historical Resources.

## Discussion

The Heritage Commission, at its regular meeting on March 7, 2013, discussed possible projects which would be appropriate for the 2013 CLG grant round, including a survey of carriage houses and urban barns as a complement to the survey work that was funded previously on rural farmsteads, barns and outbuildings.

After discussion, the Heritage Commission voted unanimously to submit a letter of intent to apply for the grant, and to seek authorization from the City Council to submit an application for CLG grant funding to be utilized for the conduct and preparation of a study of historic carriage houses and urban barns within the West End Neighborhood.

There is no local match required for this grant.



# CITY OF CONCORD

---

*In the year of our Lord two thousand and thirteen*

**RESOLUTION** AUTHORIZE THE CITY MANAGER TO ENTER INTO AN AMENDED AND RESTATED LEASE AGREEMENT BETWEEN THE CITY OF CONCORD AND THE BOYS AND GIRLS CLUB OF GREATER CONCORD

*The City of Concord resolves as follows:*

- WHEREAS,** The Boys and Girls Club of Greater Concord serves the children of the city of Concord regardless of their race, religion, creed, national origin, color, gender, or ability to pay club dues; and
- WHEREAS,** The City of Concord has recognized the importance of the Club's services by affording it a long-term lease on City property at no cost since 1987; and
- WHEREAS,** The Club is seeking to make significant improvements to its leased premises including the construction of two additions, and other improvements to areas of general public use such as the creation of a new Kimball Park parking lot and a reconstructed portion of Bradley Street—improvements that have been approved by the Concord Planning Board (Planning Board case #2012-0033); and
- WHEREAS,** The City Council authorized the City Manager to amend the lease with the Club to incorporate the aforementioned improvements (Resolution #8604 dated September 10, 2012); and
- WHEREAS,** The Club subsequently indicated that it will require bank financing for these improvements which necessitate more substantive changes to the existing lease agreement including a forty (40) year fixed term and revised default provisions thereby creating the need for an amended and re-stated lease; and
- WHEREAS,** The City of Concord wishes to facilitate the Club's continued success in serving the children of our community but also wishes to ensure that the City's property interests are safeguarded which the amended and re-stated lease accomplishes.

*NOW, THEREFORE, BE IT RESOLVED by the City Council of City of Concord that:*

1. The City Manager is authorized to enter into an amended and restated lease agreement between the City of Concord and the Boys and Girls Club of Greater Concord.
2. This resolution shall take effect upon its passage.





# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Carlos P. Baía, Deputy City Manager – Development

**DATE:** March 29, 2013

**SUBJECT:** Amended and Re-stated Lease with the Boys and Girls Club of Greater Concord

### Recommendation

Accept the attached resolution to authorize the City Manager to enter into an Amended and Re-stated Lease between the City of Concord and the Boys and Girls Club of Greater Concord.

### Background

At the Council's September 10, 2012 meeting, Council authorized the City Manager to amend the current Boys and Girls Club (the "Club") lease with the City for property in Kimball Park to allow for the Club's expansion.

The Club subsequently informed the City that—in its efforts to raise funds for this expansion—it was seeking bank financing that would trigger the need for a more substantive amendment to the lease document. In light of this, City Staff felt that the lease document (which dates back to 1987) should be re-drafted to better reflect the present conditions and to incorporate the changes that the Club was seeking. This more comprehensive change is beyond the scope of the September 2012 authorization and therefore is being brought to Council's attention.

### Discussion

This foundation for the lease—no cost rent to the Concord Boys and Girls Club—continues with the restated lease document. The fundamental change that the Club is seeking is a new term. The original lease began in 1987 and was subsequently amended in 1999 and 2009. It presently allows for three 10 year extensions of which the Club is in year 4 of the first extension. Under the current lease, the Club could continue to use the City's property until 2039. The lease is silent on any threshold that the Club would need to meet to trigger the extension options. In essence, assuming that the Club continues to meet all the other lease obligations, the options are automatically extended. The Club also has the ability to negotiate further extensions with Council approval.

Under the proposed amended and re-stated lease, the Club is seeking a fixed forty year term beginning in 2013 and, thus, expiring in 2053. The Club's attorney has explained that the necessity for this structure is to provide a greater degree of security to the bank from which the Club is seeking financing.

Under the re-stated lease, the City acknowledges that the Club could have a mortgage on its "improvements" which are primarily its building and contents. Should the Club default in its mortgage obligations, the City would have the first right (at the City's discretion) to cure the mortgage default. However, if the City chooses not to do so, the bank would need to find a tenant that met the obligations of the lease; specifically this tenant would have to be a nonprofit organization serving the boys and girls of the city and approved by the City of Concord.

If the Club defaults on its lease obligations or if an acceptable successor tenant cannot be found, the lease would be terminated within 120 days of notice from the City. In this case, the Club or mortgage holder would have 180 days to remove the Club's improvements from the City's land or the Club's improvements will become the property of the City. Should the City not wish to accept the building at that point, the Club or mortgage holder would be obligated to remove the improvements within 60 days and would have to pay market rent and an additional \$1000 per month penalty for any month beyond this two-month window.

Should the City wish to recapture the leased premises in a context where the Club is meeting its lease obligations, the City can do so after the first twenty years of the lease term (in year 2033 at the earliest) by providing one-year's notice and paying the Club the assessed value of its improvements.

AMENDED AND RESTATED LEASE AGREEMENT BETWEEN THE CITY OF  
CONCORD AND THE BOYS & GIRLS CLUBS OF GREATER CONCORD  
(LAND LEASE)

This Amended and Restated Lease Agreement (“Lease”) entered into as of the \_\_\_\_ day of April, 2013, by and between the City of Concord (“City”), New Hampshire, a municipal corporation duly chartered and existing under the laws of the State of New Hampshire with a usual place of business at 41 Green Street, Concord, New Hampshire, 03301 and the Boys & Girls Clubs of Greater Concord (f/k/a Concord Boys and Girls Club) (“Club”), a New Hampshire nonprofit corporation with a usual place of business at 55 Bradley Street, Concord, New Hampshire 03301.

**RECITALS**

This Lease is premised on the following understandings of the City and the Club:

A. On September 21, 1987, the City leased to the Club land at 55 Bradley Street, adjacent to Kimball Park, allowing the Club to construct a Boys and Girls Club (the “1987 Lease”). The 1987 Lease was subsequently amended on October 26, 1999, and September 21, 2009, which together with the 1987 Lease are collectively referred to as the “1987 Lease”.

B. The Club has submitted plans to the Concord Planning Board for the renovation of its existing building and the construction of two additions, redesign of the parking lot and vehicular access, with related paving, drainage, landscaping, lighting and associated site improvements, and the upgrade of Bradley Street (Planning Board application #2012-0033).

C. A significant element of the Club’s plan is its proposed construction and future winter maintenance—at the Club’s cost—of a public parking lot immediately to the north of the existing Club facility.

D. On September 10, 2012, by resolution # 8603, the City Council authorized the City Manager to take the necessary steps to effectuate an exchange of Land and Water Conservation Fund restrictions on land within Kimball Park to allow for the construction of said

public improvements as well as the expansion Club. The City Manager has effectuated such change.

E. On September 10, 2012, by resolution # 8604, the City Council has authorized the City Manager to make the necessary amendments to the 1987 Lease to allow for the Club's expansion and to impose on the Club future winter maintenance obligations of the proposed public parking lot. The obligations with respect to such maintenance are set forth in the maintenance agreement between the City and the Club attached hereto as Exhibit A (the "Maintenance Agreement").

F. The Club has secured Concord Planning Board approval (see Planning Board Approval #2012-0033, dated August 15, 2012), obtained all applicable permits and paid all pertinent regulatory fees to effectuate the construction of the private and public improvements as outlined in its Planning Board approvals.

G. The City and the Club believe it to be in their respective best interests to amend and restate the 1987 Lease in accordance with this Lease.

NOW, THEREFORE, in consideration of the mutual premises set forth above, and for other consideration, the receipt of which the parties hereby acknowledge, the City and the Club agree as follows:

#### **Article I. Term**

The term of this Lease shall be for a period of forty (40) years, commencing on April 18, 2013, and continuing through April 17, 2053 ("Termination Date"), unless earlier terminated under the provisions of this Lease. This Lease may be renegotiated for continuance beyond the Termination Date subject to the mutual agreement of the Club and the City.

## Article II. Leased Premises

A. The City hereby leases to the Club and the Club hereby leases from the City the land (the "Leased Premises") identified on the plan entitled "Concord Boys and Girls Club, 55 Bradley Street, Concord, New Hampshire, Proposed Site Plan", prepared by Nobis Engineering, Inc., dated June 2012 and revised on March 15, 2013 (the "Plan") attached hereto as Exhibit B, including the right to renovate and construct within the Building Envelope Area as shown on the Plan such building(s) and improvements as the Club may choose. provided that all such construction meets City Codes and Ordinances and has been approved by the City, and provided further, that any and all such building(s) and improvements shall be owned by the Club (the "Club's Improvements"), subject to the provisions of Article VIII hereof. For purposes of clarity, the Leased Premises includes the exclusive right by the Club to use of the area shown as the Building Envelope Area on the Plan and the non-exclusive right together with the City and its residents to the so-called Parking Area for all lawful purposes. The Club acknowledges that the Parking Area may be used by the general public, including, without limitation, visitors to Kimball Park.

B. The Club will be responsible for any and all legally applicable City, County, State and Federal taxes and assessments, now or in the future, arising out of or as a consequence of any activity conducted on site and shall not permit any other lien, including mechanics' liens, to encumber the Leased Premises, without prior written approval of the City. The Club further agrees to not incur, create, assume, or suffer to exist any mortgage, pledge, lien, charge, or other encumbrance of any nature whatsoever in its rights to the Leased Premises, other than a mortgage or other financial encumbrance to finance the Club's Improvements, provided that the Club must provide notice to the City of its intention to do so and the City approves, in writing, to

such mortgage or other financial encumbrance to finance the Club's improvements. If the Club has granted a mortgage or encumbrance on its interest in the Leased Premises and subsequently defaults to the holder of the obligation secured by the mortgage or encumbrance, the City shall have the first right (but in no case the obligation) to cure any deficiency in any mortgage, assignment, or other pledge of the Club's interest in the Leased Premises as long as the City exercises such right within 120 days of its receipt of the notice of such deficiency, and further the City has the first right of refusal over any sale of the Club's Improvements or its interest in the Leased Premises. The procedures for the right of first refusal are attached as Exhibit C. Nothing in this section shall prohibit the Club from seeking a leasehold mortgage(s) on the Club's Improvements and/or its interest in the Leased Premises, however, such financial encumbrances shall be subject to the written approval of the City. The City agrees that if the City declares a default by the Club, the City shall give notice to the holder(s) of such approved leasehold mortgage(s) on record at the Merrimack County Registry of Deeds as of the noticed date of default, and the holder(s) of the leasehold mortgage(s) shall have a reasonable opportunity, but not an obligation, to cure any such default for a period, the earlier of: (1) one-hundred and twenty (120) days of the City's delivery of notice of the Club's default; or (2) one-hundred and twenty (120) days after the Club has failed to cure. The City agrees to accept performance by the holder(s) of any such leasehold mortgage if such holder(s) perform(s) the terms of this Lease within the applicable time period to do so under the terms of this Lease.

C. All maintenance of the Club's Improvements and the Building Envelope Area shall be the Club's sole responsibility. Maintenance of the Parking Area shall be in accordance with the Maintenance Agreement. Failure to provide adequate maintenance will be cause for termination of the Lease in accordance with Article VIII A, below, and removal, at the City's

written request (with a copy in good faith delivered to the holder of any mortgage on the Club's Improvements or its interest in the Leased Premises), of all the Club's Improvements within the Building Envelope Area at no cost to the City.

### **Article III. Conditions For Use Of Leased Premises**

A. Non-Profit Status. The Club shall function as a nonprofit organization described in Section 501(c)(3) of the Internal Revenue Code of 1986, as amended (the "Code"), serving the boys and girls of the City in accordance with the terms of this Lease.

B. Population To Be Served. The Club will serve youths who are residents of the City or whose parents work for a business located in the City. All operations, programs, activities, and use of the Leased Premises shall be subject to all applicable federal and state laws and city ordinances. Membership in the Club is necessary for participation in Club sponsored activities in the Club's Improvements provided that the Club may (1) conduct its summer day camp or other similar programs for the benefit of youths in the Merrimack County region, regardless of their membership status; and (2) conduct a day care program in the Club's Improvements for the benefit of families in the Merrimack County region, regardless of membership status. No child shall be denied membership in the Club on the basis of race, religion, creed, national origin, color, gender, or ability to pay club dues.

C. Use Of Kimball Park Facilities. The Club membership and staff may utilize all facilities and grounds of Kimball Park, on a scheduled basis with the approval of the Director of the City Parks and Recreation Department. The Club understands that all City Parks and Recreation Department regulations must be observed, and that damages to the City Park facility, which include, but are not limited to, conditions requiring special cleanup, or equipment, or the use of City maintenance personnel beyond City scheduled working hours, are the responsibilities

of the using party, except as otherwise arranged by the City Parks and Recreation Department. The Club shall annually provide the City Parks and Recreation Department with a list of the Club's programs and objectives so that a cooperative effort avoiding duplication between the Club and the City may serve the neighborhood surrounding the Leased Premises.

D. Staffing, and Limitation of Liability. The Club will be solely responsible for all supervision associated with the Club's Improvements and the Leased Premises and shall be responsible for all liability arising out of or as a consequence of the Club's activities whether conducted on the Leased Premises or in the balance of Kimball Park. Club staff will supervise the Club's scheduled activities.

E. Prohibited Activities. The Club is prohibited from any use of the Leased Premises which is illegal, offensive, or constitutes a nuisance. The Club is prohibited from storing or using toxic substances (other than standard cleaning supplies) on the Leased Premises.

F. Use Of The Club Facility. Upon the prior written request of the City, the Club will make the Club's Leasehold Premises available, at no charge, as a polling place for City, state and federal elections. The City will be responsible for all set-up, take-down, cleanup, and miscellaneous expenses associated with an election. Any other City use of the Leasehold Premises and fees for its use will be at the discretion of the Club. In those instances where the City is using the Leasehold Premises, the City will only defend and indemnify for claims arising solely from the City's negligence and which are otherwise within the scope of the City's liability coverage.

G. Parking. The Club may utilize the Parking Area for, among other things, parking of the Club's staff vehicles and Club vans. The Club will maintain the Parking Area in accordance with the Maintenance Agreement, and the Club agrees that the 10 spaces shown on



the Plan shall be for the use of City residents who intend lawfully to use the facilities at Kimball Park. Club employees shall leave those spaces open for use by City residents and shall advise their members and their families to do the same.

**Article IV. Assignment**

Neither this Lease nor any part hereof, may be assigned, transferred or subleased by the Club by process or operation of law or in any other manner whatsoever, without the prior written consent of the City.

**Article V. Indemnification and Insurance**

A. Indemnification. The Club agrees to hold harmless and indemnify the City, its officers, employees and agents against any and all loss, damage, liability, expense, suits, demands and claims, including, but not limited to, cases of injury to third parties or their property, resulting from and arising out of: (1) Any act, failure to act, or negligence of the Club, its servants, agents or invitees occurring at the Premises in conjunction with the Club's activities under this Agreement; (2) Anything owned or controlled by the Club, its servants, agents, or invitees and used on the City's premises in connection with the Club's activities under this Agreement; or (3) Any nuisance made by the Club, its servants, agents, or invitees on the City's Premises in connection with the Club's activities under this Agreement.

B. Insurance. It is agreed that during the term of this Agreement, the Club at its sole cost and expense and for mutual benefit of the Club and the City, shall carry and maintain the following types of insurance with at a minimum, the amounts specified:

- General Liability Insurance in the of Aggregate Two (2) Million Dollars;
- Each Occurrence of Injury One (1) Million Dollars;
- Medical Expense (any one person) Five (5) Thousand Dollars.

The City shall be named as an additional insured in said policy or policies, and the Club shall furnish to the City original Certificate(s) of Insurance evidencing the required coverage to be in force on the date of this Agreement, and renewal Certificates of Insurance if coverage has an expiration or renewal date occurring during the term of this Agreement. All certificates shall provide that the City be given thirty (30) days written notice prior to any change, substitution or cancellation before the stated expiration date.

**Article VI. Rent**

The rent under this Lease shall be One Dollar and One Cent (\$1.01), the receipt of which is hereby acknowledged by the City.

**Article VII. Miscellaneous Provisions**

A. Entire Agreement. This Lease constitutes the entire understanding between the parties, and as of its effective date supersedes all prior or independent agreements between the parties covering the subject matter hereof. Any change or modification hereof must be in writing signed by both parties.

B. Severability. If a provision hereof shall be finally declared void or illegal by any court or administrative agency having jurisdiction, the entire Lease shall not be void, but the remaining provisions shall continue in effect as nearly as possible in accordance with the original intent of the parties.

C. Notice. Any notice given by one party to the other in connection with this Lease shall be in writing and shall be sent by registered mail, return receipt requested, with postage and registration fees prepaid:

1. If to the City, addressed to:

City Manager  
City of Concord  
41 Green Street  
Concord, New Hampshire 03301

2. If to the Club, addressed to:

Executive Director  
Boys & Girls Clubs of Greater Concord  
55 Bradley Street  
Concord, New Hampshire 03301

Notices shall be deemed to have been received on the date of receipt as shown on the return receipt.

D. Headings. The headings used in this Lease are intended for convenience of reference only and do not define or limit the scope or meaning of any provision of this Lease.

E. Governing Law. This Lease is to be construed in accordance with the laws of the State of New Hampshire.

#### **Article VIII. Default and Termination**

A. The default by the Club (or Leaseholder, should the Club default to the holder of an obligation secured by a mortgage or encumbrance) in the performance of any of the terms, covenants, or conditions of this Lease, and the failure of the Club or Leaseholder to remedy, or undertake to remedy, to the City's satisfaction, such default for a period of one-hundred and twenty days (120) after delivery of notice from the City to remedy the same, shall be grounds for termination of this Lease. "Leaseholder" shall mean the successor tenant under the Lease, if the holder of the Leasehold mortgage exercises its rights thereunder as approved by the City.

B. This Lease shall terminate if the Club or any City approved successor tenant to the Club fails to constitute or ceases to function as a nonprofit organization described in Section 501(c)(3) of the Internal Revenue Code of 1986, as amended (the "Code"), serving the boys and girls of the City in accordance with the terms of this Lease.

C. In the event of termination of this Lease, the Club, if the City so demands in writing (with notice delivered in to any then holder of a leasehold mortgage on the Leased Premises on record at the Merrimack County Registry of Deeds as of the noticed date of default,), will have 180 days to remove the Club's Improvements from the Leased Premises. Failure to remove the Club's Improvements within 180 days of any termination of this Lease shall, at the City's option, be deemed a transfer of the Club's Improvements to the City. Such transfer will be made at no cost to the City. In the event that the City rejects transfer of the Club Improvements, within sixty (60) days of the City's delivery of notice of said rejection, the Club (or Leaseholder if applicable) shall fully and completely remove all Club Improvements from the Leased Premises. Failure to fully and completely remove all Club Improvements from the Leased Premises within sixty days sixty (60) days of the City's delivery of notice of its rejecting transfer of the Club Improvements to it, shall require the Club (or Leaseholder if applicable) to pay the monthly market rent for occupying the Leased Premises and paying an additional \$1,000.00 per month penalty for each additional month beyond the aforesaid sixty (60) day notice that the Club remains on the Leased Premises.

D. At any time after the initial twenty (20) years of this Lease, the City reserves the right upon a three hundred sixty five (365) day notice to the Club to recapture the Leased Premises by paying to the Club the assessed value of the Club's Improvements.

[The next page is the Signature Page]

IN WITNESS WHEREOF, the parties have executed this Lease as of the day and year first above written.

LESSOR: THE CITY OF CONCORD

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Thomas J. Aspell, Jr., City Manager,  
Duly Authorized

LESSEE: BOYS & GIRLS CLUBS  
OF GREATER CONCORD

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Christopher Emond, Executive Director,  
Duly Authorized

STATE OF NEW HAMPSHIRE  
COUNTY OF MERRIMACK

The foregoing instrument was acknowledged before me this \_\_\_\_ day of April, 2013, by Thomas J. Aspell, Jr., City Manager for the City of Concord, known to me (or satisfactorily proven to be) the person whose name is subscribed within this instrument and acknowledged that he executed the same for the purposes therein contained.

\_\_\_\_\_  
Justice of the Peace/Notary Public  
My Commission Expires: \_\_\_\_\_

STATE OF NEW HAMPSHIRE  
COUNTY OF MERRIMACK

The foregoing instrument was acknowledged before me this \_\_\_\_ day of April, 2013, by Christopher Emond, Executive Director of the Boys & Girls Clubs of Greater Concord, known to me (or satisfactorily proven to be) the person whose name is subscribed within this instrument and acknowledged that she executed the same for the purposes therein contained.

\_\_\_\_\_  
Justice of the Peace/Notary Public  
My Commission Expires: \_\_\_\_\_

984578\_1

EXHIBIT A

Maintenance Agreement

This Maintenance Agreement is made as of the \_\_\_\_\_ day of \_\_\_\_\_, 2013 (“Effective Date”), by and between the CITY OF CONCORD, a New Hampshire municipal corporation with its principal offices located at 41 Green Street, Concord, New Hampshire (the “City”) and BOYS & GIRLS CLUBS OF GREATER CONCORD, a New Hampshire non-profit corporation with its principal offices located at 55 Bradley Street, Concord, New Hampshire 03301 (“Club”).

RECITALS:

This Agreement is premised on the following understandings of the parties:

A. City is the owner of certain real property located at 55 Bradley Street, Concord, New Hampshire. The property is shown on a plan entitled “Concord Boys and Girls Club, 55 Bradley Street, Concord, New Hampshire, Proposed Site Plan”, prepared by Nobis Engineering, Inc., dated June 2012 and updated on \_\_\_\_\_, 2013, (the “Plan”). The Plan is attached hereto as Exhibit A and the City property is hereinafter referred to as the “Premises”. City leases the Premises to the Club pursuant to an amended and restated lease agreement between City and the Club, dated \_\_\_\_\_, \_\_, 2013 (the “Lease”).

B. Under the Lease, the City has given the Club exclusive rights over the so-called Building Envelope Area, as shown on Exhibit A, and the non exclusive right to use the so-called Parking Area as shown on Exhibit A.

C. The Club is renovating and adding to its current building located on the Premises, and is making certain other improvements to the parking areas on the Premises and the access roadway known as Bradley Street Extension (“Improvements”). The proposed Improvements are shown the Plan. The Club has obtained all necessary permits and approvals for the Improvements.

D. As a condition of issuing a building permit for the Improvements, the City requires that the Club maintain the parking areas, sidewalks, and basketball court shown on the Plan (the “Exterior Improvements”). The Club has agreed to provide all-season maintenance to the Exterior Improvements as set out in this Agreement. The City has agreed to the terms of this Agreement with respect to Club’s satisfaction of such condition.

E. The parties acknowledge that the Exterior Improvements shall specifically not include the newly constructed multiuse path and Bradley Street Extension (once the improvements have been made to it).



NOW THEREFORE, in consideration of mutual covenants and promises contained in this Agreement, and the respective representations and agreements of the parties herein contained, the parties hereto agree as follows:

1. Effective Date. The parties' obligations under this Agreement shall commence on the Effective Date.
2. Term. This Agreement shall be in force and effect during the term of the Lease, including any extensions of the Lease.
3. When Required. Club shall be responsible for the construction of the Exterior Improvements and the improvements to the Bradley Street Extension and the multiuse path. Once such improvements are completed, the Club will have an obligation for the general year-round maintenance and repair of the Exterior Improvements, but not Bradley Street Extension or the multiuse path, for each of which the City shall have maintenance and repair obligations.
4. Scope of Maintenance. Club shall, at its sole cost and expense, maintain the Exterior Improvements in a neat, clean and safe condition, consistent with any laws, ordinances, rules, codes and regulations, as well as any plan, governmental approvals and permits, including the following:
  - a. Removal of snow and ice from the surface of the Exterior Improvements, which shall be done in such a manner as to provide safe passable access to the Premises.
  - b. Placement of sand or other material on the Exterior Improvements to make it safe for vehicular traffic and pedestrian access to the Premises.
  - c. Repair of pot holes, ruts, cracks, frost heaves and other defects in the Exterior Improvements, including temporary repairs due to the general wear and tear of the Exterior Improvements.
  - d. Removal of snow or other obstacles to ensure that there are adequate sight lines at driveways and intersections.
  - e. Cleaning of the Exterior Improvements to ensure that the surface water drains off the Exterior Improvements, as intended by the Plan.
  - f. Construction or repaving of the Exterior Improvements at the same frequency that is periodically conducted by the City to similarly situated public parking facilities but in all cases based on wear and tear.
5. City's Right of Access to the Exterior Improvements. The Club agrees that the City and its duly authorized agents shall have the right at all times to enter upon the Exterior Improvements to examine and inspect the Exterior Improvements. The Club further acknowledges that the Exterior Improvements are for the benefit of the Club and the general public, and the Club's rights to the Exterior Improvements are not exclusive.
6. Insurance. It is agreed that during the term of this Agreement, the Club at its sole

cost and expense and for mutual benefit of the Club and the City, shall carry and maintain the following types of insurance with at a minimum, the amounts specified:

- General Liability Insurance in the of Aggregate Two (2) Million Dollars;
- Each Occurrence of Injury One (1) Million Dollars;
- Medical Expense (any one person) Five (5) Thousand Dollars.

The City shall be named as an additional insured in said policy or policies, and the Club shall furnish to the City original Certificate(s) of Insurance evidencing the required coverage to be in force on the date of this Agreement, and renewal Certificates of Insurance if coverage has an expiration or renewal date occurring during the term of this Agreement. All certificates shall provide that the City be given thirty (30) days written notice prior to any change, substitution or cancellation before the stated expiration date.

7. Indemnification. The Club agrees to hold harmless and indemnify the City, its officers, employees and agents against any and all loss, damage, liability, expense, suits, demands and claims, including, but not limited to, cases of injury to third parties or their property, resulting from and arising out of: (1) Any act, failure to act, or negligence of the Club, its servants, agents or invitees occurring at the Premises in conjunction with the Club's activities under this Agreement; (2) Anything owned or controlled by the Club, its servants, agents, or invitees and used on the City's premises in connection with the Club's activities under this Agreement; or (3) Any nuisance made by the Club, its servants, agents, or invitees on the City's Premises in connection with the Club's activities under this Agreement.
8. Notice by City. The City shall provide Club both written and oral notice within ninety (96) hours of any notice of insufficiency regarding the Exterior Improvements filed pursuant to NH RSA 231:90, as amended, or any similar statutes, ordinances or regulations that are adopted during the Term of this Agreement. The Club will undertake such maintenance and repair directed by City which is reasonably calculated to address the notice of insufficiency.
9. Cooperation. The Club shall cooperate with the City in the event of any claims made against a party in connection with the performance of its obligations under this Agreement.
10. No Waiver. The entry of the City into this Agreement does not constitute a waiver, by the City, of any defenses, immunities or other rights customarily available to City or to New Hampshire municipalities in the event of any claim related to the Exterior Improvements, their maintenance and repair.

11. Assignment. This Agreement may not be assigned by the Club, in whole or in part without the prior written consent of the City.
12. Events of Default. The following shall be “events of default” under this Agreement and the terms “events of default” or “default” shall mean, whenever they are used in this Agreement, any one or more of the following events:
  - a. The failure by the Club to perform its obligations under this Agreement, said failure to continue for fifteen (15) days following written notice to the defaulting party from the non-defaulting party.
  - b. The breach of either party of its respective covenants under this Agreement for a period of thirty (30) days after written notice from the other party specifying such failure and requesting that it be remedied; provided however, that if the breaching party in good faith has commenced a cure of such breach but because of the nature of the breach, it cannot be cured within thirty days, then the breaching party shall have up to an additional 60 days to cure, provided that the breaching party is working toward such cure with reasonable diligence.
13. Remedies. In the event of a default by Club, the City shall have any and all rights at law or in equity.
14. Resolution of Disputes. In the event of any dispute between the parties under this Agreement, the parties shall first attempt to resolve such dispute through mediation before a mediator mutually agreeable to the parties.

If the parties cannot resolve the dispute through mediation, or if circumstances, including time, do not, in the reasonable judgment of either party, allow for the use of mediation to resolve the dispute, then either party may file an action in a court of competent jurisdiction.

The court may allocate between the parties, the costs, fees and other expenses relating to such an action in any manner that the court shall determine to be appropriate in its discretion, provided, that if the court determines that a party has initiated an action without a reasonable basis for doing so, the court shall assess that party the costs of any other party relating to the proceeding, including reasonable attorneys’ fees.

15. Notices. All notices, certificates, or other communications hereunder shall be sufficiently given and shall be deemed given when mailed by registered mail, postage prepaid, to the following address or to such other addresses as the parties shall, by like notice, notify one another:

a. If to City: City of Concord  
41 Green Street  
Concord, NH 03301  
Attn: City Manager

b. If to Club: Boys & Girls Clubs of Greater Concord  
55 Bradley Street  
Concord, NH 03301  
Attn: Christopher Emond

16. Binding Effect. This Agreement shall inure to the benefit of and shall be binding upon the City, the Club, and their legal representatives, successors and assigns.
17. Severability. If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction or by any future legislative action, such holding or such action shall not invalidate or render unenforceable any other provisions of this Agreement.
18. Waiver. A waiver of any provision of this Agreement or any default hereunder must be in writing. No failure to insist upon or to enforce any provision of this Agreement shall constitute or be interpreted as a waiver thereof. No waiver of any provision hereof shall be deemed to imply or constitute a further waiver thereof or any other provision set forth in this Agreement.
19. Execution; Counterparts. This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.
20. Applicable Law. This Agreement shall be governed exclusively by the applicable laws of the State of New Hampshire. Any action to enforce the provisions of this Agreement shall be brought in the Merrimack County Superior Court.
21. No Third Party Beneficiaries. Except as provided herein, no rights, privileges or immunities of any party shall inure to the benefit of any third parties; nor shall any third parties be deemed to be a third party beneficiary of any of the provisions contained herein.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties have executed this Agreement all as of the date first above written.

CITY:

CITY OF CONCORD

By: \_\_\_\_\_  
Print Name: Thomas J. Aspell, Jr.  
Title: City Manager, Duly Authorized

CLUB:

BOYS & GIRLS CLUBS OF GREATER  
CONCORD

By: \_\_\_\_\_  
Christopher Emond, Executive Director  
Duly Authorized

984578\_1

EXHIBIT A (of Maintenance Agreement)  
The Premises

EXHIBIT B

The Plan

EXHIBIT C

Right of First Refusal Procedures

If the Club receives an offer (“Offer”) from an organization described in Section 501(c)(3) of the Code that provides services to boys and girls in the City of Concord—in accordance with the terms of this Lease—to sell, lease or transfer its Leasehold Premises together with the Club’s Improvements, and the Club is willing to accept such Offer, the Club shall notify the City in writing of such Offer and provide the City with a copy of the Offer. Thereupon, the City shall have one hundred eighty (180) days from the date of receipt of such written notification to match the terms of the Offer or reject it. Failure by the City to notify the Club of its intention to match the Offer shall be deemed a rejection. Nothing in this paragraph shall be deemed to be an approval by the City of such 501(c)(3) organization or its Offer, and such 501(c)(3) organization must seek and obtain the City’s consent to be a successor to the Club hereunder if the 501(c)(3) organization meets the qualifications set forth above and in the Lease.



# CITY OF CONCORD

---

*In the year of our Lord two thousand thirteen*

## **RESOLUTION**

AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR UP TO SEVENTY THREE THOUSAND DOLLARS (\$73,000) TO THE FEDERAL AVIATION ADMINISTRATION (FAA) AND THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION (NHDOT), DIVISION OF AERONAUTICS GRANT FUNDS FOR THE PURPOSE OF THE INSTALLATION OF FRANGIBLE MOUNTS AND A LIGHT BECON ON THE LOCALIZER FOR RUNWAY 17/35 AT THE CONCORD MUNICIPAL AIRPORT.

*The City of Concord resolves as follows:*

- WHEREAS,** the City of Concord is eligible to apply and receive funding for the installation of frangible mounts and a beacon on the localizer at the 17 end of Runway 17/35 as described in FY14 Capital Improvements Program and Budget as project # 53; and
- WHEREAS,** FAA has requested the City enter into an agreement with FAA to complete this work; and
- WHEREAS,** this work is required by FAA to comply with recommendations outlined in the Runway Safety Determination Study; and
- WHEREAS,** should the City's application for this purpose be accepted, project funding would be allocated as follows: \$52,200 (90%) Federal share, \$2,900 (2 ½%) State and \$17,900 (7 ½%) City share; and
- WHEREAS,** the Airport Advisory Committee recommends that the City Council approve this grant application and acceptance; and

***NOW, THEREFORE, BE IT RESOLVED by the City Council of City of Concord that:***

1. That the City Council has authorized the City Manager to submit the necessary grant application and accept the grant once approved to the State of New Hampshire, Bureau of Aeronautics.
2. That this resolution shall take effect upon its passage.



# CITY OF CONCORD

1/20

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Martha Drukker, Associate Engineer  
**DATE:** March 25, 2013  
**SUBJECT:** Municipal Airport Grant Application – CIP # 53 Localizer Compliance

### Recommendation

Authorize the City Manager to submit an application for up to \$73,000 to the New Hampshire Department of Transportation (NHDOT), Division of Aeronautics grant funds for the purpose of installing frangible mounts and a light beacon on the localizer located off the 17 end of Runway 17/25 as programmed in the Capital Budget.

### Background

The city will be applying for a grant to the Federal Aviation Administration (FAA) to upgrade the existing localizer so it complies with minimum standards within the runway object free area on May 1, 2013. The requested funding up to \$73,000 of which 90% is the federal share (\$52,200), 2 ½% is the state share (\$2,900) and 7 ½% is the city share (\$17,900).

In 2010, FAA reduced the approach flying minimums on Runway 17/35 which resulted in an expansion of the object free area. This resulted in the localizer within the object free zone. The localizer is owned and maintained by FAA.

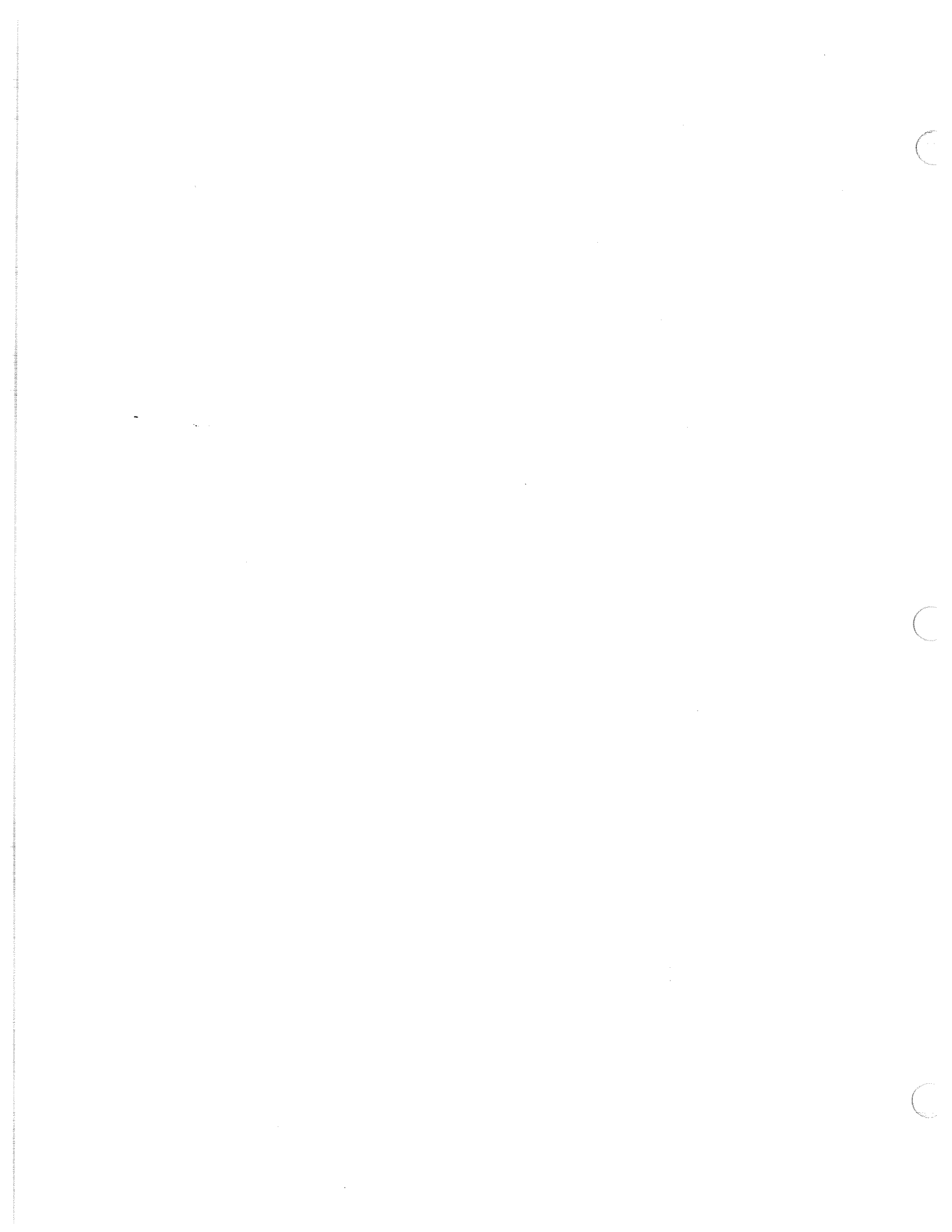
FAA required a Runway Safety Determination Study be completed to recommend measures to comply with the safety requirements of the object free area.

### Discussion

The study recommended the localizer be equipped with frangible mounts and a beacon be installed on the structure. This is an interim measure to maintain compliance until a permanent solution is approved when Runway 17/35 is reconstructed as programmed in the out years of the Capital Improvement Budget.

Upon grant award, the City Manager will be authorized to enter into an agreement with NHDOT to provide overall project administration.

MLD



# CITY OF CONCORD

*In the year of our Lord two thousand thirteen*

## **RESOLUTION**

AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR UP TO ONE MILLION THREE HUNDRED FORTY THOUSAND DOLLARS (\$1,340,000) TO THE FEDERAL AVIATION ADMINISTRATION (FAA) AND THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION (NHDOT), DIVISION OF AERONAUTICS GRANT FUNDS FOR THE PURPOSE OF CONSTRUCTING THE EASTERN PORTION OF THE PARALLEL TAXIWAY FOR RUNWAY 12/30 AT THE CONCORD MUNICIPAL AIRPORT.

*The City of Concord resolves as follows:*

**WHEREAS,** the City of Concord is eligible to apply and receive funding for the construction of a portion of the parallel taxiway as described in FY14 Capital Improvements Program and Budget as project # 73; and

**WHEREAS,** FAA has requested the City accelerate the construction of the taxiway at the airport to comply with safety requirements; and

**WHEREAS,** should the City's application for this purpose be accepted, project funding would be allocated as follows: \$1,206,000 (90%) Federal share, \$33,500 (2 ½%) State and \$100,500 (7 ½%) City share; and

**WHEREAS,** the Airport Advisory Committee recommends that the City Council approve this grant application and acceptance; and

***NOW, THEREFORE, BE IT RESOLVED by the City Council of City of Concord that:***

1. That the City Council has authorized the City Manager to submit the necessary grant application and accept the grant once approved to the State of New Hampshire, Bureau of Aeronautics.
2. That this resolution shall take effect upon its passage.



# CITY OF CONCORD

TJA

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Martha Drukker, Associate Engineer

**DATE:** March 25, 2013

**SUBJECT:** Municipal Airport Grant Application – CIP # 73 Construct Parallel Taxiway 12/30, Phase I

### Recommendation

Authorize the City Manager to submit an application for up to \$1,340,000 to the New Hampshire Department of Transportation (NHDOT), Division of Aeronautics grant funds for the purpose of construction the easterly portion of the parallel taxiway for runway 12/30 programmed in the Capital Budget.

### Background

The city will be applying for a grant to the Federal Aviation Administration (FAA) to design a parallel taxiway B for runway 12/30 on May 1, 2013. The requested funding up to \$1,340,000 of which 90% is the federal share (\$1,206,000), 2 ½% is the state share (\$33,500) and 7 ½% is the city share (\$100,500).

The parallel taxiway eliminates the need to 'back' taxi on Runway 12-30 which is a safety concern. FAA design criteria notes that runways should have parallel taxiways to enhance operational safety and capacity (source: FAA Advisory Circular 150/5300-13, Airport Design). The parallel Taxiway is included in the Conservation Management Agreement signed in 2001 and recommended in the 2006 Master Plan.

### Discussion

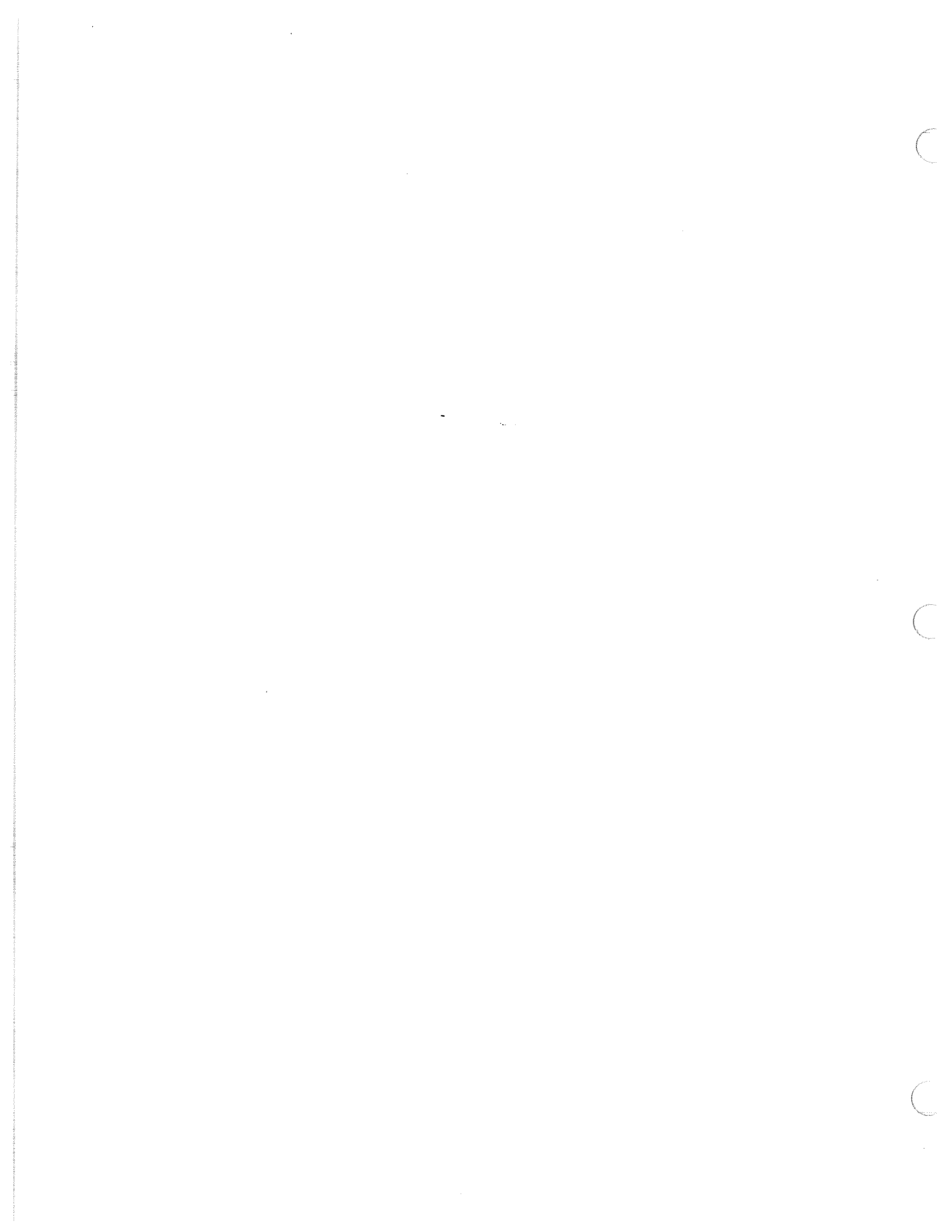
The new taxiway will serve Runway 12/30 and will be approximately 3,600 feet long. The new taxiway pavement will be 35' wide and will have green in-pavement taxiway lighting on the centerline. The taxiway will be constructed with new pavement, base material and drainage. Grading adjacent to the taxiway will be required for drainage and to meet the FAA safety area criteria.

The new taxiway will have an impact on some of the wildlife habitat within the designated conservation zones. Staff and the city's consultant, Jacobs Engineering

are coordinating with state and local agencies to review the potential project impacts and associated mitigation.

Upon grant award, the City Manager will be authorized to enter into an agreement with NHDOT to provide overall project administration

MLD





4-25

**Bonenfant, Janice**

---

**From:** Karen Wimpey <kwimpey@concordymca.org>  
**Sent:** Monday, March 18, 2013 12:21 PM  
**To:** \* City Clerk  
**Subject:** Requesting Road Closure

TJA

To Whom It May Concern,

I am emailing you today on behalf of the Concord Family YMCA. We are respectfully requesting to close down Warren Street between North State Street and Green Street on Friday, May 17, 2013 from 3:00pm to 9:00pm. We are hoping to do another block party/barbecue for our members and the community. We will have food, music, bounce houses, possibly a petting zoo and carnival style games.

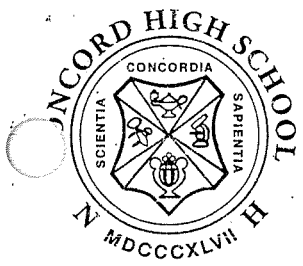
Thank you for your consideration.

*Karen Wimpey  
Membership Supervisor  
Concord Family YMCA*



CONCORD HIGH SCHOOL  
AND  
CONCORD REGIONAL TECHNOLOGY CENTER

TJA



Eugene L. Connolly  
Principal

March 19, 2013

Thomas O. Crumrine  
Assistant Principal

Andrea I. Elliot  
Assistant Principal

Benjamin T. Greene  
Assistant Principal

Steven B. Rothenberg  
Assistant Principal

City Council  
Code Administration  
Eugene Blake  
37 Green Street  
Concord NH 03301

Mr. Blake,

Please accept this letter as our formal request to have Shaker Road closed starting at Pekoe Drive up to Shaker Road School for a few hours the evening of our Levee.

Our Concord High School Levee is June 13, 2013. Our red carpet event is from 7-8 PM. I am thinking that maybe we should close the road starting at 6PM. During this time we provide shuttle service up to Shaker Road for the community to view as the students enter the tent. During this time only the shuttle buses, chaperones, the students attending the Levee and those that would be in need of handicap parking would be allowed to travel on Shaker Road. Concord High School has had this event for quite a few years now and we are hoping to continue this tradition.

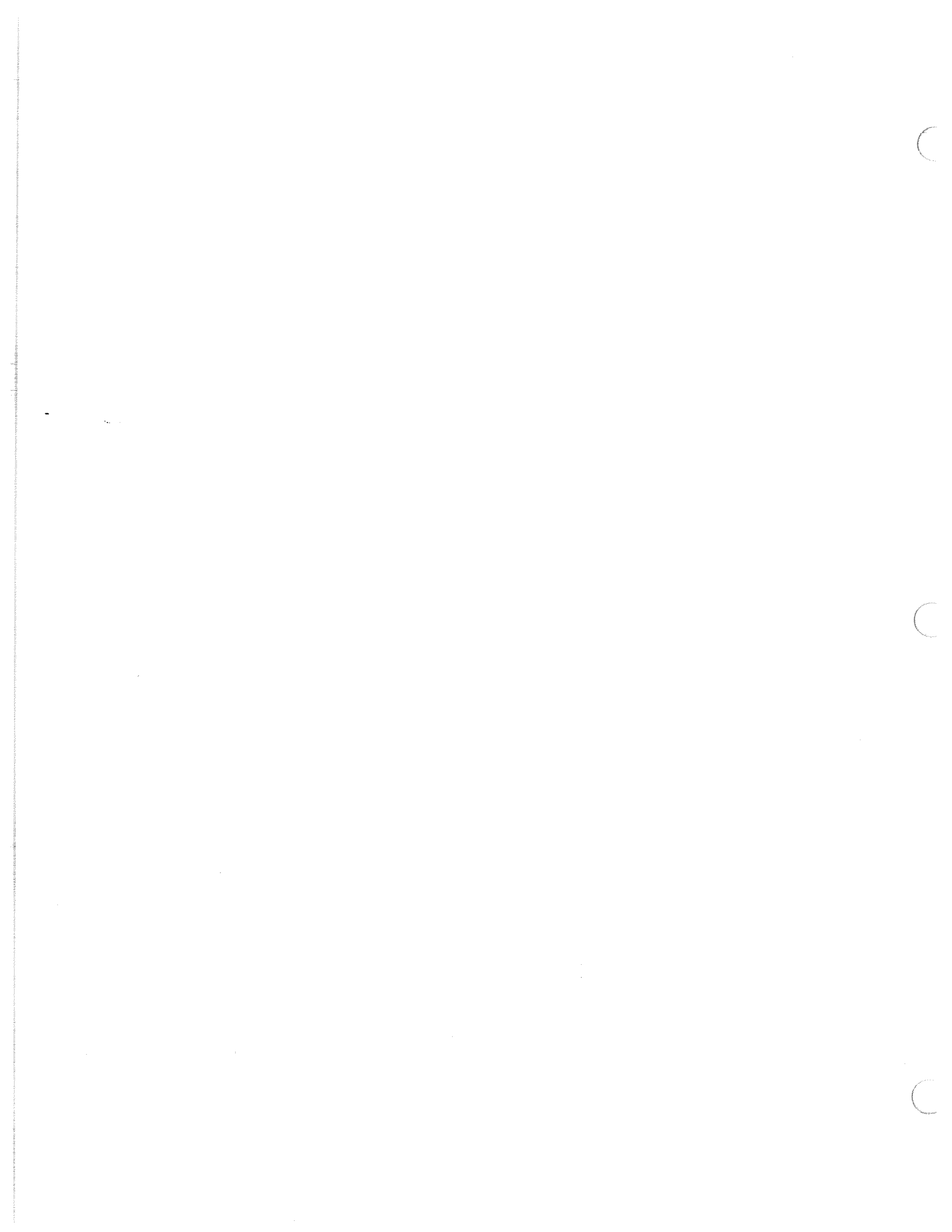
We thank you for your consideration with this request. Please let me know if I can be of further assistance.

Sincerely,

Lisa Lamb  
Secretary to the Principal  
Secretarial Supervisor  
Senior Class Advisor

Received  
3/21/22  
E. Blake







# CITY OF CONCORD

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Thomas J. Aspell, Jr., City Manager TJA  
**DATE:** February 21, 2013  
**SUBJECT:** Reappointments to the Library Board of Trustees

**Recommendation:**

It is being recommended that the following appointments be reviewed at the March City Council meeting for approval in April.

**Background:**

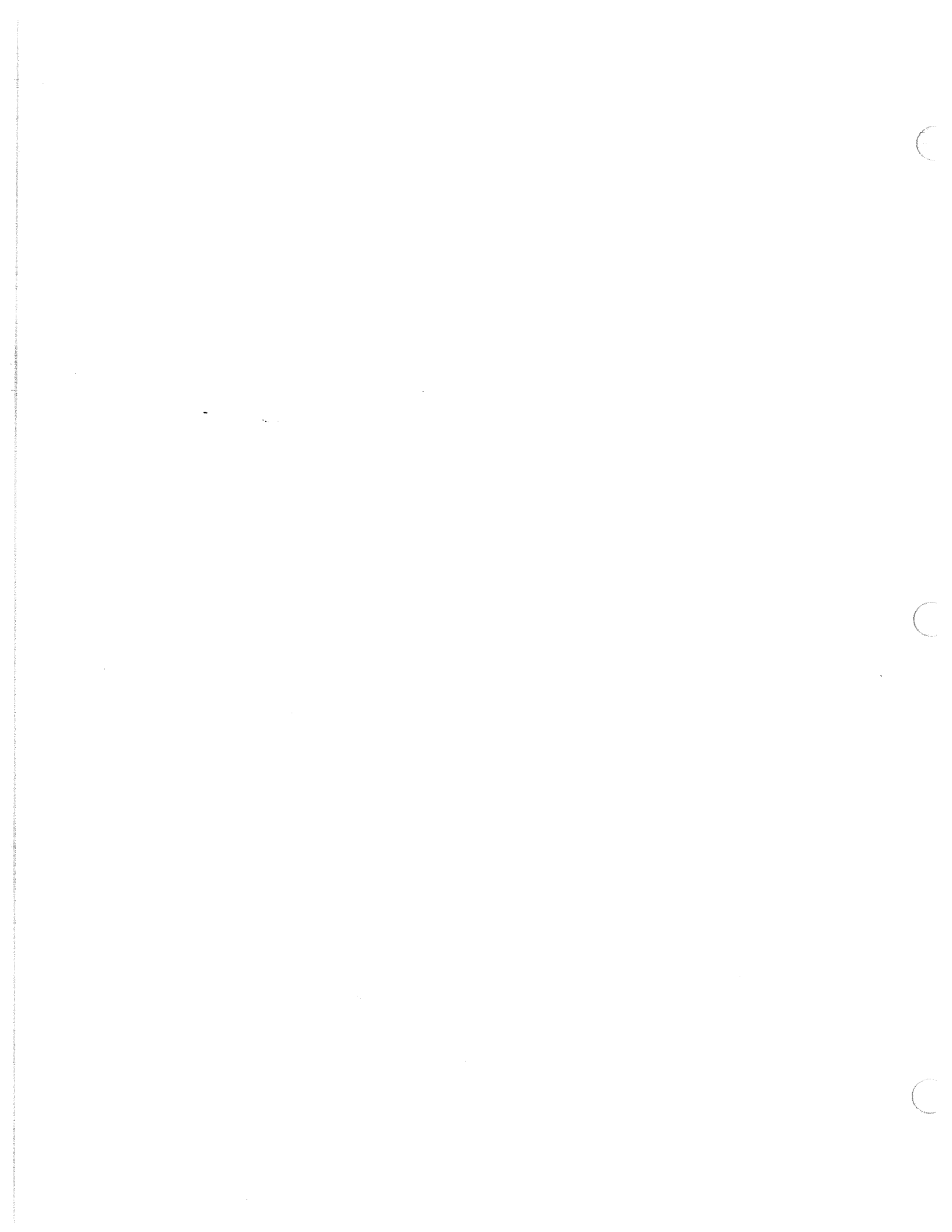
I would like to propose the re-appointment of the following individuals to the Library Board of Trustees. The new terms will expire on May 1, 2016.

- **Jeremy Clemans** would be appointed for an additional three-year term. Mr. Clemans was appointed to the Library Board of Trustees in 2012. He is an active member of the Concord community and realizes the importance of the Library to the community.
- **Megan DeVorse**y would be appointed for an additional three-year term. Ms. DeVorse was appointed to the Library Board of Trustees in 2010. She is an active member of the Concord community on both the local and State level.

**Discussion:**

In accordance with Section 15 of the City Council Rules, these proposed appointments are being distributed for your information in advance of final action in April.

cc: Patricia Immen, Library Director






# City of Concord, New Hampshire

**ADMINISTRATION**  
City Hall – 41 Green Street – 03301  
(603) 225-8570  
taspell@concordnh.gov

Thomas J. Aspell, Jr.  
City Manager

## REPORT TO MAYOR AND THE CITY COUNCIL

DATE: February 21, 2013  
FROM: Thomas J. Aspell, Jr., City Manager   
SUBJECT: **Conservation Commission Reappointments**

**Recommendation:**

It is recommended that the following appointments be reviewed at the March City Council Meeting for approval in April.

**Background:**

I hereby propose the reappointment of the following individuals to continue their service on the Conservation Commission, each for an additional three year term, which would expire on January 1, 2016.

- Christopher Morgan would continue to serve as a Regular Member. Mr. Morgan resides on Graham Road and recently retired from the NH Department of Transportation where he served as Administrator of the Railroads and Public Transportation Division. He currently serves as Chairperson of the Commission.
- Christopher Kane would continue to serve as a Regular Member. Mr. Kane resides on Donovan Street and is a Stewardship Consultant with the Society for the Protection of New Hampshire Forests.
- Frederick Chormann, Jr. would continue to serve as a Regular Member. Mr. Chormann resides on Jackson Street and is employed as a Senior Hydrogeologist with the NH Department of Environmental Services.

**Discussion:**

In accordance with Section 15 of the City Council Rules, these proposed appointments are being distributed to the City Council as information in advance of formal action at the April 8, 2013 Council Meeting.

cc: Gloria McPherson, City Planner





2-7  
3-10  
3-33 (C)  
2-29 (A)

# CITY OF CONCORD

---

*In the year of our Lord two thousand and thirteen*

**RESOLUTION** Authorizing Annual Appraisal of Real Estate at Market Value per RSA 75:8-b

*The City of Concord resolves as follows:*

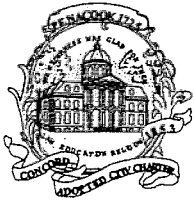
**WHEREAS**, the legislature has in RSA 75:8-b authorized any municipality with a population over 10,000 to annually appraise real estate at market value; and

**WHEREAS**, the legislature has established in RSA 75:8-b that the governing body shall hold two public hearings regarding the annual appraisal process at least 15 days, but not more than 60 days, prior to the governing body's authorization vote; and

**WHEREAS**, the City Council recognizes that assessments are constantly changing by neighborhood, type of property, and economic forces in varying amounts and that without annual adjustments to real estate assessments these changes may result in inequitable and unfair property taxation based upon the under or over assessment of properties when compared to market value; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of Concord that:

1. The annual appraisal of real estate at market value pursuant to the provisions of RSA 75:8-b is hereby authorized.
2. This resolution takes effect April 1, 2013.



## CITY OF CONCORD

### REPORT TO MAYOR AND THE CITY COUNCIL

**From:** Kathryn H. Temchack, Director of Real Estate Assessments

**Date:** January 16, 2013

**Subject:** Authorization of Annual Appraisal at Market Value

#### **Recommendation**

Accept this report and set for public hearings in March and April the proposed resolution authorizing the Assessing Department to proceed with valuing all real estate at market value as of April 1, 2013.

#### **Background**

RSA 75:8-b requires municipalities with populations of over 10,000 who desire to appraise the municipality's real estate at market value, to receive authorization by a majority vote from the governing body. Prior to the governing body's vote, 2 public hearings must be held. The statute also requires the municipality to provide notification of changes to the assessed value prior to the issuance of the final tax bill. The notification may be an individual notice to the property owners, by public notice in a newspaper of general circulation, or by any other means deemed appropriate by the governing body. The City Council has voted to authorize the annual valuation of assessments since 2005.

#### **Discussion**

Since 2004, the Assessing Office has been assessing properties annually at market value.

Valuing properties at market value ensures good equity and fairness to all taxpayers so that all are paying only their fair share. Most property owners understand the yearly valuation system and recognize that the assessments shown on the January and March tax payment stubs represent the market value as of April 1<sup>st</sup> of the preceding year.

Since market values are constantly changing, and do not rise or fall at the same level for each city neighborhood (the Heights vs. Penacook vs. the South End), or type of property (residential vs. commercial vs. condominiums), making the appropriate adjustments each year to the property assessments is the right thing to do.

Ordinance No.

# CITY OF CONCORD

*In the year of our Lord two thousand and thirteen*

**AN ORDINANCE** amending the CODE OF ORDINANCES, Title I, General Code; Chapter 1, Government Organization, by amending Schedule I of Article 1-5, Fees, Fines, and Penalties.

**The City of Concord ordains as follows:**

**SECTION I:** Amend the CODE OF ORDINANCES, Title I, General Code; Chapter 1, Government Organization; Article 1-5, Fees, Fines, and Penalties, Schedule I, by deleting Section 8-5-1, paragraph (a) Emergency Medical Services and inserting in its place the following new paragraph (a):

*Chapter 8 - Fire*

Section 8-5-1, Emergency Medical Service Charges

(a) Emergency Medical Services:

|                                     |          |
|-------------------------------------|----------|
| ALS intervention/no transport ..... | \$153.00 |
| Loaded miles .....                  | \$12.50  |
| Oxygen .....                        | \$80.00  |
| IV/drug therapy .....               | \$180.00 |
| Defibrillation .....                | \$119.00 |
| Immobilization/Splinting .....      | \$69.00  |
| Intubation .....                    | \$119.00 |

**SECTION II:** Amend the CODE OF ORDINANCES, Title I, General Code; Chapter 1, Government Organization; Article 1-5, Fees, Fines, and Penalties, Schedule I, by adding to Section 13-5-5, Issuance of License and Fees (Food Service Establishment) the following new subsection:

*Chapter 13 - Public Health*

Section 13-5-5, Issuance of License and Fees (Food Service Establishment)

Temporary food license for non-profit charitable organization special events.....\$35.00

Ordinance No.  
**CITY OF CONCORD**

---

*In the year of our Lord two thousand and thirteen*

**AN ORDINANCE** amending the CODE OF ORDINANCES, Title I, General Code; Chapter 1, Government Organization, by amending Schedule I of Article 1-5, Fees, Fines, and Penalties.

**The City of Concord ordains as follows:**

**SECTION III:** Amend the CODE OF ORDINANCES, Title I, General Code; Chapter 1, Government Organization; Article 1-5, Fees, Fines, and Penalties, Schedule I, by adding to Section 26-1-6, Building Code (Building Permit Fees) the following new subsection:

*Chapter 26 – Building Code*

Section 26-1-6, Building Permit Fees  
Change of Occupancy Fee for application.....\$50.00

**SECTION IV:** Amend the CODE OF ORDINANCES, Title I, General Code; Chapter 1, Government Organization; Article 1-5, Fees, Fines, and Penalties, Schedule I, by deleting Section 26-16-4, Building Code (Fire Prevention Fee Schedule, Tents and air-supported structures) and replacing it with the following:

*Chapter 26 – Building Code*

Section 26-16-4, Fire Prevention Fee Schedule  
Tents and air-supported structures:  
More than 200 square feet in area and canopies greater than 400 square feet in area.....\$37.00

**SECTION V:** This ordinance shall take effect July 1, 2013.



# CITY OF CONCORD

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Brian G. LeBrun, Deputy City Manager - Finance  
**DATE:** March 6, 2013  
**SUBJECT:** Revision to Ordinance and Non-Ordinance Based Penalties, Fees and Charges

### Recommendation

Set for public hearing at the April City Council meeting the attached ordinance revising certain penalties, fees and charges and changes for non-ordinance based fees. While most proposed penalty, fee and charge increases will be effective July 1, 2013, please see the attached detail for specific effective dates for each fee.

### Summary Fee and Charge Discussion by Department

Please refer to the attachments for various summary and detail changes to the Penalty, Fee and Charge schedules. These fee schedules are available on the City web site preceding the public hearing and afterwards for general information.

### Background

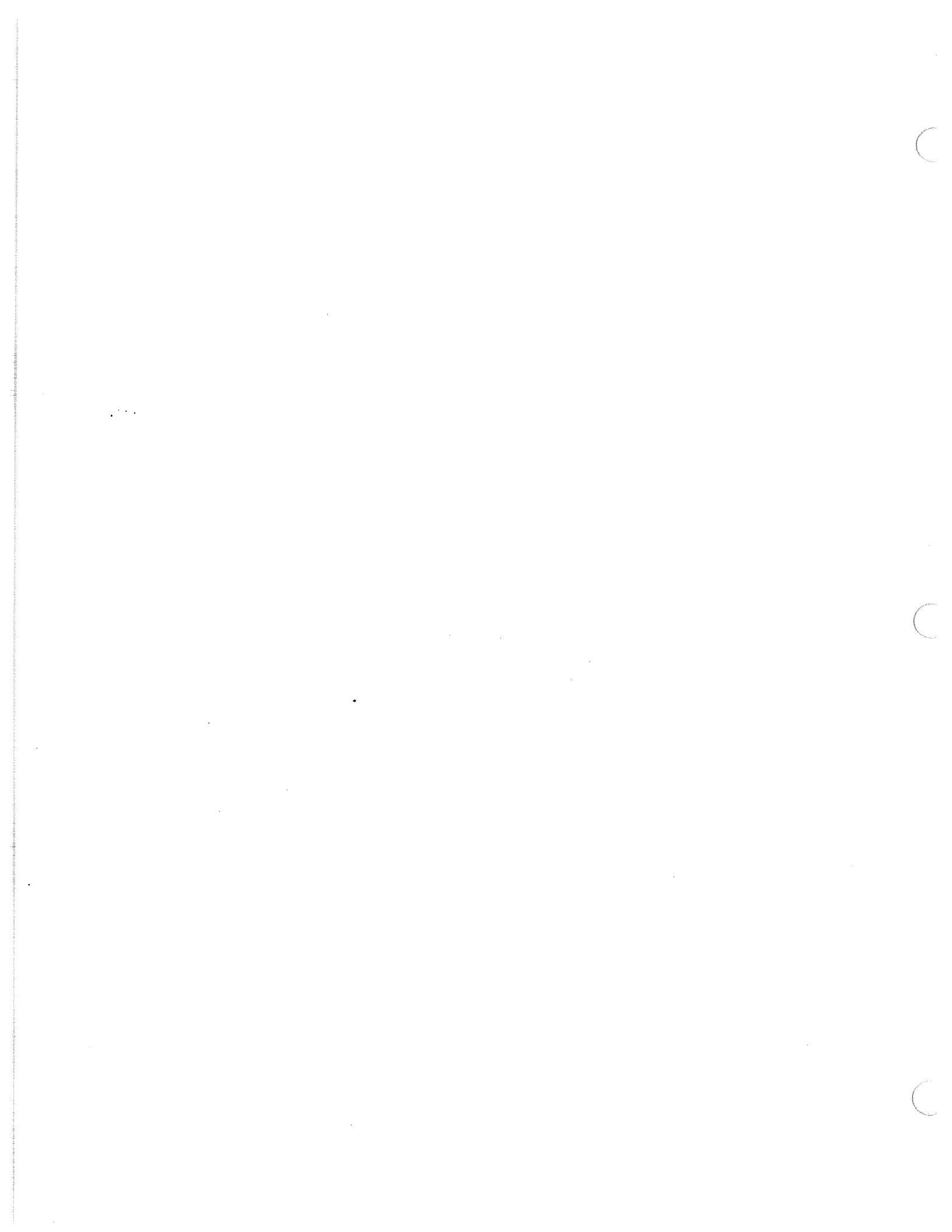
Updating fees has become an annual process with fee increases predominately based upon inflation and increased budgets. While non-ordinance based fees do not require a public hearing, in the interest of full disclosure, they are included within this process and report.

Understanding that many of the Fees, Fines and Penalties have reached a tipping point, for FY 2014, departments were advised to take a more strategic approach to raising rates for fees and penalties, for both ordinance and non-ordinance based items by only recommending increases for items that should be increased due to market conditions or other factors. All other items that are at market rate or not in need of an increase should remain at current levels.

### Conclusion

The critical aspect of the process is to maintain responsible fees and charges that are adequate to support delivery of city services.

Thanks to all departments who contributed to this effort. And thanks to Carol Andersen for her effort in the assembly and evaluation of their information.





# ORDINANCE BASED FEES, FINES & PENALTIES

| DEPT      | DEPT/NO. ENFORCING THE CODE | CODE ARTICLES SECTION | CHAPTER, SECTION & SUB-SECTIONS | FEE DESCRIPTION     | FEE NAME      | QTY PER MEASURE | UNIT OF MEASURE | LOGOS CL. ACCT NO.     | CURRENT FEE AMOUNT | INCREASE YES OR NO? | IF YES, IDENTIFY NEW RATE OR PROPOSED RATE | AMOUNT OF INCREASE | % OF INCREASE | DATE OF LAST COUNCIL APPROVED FEE REVISION | REASON FOR INCREASE OR NO INCREASE  |
|-----------|-----------------------------|-----------------------|---------------------------------|---------------------|---------------|-----------------|-----------------|------------------------|--------------------|---------------------|--|--------------------|---------------|--|---|
| Comm Dev. | Bldg. & Code Services       | 1-6-2                 | 28-01-06-04-01                  | Fee for application | Building Code | 1               | each            | 11 50 44 315 32301.000 | NEW FEE            | NEW FEE             | 50.00                                      | 0.00               | 0.00%         | NEW FEE                                    | The Change of Occupancy permit is similar to a building permit but is designed to be used for minor tenant fit-ups such as when one retail tenant moves out and another moves in and is only doing minor work to the space. This permit is a flat fee that helps defray our cost, and is not calculated by the sqft or cost of construction. It gives us a chance to inspect the space and correct any hazardous conditions that might have developed. It also allows us to issue an occupancy certificate should the tenant need it. |



# NON-ORDINANCE BASED FEES, FINES & PENALTIES

| DEPT                | DEPT/DIV. ENFORCING THE CODE | CODE ARTICLE/S ECTION | CHAPTER, SECTION & SUB-SECTIONS | FEE DESCRIPTION   | FEE NAME            | QTY PER MEASURE | UNIT OF MEASURE | LOGOS GL ACCT NO. | CURRENT FEE AMOUNT | INCREASE YES OR NO? | IF YES, IDENTIFY NEW RATE OR PROPOSED RATE | AMOUNT OF INCREASE | % OF INCREASE | DATE OF LAST COUNCIL APPROVED FEE REVISION | REASON FOR INCREASE OR NO INCREASE  |
|---------------------|------------------------------|-----------------------|---------------------------------|---|---------------------|-----------------|-----------------|-------------------|--------------------|---------------------|--|--------------------|---------------|--|---|
| City Clerk's Office | City Clerk's Office          |                       |                                 | Proposed charge is in accordance with RSA 457. Fee is for solemnizing persons joined in marriage by a minister or a justice of the peace. | Marriage Ceremonies | 1               | each            | 11 19 16 1 34023  | 40.00              | YES                 | 50.00                                      | 10.00              | 25.00%        | 4/11/2011                                  | Proposed increase is in line with fees charged by other communities that perform marriage within the State of NH. |

3-12  
4-29(c)  
4-31

# NON-ORDINANCE BASED FEES, FINES & PENALTIES

| DEPT             | DEPT/DM ENFORCING THE CODE | CODE ARTICLE/ SECTION | CHAPTER, SECTION & SUB-SECTIONS | FEE DESCRIPTION   | FEE NAME                                  | QUANTITY PER MEASURE | UNIT OF MEASURE | LOGOS GL ACCT NO.        | CURRENT FEE AMOUNT | INCREASE YES OR NO? | IF YES, IDENTIFY NEW RATE OR PROPOSED RATE | AMOUNT OF INCREASE | % OF INCREASE | DATE OF LAST COUNCIL APPROVED FEE REVISION | REASON FOR INCREASE OR NO INCREASE   |
|------------------|----------------------------|-----------------------|---------------------------------|---|---|----------------------|-----------------|--------------------------|--------------------|---------------------|--|--------------------|---------------|--|--|
| General Services | Highway & Utilities        |                       |                                 | Off-duty hours Reconnect Fee  | Off-duty hours Reconnect Fee              | 1                    | occurrence      | 7800 40 31 110 34023.000 | 194.50             | YES                 | 200.00                                     | 5.50               | 2.83%         | 4/9/2012                                   | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Highway & Utilities        |                       |                                 | Painting Private Hydrant  |   | 1                    | each            | 7800 40 31 256 34019.000 | 63.00              | YES                 | 65.00                                      | 2.00               | 3.17%         | 4/9/2012                                   | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Highway & Utilities        |                       |                                 | Fire flow test upon request   |   | 1                    | each            | 7800 40 31 256 34019.000 | 140.00             | YES                 | 144.00                                     | 4.00               | 2.86%         | 4/9/2012                                   | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Highway & Utilities        |                       |                                 | FOREMAN CALL-IN (minimum)   |   | 1                    | occasion        | 7800 40 31 110 34023.000 | 194.50             | YES                 | 200.00                                     | 5.50               | 2.83%         | 4/9/2012                                   | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Highway & Utilities        |                       |                                 | New Water, Sewer or Drain Services - MINIMUM  |   | 1                    | deposit         | 7800 40 31 110 34023.000 | 366.00             | YES                 | 377.00                                     | 11.00              | 3.01%         | 4/9/2012                                   | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Highway & Utilities        |                       |                                 | New Water, Sewer or Drain Services - MAXIMUM  |   | 1                    | deposit         | 7800 40 31 110 34023.000 | 7,841.00           | YES                 | 8,076.00                                   | 235.00             | 3.00%         | 4/9/2012                                   | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Highway & Utilities        |                       |                                 | Coring hole in CB or MH large (10" - 15")   | Coring hole in CB or MH large (10" - 15") | 1                    | coring          | 7800 40 31 110 34023.000 | 523.00             | YES                 | 538.00                                     | 15.00              | 2.87%         | 4/9/2012                                   | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Admin                      |                       |                                 | Pool Meter includes setup and delivery charge plus cost of water used (\$200 for deposit for equipment) | set-up and delivery charge                | 1                    | each            | 7800 40 31 110 34023.000 | 83.50              | YES                 | 86.00                                      | 2.50               | 2.99%         | 4/9/2012                                   | Recommended fee increase was based on labor related service                              |
| General Services | Admin                      |                       |                                 | Hydrant Valve and Meter -SET-UP plus cost of water used   | Temp Meter                                | 1                    | multi component | 7800 40 31 110 34023.000 | 83.50              | YES                 | 86.00                                      | 2.50               | 2.99%         | 4/9/2012                                   | Recommended fee increase was based on labor related service                              |

# NON-ORDINANCE BASED FEES, FINES & PENALTIES

| DEPT             | DEPT/DIV. ENFORCING THE CODE | CODE ARTICLE/SECTION | CHAPTER, SECTION & SUB-SECTIONS | FEE DESCRIPTION                       | FEE NAME                            | QUANTITY PER MEASURE | UNIT OF MEASURE | LOGOS GL ACCT NO. |    |    | CURRENT FEE AMOUNT | INCREASE YES OR NO? | IF YES, IDENTIFY NEW RATE OR PROPOSED RATE | AMOUNT OF INCREASE | % OF INCREASE | DATE OF LAST COUNCIL APPROVED FEE REVISION | REASON FOR INCREASE OR NO INCREASE |  |
|------------------|------------------------------|----------------------|---------------------------------|---------------------------------------|-------------------------------------|----------------------|-----------------|-------------------|----|----|--------------------|---------------------|--|--------------------|---------------|--|------------------------------------|--|
| General Services | Admin                        |                      |                                 | Meter Test - Smaller than 3"          | Meter Test Small Meter              | 1                    | each            | 7800              | 40 | 31 | 256                | 34019.000           | 78.00                                      | YES                | 80.25         | 2.25                                       | 4/9/2012                           | Recommended fee increase was based on labor related service                              |
| General Services | Admin                        |                      |                                 | Meter Test - 3" and larger            | Meter Test Large meter              | 1                    | each            | 7800              | 40 | 31 | 256                | 34019.000           | 182.00                                     | YES                | 187.50        | 5.50                                       | 4/9/2012                           | Recommended fee increase was based on labor related service                              |
| General Services | Admin                        |                      |                                 | Backflow Prevention Device Test       | Backflow prevention test            | 1                    | each            | 7800              | 40 | 31 | 130                | 34025.000           | 57.00                                      | YES                | 58.75         | 1.75                                       | 4/9/2012                           | Recommended fee increase was based on labor related service                              |
| General Services | Admin                        |                      |                                 | Turning water on after non-payment    | Reinstate Service After Termination | 1                    | each            | 7800              | 40 | 31 | 130                | 34025.000           | 57.00                                      | YES                | 58.75         | 1.75                                       | 4/9/2012                           | Recommended fee increase was based on labor related service                              |
| General Services | Admin                        |                      |                                 | Seasonal meter installation           | Seasonal Meter Re-Set               | 1                    | each            | 7800              | 40 | 31 | 130                | 34025.000           | 68.00                                      | YES                | 70.00         | 2.00                                       | 4/9/2012                           | Recommended fee increase was based on labor related service                              |
| General Services | Highway & Utilities          |                      |                                 | Main line TV of sewer and drain lines |                                     | 1                    | hour            | 7900              | 40 | 31 | 110                | 34031.000           | 161.00                                     | YES                | 165.00        | 4.00                                       | 4/9/2012                           | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |
| General Services | Highway & Utilities          |                      |                                 | Lateral TV of sewer and drain lines   |                                     | 1                    | hour            | 7900              | 40 | 31 | 110                | 34031.000           | 106.50                                     | YES                | 110.00        | 3.50                                       | 4/9/2012                           | Fee increase recommendation was based on wage increases with the 0.5% Cola and 2.5% step |

# NON-ORDINANCE BASED FEES, FINES & PENALTIES

| DEPT             | DEPT/DIV. ENFORCING THE CODE | CODE ARTICLE/SECTION | CHAPTER, SECTION & SUB-SECTIONS | FEE DESCRIPTION                         | FEE NAME               | QUANTITY PER MEASURE | UNIT OF MEASURE | LOGOS GL. ACCT NO.       | CURRENT FEE AMOUNT | INCREASE YES OR NO? | IF YES, IDENTIFY NEW RATE OR PROPOSED RATE | AMOUNT OF INCREASE | % OF INCREASE | DATE OF LAST COUNCIL APPROVED FEE REVISION | REASON FOR INCREASE OR NO INCREASE   |
|------------------|------------------------------|----------------------|---------------------------------|---|------------------------|----------------------|-----------------|--------------------------|--------------------|---------------------|--|--------------------|---------------|--|--|
| General Services | Arena                        |                      |                                 | Ice Rentals - Hourly Prime Time Ice     | Ice Rentals            | 1                    | hr.             | 7400 40 34 235 35031.003 | 247.00             | YES                 | 250.00                                     | 3.00               | 1.21%         | 4/9/2012                                   | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | Ice Rentals - Hourly Non-Prime Time Ice | Ice Rentals            | 1                    | hr.             | 7400 40 34 235 35031.003 | 179.00             | YES                 | 182.00                                     | 3.00               | 1.68%         | 4/9/2012                                   | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | High School Games Rate                  |                        | 1                    | hour            | 7400 40 34 235 35031.003 | 258.00             | YES                 | 262.00                                     | 4.00               | 1.55%         | 4/9/2012                                   | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | Facility Rentals - Non Ice Daily Rental | Other Facility Rentals | 1                    | each            | 7400 40 34 235 35031.004 | 1,850.00           | YES                 | 1,875.00                                   | 25.00              | 1.35%         | 4/11/2011                                  | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | Parking Lot                             | Other Facility Rentals | 6                    | months          | 7400 40 34 235 35031.004 | 950.00             | YES                 | 975.00                                     | 25.00              | 2.63%         | 4/9/2012                                   | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | Parking Lot                             | Other Facility Rentals | 12                   | months          | 7400 40 34 235 35031.004 | 1,875.00           | YES                 | 1,900.00                                   | 25.00              | 1.33%         | 4/9/2012                                   | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | Parking Rental                          | Car                    | 1                    | day             | 7400 40 34 235 35031.005 | 4.00               | YES                 | 5.00                                       | 1.00               | 25.00%        | 4/12/2010                                  | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | Stick & Puck                            | Daytime Stick & Puck   | 1                    | each            | 7400 40 34 235 35031.003 | 8.00               | YES                 | 9.00                                       | 1.00               | 12.50%        | 6/25/2007                                  | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | Parking Rental                          | Bus                    |                      | Day             | 7400 40 34 235 35031.005 | 15.00              | YES                 | 20.00                                      | 5.00               | 33.33%        | 4/9/2012                                   | Recommendation was based on local market study conducted by General Services |
| General Services | Arena                        |                      |                                 | High School Tournament Rate             | Ice Rentals            | 1                    | Hour            | 7400 40 34 235 35031.003 | 325.00             | YES                 | 330.00                                     | 5.00               | 1.54%         | 4/9/2012                                   | Recommendation was based on local market study conducted by General Services |

# NON-ORDINANCE BASED FEES, FINES & PENALTIES

| DEPT   | DEPT/DIV. ENFORCING THE CODE | CODE ARTICLE/SECTION | CHAPTER, SECTION & SUB-SECTIONS | FEE DESCRIPTION   | FEE NAME                                | QUANTITY PER MEASURE    | UNIT OF MEASURE | LOGOS GL ACCT NO. | CURRENT FEE AMOUNT | INCREASE YES OR NOT | IF YES, IDENTIFY NEW RATE OR PROPOSED RATE | AMOUNT OF INCREASE | % OF INCREASE | DATE OF LAST COUNCIL APPROVED FEE REVISION | REASON FOR INCREASE OR NO INCREASE                      |
|--------|------------------------------|----------------------|---------------------------------|---|---|-------------------------|-----------------|-------------------|--------------------|---------------------|--|--------------------|---------------|--|---|
| Police | Police                       |                      |                                 | Use of Concord Police officers for off-duty work. Police Department bills customer per hour to cover wages, retirement, worker's Comp and overhead. PER OFFICER PER HOUR            | SPEC DUTY ADMIN CHARGE - Extra Duty Fee | PER OFFICER PER HOUR    |                 | 11 31 22 34       | 61.00              | YES                 | 64.00                                      | 3.00               | 4.92%         | 4/9/2012                                   | Increase related to NH Retirement System rate increase. |
| Police | Police                       |                      |                                 | Use of Concord Police officers for off-duty work. Police Department bills customer per hour to cover wages, retirement, worker's Comp and overhead. PER SUPERVISOR OFFICER PER HOUR | SPEC DUTY ADMIN CHARGE - Extra Duty Fee | PER SUPERVISOR PER HOUR |                 | 11 31 22 34       | 66.00              | YES                 | 69.00                                      | 3.00               | 4.55%         | 4/9/2012                                   | Increase related to NH Retirement System rate increase. |





# CITY OF CONCORD

3-13  
4-29(0)  
4-3a  
TJA

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Matthew R. Walsh, Assistant for Special Projects

**DATE:** March 5, 2013

**SUBJECT:** Capital Improvement Program (CIP) Out Years

### Recommendation:

- Hold a public hearing on the “out years” of the CIP (i.e. FY2014 – FY2022) at the City Council’s regular April meeting.

### Background:

Municipalities are empowered by NH RSA 674:5 to create a Capital Improvement Program (CIP) for the purpose of planning for the orderly and coordinated implementation of capital investments in facilities, infrastructure, and equipment for a period of at least six (6) years. The City has been diligently preparing a Capital Improvement Program as part of the annual budget process since the early 1990s.

Since FY2011, the City has employed a 10 year planning horizon for preparation of the CIP. This approach allows the City to better schedule major capital expenditures in order to help avoid spikes in the City’s tax rate, as well as rates and charges assessed by the City’s various enterprise funds.

The current CIP was approved by the City Council in June 2012 as part of the FY2013 budget adoption process and extends to FY2022.

### Discussion:

On February 19, 2013 the City Council held a workshop session to review the “out years” of the CIP (specifically FY2014 through FY2022). While the City Council provided input on various projects, no specific changes were made to any projects within the out years. It was also the consensus of the City Council to hold a public hearing on the out years of the CIP during its April 2013 regular meeting.

Attached is a summary of all projects currently in the CIP by program area as previously approved by the Council as part of the City’s FY2013 budget process. Minutes of the City Council’s February 19, 2013 workshop session were included separately within the Council’s March agenda package.





2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE   | 2013   | 2014      | 2015      | 2016   | 2017    | 2018      | 2019      | 2020      | 2021   | 2022    | Ten Years |
|---|--------|-----------|-----------|--------|---------|-----------|-----------|-----------|--------|---------|-----------|
| <u>Airport</u>  |        |           |           |        |         |           |           |           |        |         |           |
| 71 Runway Protection Zones Runways 17/35 & 12/30 - Property Acquisition |        |           |           |        |         |           |           |           |        |         |           |
| Airport Capital Transfer  | 0      | 0         | 0         | 0      | 0       | 0         | 0         | 0         | 0      | 23,750  | 23,750    |
| Other Federal   | 0      | 0         | 0         | 0      | 0       | 0         | 0         | 0         | 0      | 427,500 | 427,500   |
| Other State   | 0      | 0         | 0         | 0      | 0       | 0         | 0         | 0         | 0      | 23,750  | 23,750    |
| Subtotal  | 0      | 0         | 0         | 0      | 0       | 0         | 0         | 0         | 0      | 475,000 | 475,000   |
| 72 Pavement Preventative Maintenance                                    |        |           |           |        |         |           |           |           |        |         |           |
| Airport Capital Transfer  | 0      | 0         | 0         | 0      | 10,000  | 0         | 0         | 0         | 0      | 0       | 10,000    |
| Airport G.O. Bonds  | 0      | 0         | 0         | 0      | 0       | 120,000   | 120,000   | 71,250    | 0      | 0       | 311,250   |
| Other Federal   | 0      | 0         | 0         | 0      | 180,000 | 2,160,000 | 2,160,000 | 1,282,500 | 0      | 0       | 5,782,500 |
| Other State   | 0      | 0         | 0         | 0      | 10,000  | 120,000   | 120,000   | 71,250    | 0      | 0       | 321,250   |
| Subtotal  | 0      | 0         | 0         | 0      | 200,000 | 2,400,000 | 2,400,000 | 1,425,000 | 0      | 0       | 6,425,000 |
| 73 Construct Parallel Taxiway 12/30                                     |        |           |           |        |         |           |           |           |        |         |           |
| Airport Capital Transfer  | 0      | 55,000    | 55,000    | 0      | 0       | 0         | 0         | 0         | 0      | 0       | 110,000   |
| Other Federal   | 0      | 990,000   | 990,000   | 0      | 0       | 0         | 0         | 0         | 0      | 0       | 1,980,000 |
| Other State   | 0      | 55,000    | 55,000    | 0      | 0       | 0         | 0         | 0         | 0      | 0       | 110,000   |
| Subtotal  | 0      | 1,100,000 | 1,100,000 | 0      | 0       | 0         | 0         | 0         | 0      | 0       | 2,200,000 |
| 75 General Airport Facility Repairs                                     |        |           |           |        |         |           |           |           |        |         |           |
| Airport Capital Close-out   | 21,028 | 0         | 0         | 0      | 0       | 0         | 0         | 0         | 0      | 0       | 21,028    |
| Airport Capital Transfer  | 0      | 0         | 0         | 50,000 | 0       | 15,000    | 10,000    | 15,000    | 30,000 | 40,000  | 160,000   |
| Airport G.O. Bonds  | 0      | 60,000    | 0         | 0      | 60,000  | 50,000    | 0         | 0         | 0      | 0       | 170,000   |
| Subtotal  | 21,028 | 60,000    | 0         | 50,000 | 60,000  | 65,000    | 10,000    | 15,000    | 30,000 | 40,000  | 351,028   |

\*Excluded from Budget Appropriation

**CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE  | 2013      | 2014 | 2015    | 2016      | 2017      | 2018 | 2019 | 2020 | 2021    | 2022      | Ten Years |
|--|-----------|------|---------|-----------|-----------|------|------|------|---------|-----------|-----------|
| 77 Airport Snow Removal Equipment and Building Upgrade |           |      |         |           |           |      |      |      |         |           |           |
| Airport Capital Transfer                               | 11,500    | 0    | 20,950  | 0         | 0         | 0    | 0    | 0    | 17,000  | 0         | 49,450    |
| Other Federal  | 207,000 * | 0    | 378,000 | 0         | 0         | 0    | 0    | 0    | 306,000 | 0         | 891,000   |
| Other State  | 11,500 *  | 0    | 20,950  | 0         | 0         | 0    | 0    | 0    | 17,000  | 0         | 49,450    |
| Subtotal   | 230,000   | 0    | 419,900 | 0         | 0         | 0    | 0    | 0    | 340,000 | 0         | 989,900   |
| 383 Airport Terminal Building                          |           |      |         |           |           |      |      |      |         |           |           |
| Airport G.O. Bonds                                     | 0         | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 175,000   | 175,000   |
| Other Federal  | 0         | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 3,150,000 | 3,150,000 |
| Other State  | 0         | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 175,000   | 175,000   |
| Subtotal   | 0         | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 3,500,000 | 3,500,000 |
| 468 Reconstruct Taxiway A and Itinerant Ramp           |           |      |         |           |           |      |      |      |         |           |           |
| Airport Capital Transfer                               | 0         | 0    | 12,500  | 0         | 0         | 0    | 0    | 0    | 0       | 0         | 12,500    |
| Airport G.O. Bonds                                     | 0         | 0    | 0       | 125,000   | 100,000   | 0    | 0    | 0    | 0       | 0         | 225,000   |
| Other Federal  | 0         | 0    | 225,000 | 2,250,000 | 1,800,000 | 0    | 0    | 0    | 0       | 0         | 4,275,000 |
| Other State  | 0         | 0    | 12,500  | 125,000   | 100,000   | 0    | 0    | 0    | 0       | 0         | 237,500   |
| Subtotal   | 0         | 0    | 250,000 | 2,500,000 | 2,000,000 | 0    | 0    | 0    | 0       | 0         | 4,750,000 |
| 471 Airport Fuel Farm                                  |           |      |         |           |           |      |      |      |         |           |           |
| Airport Capital Transfer                               | 12,554    | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 15,000    | 27,554    |
| Other Federal  | 0         | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 270,000   | 270,000   |
| Other State  | 0         | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 15,000    | 15,000    |
| Subtotal   | 12,554    | 0    | 0       | 0         | 0         | 0    | 0    | 0    | 0       | 300,000   | 312,554   |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE   | 2013    | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      | 2022      | Ten Years  |
|---|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| 492 Runway Protection Zones Runways 17/35 & 12/30 - Obstruction Removal |         |           |           |           |           |           |           |           |           |           |            |
| Airport Capital Transfer  | 0       | 11,400    | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 11,400     |
| Other Federal   | 0       | 205,200   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 205,200    |
| Other State   | 0       | 11,400    | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 11,400     |
| Subtotal  | 0       | 228,000   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 228,000    |
| 514 Airport Terminal Building Parking Improvements                      |         |           |           |           |           |           |           |           |           |           |            |
| Airport G.O. Bonds  | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 320,000   | 320,000    |
| Subtotal  | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 320,000   | 320,000    |
| 534 Tie down Apron Expansion Phase II                                   |         |           |           |           |           |           |           |           |           |           |            |
| Airport Capital Transfer  | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 65,000    | 42,750    | 107,750    |
| Other Federal   | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1,170,000 | 769,000   | 1,939,000  |
| Other State   | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 65,000    | 42,750    | 107,750    |
| Subtotal  | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1,300,000 | 854,500   | 2,154,500  |
| 536 Hangar Replacement  |         |           |           |           |           |           |           |           |           |           |            |
| Airport Capital Transfer  | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 81,500    | 81,500     |
| Other Federal   | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1,477,000 | 1,477,000  |
| Other State   | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 81,500    | 81,500     |
| Subtotal  | 0       | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1,640,000 | 1,640,000  |
| Total Airport   | 263,582 | 1,388,000 | 1,769,900 | 2,550,000 | 2,260,000 | 2,465,000 | 2,410,000 | 1,440,000 | 1,670,000 | 7,129,500 | 23,345,982 |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                      | 2013   | 2014   | 2015   | 2016 | 2017    | 2018 | 2019   | 2020    | 2021   | 2022 | Ten Years |
|--------------------------------|--------|--------|--------|------|---------|------|--------|---------|--------|------|-----------|
| <u>Arena</u>                   |        |        |        |      |         |      |        |         |        |      |           |
| 64 Arena Facility Improvements |        |        |        |      |         |      |        |         |        |      |           |
| Arena Capital Outlay           | 15,500 | 0      | 0      | 0    | 25,000  | 0    | 0      | 0       | 0      | 0    | 40,500    |
| Arena Capital Transfer         | 0      | 50,000 | 50,000 | 0    | 0       | 0    | 0      | 0       | 0      | 0    | 100,000   |
| Arena G.O. Bonds               | 0      | 0      | 0      | 0    | 75,000  | 0    | 50,000 | 250,000 | 60,000 | 0    | 435,000   |
| Subtotal                       | 15,500 | 50,000 | 50,000 | 0    | 100,000 | 0    | 50,000 | 250,000 | 60,000 | 0    | 575,500   |
| Total Arena                    | 15,500 | 50,000 | 50,000 | 0    | 100,000 | 0    | 50,000 | 250,000 | 60,000 | 0    | 575,500   |

Bridges

22 Sewalls Falls Bridge Replacement/Rehabilitation Project

|                    |   |            |   |   |   |   |   |   |   |   |            |
|--------------------|---|------------|---|---|---|---|---|---|---|---|------------|
| General G.O. Bonds | 0 | 2,713,032  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,713,032  |
| Other Federal      | 0 | 10,852,128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,852,128 |
| Subtotal           | 0 | 13,565,160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,565,160 |

361 Hooksett Turnpike Bridge

|                    |   |   |   |   |   |         |   |   |   |   |         |
|--------------------|---|---|---|---|---|---------|---|---|---|---|---------|
| General G.O. Bonds | 0 | 0 | 0 | 0 | 0 | 149,800 | 0 | 0 | 0 | 0 | 149,800 |
| Other State        | 0 | 0 | 0 | 0 | 0 | 599,200 | 0 | 0 | 0 | 0 | 599,200 |
| Subtotal           | 0 | 0 | 0 | 0 | 0 | 749,000 | 0 | 0 | 0 | 0 | 749,000 |

478 North Pembroke Road Bridge (NH DOT 183/156) - Replacement/Rehabilitation

|                         |   |   |   |   |         |   |   |   |   |   |         |
|-------------------------|---|---|---|---|---------|---|---|---|---|---|---------|
| General Donations       | 0 | 0 | 0 | 0 | 114,150 | 0 | 0 | 0 | 0 | 0 | 114,150 |
| General Highway Reserve | 0 | 0 | 0 | 0 | 38,050  | 0 | 0 | 0 | 0 | 0 | 38,050  |
| Other State             | 0 | 0 | 0 | 0 | 608,800 | 0 | 0 | 0 | 0 | 0 | 608,800 |
| Subtotal                | 0 | 0 | 0 | 0 | 761,000 | 0 | 0 | 0 | 0 | 0 | 761,000 |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                                | 2013     | 2014       | 2015    | 2016   | 2017    | 2018      | 2019   | 2020    | 2021 | 2022   | Ten Years  |
|--|----------|------------|---------|--------|---------|-----------|--------|---------|------|--------|------------|
| 498 Birchdale Road Bridge Replacement    |          |            |         |        |         |           |        |         |      |        |            |
| General G.O. Bonds                       | 0        | 0          | 0       | 0      | 0       | 149,800   | 0      | 0       | 0    | 0      | 149,800    |
| Other State                              | 0        | 0          | 0       | 0      | 0       | 599,200   | 0      | 0       | 0    | 0      | 599,200    |
| Subtotal                                 | 0        | 0          | 0       | 0      | 0       | 749,000   | 0      | 0       | 0    | 0      | 749,000    |
| 518 Bridge System Maintenance/Repairs    |          |            |         |        |         |           |        |         |      |        |            |
| General Capital Outlay                   | 0        | 0          | 135,000 | 0      | 0       | 0         | 0      | 0       | 0    | 0      | 135,000    |
| Subtotal                                 | 0        | 0          | 135,000 | 0      | 0       | 0         | 0      | 0       | 0    | 0      | 135,000    |
| Total Bridges                            | 0        | 13,565,160 | 135,000 | 0      | 761,000 | 1,498,000 | 0      | 0       | 0    | 0      | 15,959,160 |
| <b>Cemeteries</b>                        |          |            |         |        |         |           |        |         |      |        |            |
| 50 Cemetery Improvements/Expansion       |          |            |         |        |         |           |        |         |      |        |            |
| Cemetery Donations                       | 0        | 0          | 0       | 0      | 0       | 0         | 0      | 0       | 0    | 35,000 | 35,000     |
| General Capital Transfer                 | 0        | 0          | 0       | 0      | 0       | 0         | 40,000 | 0       | 0    | 0      | 40,000     |
| General G.O. Bonds                       | 0        | 40,000     | 0       | 45,000 | 65,000  | 70,000    | 0      | 100,000 | 0    | 0      | 320,000    |
| Other State                              | 0        | 0          | 0       | 45,000 | 0       | 0         | 0      | 0       | 0    | 0      | 45,000     |
| Subtotal                                 | 0        | 40,000     | 0       | 90,000 | 65,000  | 70,000    | 40,000 | 100,000 | 0    | 35,000 | 440,000    |
| Total Cemeteries                         | 0        | 40,000     | 0       | 90,000 | 65,000  | 70,000    | 40,000 | 100,000 | 0    | 35,000 | 440,000    |
| <b>Community Planning/Implementation</b> |          |            |         |        |         |           |        |         |      |        |            |
| 506 Historical Surveys                   |          |            |         |        |         |           |        |         |      |        |            |
| Other Federal                            | 35,000 * | 35,000     | 35,000  | 35,000 | 35,000  | 0         | 0      | 0       | 0    | 0      | 175,000    |
| Subtotal                                 | 35,000   | 35,000     | 35,000  | 35,000 | 35,000  | 0         | 0      | 0       | 0    | 0      | 175,000    |

\* Excluded from Budget Appropriation

**CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

| <b>PROJECT NUMBER AND DESCRIPTION</b>          | <b>FUND/TYPE</b>         | <b>2013</b> | <b>2014</b> | <b>2015</b> | <b>2016</b> | <b>2017</b> | <b>2018</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>Ten Years</b> |
|--|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------|
| 507 Basin Street Brownfield Redevelopment Plan |                          |             |             |             |             |             |             |             |             |             |             |                  |
|  | Other Federal            | 0           | 0           | 0           | 60,000      | 0           | 0           | 0           | 0           | 0           | 0           | 60,000           |
|  | Subtotal                 | 0           | 0           | 0           | 60,000      | 0           | 0           | 0           | 0           | 0           | 0           | 60,000           |
| Total Community Planning/Implementation        |                          | 35,000      | 35,000      | 35,000      | 95,000      | 35,000      | 0           | 0           | 0           | 0           | 0           | 235,000          |
| <b><u>Downtown</u></b>                         |                          |             |             |             |             |             |             |             |             |             |             |                  |
| 97 Low Avenue Improvements                     |                          |             |             |             |             |             |             |             |             |             |             |                  |
|  | General Capital Transfer | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 50,000      | 0           | 50,000           |
|  | General G.O. Bonds       | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 350,000     | 350,000          |
|  | Subtotal                 | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 50,000      | 350,000     | 400,000          |
| 281 Eagle Square Renovations                   |                          |             |             |             |             |             |             |             |             |             |             |                  |
|  | General G.O. Bonds       | 175,000     | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 175,000          |
|  | Subtotal                 | 175,000     | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 175,000          |
| Total Downtown                                 |                          | 175,000     | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 50,000      | 350,000     | 575,000          |
| <b><u>Economic Development</u></b>             |                          |             |             |             |             |             |             |             |             |             |             |                  |
| 43 Garvins Falls                               |                          |             |             |             |             |             |             |             |             |             |             |                  |
|  | General G.O. Bonds       | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 3,000,000   | 3,000,000        |
|  | Sewer G.O. Bonds         | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1,275,000   | 1,275,000        |
|  | Water G.O. Bonds         | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 875,000     | 875,000          |
|  | Subtotal                 | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 5,150,000   | 5,150,000        |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE   | 2013    | 2014    | 2015      | 2016    | 2017    | 2018    | 2019    | 2020   | 2021    | 2022      | Ten Years |
|---|---------|---------|-----------|---------|---------|---------|---------|--------|---------|-----------|-----------|
| 508 Former Allied Leather Tannery Complex Redevelopment Project |         |         |           |         |         |         |         |        |         |           |           |
| Other Tax Increment Financing                                   | 0       | 120,000 | 1,000,000 | 0       | 0       | 0       | 0       | 0      | 0       | 0         | 1,120,000 |
| Subtotal  | 0       | 120,000 | 1,000,000 | 0       | 0       | 0       | 0       | 0      | 0       | 0         | 1,120,000 |
| Total Economic Development                                      | 0       | 120,000 | 1,000,000 | 0       | 0       | 0       | 0       | 0      | 0       | 5,150,000 | 6,270,000 |
| <b>Fire Vehicles</b>  |         |         |           |         |         |         |         |        |         |           |           |
| 4 Apparatus Replacement   |         |         |           |         |         |         |         |        |         |           |           |
| General Capital Close-out                                       | 22,091  | 0       | 0         | 0       | 0       | 0       | 0       | 0      | 0       | 0         | 22,091    |
| General Capital Transfer  | 0       | 0       | 40,000    | 0       | 0       | 0       | 80,000  | 0      | 0       | 0         | 120,000   |
| General Fire Equipment Reserve                                  | 160,000 | 0       | 0         | 0       | 0       | 0       | 0       | 0      | 0       | 0         | 160,000   |
| General G.O. Bonds  | 480,000 | 500,000 | 40,000    | 500,000 | 525,000 | 550,000 | 450,000 | 0      | 50,000  | 60,000    | 3,155,000 |
| Subtotal  | 662,091 | 500,000 | 80,000    | 500,000 | 525,000 | 550,000 | 530,000 | 0      | 50,000  | 60,000    | 3,457,091 |
| Total Fire Vehicles   | 662,091 | 500,000 | 80,000    | 500,000 | 525,000 | 550,000 | 530,000 | 0      | 50,000  | 60,000    | 3,457,091 |
| <b>Golf</b>   |         |         |           |         |         |         |         |        |         |           |           |
| 107 Beaver Meadow Club House and Buildings                      |         |         |           |         |         |         |         |        |         |           |           |
| Golf Capital Transfer   | 0       | 0       | 20,000    | 0       | 15,000  | 0       | 10,000  | 10,000 | 0       | 0         | 55,000    |
| Golf G.O. Bonds   | 0       | 0       | 0         | 25,000  | 0       | 0       | 0       | 0      | 200,000 | 0         | 225,000   |
| Subtotal  | 0       | 0       | 20,000    | 25,000  | 15,000  | 0       | 10,000  | 10,000 | 200,000 | 0         | 280,000   |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                            | 2013 | 2014    | 2015   | 2016    | 2017   | 2018    | 2019   | 2020   | 2021    | 2022 | Ten Years |
|--------------------------------------|------|---------|--------|---------|--------|---------|--------|--------|---------|------|-----------|
| 235 Golf Course Grounds Improvements |      |         |        |         |        |         |        |        |         |      |           |
| General G.O. Bonds                   | 0    | 0       | 60,000 | 0       | 0      | 0       | 0      | 0      | 0       | 0    | 60,000    |
| Golf Capital Transfer                | 0    | 10,000  | 10,000 | 0       | 10,000 | 0       | 25,000 | 0      | 40,000  | 0    | 95,000    |
| Golf G.O. Bonds                      | 0    | 100,000 | 0      | 100,000 | 0      | 100,000 | 0      | 50,000 | 30,000  | 0    | 380,000   |
| Subtotal                             | 0    | 110,000 | 70,000 | 100,000 | 10,000 | 100,000 | 25,000 | 50,000 | 70,000  | 0    | 535,000   |
| Total Golf                           | 0    | 110,000 | 90,000 | 125,000 | 25,000 | 100,000 | 35,000 | 60,000 | 270,000 | 0    | 815,000   |

**GSD Vehicles**

|                                   |           |         |         |         |         |         |           |           |           |           |            |
|-----------------------------------|-----------|---------|---------|---------|---------|---------|-----------|-----------|-----------|-----------|------------|
| 121 Equipment Replacement Program |           |         |         |         |         |         |           |           |           |           |            |
| General Equip Replace Reserve     | 160,000   | 0       | 0       | 0       | 0       | 0       | 0         | 0         | 0         | 0         | 160,000    |
| General G.O. Bonds                | 550,000   | 600,000 | 600,000 | 540,000 | 700,000 | 800,000 | 900,000   | 1,000,000 | 1,050,000 | 1,100,000 | 7,840,000  |
| Sewer G.O. Bonds                  | 420,000   | 45,000  | 250,000 | 60,000  | 80,000  | 35,000  | 115,000   | 150,000   | 150,000   | 0         | 1,305,000  |
| Water G.O. Bonds                  | 32,000    | 133,000 | 0       | 0       | 110,000 | 60,000  | 125,000   | 60,000    | 150,000   | 0         | 670,000    |
| Subtotal                          | 1,162,000 | 778,000 | 850,000 | 600,000 | 890,000 | 895,000 | 1,140,000 | 1,210,000 | 1,350,000 | 1,100,000 | 9,975,000  |
| 512 Emergency Vehicle Repairs     |           |         |         |         |         |         |           |           |           |           |            |
| General Capital Outlay            | 15,000    | 25,000  | 25,000  | 26,000  | 27,000  | 28,000  | 29,000    | 30,000    | 32,000    | 35,000    | 272,000    |
| Subtotal                          | 15,000    | 25,000  | 25,000  | 26,000  | 27,000  | 28,000  | 29,000    | 30,000    | 32,000    | 35,000    | 272,000    |
| Total GSD Vehicles                | 1,177,000 | 803,000 | 875,000 | 626,000 | 917,000 | 923,000 | 1,169,000 | 1,240,000 | 1,382,000 | 1,135,000 | 10,247,000 |

\*Excluded from Budget Appropriation



**2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE  | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    | 2022    | Ten Years |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| <b>Information Technology &amp; Communications</b>           |         |         |         |         |         |         |         |         |         |         |           |
| <b>2 Information System Replacement/Upgrade Program (IS)</b> |         |         |         |         |         |         |         |         |         |         |           |
| Arena Capital Transfer                                       | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 10,000    |
| General Capital Close-out                                    | 427     | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 427       |
| General Capital Transfer                                     | 128,000 | 192,000 | 115,500 | 92,100  | 131,100 | 154,500 | 92,100  | 92,040  | 92,100  | 154,500 | 1,243,940 |
| Golf Capital Transfer  | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 30,000    |
| Parking Capital Transfer                                     | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 30,000    |
| Sewer Capital Transfer                                       | 18,000  | 21,000  | 17,760  | 9,440   | 20,160  | 15,840  | 14,160  | 9,440   | 14,160  | 15,840  | 155,800   |
| Water Capital Transfer                                       | 12,000  | 30,000  | 11,840  | 14,160  | 13,440  | 23,760  | 9,440   | 14,160  | 9,440   | 23,760  | 162,000   |
| Subtotal   | 165,427 | 250,000 | 152,100 | 122,700 | 171,700 | 201,100 | 122,700 | 122,640 | 122,700 | 201,100 | 1,632,167 |
| <b>130 Multi-Function Photocopy Machine</b>                  |         |         |         |         |         |         |         |         |         |         |           |
| General Capital Transfer                                     | 13,500  | 28,500  | 5,500   | 28,400  | 23,000  | 14,000  | 30,500  | 6,000   | 38,500  | 0       | 187,900   |
| Subtotal   | 13,500  | 28,500  | 5,500   | 28,400  | 23,000  | 14,000  | 30,500  | 6,000   | 38,500  | 0       | 187,900   |
| <b>297 Geographic Information Systems (GIS)</b>              |         |         |         |         |         |         |         |         |         |         |           |
| General Capital Close-out                                    | 110     | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 110       |
| General Capital Outlay                                       | 0       | 90,000  | 90,000  | 125,000 | 0       | 0       | 0       | 0       | 0       | 0       | 305,000   |
| General Capital Transfer                                     | 3,000   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 0       | 31,000    |
| General G.O. Bonds   | 0       | 0       | 0       | 0       | 0       | 50,000  | 0       | 0       | 0       | 0       | 50,000    |
| Sewer Capital Transfer                                       | 3,000   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 0       | 31,000    |
| Water Capital Transfer                                       | 3,000   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 0       | 31,000    |
| Subtotal   | 9,110   | 100,500 | 100,500 | 135,500 | 10,500  | 60,500  | 10,500  | 10,500  | 10,500  | 0       | 448,110   |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

PROJECT NUMBER AND DESCRIPTION

| FUND/TYPE  | 2013   | 2014 | 2015   | 2016    | 2017    | 2018 | 2019   | 2020 | 2021   | 2022 | Ten Years |
|--|--------|------|--------|---------|---------|------|--------|------|--------|------|-----------|
| 302 Enterprise-wide Information Systems Applications |        |      |        |         |         |      |        |      |        |      |           |
| Arena G.O. Bonds                                     | 0      | 0    | 0      | 0       | 3,000   | 0    | 0      | 0    | 0      | 0    | 3,000     |
| General Capital Transfer                             | 33,000 | 0    | 0      | 0       | 0       | 0    | 0      | 0    | 0      | 0    | 33,000    |
| General G.O. Bonds                                   | 0      | 0    | 0      | 0       | 103,000 | 0    | 0      | 0    | 0      | 0    | 103,000   |
| Golf G.O. Bonds                                      | 0      | 0    | 0      | 0       | 3,000   | 0    | 0      | 0    | 0      | 0    | 3,000     |
| Parking G.O. Bonds                                   | 0      | 0    | 0      | 0       | 3,000   | 0    | 0      | 0    | 0      | 0    | 3,000     |
| Sewer G.O. Bonds                                     | 0      | 0    | 0      | 0       | 36,500  | 0    | 0      | 0    | 0      | 0    | 36,500    |
| Water G.O. Bonds                                     | 0      | 0    | 0      | 0       | 36,500  | 0    | 0      | 0    | 0      | 0    | 36,500    |
| Subtotal   | 33,000 | 0    | 0      | 0       | 185,000 | 0    | 0      | 0    | 0      | 0    | 218,000   |
| 477 Library Equipment Replacement                    |        |      |        |         |         |      |        |      |        |      |           |
| General Capital Transfer                             | 28,000 | 0    | 0      | 24,000  | 25,000  | 0    | 10,000 | 0    | 25,000 | 0    | 112,000   |
| Subtotal   | 28,000 | 0    | 0      | 24,000  | 25,000  | 0    | 10,000 | 0    | 25,000 | 0    | 112,000   |
| 482 Asset Management                                 |        |      |        |         |         |      |        |      |        |      |           |
| Water Capital Transfer                               | 0      | 0    | 20,000 | 0       | 90,000  | 0    | 0      | 0    | 0      | 0    | 110,000   |
| Subtotal   | 0      | 0    | 20,000 | 0       | 90,000  | 0    | 0      | 0    | 0      | 0    | 110,000   |
| 525 Telephone System Replacement Program             |        |      |        |         |         |      |        |      |        |      |           |
| Arena Capital Transfer                               | 0      | 0    | 0      | 3,000   | 0       | 0    | 0      | 0    | 0      | 0    | 3,000     |
| General Capital Transfer                             | 0      | 0    | 0      | 200,000 | 0       | 0    | 0      | 0    | 0      | 0    | 200,000   |
| Golf Capital Transfer                                | 0      | 0    | 0      | 3,000   | 0       | 0    | 0      | 0    | 0      | 0    | 3,000     |
| Parking Capital Outlay                               | 0      | 0    | 0      | 4,000   | 0       | 0    | 0      | 0    | 0      | 0    | 4,000     |
| Sewer Capital Transfer                               | 0      | 0    | 0      | 20,000  | 0       | 0    | 0      | 0    | 0      | 0    | 20,000    |
| Water Capital Transfer                               | 0      | 0    | 0      | 20,000  | 0       | 0    | 0      | 0    | 0      | 0    | 20,000    |
| Subtotal   | 0      | 0    | 0      | 250,000 | 0       | 0    | 0      | 0    | 0      | 0    | 250,000   |

\*Excluded from Budget Appropriation

**2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE   | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    | 2022    | Ten Years |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| Total Information & Communications  | 249,037 | 379,000 | 278,100 | 560,600 | 505,200 | 275,600 | 173,700 | 139,140 | 196,700 | 201,100 | 2,958,177 |
| <b>Intersections</b>  |         |         |         |         |         |         |         |         |         |         |           |
| 24 Exit 16, Mountain Road, Shawmut Street Roundabout Project                |         |         |         |         |         |         |         |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 500,000 | 0       | 0       | 0       | 0       | 0       | 0       | 500,000   |
| General Impact Fees Traf Dist 2   | 0       | 0       | 0       | 100,000 | 0       | 0       | 0       | 0       | 0       | 0       | 100,000   |
| Subtotal  | 0       | 0       | 0       | 600,000 | 0       | 0       | 0       | 0       | 0       | 0       | 600,000   |
| 30 Signalization Project - Hoit Road and Whitney Road Intersection          |         |         |         |         |         |         |         |         |         |         |           |
| General Impact Fees Traf Dist 1   | 0       | 0       | 0       | 0       | 200,000 | 0       | 0       | 0       | 0       | 0       | 200,000   |
| Subtotal  | 0       | 0       | 0       | 0       | 200,000 | 0       | 0       | 0       | 0       | 0       | 200,000   |
| 31 Signalization Project - Broadway/West Street Intersection (McKee Square) |         |         |         |         |         |         |         |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 0       | 0       | 800,000 | 0       | 0       | 0       | 0       | 800,000   |
| General Impact Fees Traf Dist 3   | 0       | 0       | 0       | 0       | 100,000 | 0       | 0       | 0       | 0       | 0       | 100,000   |
| Subtotal  | 0       | 0       | 0       | 0       | 100,000 | 800,000 | 0       | 0       | 0       | 0       | 900,000   |
| 34 Signalization of North Main Street and Storrs Street                     |         |         |         |         |         |         |         |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 0       | 0       | 0       | 200,000 | 500,000 | 0       | 0       | 700,000   |
| General Impact Fees Traf Dist 3   | 0       | 0       | 0       | 0       | 0       | 0       | 5,000   | 0       | 0       | 0       | 5,000     |
| Subtotal  | 0       | 0       | 0       | 0       | 0       | 0       | 205,000 | 500,000 | 0       | 0       | 705,000   |
| 267 Signalization Project - South Main/Broadway Street                      |         |         |         |         |         |         |         |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 250,000 | 0       | 0       | 250,000   |
| Subtotal  | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 250,000 | 0       | 0       | 250,000   |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

PROJECT NUMBER AND DESCRIPTION

| FUND/TYPE   | 2013    | 2014    | 2015    | 2016    | 2017 | 2018    | 2019 | 2020    | 2021    | 2022    | Ten Years |
|---|---------|---------|---------|---------|------|---------|------|---------|---------|---------|-----------|
| 283 Traffic Signals and Traffic Operations Improvements                     |         |         |         |         |      |         |      |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 0       | 0    | 100,000 | 0    | 150,000 | 0       | 0       | 250,000   |
| General Impact Fees Traf Dist 3   | 200,000 | 40,000  | 0       | 0       | 0    | 0       | 0    | 0       | 0       | 0       | 240,000   |
| General Transportation Imprvmt  | 0       | 50,000  | 175,000 | 120,000 | 0    | 0       | 0    | 0       | 0       | 0       | 345,000   |
| Subtotal  | 200,000 | 90,000  | 175,000 | 120,000 | 0    | 100,000 | 0    | 150,000 | 0       | 0       | 835,000   |
| 500 South Fruit Street, Memorial Field Access Drive Signalized Intersection |         |         |         |         |      |         |      |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 0       | 0       | 50,000  | 50,000    |
| Other State   | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 0       | 0       | 50,000  | 50,000    |
| Subtotal  | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 0       | 0       | 100,000 | 100,000   |
| 519 Manchester Street/Old Turnpike Road Intersection Improvements           |         |         |         |         |      |         |      |         |         |         |           |
| General G.O. Bonds  | 0       | 115,000 | 0       | 0       | 0    | 0       | 0    | 0       | 0       | 0       | 115,000   |
| General Impact Fees Traf Dist 4   | 0       | 85,000  | 0       | 0       | 0    | 0       | 0    | 0       | 0       | 0       | 85,000    |
| Subtotal  | 0       | 200,000 | 0       | 0       | 0    | 0       | 0    | 0       | 0       | 0       | 200,000   |
| 520 Intersection Safety Improvements  |         |         |         |         |      |         |      |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 0       | 30,000  | 0       | 30,000    |
| Subtotal  | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 0       | 30,000  | 0       | 30,000    |
| 541 Regional Drive/Chenell Drive Intersection Improvements                  |         |         |         |         |      |         |      |         |         |         |           |
| General G.O. Bonds  | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 0       | 425,000 | 0       | 425,000   |
| General Impact Fees Traf Dist 4   | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 75,000  | 0       | 0       | 75,000    |
| Subtotal  | 0       | 0       | 0       | 0       | 0    | 0       | 0    | 75,000  | 425,000 | 0       | 500,000   |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

| PROJECT NUMBER AND DESCRIPTION                     | 2013    | 2014    | 2015    | 2016    | 2017    | 2018    | 2019    | 2020    | 2021    | 2022    | Ten Years |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| <b>FUND/TYPE</b>                                   |         |         |         |         |         |         |         |         |         |         |           |
| 550 Roundabout Maintenance                         |         |         |         |         |         |         |         |         |         |         |           |
| General Capital Outlay                             | 0       | 0       | 0       | 0       | 0       | 50,000  | 50,000  | 0       | 0       | 0       | 100,000   |
| Subtotal   | 0       | 0       | 0       | 0       | 0       | 50,000  | 50,000  | 0       | 0       | 0       | 100,000   |
| Total Intersections                                | 200,000 | 290,000 | 175,000 | 720,000 | 300,000 | 950,000 | 255,000 | 975,000 | 455,000 | 100,000 | 4,420,000 |
| <b><u>Other Vehicles</u></b>                       |         |         |         |         |         |         |         |         |         |         |           |
| 530 Golf Course Equipment                          |         |         |         |         |         |         |         |         |         |         |           |
| Golf Capital Outlay                                | 0       | 25,000  | 30,000  | 30,000  | 25,000  | 0       | 25,000  | 25,000  | 50,000  | 25,000  | 235,000   |
| Golf G.O. Bonds                                    | 0       | 0       | 0       | 0       | 0       | 95,000  | 0       | 0       | 0       | 0       | 95,000    |
| Subtotal   | 0       | 25,000  | 30,000  | 30,000  | 25,000  | 95,000  | 25,000  | 25,000  | 50,000  | 25,000  | 330,000   |
| Total Other Vehicles                               | 0       | 25,000  | 30,000  | 30,000  | 25,000  | 95,000  | 25,000  | 25,000  | 50,000  | 25,000  | 330,000   |
| <b><u>Parking</u></b>                              |         |         |         |         |         |         |         |         |         |         |           |
| 403 Vehicle Replacement                            |         |         |         |         |         |         |         |         |         |         |           |
| Parking Capital Outlay                             | 0       | 30,000  | 0       | 0       | 0       | 0       | 0       | 40,000  | 0       | 0       | 70,000    |
| Subtotal   | 0       | 30,000  | 0       | 0       | 0       | 0       | 0       | 40,000  | 0       | 0       | 70,000    |
| 432 Parking Garage Repair - Firehouse Block Garage |         |         |         |         |         |         |         |         |         |         |           |
| Parking Capital Transfer                           | 0       | 0       | 50,000  | 0       | 0       | 0       | 0       | 0       | 60,000  | 0       | 110,000   |
| Parking G.O. Bonds                                 | 160,000 | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 160,000   |
| Subtotal   | 160,000 | 0       | 50,000  | 0       | 0       | 0       | 0       | 0       | 60,000  | 0       | 270,000   |

\*Excluded from Budget Appropriation

**CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE  | 2013      | 2014   | 2015   | 2016   | 2017    | 2018    | 2019   | 2020    | 2021    | 2022 | Ten Years |
|--|-----------|--------|--------|--------|---------|---------|--------|---------|---------|------|-----------|
| 433 Parking Garage Repair - Durgin Block Garage    |           |        |        |        |         |         |        |         |         |      |           |
| Parking Capital Close-out                          | 116       | 0      | 0      | 0      | 0       | 0       | 0      | 0       | 0       | 0    | 116       |
| Parking Capital Outlay                             | 0         | 50,000 | 0      | 0      | 0       | 0       | 0      | 0       | 0       | 0    | 50,000    |
| Parking Capital Transfer                           | 0         | 0      | 0      | 0      | 0       | 0       | 0      | 0       | 60,000  | 0    | 60,000    |
| Parking G.O. Bonds                                 | 1,410,000 | 0      | 0      | 0      | 0       | 0       | 0      | 0       | 0       | 0    | 1,410,000 |
| Subtotal   | 1,410,116 | 50,000 | 0      | 0      | 0       | 0       | 0      | 0       | 60,000  | 0    | 1,520,116 |
| 529 Parking Garage Repair - Capital Commons Garage |           |        |        |        |         |         |        |         |         |      |           |
| Parking Capital Transfer                           | 0         | 0      | 0      | 0      | 0       | 60,000  | 0      | 0       | 0       | 0    | 60,000    |
| Subtotal   | 0         | 0      | 0      | 0      | 0       | 60,000  | 0      | 0       | 0       | 0    | 60,000    |
| Total Parking                                      | 1,570,116 | 80,000 | 50,000 | 0      | 0       | 60,000  | 0      | 40,000  | 120,000 | 0    | 1,920,116 |
| <b><u>Parks and Open Space</u></b>                 |           |        |        |        |         |         |        |         |         |      |           |
| 51 White Park                                      |           |        |        |        |         |         |        |         |         |      |           |
| General Capital Close-out                          | 37        | 0      | 0      | 0      | 0       | 0       | 0      | 0       | 0       | 0    | 37        |
| General Capital Outlay                             | 0         | 0      | 0      | 0      | 0       | 0       | 85,000 | 0       | 0       | 0    | 85,000    |
| General Capital Transfer                           | 10,000    | 0      | 0      | 0      | 0       | 0       | 0      | 0       | 0       | 0    | 10,000    |
| General Donations                                  | 0         | 0      | 0      | 80,000 | 325,000 | 90,000  | 0      | 0       | 0       | 0    | 495,000   |
| General G.O. Bonds                                 | 0         | 0      | 0      | 0      | 325,000 | 90,000  | 0      | 125,000 | 125,000 | 0    | 665,000   |
| Subtotal   | 10,037    | 0      | 0      | 80,000 | 650,000 | 180,000 | 85,000 | 125,000 | 125,000 | 0    | 1,255,037 |
| 52 Keach Park                                      |           |        |        |        |         |         |        |         |         |      |           |
| General Capital Outlay                             | 0         | 0      | 0      | 0      | 0       | 0       | 0      | 0       | 20,000  | 0    | 20,000    |
| General G.O. Bonds                                 | 0         | 0      | 0      | 20,000 | 0       | 75,000  | 0      | 75,000  | 0       | 0    | 170,000   |
| Subtotal   | 0         | 0      | 0      | 20,000 | 0       | 75,000  | 0      | 75,000  | 20,000  | 0    | 190,000   |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

| PROJECT NUMBER AND DESCRIPTION | FUND/TYPE                      | 2013   | 2014 | 2015   | 2016 | 2017 | 2018    | 2019    | 2020      | 2021      | 2022    | Ten Years |
|--------------------------------|--------------------------------|--------|------|--------|------|------|---------|---------|-----------|-----------|---------|-----------|
| 54 Russell Martin Park         | General G.O. Bonds             | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 0         | 400,000   | 425,000 | 825,000   |
|                                | Subtotal                       | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 0         | 400,000   | 425,000 | 825,000   |
| 55 Rolfe Park                  | General Capital Transfer       | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 65,000    | 0         | 0       | 65,000    |
|                                | General G.O. Bonds             | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 75,000    | 0         | 0       | 75,000    |
|                                | General Impact Fees Rec Dist 3 | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 100,000   | 0         | 0       | 100,000   |
|                                | Subtotal                       | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 240,000   | 0         | 0       | 240,000   |
| 56 Rollins Park                | General Capital Transfer       | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 0         | 25,000    | 0       | 25,000    |
|                                | General G.O. Bonds             | 0      | 0    | 15,000 | 0    | 0    | 100,000 | 75,000  | 75,000    | 700,000   | 0       | 965,000   |
|                                | Subtotal                       | 0      | 0    | 15,000 | 0    | 0    | 100,000 | 75,000  | 75,000    | 725,000   | 0       | 990,000   |
| 57 Gustaf H. Lehtinen Park     | General Capital Transfer       | 0      | 0    | 50,000 | 0    | 0    | 0       | 0       | 0         | 0         | 0       | 50,000    |
|                                | Subtotal                       | 0      | 0    | 50,000 | 0    | 0    | 0       | 0       | 0         | 0         | 0       | 50,000    |
| 59 Terrill Park                | General Donations              | 0      | 0    | 0      | 0    | 0    | 0       | 60,000  | 850,000   | 475,000   | 0       | 1,385,000 |
|                                | General G.O. Bonds             | 0      | 0    | 0      | 0    | 0    | 0       | 0       | 475,000   | 850,000   | 0       | 1,325,000 |
|                                | General Impact Fees Rec Dist 3 | 10,000 | 0    | 0      | 0    | 0    | 0       | 0       | 0         | 0         | 0       | 10,000    |
|                                | General Impact Fees Rec Dist 4 | 0      | 0    | 0      | 0    | 0    | 0       | 60,000  | 0         | 0         | 0       | 60,000    |
|                                | Subtotal                       | 10,000 | 0    | 0      | 0    | 0    | 0       | 120,000 | 1,325,000 | 1,325,000 | 0       | 2,780,000 |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

PROJECT NUMBER AND DESCRIPTION

| FUND/TYPE                      | 2013      | 2014    | 2015    | 2016    | 2017    | 2018   | 2019  | 2020   | 2021    | 2022    | Ten Years |
|--------------------------------|-----------|---------|---------|---------|---------|--------|-------|--------|---------|---------|-----------|
| 60 Kiwanis (Waterfront) Park   |           |         |         |         |         |        |       |        |         |         |           |
| General G.O. Bonds             | 0         | 0       | 0       | 0       | 0       | 80,000 | 0     | 0      | 0       | 0       | 80,000    |
| General Impact Fees Rec Dist 4 | 0         | 0       | 0       | 0       | 0       | 0      | 0     | 0      | 0       | 100,000 | 100,000   |
| Subtotal                       | 0         | 0       | 0       | 0       | 0       | 80,000 | 0     | 0      | 0       | 100,000 | 180,000   |
| 322 Picnic Shelters            |           |         |         |         |         |        |       |        |         |         |           |
| General Capital Transfer       | 0         | 0       | 0       | 0       | 5,000   | 5,000  | 5,000 | 0      | 0       | 0       | 15,000    |
| Subtotal                       | 0         | 0       | 0       | 0       | 5,000   | 5,000  | 5,000 | 0      | 0       | 0       | 15,000    |
| 352 Open Space Protection      |           |         |         |         |         |        |       |        |         |         |           |
| Other Trust                    | 500,000 * | 500,000 | 500,000 | 500,000 | 500,000 | 0      | 0     | 0      | 0       | 0       | 2,500,000 |
| Subtotal                       | 500,000   | 500,000 | 500,000 | 500,000 | 500,000 | 0      | 0     | 0      | 0       | 0       | 2,500,000 |
| 358 Garrison Park              |           |         |         |         |         |        |       |        |         |         |           |
| General G.O. Bonds             | 0         | 0       | 0       | 0       | 0       | 0      | 0     | 0      | 175,000 | 65,000  | 240,000   |
| General Impact Fees Rec Dist 2 | 0         | 0       | 0       | 0       | 0       | 0      | 0     | 0      | 100,000 | 0       | 100,000   |
| Subtotal                       | 0         | 0       | 0       | 0       | 0       | 0      | 0     | 0      | 275,000 | 65,000  | 340,000   |
| 359 Merrill Park               |           |         |         |         |         |        |       |        |         |         |           |
| General Capital Transfer       | 0         | 15,000  | 0       | 0       | 0       | 0      | 0     | 0      | 0       | 0       | 15,000    |
| General G.O. Bonds             | 0         | 0       | 0       | 30,000  | 0       | 0      | 0     | 60,000 | 0       | 0       | 90,000    |
| Subtotal                       | 0         | 15,000  | 0       | 30,000  | 0       | 0      | 0     | 60,000 | 0       | 0       | 105,000   |
| 360 Kimball Park               |           |         |         |         |         |        |       |        |         |         |           |
| General G.O. Bonds             | 0         | 0       | 0       | 0       | 0       | 0      | 0     | 0      | 200,000 | 0       | 200,000   |
| Subtotal                       | 0         | 0       | 0       | 0       | 0       | 0      | 0     | 0      | 200,000 | 0       | 200,000   |

\*Excluded from Budget Appropriation



**2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE  | 2013    | 2014    | 2015    | 2016      | 2017      | 2018    | 2019    | 2020      | 2021      | 2022    | Ten Years  |
|--|---------|---------|---------|-----------|-----------|---------|---------|-----------|-----------|---------|------------|
| 515 Winter Recreational Opportunities at Beaver Meadow Golf Course |         |         |         |           |           |         |         |           |           |         |            |
| General G.O. Bonds   | 0       | 0       | 0       | 40,000    | 0         | 0       | 0       | 0         | 0         | 0       | 40,000     |
| General Impact Fees Rec Dist 1                                     | 0       | 0       | 0       | 0         | 42,000    | 0       | 0       | 0         | 0         | 0       | 42,000     |
| Subtotal   | 0       | 0       | 0       | 40,000    | 42,000    | 0       | 0       | 0         | 0         | 0       | 82,000     |
| 528 Pocket Parks   |         |         |         |           |           |         |         |           |           |         |            |
| General Capital Outlay   | 0       | 0       | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 15,000  | 15,000     |
| General G.O. Bonds   | 0       | 0       | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 185,000 | 185,000    |
| Subtotal   | 0       | 0       | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 200,000 | 200,000    |
| 557 Memorial Field Facilities Improvements                         |         |         |         |           |           |         |         |           |           |         |            |
| General Capital Outlay   | 10,000  | 0       | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 0       | 10,000     |
| General Capital Transfer   | 0       | 0       | 30,000  | 0         | 0         | 0       | 0       | 0         | 0         | 0       | 30,000     |
| General Donations  | 0       | 0       | 50,000  | 200,000   | 0         | 0       | 0       | 0         | 0         | 0       | 250,000    |
| General G.O. Bonds   | 0       | 100,000 | 125,000 | 200,000   | 175,000   | 100,000 | 0       | 100,000   | 0         | 0       | 800,000    |
| Subtotal   | 10,000  | 100,000 | 205,000 | 400,000   | 175,000   | 100,000 | 0       | 100,000   | 0         | 0       | 1,090,000  |
| Total Parks and Open Space   | 530,037 | 615,000 | 755,000 | 1,085,000 | 1,372,000 | 540,000 | 285,000 | 2,000,000 | 3,070,000 | 790,000 | 11,042,037 |
| <b>Public Buildings</b>  |         |         |         |           |           |         |         |           |           |         |            |
| 63 City Wide Recreation Facility Improvements                      |         |         |         |           |           |         |         |           |           |         |            |
| General Capital Transfer   | 0       | 116,500 | 0       | 0         | 13,000    | 0       | 0       | 0         | 0         | 0       | 129,500    |
| General G.O. Bonds   | 45,000  | 90,000  | 125,000 | 60,000    | 145,000   | 182,000 | 0       | 0         | 300,000   | 0       | 947,000    |
| Subtotal   | 45,000  | 206,500 | 125,000 | 60,000    | 158,000   | 182,000 | 0       | 0         | 300,000   | 0       | 1,076,500  |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

PROJECT NUMBER AND DESCRIPTION

| FUND/TYPE  | 2013    | 2014   | 2015   | 2016    | 2017    | 2018    | 2019   | 2020    | 2021    | 2022      | Ten Years |
|--|---------|--------|--------|---------|---------|---------|--------|---------|---------|-----------|-----------|
| 65 Repair/Renovate/Preserve City Hall                      |         |        |        |         |         |         |        |         |         |           |           |
| General Capital Close-out                                  | 1,328   | 0      | 0      | 0       | 0       | 0       | 0      | 0       | 0       | 0         | 1,328     |
| General Capital Transfer                                   | 0       | 24,000 | 0      | 35,000  | 0       | 0       | 25,000 | 0       | 20,000  | 30,000    | 134,000   |
| General G.O. Bonds   | 500,000 | 0      | 70,000 | 160,000 | 100,000 | 0       | 0      | 175,000 | 0       | 0         | 1,005,000 |
| Subtotal   | 501,328 | 24,000 | 70,000 | 195,000 | 100,000 | 0       | 25,000 | 175,000 | 20,000  | 30,000    | 1,140,328 |
| 68 Library Building Renovation/Construction                |         |        |        |         |         |         |        |         |         |           |           |
| General G.O. Bonds   | 0       | 0      | 0      | 0       | 0       | 0       | 0      | 0       | 0       | 2,250,000 | 2,250,000 |
| Subtotal   | 0       | 0      | 0      | 0       | 0       | 0       | 0      | 0       | 0       | 2,250,000 | 2,250,000 |
| 276 Public Properties Condition Report and Renovation Plan |         |        |        |         |         |         |        |         |         |           |           |
| General Capital Transfer                                   | 0       | 0      | 0      | 75,000  | 0       | 0       | 0      | 0       | 0       | 0         | 75,000    |
| Subtotal   | 0       | 0      | 0      | 75,000  | 0       | 0       | 0      | 0       | 0       | 0         | 75,000    |
| 323 COMF Improvements                                      |         |        |        |         |         |         |        |         |         |           |           |
| General Capital Transfer                                   | 0       | 12,000 | 0      | 0       | 20,000  | 0       | 0      | 20,000  | 0       | 0         | 52,000    |
| General G.O. Bonds   | 30,000  | 22,000 | 35,000 | 30,000  | 30,000  | 60,000  | 40,000 | 40,000  | 50,000  | 30,000    | 367,000   |
| Sewer Capital Transfer                                     | 0       | 0      | 0      | 0       | 10,000  | 0       | 0      | 0       | 0       | 0         | 10,000    |
| Sewer G.O. Bonds   | 15,000  | 11,500 | 17,500 | 15,000  | 15,000  | 20,000  | 20,000 | 20,000  | 25,000  | 15,000    | 174,000   |
| Water Capital Transfer                                     | 0       | 0      | 0      | 0       | 10,000  | 0       | 0      | 0       | 0       | 0         | 10,000    |
| Water G.O. Bonds   | 15,000  | 11,500 | 17,500 | 15,000  | 15,000  | 20,000  | 20,000 | 20,000  | 25,000  | 15,000    | 174,000   |
| Subtotal   | 60,000  | 57,000 | 70,000 | 60,000  | 100,000 | 100,000 | 80,000 | 100,000 | 100,000 | 60,000    | 787,000   |
| 407 Roof Rehabilitation on City Buildings                  |         |        |        |         |         |         |        |         |         |           |           |
| General G.O. Bonds   | 0       | 0      | 0      | 50,000  | 50,000  | 50,000  | 50,000 | 50,000  | 50,000  | 50,000    | 350,000   |
| Subtotal   | 0       | 0      | 0      | 50,000  | 50,000  | 50,000  | 50,000 | 50,000  | 50,000  | 50,000    | 350,000   |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

| PROJECT NUMBER AND DESCRIPTION    | 2013      | 2014   | 2015       | 2016   | 2017   | 2018    | 2019   | 2020   | 2021   | 2022   | Ten Years  |
|-----------------------------------|-----------|--------|------------|--------|--------|---------|--------|--------|--------|--------|------------|
| FUND/TYPE                         |           |        |            |        |        |         |        |        |        |        |            |
| 408 East Concord Community Center |           |        |            |        |        |         |        |        |        |        |            |
| General Capital Transfer          | 0         | 0      | 0          | 0      | 30,000 | 0       | 0      | 0      | 0      | 0      | 30,000     |
| General G.O. Bonds                | 0         | 0      | 0          | 45,000 | 0      | 0       | 0      | 0      | 0      | 0      | 45,000     |
| Subtotal                          | 0         | 0      | 0          | 45,000 | 30,000 | 0       | 0      | 0      | 0      | 0      | 75,000     |
| 443 City-Wide Community Center    |           |        |            |        |        |         |        |        |        |        |            |
| General Donations                 | 215,000 * | 0      | 1,100,000  | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 1,315,000  |
| General G.O. Bonds                | 650,000 * | 0      | 9,125,000  | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 9,775,000  |
| General Impact Fees Rec Dist 1    | 0         | 0      | 25,000     | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 25,000     |
| General Impact Fees Rec Dist 2    | 0         | 0      | 25,000     | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 25,000     |
| General Impact Fees Rec Dist 3    | 0         | 0      | 25,000     | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 25,000     |
| General Impact Fees Rec Dist 4    | 0         | 0      | 25,000     | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 25,000     |
| Other Federal                     | 0         | 0      | 475,000    | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 475,000    |
| Other Trust                       | 10,000    | 0      | 0          | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 10,000     |
| Subtotal                          | 875,000   | 0      | 10,800,000 | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 11,675,000 |
| 535 Emergency Facilities Repairs  |           |        |            |        |        |         |        |        |        |        |            |
| General Capital Outlay            | 25,000    | 25,000 | 25,000     | 25,000 | 25,000 | 25,000  | 25,000 | 25,000 | 25,000 | 25,000 | 250,000    |
| Subtotal                          | 25,000    | 25,000 | 25,000     | 25,000 | 25,000 | 25,000  | 25,000 | 25,000 | 25,000 | 25,000 | 250,000    |
| 551 Library Buildings Maintenance |           |        |            |        |        |         |        |        |        |        |            |
| General Capital Transfer          | 15,000    | 10,000 | 5,000      | 50,000 | 30,000 | 0       | 50,000 | 30,000 | 20,000 | 20,000 | 230,000    |
| General G.O. Bonds                | 0         | 0      | 0          | 0      | 0      | 140,000 | 0      | 0      | 0      | 0      | 140,000    |
| Subtotal                          | 15,000    | 10,000 | 5,000      | 50,000 | 30,000 | 140,000 | 50,000 | 30,000 | 20,000 | 20,000 | 370,000    |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

PROJECT NUMBER AND DESCRIPTION

| FUND/TYPE                                   | 2013      | 2014    | 2015       | 2016    | 2017    | 2018    | 2019    | 2020    | 2021      | 2022       | Ten Years  |
|---|-----------|---------|------------|---------|---------|---------|---------|---------|-----------|------------|------------|
| 558 City Hall Campus Renovation / Expansion |           |         |            |         |         |         |         |         |           |            |            |
| General G.O. Bonds                          | 0         | 0       | 0          | 0       | 0       | 0       | 0       | 0       | 1,000,000 | 8,000,000  | 9,000,000  |
| Subtotal                                    | 0         | 0       | 0          | 0       | 0       | 0       | 0       | 0       | 1,000,000 | 8,000,000  | 9,000,000  |
| Total Public Buildings                      | 1,521,328 | 322,500 | 11,095,000 | 560,000 | 493,000 | 497,000 | 230,000 | 380,000 | 1,515,000 | 10,435,000 | 27,048,828 |
| <u>Public Safety</u>                        |           |         |            |         |         |         |         |         |           |            |            |
| 230 Opticom Replacement                     |           |         |            |         |         |         |         |         |           |            |            |
| General Capital Outlay                      | 0         | 0       | 0          | 0       | 0       | 0       | 0       | 0       | 0         | 45,000     | 45,000     |
| General Capital Transfer                    | 0         | 12,500  | 0          | 12,500  | 0       | 12,500  | 0       | 0       | 0         | 0          | 37,500     |
| Subtotal                                    | 0         | 12,500  | 0          | 12,500  | 0       | 12,500  | 0       | 0       | 0         | 45,000     | 82,500     |
| 252 Fire Facility Renovation                |           |         |            |         |         |         |         |         |           |            |            |
| General G.O. Bonds                          | 0         | 0       | 0          | 820,000 | 165,450 | 0       | 0       | 0       | 50,000    | 0          | 1,035,450  |
| Subtotal                                    | 0         | 0       | 0          | 820,000 | 165,450 | 0       | 0       | 0       | 50,000    | 0          | 1,035,450  |
| 305 Fire Replace Portable Radios            |           |         |            |         |         |         |         |         |           |            |            |
| General Capital Transfer                    | 0         | 0       | 0          | 190,000 | 190,000 | 0       | 0       | 0       | 0         | 0          | 380,000    |
| Subtotal                                    | 0         | 0       | 0          | 190,000 | 190,000 | 0       | 0       | 0       | 0         | 0          | 380,000    |
| 309 Fire Protective Equipment               |           |         |            |         |         |         |         |         |           |            |            |
| General Capital Outlay                      | 0         | 0       | 0          | 0       | 0       | 70,000  | 0       | 0       | 0         | 0          | 70,000     |
| General Capital Transfer                    | 0         | 0       | 0          | 0       | 0       | 0       | 0       | 70,000  | 0         | 0          | 70,000     |
| General G.O. Bonds                          | 0         | 0       | 0          | 500,000 | 0       | 0       | 70,000  | 0       | 0         | 0          | 570,000    |
| Subtotal                                    | 0         | 0       | 0          | 500,000 | 0       | 70,000  | 70,000  | 70,000  | 0         | 0          | 710,000    |

\*Excluded from Budget Appropriation

**2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

| PROJECT NUMBER AND DESCRIPTION                         | FUND/TYPE                 | 2013    | 2014    | 2015   | 2016   | 2017 | 2018   | 2019   | 2020   | 2021 | 2022 | Ten Years |
|--|---------------------------|---------|---------|--------|--------|------|--------|--------|--------|------|------|-----------|
| 335 Thermal Imaging                                    | General Capital Transfer  | 0       | 30,000  | 0      | 0      | 0    | 0      | 30,000 | 30,000 | 0    | 0    | 90,000    |
|  | Subtotal                  | 0       | 30,000  | 0      | 0      | 0    | 0      | 30,000 | 30,000 | 0    | 0    | 90,000    |
| 368 Police Portable & Mobile Radio Replacement Program | General Capital Close-out | 39      | 0       | 0      | 0      | 0    | 0      | 0      | 0      | 0    | 0    | 39        |
|  | General G.O. Bonds        | 100,000 | 100,000 | 0      | 0      | 0    | 0      | 0      | 0      | 0    | 0    | 200,000   |
|  | Subtotal                  | 100,039 | 100,000 | 0      | 0      | 0    | 0      | 0      | 0      | 0    | 0    | 200,039   |
| 370 Police Officers Ballistic Vest Replacement Program | General G.O. Bonds        | 0       | 0       | 0      | 75,000 | 0    | 0      | 0      | 0      | 0    | 0    | 75,000    |
|  | Subtotal                  | 0       | 0       | 0      | 75,000 | 0    | 0      | 0      | 0      | 0    | 0    | 75,000    |
| 375 Fire Department Boats                              | General G.O. Bonds        | 0       | 0       | 0      | 25,000 | 0    | 0      | 0      | 0      | 0    | 0    | 25,000    |
|  | Subtotal                  | 0       | 0       | 0      | 25,000 | 0    | 0      | 0      | 0      | 0    | 0    | 25,000    |
| 376 Hose Replacement                                   | General Capital Outlay    | 0       | 0       | 0      | 0      | 0    | 15,000 | 0      | 0      | 0    | 0    | 15,000    |
|  | General Capital Transfer  | 0       | 15,000  | 15,000 | 0      | 0    | 0      | 0      | 0      | 0    | 0    | 30,000    |
|  | Subtotal                  | 0       | 15,000  | 15,000 | 0      | 0    | 15,000 | 0      | 0      | 0    | 0    | 45,000    |
| 484 Police Station Building Rehabilitation             | General Capital Outlay    | 0       | 25,000  | 0      | 0      | 0    | 0      | 0      | 0      | 0    | 0    | 25,000    |
|  | General Capital Transfer  | 0       | 0       | 0      | 10,000 | 0    | 0      | 0      | 0      | 0    | 0    | 10,000    |
|  | General G.O. Bonds        | 0       | 225,000 | 0      | 0      | 0    | 0      | 0      | 0      | 0    | 0    | 225,000   |
|  | Subtotal                  | 0       | 250,000 | 0      | 10,000 | 0    | 0      | 0      | 0      | 0    | 0    | 260,000   |

\*Excluded from Budget Appropriation

**CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE  | 2013    | 2014    | 2015    | 2016      | 2017    | 2018   | 2019    | 2020    | 2021    | 2022    | Ten Years |
|--|---------|---------|---------|-----------|---------|--------|---------|---------|---------|---------|-----------|
| 490 Microfilm Conversion to Digital Format             |         |         |         |           |         |        |         |         |         |         |           |
| General Capital Transfer                               | 0       | 35,000  | 0       | 0         | 0       | 0      | 0       | 0       | 0       | 0       | 35,000    |
| Subtotal   | 0       | 35,000  | 0       | 0         | 0       | 0      | 0       | 0       | 0       | 0       | 35,000    |
| 521 Police Firearms Range Improvements                 |         |         |         |           |         |        |         |         |         |         |           |
| General G.O. Bonds                                     | 0       | 40,000  | 50,000  | 50,000    | 0       | 0      | 0       | 0       | 0       | 0       | 140,000   |
| Subtotal   | 0       | 40,000  | 50,000  | 50,000    | 0       | 0      | 0       | 0       | 0       | 0       | 140,000   |
| 527 Cardiac Monitor Replacement Program                |         |         |         |           |         |        |         |         |         |         |           |
| General G.O. Bonds                                     | 0       | 200,000 | 0       | 0         | 0       | 0      | 0       | 0       | 0       | 0       | 200,000   |
| Subtotal   | 0       | 200,000 | 0       | 0         | 0       | 0      | 0       | 0       | 0       | 0       | 200,000   |
| 555 Handgun Replacement                                |         |         |         |           |         |        |         |         |         |         |           |
| General Capital Transfer                               | 0       | 32,000  | 0       | 0         | 0       | 0      | 0       | 0       | 0       | 0       | 32,000    |
| Subtotal   | 0       | 32,000  | 0       | 0         | 0       | 0      | 0       | 0       | 0       | 0       | 32,000    |
| Total Public Safety                                    | 100,039 | 714,500 | 65,000  | 1,682,500 | 355,450 | 97,500 | 100,000 | 100,000 | 50,000  | 45,000  | 3,309,989 |
| <b><u>Sewer Collection</u></b>                         |         |         |         |           |         |        |         |         |         |         |           |
| 91 Sanitary Sewer Main Rehabilitation and Construction |         |         |         |           |         |        |         |         |         |         |           |
| Sewer Capital Transfer                                 | 70,000  | 70,000  | 25,000  | 55,000    | 30,000  | 50,000 | 35,000  | 50,000  | 30,000  | 30,000  | 445,000   |
| Sewer G.O. Bonds                                       | 0       | 0       | 315,000 | 0         | 200,000 | 0      | 175,000 | 0       | 225,000 | 400,000 | 1,315,000 |
| Water Capital Transfer                                 | 0       | 0       | 1,500   | 0         | 0       | 0      | 0       | 0       | 0       | 0       | 1,500     |
| Subtotal   | 70,000  | 70,000  | 341,500 | 55,000    | 230,000 | 50,000 | 210,000 | 50,000  | 255,000 | 430,000 | 1,761,500 |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

| PROJECT NUMBER AND DESCRIPTION     | 2013    | 2014    | 2015      | 2016      | 2017      | 2018    | 2019      | 2020      | 2021      | 2022      | Ten Years  |
|------------------------------------|---------|---------|-----------|-----------|-----------|---------|-----------|-----------|-----------|-----------|------------|
| FUND/TYPE                          | 2013    | 2014    | 2015      | 2016      | 2017      | 2018    | 2019      | 2020      | 2021      | 2022      | Ten Years  |
| 275 Pump Station Renovations       |         |         |           |           |           |         |           |           |           |           |            |
| Sewer G.O. Bonds                   | 0       | 0       | 50,000    | 0         | 160,000   | 0       | 50,000    | 200,000   | 25,000    | 110,000   | 595,000    |
| Sewer Mountain Green Reserve       | 0       | 0       | 0         | 0         | 0         | 0       | 0         | 0         | 40,000    | 0         | 40,000     |
| Subtotal                           | 0       | 0       | 50,000    | 0         | 160,000   | 0       | 50,000    | 200,000   | 65,000    | 110,000   | 635,000    |
| 410 TV Video Inspection COBRA Unit |         |         |           |           |           |         |           |           |           |           |            |
| Sewer Capital Transfer             | 0       | 0       | 0         | 0         | 0         | 0       | 15,000    | 0         | 0         | 0         | 15,000     |
| Sewer G.O. Bonds                   | 0       | 80,000  | 0         | 0         | 0         | 0       | 0         | 80,000    | 0         | 0         | 160,000    |
| Subtotal                           | 0       | 80,000  | 0         | 0         | 0         | 0       | 15,000    | 80,000    | 0         | 0         | 175,000    |
| Total Sewer Collection             | 70,000  | 150,000 | 391,500   | 55,000    | 390,000   | 50,000  | 275,000   | 330,000   | 320,000   | 540,000   | 2,571,500  |
| <b>Sewer Treatment</b>             |         |         |           |           |           |         |           |           |           |           |            |
| 89 Hall Street WWTP Odor Control   |         |         |           |           |           |         |           |           |           |           |            |
| Sewer Capital Transfer             | 0       | 40,000  | 0         | 0         | 0         | 0       | 0         | 0         | 0         | 0         | 40,000     |
| Sewer G.O. Bonds                   | 0       | 0       | 225,000   | 1,725,000 | 0         | 40,000  | 1,000,000 | 0         | 0         | 0         | 2,990,000  |
| Subtotal                           | 0       | 40,000  | 225,000   | 1,725,000 | 0         | 40,000  | 1,000,000 | 0         | 0         | 0         | 3,030,000  |
| 104 Hall Street WWTP Renovations   |         |         |           |           |           |         |           |           |           |           |            |
| Sewer Capital Close-out            | 382     | 0       | 0         | 0         | 0         | 0       | 0         | 0         | 0         | 0         | 382        |
| Sewer Capital Outlay               | 12,000  | 0       | 0         | 10,000    | 0         | 0       | 0         | 0         | 0         | 0         | 22,000     |
| Sewer Capital Transfer             | 0       | 0       | 0         | 30,000    | 0         | 25,000  | 0         | 0         | 0         | 0         | 55,000     |
| Sewer G.O. Bonds                   | 70,000  | 970,500 | 3,840,000 | 1,650,000 | 2,205,000 | 520,000 | 100,000   | 1,700,000 | 1,625,000 | 2,375,000 | 15,055,500 |
| Sewer Investment Fee Reserve       | 170,000 | 0       | 0         | 0         | 0         | 0       | 0         | 0         | 0         | 0         | 170,000    |
| Subtotal                           | 252,382 | 970,500 | 3,840,000 | 1,690,000 | 2,205,000 | 545,000 | 100,000   | 1,700,000 | 1,625,000 | 2,375,000 | 15,302,882 |

\*Excluded from Budget Appropriation

**CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE   | 2013    | 2014      | 2015      | 2016      | 2017      | 2018    | 2019      | 2020      | 2021      | 2022      | Ten Years  |
|---|---------|-----------|-----------|-----------|-----------|---------|-----------|-----------|-----------|-----------|------------|
| 245 Recurring Plant & Pump Station Capital Outlay |         |           |           |           |           |         |           |           |           |           |            |
| Sewer Capital Outlay                              | 50,000  | 51,500    | 53,000    | 54,500    | 56,000    | 58,000  | 59,500    | 61,500    | 63,500    | 65,500    | 573,000    |
| Subtotal  | 50,000  | 51,500    | 53,000    | 54,500    | 56,000    | 58,000  | 59,500    | 61,500    | 63,500    | 65,500    | 573,000    |
| 466 Penacook WWTP Renovations                     |         |           |           |           |           |         |           |           |           |           |            |
| Sewer Capital Outlay                              | 20,000  | 0         | 0         | 0         | 0         | 20,000  | 20,000    | 0         | 0         | 0         | 60,000     |
| Sewer G.O. Bonds                                  | 126,500 | 52,500    | 145,000   | 250,000   | 110,000   | 0       | 0         | 950,000   | 150,000   | 550,000   | 2,334,000  |
| Subtotal  | 146,500 | 52,500    | 145,000   | 250,000   | 110,000   | 20,000  | 20,000    | 950,000   | 150,000   | 550,000   | 2,394,000  |
| Total Sewer Treatment                             | 448,882 | 1,114,500 | 4,263,000 | 3,719,500 | 2,371,000 | 663,000 | 1,179,500 | 2,711,500 | 1,838,500 | 2,990,500 | 21,299,882 |
| <b><u>Sidewalks and Streetscapes</u></b>          |         |           |           |           |           |         |           |           |           |           |            |
| 17 Sidewalk, Bikeway and Streetscape Improvements |         |           |           |           |           |         |           |           |           |           |            |
| General Donations                                 | 0       | 25,000    | 0         | 0         | 0         | 215,000 | 0         | 0         | 0         | 0         | 240,000    |
| General Highway Reserve                           | 0       | 0         | 0         | 120,000   | 0         | 60,000  | 0         | 60,000    | 0         | 120,000   | 360,000    |
| General Transportation Imprvmt                    | 0       | 0         | 0         | 176,000   | 0         | 176,000 | 0         | 200,000   | 0         | 200,000   | 752,000    |
| Subtotal  | 0       | 25,000    | 0         | 296,000   | 0         | 451,000 | 0         | 260,000   | 0         | 320,000   | 1,352,000  |
| 380 Neighborhood Safety Improvements              |         |           |           |           |           |         |           |           |           |           |            |
| General Donations                                 | 0       | 25,000    | 0         | 0         | 0         | 0       | 0         | 0         | 0         | 0         | 25,000     |
| General G.O. Bonds                                | 0       | 40,000    | 0         | 0         | 0         | 0       | 0         | 0         | 0         | 0         | 40,000     |
| Other State                                       | 0       | 0         | 0         | 100,000   | 0         | 100,000 | 0         | 150,000   | 0         | 0         | 350,000    |
| Subtotal  | 0       | 65,000    | 0         | 100,000   | 0         | 100,000 | 0         | 150,000   | 0         | 0         | 415,000    |

\*Excluded from Budget Appropriation



2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                                  | 2013 | 2014    | 2015 | 2016      | 2017      | 2018      | 2019 | 2020    | 2021 | 2022      | Ten Years  |
|--|------|---------|------|-----------|-----------|-----------|------|---------|------|-----------|------------|
| 460 Downtown Streetscape Improvements      |      |         |      |           |           |           |      |         |      |           |            |
| General Donations                          | 0    | 0       | 0    | 0         | 500,000   | 500,000   | 0    | 0       | 0    | 0         | 1,000,000  |
| General G.O. Bonds                         | 0    | 0       | 0    | 170,000   | 386,000   | 18,000    | 0    | 0       | 0    | 0         | 574,000    |
| Other Federal                              | 0    | 0       | 0    | 680,000   | 3,544,000 | 2,072,000 | 0    | 0       | 0    | 0         | 6,296,000  |
| Subtotal                                   | 0    | 0       | 0    | 850,000   | 4,430,000 | 2,590,000 | 0    | 0       | 0    | 0         | 7,870,000  |
| 501 Bicycle Signage Master Plan            |      |         |      |           |           |           |      |         |      |           |            |
| Other Federal                              | 0    | 25,000  | 0    | 0         | 0         | 0         | 0    | 0       | 0    | 0         | 25,000     |
| Subtotal                                   | 0    | 25,000  | 0    | 0         | 0         | 0         | 0    | 0       | 0    | 0         | 25,000     |
| 543 Merrimack River Greenway Trail Project |      |         |      |           |           |           |      |         |      |           |            |
| General Donations                          | 0    | 0       | 0    | 0         | 0         | 0         | 0    | 0       | 0    | 200,000   | 200,000    |
| General G.O. Bonds                         | 0    | 0       | 0    | 0         | 0         | 0         | 0    | 0       | 0    | 200,000   | 200,000    |
| Other State                                | 0    | 0       | 0    | 0         | 0         | 0         | 0    | 0       | 0    | 1,600,000 | 1,600,000  |
| Subtotal                                   | 0    | 0       | 0    | 0         | 0         | 0         | 0    | 0       | 0    | 2,000,000 | 2,000,000  |
| Total Sidewalks and Streetscapes           | 0    | 115,000 | 0    | 1,246,000 | 4,430,000 | 3,141,000 | 0    | 410,000 | 0    | 2,320,000 | 11,662,000 |
| <b><u>Solid Waste Management</u></b>       |      |         |      |           |           |           |      |         |      |           |            |
| 344 Reclamation Facility                   |      |         |      |           |           |           |      |         |      |           |            |
| Solid Waste Capital Transfer               | 0    | 0       | 0    | 0         | 0         | 75,000    | 0    | 0       | 0    | 0         | 75,000     |
| Subtotal                                   | 0    | 0       | 0    | 0         | 0         | 75,000    | 0    | 0       | 0    | 0         | 75,000     |

\*Excluded from Budget Appropriation

**CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                                 | 2013      | 2014    | 2015   | 2016    | 2017      | 2018      | 2019    | 2020    | 2021      | 2022      | Ten Years |
|---|-----------|---------|--------|---------|-----------|-----------|---------|---------|-----------|-----------|-----------|
| 381 Old Landfill Reuse                    |           |         |        |         |           |           |         |         |           |           |           |
| General G.O. Bonds                        | 0         | 0       | 0      | 75,000  | 100,000   | 6,700,000 | 0       | 0       | 0         | 0         | 6,875,000 |
| General Impact Fees Rec Dist 4            | 15,000    | 25,000  | 0      | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 40,000    |
| Solid Waste Capital Transfer              | 20,000    | 20,000  | 20,000 | 20,000  | 20,000    | 20,000    | 20,000  | 20,000  | 20,000    | 20,000    | 200,000   |
| Solid Waste G.O. Bonds                    | 250,000 * | 0       | 0      | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 250,000   |
| Subtotal                                  | 285,000   | 45,000  | 20,000 | 95,000  | 120,000   | 6,720,000 | 20,000  | 20,000  | 20,000    | 20,000    | 7,365,000 |
| 411 Solid Waste Improvements              |           |         |        |         |           |           |         |         |           |           |           |
| Solid Waste Capital Transfer              | 0         | 25,000  | 0      | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 25,000    |
| Subtotal                                  | 0         | 25,000  | 0      | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 25,000    |
| 447 Landfill Condensation Remediation     |           |         |        |         |           |           |         |         |           |           |           |
| Solid Waste Capital Outlay                | 0         | 15,000  | 15,000 | 15,000  | 18,000    | 18,000    | 18,000  | 18,000  | 20,000    | 22,000    | 159,000   |
| Solid Waste Capital Transfer              | 0         | 0       | 0      | 0       | 20,000    | 0         | 0       | 0       | 0         | 0         | 20,000    |
| Subtotal                                  | 0         | 15,000  | 15,000 | 15,000  | 38,000    | 18,000    | 18,000  | 18,000  | 20,000    | 22,000    | 179,000   |
| 483 Transfer Station Modifications        |           |         |        |         |           |           |         |         |           |           |           |
| Solid Waste G.O. Bonds                    | 80,000 *  | 750,000 | 0      | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 830,000   |
| Subtotal                                  | 80,000    | 750,000 | 0      | 0       | 0         | 0         | 0       | 0       | 0         | 0         | 830,000   |
| Total Solid Waste Management              | 365,000   | 835,000 | 35,000 | 110,000 | 158,000   | 6,813,000 | 38,000  | 38,000  | 40,000    | 42,000    | 8,474,000 |
| <b>Storm Sewer</b>                        |           |         |        |         |           |           |         |         |           |           |           |
| 83 Storm Sewer Master Plan Implementation |           |         |        |         |           |           |         |         |           |           |           |
| General G.O. Bonds                        | 0         | 0       | 0      | 0       | 1,090,000 | 927,000   | 890,000 | 784,000 | 1,000,000 | 1,740,000 | 6,431,000 |
| Subtotal                                  | 0         | 0       | 0      | 0       | 1,090,000 | 927,000   | 890,000 | 784,000 | 1,000,000 | 1,740,000 | 6,431,000 |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                                     | 2013      | 2014      | 2015 | 2016   | 2017      | 2018    | 2019    | 2020    | 2021      | 2022      | Ten Years |
|---|-----------|-----------|------|--------|-----------|---------|---------|---------|-----------|-----------|-----------|
| 479 Storm water Enterprise Mechanism          |           |           |      |        |           |         |         |         |           |           |           |
| General Capital Outlay                        | 0         | 0         | 0    | 50,000 | 0         | 0       | 0       | 0       | 0         | 0         | 50,000    |
| Subtotal                                      | 0         | 0         | 0    | 50,000 | 0         | 0       | 0       | 0       | 0         | 0         | 50,000    |
| Total Storm Sewer                             | 0         | 0         | 0    | 50,000 | 1,090,000 | 927,000 | 890,000 | 784,000 | 1,000,000 | 1,740,000 | 6,481,000 |
| <b><u>Street Corridor Improvements</u></b>    |           |           |      |        |           |         |         |         |           |           |           |
| 19 Loudon Road (Rte. 9) Corridor Improvements |           |           |      |        |           |         |         |         |           |           |           |
| General G.O. Bonds                            | 0         | 152,500   | 0    | 0      | 900,000   | 0       | 750,000 | 0       | 0         | 0         | 1,802,500 |
| Other Federal                                 | 0         | 1,372,500 | 0    | 0      | 0         | 0       | 0       | 0       | 0         | 0         | 1,372,500 |
| Subtotal                                      | 0         | 1,525,000 | 0    | 0      | 900,000   | 0       | 750,000 | 0       | 0         | 0         | 3,175,000 |
| 35 Route 3 Corridor (North)                   |           |           |      |        |           |         |         |         |           |           |           |
| General Capital Close-out                     | 74,225    | 0         | 0    | 0      | 0         | 0       | 0       | 0       | 0         | 0         | 74,225    |
| General G.O. Bonds                            | 2,120,000 | 2,350,000 | 0    | 0      | 0         | 0       | 0       | 0       | 0         | 0         | 4,470,000 |
| General Impact Fees Traf Dist 1               | 26,000    | 0         | 0    | 0      | 0         | 0       | 0       | 0       | 0         | 0         | 26,000    |
| General Transportation Imprvmt                | 174,000   | 0         | 0    | 0      | 0         | 0       | 0       | 0       | 0         | 0         | 174,000   |
| Subtotal                                      | 2,394,225 | 2,350,000 | 0    | 0      | 0         | 0       | 0       | 0       | 0         | 0         | 4,744,225 |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

PROJECT NUMBER AND DESCRIPTION

| FUND/TYPE                                   | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      | 2022      | Ten Years  |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| 36 Manchester Street Reconstruction         |           |           |           |           |           |           |           |           |           |           |            |
| General G.O. Bonds                          | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 2,250,000 | 3,550,000 | 0         | 5,800,000  |
| General Highway Reserve                     | 0         | 0         | 130,000   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 130,000    |
| Other State                                 | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1,670,000 | 0         | 0         | 1,670,000  |
| Sewer Capital Transfer                      | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 14,000    | 0         | 0         | 14,000     |
| Sewer G.O. Bonds                            | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 170,000   | 0         | 170,000    |
| Water G.O. Bonds                            | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 110,000   | 0         | 110,000    |
| Subtotal                                    | 0         | 0         | 130,000   | 0         | 0         | 0         | 0         | 3,934,000 | 3,830,000 | 0         | 7,894,000  |
| 435 Neighborhood Traffic Improvements       |           |           |           |           |           |           |           |           |           |           |            |
| General Capital Outlay                      | 0         | 25,000    | 0         | 0         | 0         | 25,000    | 0         | 0         | 0         | 25,000    | 75,000     |
| Subtotal                                    | 0         | 25,000    | 0         | 0         | 0         | 25,000    | 0         | 0         | 0         | 25,000    | 75,000     |
| 503 Eastman Street Streetscape Improvements |           |           |           |           |           |           |           |           |           |           |            |
| General Impact Fees Traf Dist 2             | 0         | 0         | 0         | 90,000    | 0         | 0         | 0         | 0         | 0         | 0         | 90,000     |
| Other State                                 | 0         | 0         | 0         | 360,000   | 0         | 0         | 0         | 0         | 0         | 0         | 360,000    |
| Subtotal                                    | 0         | 0         | 0         | 450,000   | 0         | 0         | 0         | 0         | 0         | 0         | 450,000    |
| Total Street Corridor Improvements          | 2,394,225 | 3,900,000 | 130,000   | 450,000   | 900,000   | 25,000    | 750,000   | 3,934,000 | 3,830,000 | 25,000    | 16,338,225 |
| <b>Street Rehabilitation</b>                |           |           |           |           |           |           |           |           |           |           |            |
| 78 Annual Highway Improvement Program       |           |           |           |           |           |           |           |           |           |           |            |
| General Capital Close-out                   | 10,127    | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 10,127     |
| General Highway Reserve                     | 1,100,000 | 1,100,000 | 1,081,600 | 1,447,200 | 1,735,000 | 2,013,600 | 2,245,000 | 2,462,000 | 2,757,300 | 3,169,500 | 19,111,200 |
| Subtotal                                    | 1,110,127 | 1,100,000 | 1,081,600 | 1,447,200 | 1,735,000 | 2,013,600 | 2,245,000 | 2,462,000 | 2,757,300 | 3,169,500 | 19,121,327 |

\*Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                                 | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      | 2022      | Ten Years  |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Total Street Rehabilitation               | 1,110,127 | 1,100,000 | 1,081,600 | 1,447,200 | 1,735,000 | 2,013,600 | 2,245,000 | 2,462,000 | 2,757,300 | 3,169,500 | 19,121,327 |
| <b><u>Streets New Construction</u></b>    |           |           |           |           |           |           |           |           |           |           |            |
| 18 Storrs Street Extension, North & South |           |           |           |           |           |           |           |           |           |           |            |
| General G.O. Bonds                        | 0         | 0         | 0         | 0         | 0         | 0         | 2,200,000 | 2,750,000 | 0         | 0         | 4,950,000  |
| Other Tax Increment Financing             | 430,000 * | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 430,000    |
| Subtotal                                  | 430,000   | 0         | 0         | 0         | 0         | 0         | 2,200,000 | 2,750,000 | 0         | 0         | 5,380,000  |
| 39 Old Loudon Road Relocation             |           |           |           |           |           |           |           |           |           |           |            |
| General G.O. Bonds                        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 750,000   | 0         | 0         | 750,000    |
| Subtotal                                  | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 750,000   | 0         | 0         | 750,000    |
| 40 Langley Parkway                        |           |           |           |           |           |           |           |           |           |           |            |
| General Donations                         | 0         | 0         | 0         | 80,000    | 1,665,000 | 0         | 0         | 0         | 0         | 0         | 1,745,000  |
| General G.O. Bonds                        | 0         | 0         | 0         | 0         | 3,335,000 | 3,000,000 | 0         | 0         | 0         | 0         | 6,335,000  |
| General Impact Fees Traf Dist 3           | 0         | 0         | 0         | 170,000   | 0         | 0         | 0         | 0         | 0         | 0         | 170,000    |
| Subtotal                                  | 0         | 0         | 0         | 250,000   | 5,000,000 | 3,000,000 | 0         | 0         | 0         | 0         | 8,250,000  |
| Total Streets New Construction            | 430,000   | 0         | 0         | 250,000   | 5,000,000 | 3,000,000 | 2,200,000 | 3,500,000 | 0         | 0         | 14,380,000 |

**Water Distribution System**

|                             |        |         |        |         |        |         |        |           |        |         |           |
|-----------------------------|--------|---------|--------|---------|--------|---------|--------|-----------|--------|---------|-----------|
| 84 Clean & Line Water Mains |        |         |        |         |        |         |        |           |        |         |           |
| Water Capital Transfer      | 20,000 | 0       | 20,000 | 0       | 20,000 | 0       | 20,000 | 0         | 20,000 | 0       | 100,000   |
| Water G.O. Bonds            | 0      | 600,000 | 0      | 900,000 | 0      | 650,000 | 0      | 1,040,000 | 0      | 700,000 | 3,890,000 |
| Subtotal                    | 20,000 | 600,000 | 20,000 | 900,000 | 20,000 | 650,000 | 20,000 | 1,040,000 | 20,000 | 700,000 | 3,990,000 |

\*Excluded from Budget Appropriation

CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

PROJECT NUMBER AND DESCRIPTION

| FUND/TYPE                                 | 2013      | 2014      | 2015      | 2016    | 2017      | 2018    | 2019      | 2020    | 2021      | 2022    | Ten Years |
|---|-----------|-----------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|
| 85 Water Main Replacement                 |           |           |           |         |           |         |           |         |           |         |           |
| Water Capital Close-out                   | 29,711    | 0         | 0         | 0       | 0         | 0       | 0         | 0       | 0         | 0       | 29,711    |
| Water Capital Outlay                      | 0         | 0         | 0         | 0       | 0         | 0       | 0         | 20,000  | 0         | 0       | 20,000    |
| Water Capital Transfer                    | 0         | 20,000    | 0         | 20,000  | 0         | 20,000  | 0         | 0       | 0         | 20,000  | 80,000    |
| Water G.O. Bonds                          | 2,270,000 | 0         | 1,500,000 | 0       | 1,530,000 | 0       | 1,900,000 | 0       | 2,470,000 | 0       | 9,670,000 |
| Subtotal                                  | 2,299,711 | 20,000    | 1,500,000 | 20,000  | 1,530,000 | 20,000  | 1,900,000 | 20,000  | 2,470,000 | 20,000  | 9,799,711 |
| 86 Water Main Construction                |           |           |           |         |           |         |           |         |           |         |           |
| Water G.O. Bonds                          | 0         | 1,300,000 | 1,000,000 | 0       | 1,500,000 | 0       | 1,200,000 | 600,000 | 0         | 0       | 5,600,000 |
| Subtotal                                  | 0         | 1,300,000 | 1,000,000 | 0       | 1,500,000 | 0       | 1,200,000 | 600,000 | 0         | 0       | 5,600,000 |
| 124 SCADA Instrumentation Improvements    |           |           |           |         |           |         |           |         |           |         |           |
| Water Capital Transfer                    | 25,000    | 0         | 0         | 25,000  | 0         | 0       | 25,000    | 0       | 0         | 25,000  | 100,000   |
| Subtotal                                  | 25,000    | 0         | 0         | 25,000  | 0         | 0       | 25,000    | 0       | 0         | 25,000  | 100,000   |
| 244 Meter Improvements                    |           |           |           |         |           |         |           |         |           |         |           |
| Water Capital Transfer                    | 101,000   | 104,000   | 101,000   | 104,000 | 81,000    | 70,000  | 73,000    | 76,000  | 100,000   | 125,000 | 935,000   |
| Subtotal                                  | 101,000   | 104,000   | 101,000   | 104,000 | 81,000    | 70,000  | 73,000    | 76,000  | 100,000   | 125,000 | 935,000   |
| 347 Water Storage Tank Repairs            |           |           |           |         |           |         |           |         |           |         |           |
| Water G.O. Bonds                          | 50,000    | 40,000    | 25,000    | 30,000  | 20,000    | 100,000 | 0         | 0       | 4,000,000 | 0       | 4,265,000 |
| Subtotal                                  | 50,000    | 40,000    | 25,000    | 30,000  | 20,000    | 100,000 | 0         | 0       | 4,000,000 | 0       | 4,265,000 |
| 448 Hydrant and Valve Replacement Program |           |           |           |         |           |         |           |         |           |         |           |
| Water Capital Outlay                      | 52,500    | 54,200    | 56,000    | 57,000  | 61,000    | 63,000  | 63,000    | 63,000  | 65,000    | 68,000  | 602,700   |
| Subtotal                                  | 52,500    | 54,200    | 56,000    | 57,000  | 61,000    | 63,000  | 63,000    | 63,000  | 65,000    | 68,000  | 602,700   |

\* Excluded from Budget Appropriation

2013-2022  
CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE  | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2020      | 2021      | 2022       | Ten Years  |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| 451 Leak Detection   |           |           |           |           |           |           |           |           |           |            |            |
| Water Capital Transfer   | 0         | 0         | 0         | 0         | 30,000    | 0         | 0         | 0         | 0         | 0          | 30,000     |
| Subtotal   | 0         | 0         | 0         | 0         | 30,000    | 0         | 0         | 0         | 0         | 0          | 30,000     |
| Total Water Distribution System  | 2,548,211 | 2,118,200 | 2,702,000 | 1,136,000 | 3,242,000 | 903,000   | 3,281,000 | 1,799,000 | 6,655,000 | 938,000    | 25,322,411 |
| <b><u>Water Treatment</u></b>  |           |           |           |           |           |           |           |           |           |            |            |
| 88 Water Production Plant Upgrades   |           |           |           |           |           |           |           |           |           |            |            |
| Water G.O. Bonds   | 160,000   | 470,000   | 550,000   | 360,000   | 200,000   | 2,400,000 | 200,000   | 1,000,000 | 300,000   | 10,250,000 | 15,890,000 |
| Water Investment Fee Reserve   | 140,000   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 140,000    |
| Subtotal   | 300,000   | 470,000   | 550,000   | 360,000   | 200,000   | 2,400,000 | 200,000   | 1,000,000 | 300,000   | 10,250,000 | 16,030,000 |
| 114 Penacook Lake Dam and Spillway Rehabilitation                          |           |           |           |           |           |           |           |           |           |            |            |
| Water Capital Transfer   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 75,000    | 0         | 0          | 75,000     |
| Water G.O. Bonds   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 2,000,000  | 2,000,000  |
| Subtotal   | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 75,000    | 0         | 2,000,000  | 2,075,000  |
| 254 Emergency/Unanticipated Capital Equipment Replacement                  |           |           |           |           |           |           |           |           |           |            |            |
| Water Capital Outlay   | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000     | 500,000    |
| Subtotal   | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 50,000     | 500,000    |
| 321 Water Conservation, Supply Study and Rate Study and Master Plan Update |           |           |           |           |           |           |           |           |           |            |            |
| Water G.O. Bonds   | 0         | 0         | 90,000    | 0         | 0         | 0         | 0         | 200,000   | 0         | 0          | 290,000    |
| Subtotal   | 0         | 0         | 90,000    | 0         | 0         | 0         | 0         | 200,000   | 0         | 0          | 290,000    |

\*Excluded from Budget Appropriation

**CAPITAL IMPROVEMENT PROGRAM  
DETAIL PROJECT LISTING BY PROGRAM**

**PROJECT NUMBER AND DESCRIPTION**

| FUND/TYPE                                | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       | 2020       | 2021       | 2022       | Ten Years   |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| 332 Facility Security Measures           |            |            |            |            |            |            |            |            |            |            |             |
| Water Capital Outlay                     | 5,000      | 5,000      | 5,000      | 5,000      | 5,000      | 5,000      | 5,000      | 5,000      | 5,000      | 5,000      | 50,000      |
| Water Federal                            | 20,000 *   | 20,000     | 20,000     | 20,000     | 20,000     | 20,000     | 20,000     | 20,000     | 20,000     | 20,000     | 200,000     |
| Subtotal                                 | 25,000     | 25,000     | 25,000     | 25,000     | 25,000     | 25,000     | 25,000     | 25,000     | 25,000     | 25,000     | 250,000     |
| 345 Reopen Well Supply at Pump Station 2 |            |            |            |            |            |            |            |            |            |            |             |
| Water G.O. Bonds                         | 0          | 0          | 0          | 0          | 150,000    | 0          | 1,500,000  | 0          | 0          | 0          | 1,650,000   |
| Subtotal                                 | 0          | 0          | 0          | 0          | 150,000    | 0          | 1,500,000  | 0          | 0          | 0          | 1,650,000   |
| 372 Pump Station Improvements            |            |            |            |            |            |            |            |            |            |            |             |
| Water G.O. Bonds                         | 75,000     | 0          | 75,000     | 250,000    | 0          | 0          | 0          | 500,000    | 1,200,000  | 0          | 2,100,000   |
| Subtotal                                 | 75,000     | 0          | 75,000     | 250,000    | 0          | 0          | 0          | 500,000    | 1,200,000  | 0          | 2,100,000   |
| Total Water Treatment                    | 450,000    | 545,000    | 790,000    | 685,000    | 425,000    | 2,475,000  | 1,775,000  | 1,850,000  | 1,575,000  | 12,325,000 | 22,895,000  |
| Grand Total                              | 14,315,175 | 28,914,860 | 25,876,100 | 17,772,800 | 27,479,650 | 28,131,700 | 17,936,200 | 24,567,640 | 26,954,500 | 49,545,600 | 261,494,225 |

\* Excluded from Budget Appropriation



Bus 3-14  
2/28/13  
4-29(E)  
4-33

# CITY OF CONCORD

*In the year of our Lord two thousand and thirteen*

**RESOLUTION** TO APPROPRIATE THE SUM OF EIGHTEENTHOUSAND DOLLARS (\$18,000) FOR THE PURCHASE AND INSTALLATION OF SEVEN SELF-OPERABLE LIFTS AND ACCESSORIES TO BE LOCATED AT EACH OF THE COMMUNITY'S SEVEN SWIMMING POOLS.

*The City of Concord resolves as follows:*

**WHEREAS,** the City of Concord's community pools are currently equipped with manually operated lifts; and

**WHEREAS,** the American's With Disabilities Act of 1990 contained a Safe Harbor Clause that was eliminated in 2010, now requiring each of the lifts to be self-operable prior to the start of the 2013 pool season; and

**WHEREAS,** \$30,000 was approved as a supplemental appropriation for this purpose in Fiscal Year 2012; and

**WHEREAS,** an additional \$18,000 is needed to fully complete this project in accordance with ADA requirements; and

**WHEREAS,** the Director has identified the need to begin work on this project; and

**WHEREAS,** this appropriation is for a purpose not included in the FY2013 adopted budget, therefore Section 37 of the City Charter requires a two thirds roll call vote of the City Council;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Concord that:

1) The sum of.....\$18,000  
be and is hereby appropriated as follows:

General Capital Projects Fund  
General Services  
FY2013 City Wide Recreation Facility Improvements-CIP #63.....\$18,000

2) The sum of.....\$18,000  
be and is hereby available for use as follows:

General Capital Projects Fund  
General Services  
FY2013 City Wide Recreation Facility Improvements-CIP #63  
Self-Insurance Reserve .....\$18,000

- 3) Sums as appropriated shall be expended under the direction of the City Manager.
- 4) The useful life of the improvements is expected to be in excess of five (5) years.
- 5) This resolution shall take effect upon its passage.



# CITY OF CONCORD

TA

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** Earle M. Chesley, P.E., Director, General Services

**DATE:** February 20, 2013

**SUBJECT:** Appropriating the sum of \$18,000; and authorize its expenditure, for the purchase of seven transport devices for self-operable lifts to be located at each of the community's swimming pools.

### Recommendation

The Department recommends the Mayor and City Council set for public hearing an appropriation in the sum of \$ 18,000 for the purchase seven transport devices for self-operable lifts to be located at each of the community's swimming pools.

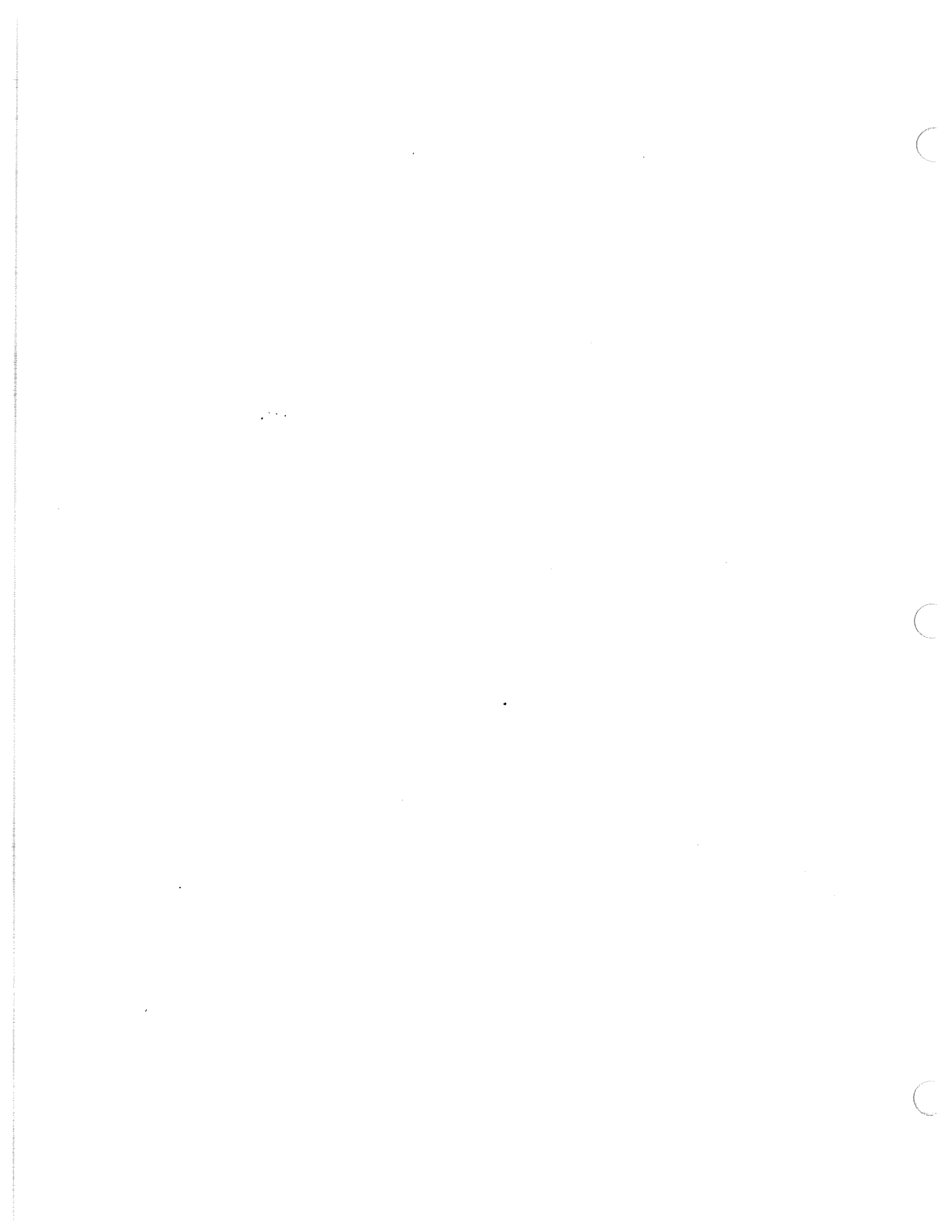
### Background

The American Disability Act passed in 1990 contained a Safe Harbor Clause which provided some relief for municipally owned and operated swimming pools. The Safe Harbor Clause was eliminated in 2010. While each of the community's seven swimming pools are equipped with manually operated lifts, the regulations now require each of these lifts to be self operable prior to the start of the pool season. At their regularly scheduled March, 2012, meeting, the Mayor and City Council, after conducting a public hearing, appropriated \$ 30,000 for the purchase and installation of seven self-operable lifts to be installed at each pool.

### Discussion

Subsequent to City Council's action, the U. S. Department of Justice temporarily suspended the rule that would have required installation of the devices at the pools prior to their opening for the summer 2012 season. Consequently, the project was delayed. The U. S. Department of Justice has since reinstated the rule requiring the installation of the devices prior to this year's summer season. During the interim period, staff noted that each device weighs just over one hundred pounds. These lifts are to be installed daily and stored in the pool house each night. In order to move the device effectively, it is recommended to purchase seven transport devices; one for each pool.

Cc Brian LeBrun, Deputy City Manager Finance  
James Kennedy, Esq., City Solicitor  
Dave Gill, Director of Parks and Recreation



Ordinance No.  
**CITY OF CONCORD**

*In the year of our Lord two thousand and thirteen*

**AN ORDINANCE** amending the CODE OF ORDINANCES; Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I.

**The City of Concord ordains as follows:**

**SECTION I:** Amend the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places; Schedule I, by deleting the following:

| <i>Street</i>    | <i>Side Restricted</i> | <i>From</i>   | <i>To</i>                |
|------------------|------------------------|---|--------------------------|
| District #5 Road | Both                   | 150' West of Dimond Road<br>To include all Paved areas of Roadway | 50' South on Dimond Road |

**SECTION II:** This ordinance shall take effect upon its passage.



# CITY OF CONCORD

T/A

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** David Florence, Parking Manager  
Downtown Parking Committee

**DATE:** February 28, 2013

**SUBJECT:** Referral to Parking Committee – District #5 Road

### Recommendation

Review and accept this report regarding changing the current parking restrictions at the end of District #5 Road.

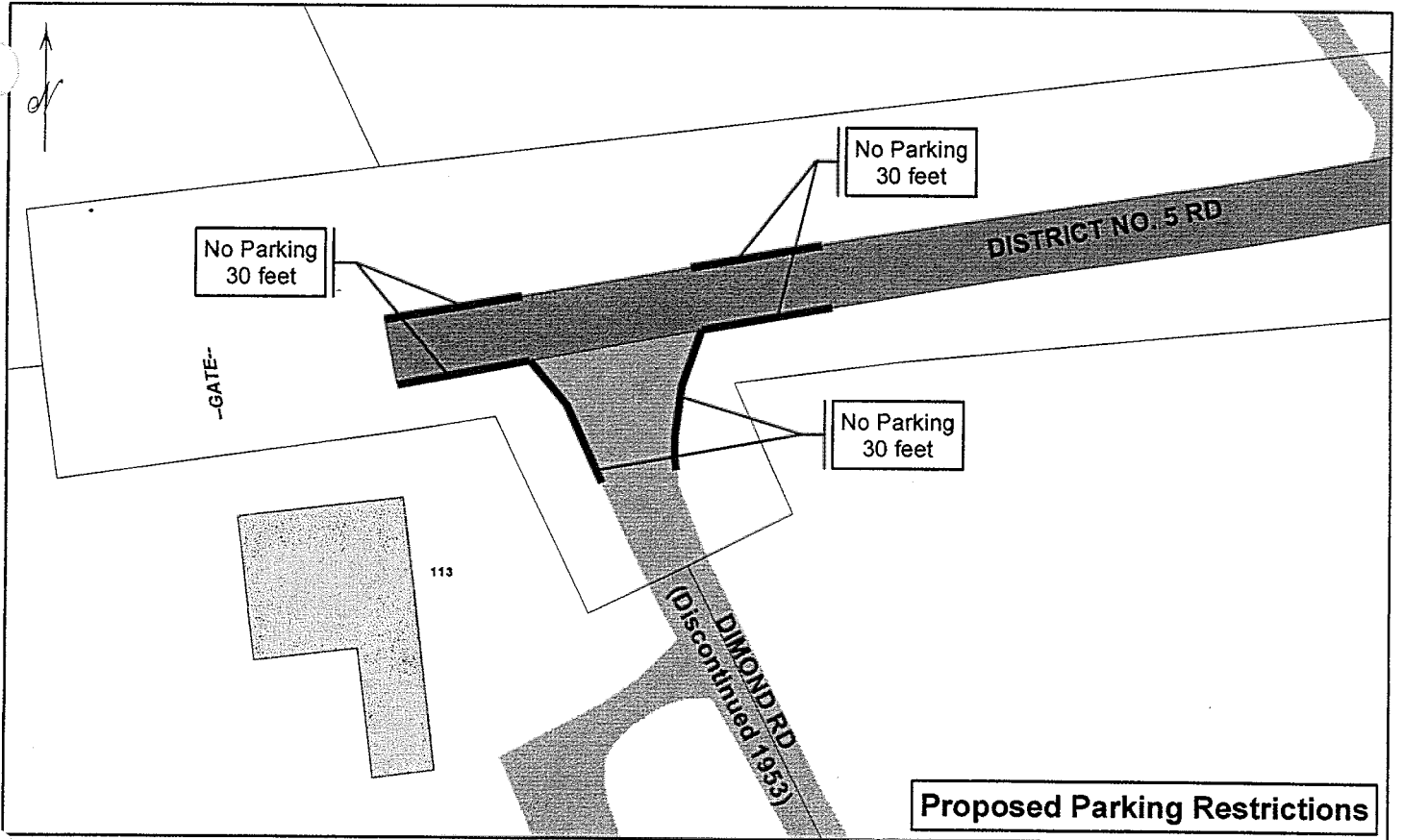
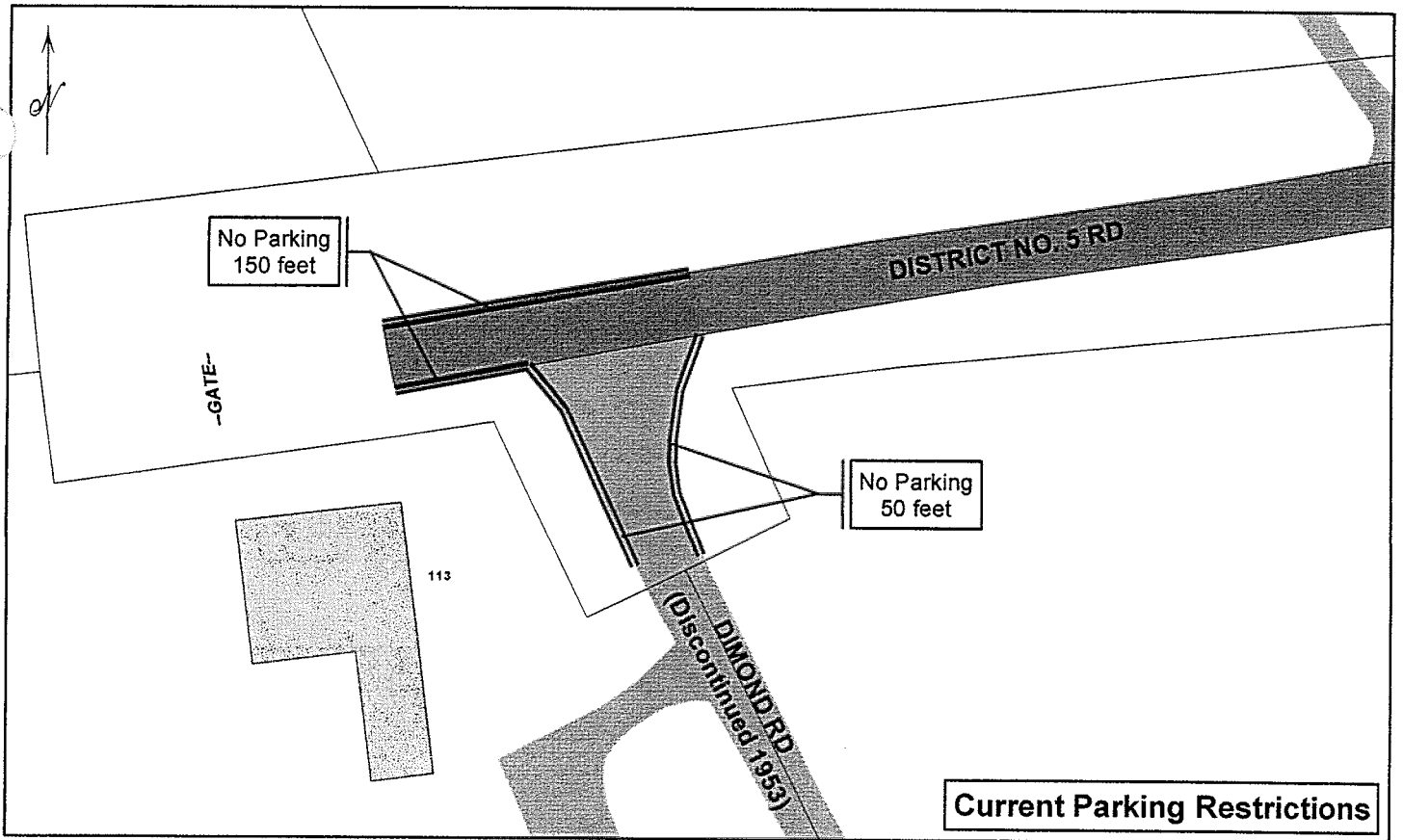
### Background

The Parking Committee in 2005 recommended the installation of a no parking zone at the end of District #5 Road to facilitate a bus turn around. Discussions at the Committee centered around the cities ownership of 150 feet of property west of the intersection with the old Dimond Road and 50 feet south of the intersection and the prohibition of parking to facilitate Concord School District bus turnaround.

### Discussion

The Parking Committee recently was asking to review this ordinance as conditions that were present during its implementation have changed. Currently the Concord School District does not have any students in this area and therefore do not operate a bus and the West End Farm Trail has come online for public use.

The Parking Committee voted unanimously to recommend the deletion of the current ordinance #2626 which prohibits parking 150' west of and 50' south of the intersection of District 5 Road and old Dimond Road. The Committee further recommends the posting of "no parking" signs at the intersection which can be done 30' from the intersection without an ordinance.



# District No. 5 Road

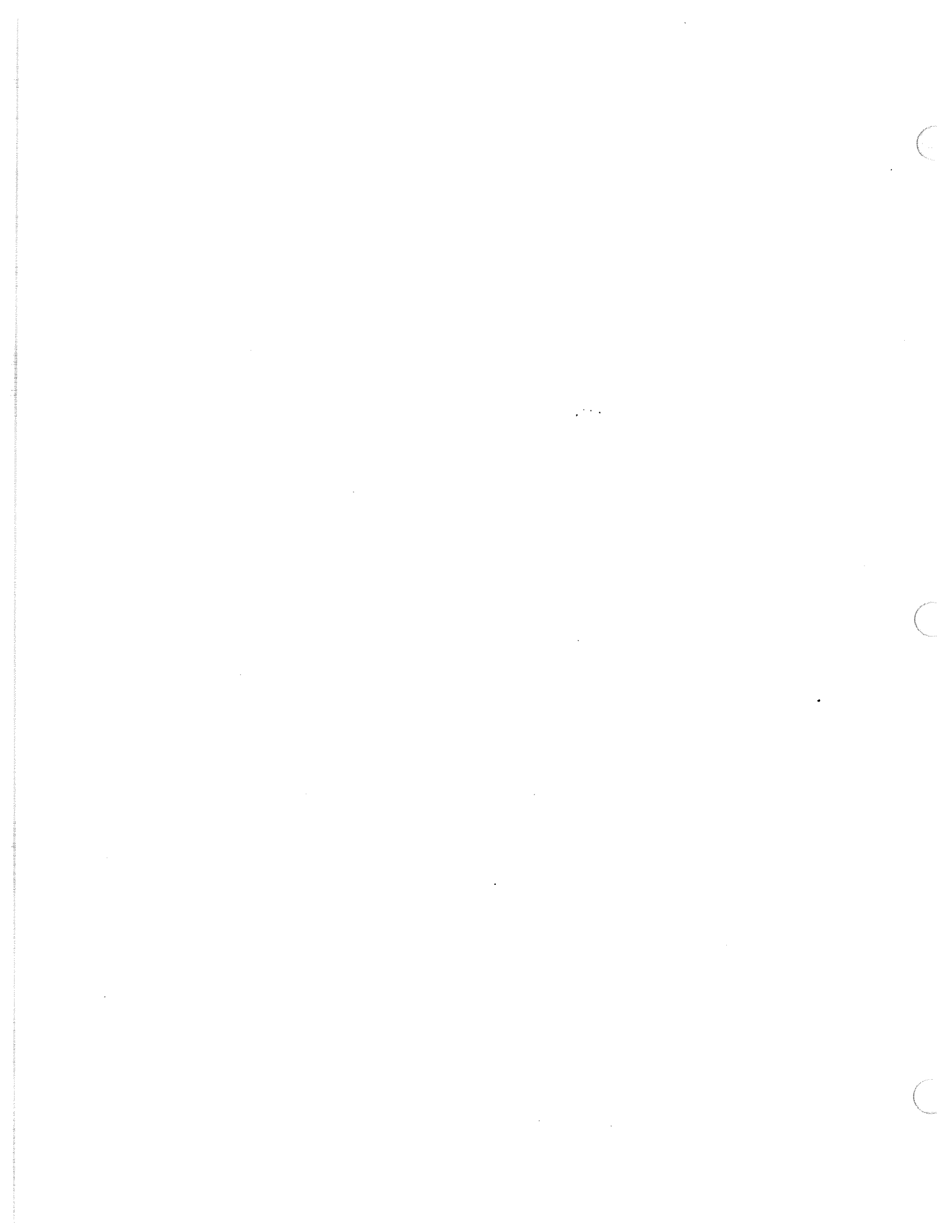
## Proposed Parking Restrictions

City of Concord, New Hampshire

March 4, 2013

### Legend

- |                      |                   |                  |
|----------------------|-------------------|------------------|
| Current Restriction  | Property Boundary | Paved Road       |
| Proposed Restriction | Building          | Unpaved Driveway |





3-16  
4-29(G)  
4-35

# CITY OF CONCORD

*In the year of our Lord two thousand and thirteen*

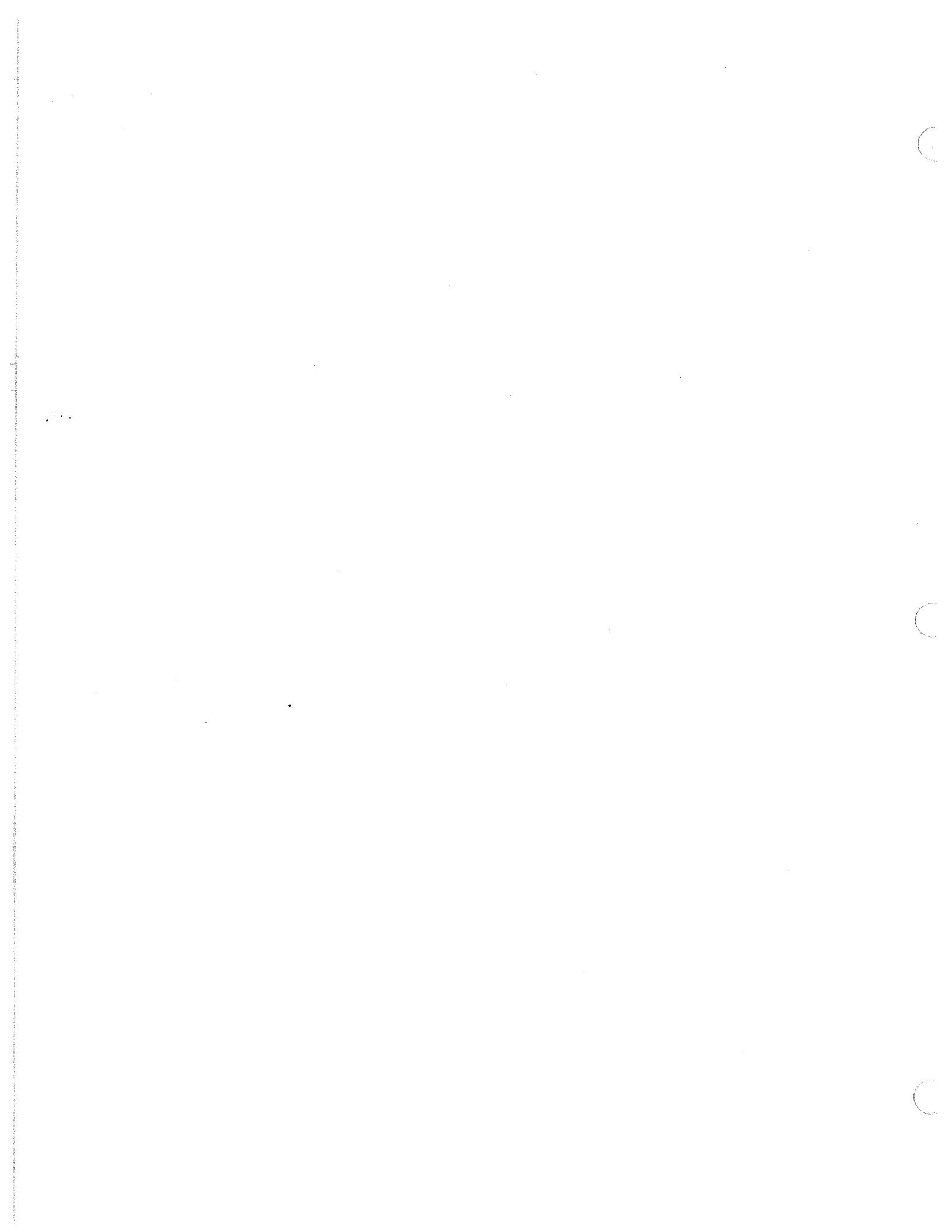
**AN ORDINANCE** amending the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I.

**The City of Concord ordains as follows:**

**SECTION I:** Amend the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I, by adding the following:

| Street       | Side Restricted | From             | To             |
|--------------|-----------------|------------------|----------------|
| Whitney Road | Both            | Hoit Road (US 4) | 400' southerly |

**SECTION II:** This ordinance shall take effect upon its passage.





# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Robert J. Mack, PE, PTOE, Traffic Engineer

**DATE:** February 20, 2013

**SUBJECT:** Report from Engineering Services with a recommendation to amend the Code of Ordinances to prohibit parking along a portion of Whitney Road.

### **Recommendation**

Accept this report and set a public hearing to amend the Code of Ordinances to prohibit parking along both sides of Whitney Road from Hoit Road (US Route 4) to a point 400 feet southerly.

### **Background**

In a letter to City Council dated October 29, 2012, Richard Uchida of Hinckley Allen Snyder LLP, on behalf of Interchange Development, LLC and Drake Petroleum Company, Inc., requested consideration of a no parking zone on Whitney Road in an area to be developed for a convenience store and service station. The proposed development is located on the southeast corner of the Hoit Road (US Route 4)/Whitney Road intersection. On October 17, 2012, the Planning Board granted site plan approval with condition that City Council establishes a no-parking restriction along both sides of Whitney Road near the site frontage. The proposed parking restriction was considered and endorsed by the Parking Committee on January 28, 2013.

### **Discussion**

A locus plan of streets surrounding the proposed service station/convenience store development is attached and illustrates the limits of the proposed parking restriction. A copy of the proposed site plan and off-site improvements is also attached. The proposed site will be accessed by two driveways on Whitney Road: a two-way full-access driveway at the southern end of the site located opposite the existing driveway to Concord Crossing; and a right-turn exit-only driveway at the northern end of the site closer to Hoit Road. Off-site improvements include the addition of left-turn lanes, bicycle shoulders and space for future sidewalk in the vicinity of the site frontage along Whitney. There are currently no parking restrictions along Whitney Road.

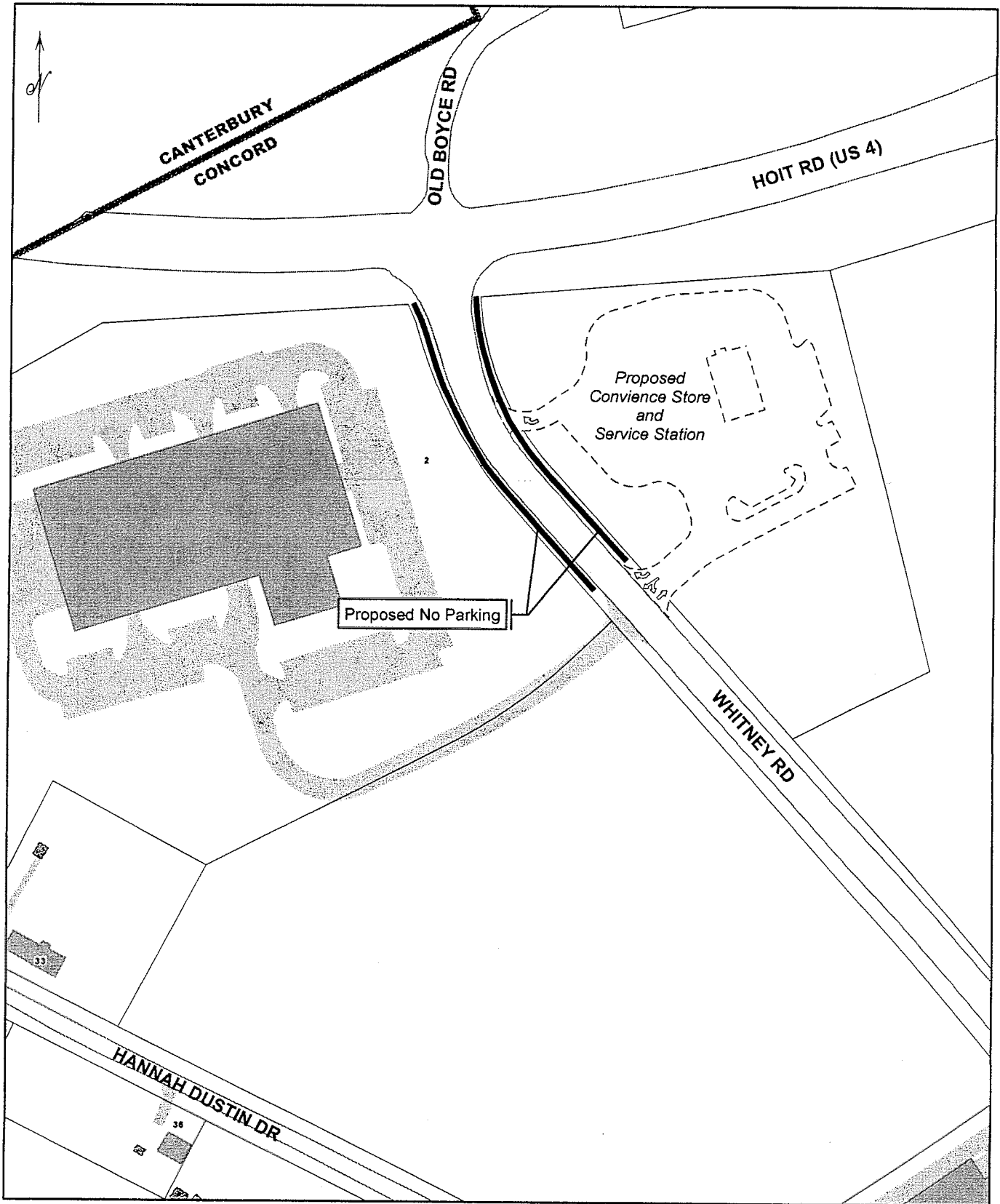
In addition to the gasoline fueling service and convenience store, the site offers truck-fueling pumps as well as a drive-through window for coffee/donut purchases. A concern of

the Planning Board was that some truck drivers might choose to park along Whitney Road and walk into the convenience store rather than park within the site. Such parking along Whitney Road would be deleterious to traffic operation and safety in the area between the Hoit Road intersection and the southerly site driveway. As such, the Planning Board added a condition to its October 17, 2012 site plan approval to prohibit parking along both sides of Whitney Road from Hoit Road (US Route 4) to the southerly site driveway/Concord Crossing driveway intersection, a distance of about 400 feet. Installation of the requisite No Parking signage is part of the development's approved off-site improvement plan and is of no cost to the City.

RJM/rjm

Attachment: Proposed Parking Restriction Map  
Proposed Drake Petroleum, Inc. Site Plan

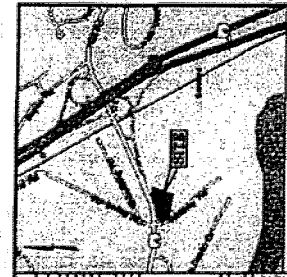
cc: Parking Committee  
John Duval, Police Chief  
Ed Roberge, City Engineer  
Laura Aibel, Associate Engineer  
Gloria McPhearson, City Planner  
Carlos Baia, Deputy City Manager – Development  
Richard Uchida, Hinckley Allen Snyder



**Whitney Road**  
**Proposed Parking Restrictions**  
 City of Concord, New Hampshire  
 February 20, 2013

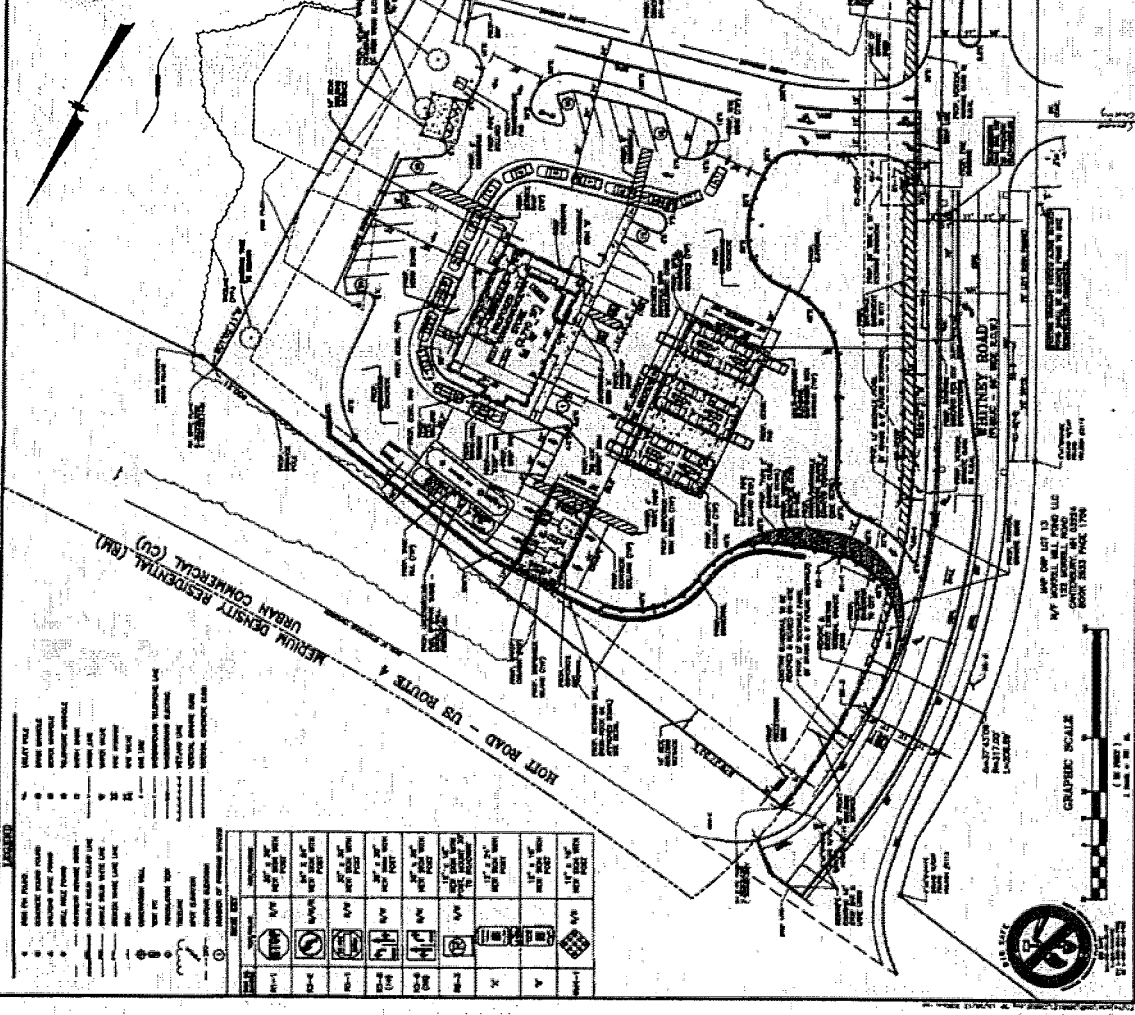
**Legend**

- Proposed Restriction
- Property Boundaries
- Driveways & Parking
- Buildings
- Sidewalk



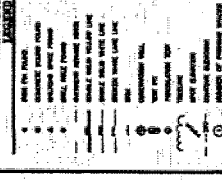
**TABLE OF ZONING REGULATIONS - CONCORD, NH**  
**MEDIA DENSITY RESIDENTIAL (MD)**

| USE                         | MINIMUM LOT AREA | MINIMUM SETBACKS              | MAXIMUM HEIGHT | MAXIMUM NUMBER OF UNITS | MAXIMUM NUMBER OF STORIES | MAXIMUM GROUND COVER | MAXIMUM GARAGE ATTACHMENT | MAXIMUM DRIVEWAY WIDTH | MAXIMUM DRIVEWAY DEPTH | MAXIMUM DRIVEWAY AREA | MAXIMUM DRIVEWAY COVER |
|-----------------------------|------------------|-------------------------------|----------------|-------------------------|---------------------------|----------------------|---------------------------|------------------------|------------------------|-----------------------|------------------------|
| 1. SINGLE-FAMILY DWELLING   | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 2. TWO-FAMILY DWELLING      | 15,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 2                       | 3                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 3. TOWNHOUSE                | 15,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 3                       | 3                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 4. DUPLEX                   | 15,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 2                       | 3                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 5. CONDOMINIUM              | 15,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 3                       | 3                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 6. SMALL BUSINESS OFFICE    | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 7. MEDICAL OFFICE           | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 8. PROFESSIONAL OFFICE      | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 9. LIGHT MANUFACTURING      | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 10. BUSINESS SERVICE        | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 11. COMMERCIAL              | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 12. INDUSTRIAL              | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 13. OFFICE BUILDING         | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 14. RETAIL                  | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 15. RESTAURANT              | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 16. HOTEL                   | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |
| 17. MULTIFAMILY RESIDENTIAL | 10,000           | 25' SIDE, 50' FRONT, 10' REAR | 35'            | 1                       | 2                         | 25%                  | None                      | 10'                    | 15'                    | 100                   | None                   |



- LEGEND**
- 1. MAIN DRIVE
  - 2. SIDE DRIVE
  - 3. TRAILER PARKING
  - 4. SERVICE DRIVE
  - 5. DRIVEWAY
  - 6. DRIVEWAY
  - 7. DRIVEWAY
  - 8. DRIVEWAY
  - 9. DRIVEWAY
  - 10. DRIVEWAY
  - 11. DRIVEWAY
  - 12. DRIVEWAY
  - 13. DRIVEWAY
  - 14. DRIVEWAY
  - 15. DRIVEWAY
  - 16. DRIVEWAY
  - 17. DRIVEWAY
  - 18. DRIVEWAY
  - 19. DRIVEWAY
  - 20. DRIVEWAY
  - 21. DRIVEWAY
  - 22. DRIVEWAY
  - 23. DRIVEWAY
  - 24. DRIVEWAY
  - 25. DRIVEWAY
  - 26. DRIVEWAY
  - 27. DRIVEWAY
  - 28. DRIVEWAY
  - 29. DRIVEWAY
  - 30. DRIVEWAY
  - 31. DRIVEWAY
  - 32. DRIVEWAY
  - 33. DRIVEWAY
  - 34. DRIVEWAY
  - 35. DRIVEWAY
  - 36. DRIVEWAY
  - 37. DRIVEWAY
  - 38. DRIVEWAY
  - 39. DRIVEWAY
  - 40. DRIVEWAY
  - 41. DRIVEWAY
  - 42. DRIVEWAY
  - 43. DRIVEWAY
  - 44. DRIVEWAY
  - 45. DRIVEWAY
  - 46. DRIVEWAY
  - 47. DRIVEWAY
  - 48. DRIVEWAY
  - 49. DRIVEWAY
  - 50. DRIVEWAY
  - 51. DRIVEWAY
  - 52. DRIVEWAY
  - 53. DRIVEWAY
  - 54. DRIVEWAY
  - 55. DRIVEWAY
  - 56. DRIVEWAY
  - 57. DRIVEWAY
  - 58. DRIVEWAY
  - 59. DRIVEWAY
  - 60. DRIVEWAY
  - 61. DRIVEWAY
  - 62. DRIVEWAY
  - 63. DRIVEWAY
  - 64. DRIVEWAY
  - 65. DRIVEWAY
  - 66. DRIVEWAY
  - 67. DRIVEWAY
  - 68. DRIVEWAY
  - 69. DRIVEWAY
  - 70. DRIVEWAY
  - 71. DRIVEWAY
  - 72. DRIVEWAY
  - 73. DRIVEWAY
  - 74. DRIVEWAY
  - 75. DRIVEWAY
  - 76. DRIVEWAY
  - 77. DRIVEWAY
  - 78. DRIVEWAY
  - 79. DRIVEWAY
  - 80. DRIVEWAY
  - 81. DRIVEWAY
  - 82. DRIVEWAY
  - 83. DRIVEWAY
  - 84. DRIVEWAY
  - 85. DRIVEWAY
  - 86. DRIVEWAY
  - 87. DRIVEWAY
  - 88. DRIVEWAY
  - 89. DRIVEWAY
  - 90. DRIVEWAY
  - 91. DRIVEWAY
  - 92. DRIVEWAY
  - 93. DRIVEWAY
  - 94. DRIVEWAY
  - 95. DRIVEWAY
  - 96. DRIVEWAY
  - 97. DRIVEWAY
  - 98. DRIVEWAY
  - 99. DRIVEWAY
  - 100. DRIVEWAY

| TYPE OF DRIVEWAY         | MINIMUM WIDTH | MINIMUM SETBACK |
|--------------------------|---------------|-----------------|
| 1. FRONT DRIVEWAY        | 10'           | 5'              |
| 2. SIDE DRIVEWAY         | 10'           | 5'              |
| 3. REAR DRIVEWAY         | 10'           | 5'              |
| 4. ALLEY DRIVEWAY        | 10'           | 5'              |
| 5. DRIVEWAY TO GARAGE    | 10'           | 5'              |
| 6. DRIVEWAY TO TRAILER   | 10'           | 5'              |
| 7. DRIVEWAY TO LOT       | 10'           | 5'              |
| 8. DRIVEWAY TO STREET    | 10'           | 5'              |
| 9. DRIVEWAY TO DRIVEWAY  | 10'           | 5'              |
| 10. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 11. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 12. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 13. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 14. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 15. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 16. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 17. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 18. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 19. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 20. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 21. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 22. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 23. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 24. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 25. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 26. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 27. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 28. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 29. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 30. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 31. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 32. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 33. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 34. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 35. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 36. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 37. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 38. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 39. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 40. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 41. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 42. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 43. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 44. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 45. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 46. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 47. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 48. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 49. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |
| 50. DRIVEWAY TO DRIVEWAY | 10'           | 5'              |



**NOTES:**

1. ALL DRIVEWAYS MUST BE CONCRETE, 12" THICK.
2. ALL DRIVEWAYS MUST BE 10' WIDE.
3. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE CURB.
4. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE PROPERTY LINE.
5. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
6. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
7. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
8. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
9. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
10. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
11. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
12. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
13. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
14. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
15. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
16. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
17. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
18. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
19. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
20. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
21. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
22. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
23. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
24. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
25. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
26. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
27. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
28. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
29. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
30. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
31. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
32. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
33. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
34. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
35. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
36. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
37. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
38. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
39. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
40. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
41. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
42. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
43. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
44. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
45. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
46. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
47. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
48. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
49. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.
50. ALL DRIVEWAYS MUST BE 5' SETBACK FROM THE DRIVEWAY.

**RECEIVED**

DATE: 10/13/10

TIME: 10:30 AM

OFFICE: CIVIL ENGINEERING

PROJECT: MAP ONE LOT 6

CONTRACT NO.: 10-010

PROJECT NO.: 10-010

REVISION: 10/13/10

BY: J. J. JONES

CHECKED: J. J. JONES

APPROVED: J. J. JONES

**SITE PLAN**

DRAKE PETROLEUM COMPANY, INC.

1000 MAIN STREET, CONCORD, NH 03301

PROJECT NO. 10-010

DATE: 10/13/10

TIME: 10:30 AM

OFFICE: CIVIL ENGINEERING

PROJECT: MAP ONE LOT 6

CONTRACT NO.: 10-010

PROJECT NO.: 10-010

REVISION: 10/13/10

BY: J. J. JONES

CHECKED: J. J. JONES

APPROVED: J. J. JONES

MAP ONE LOT 6  
 3.578 ± AC.  
 1000 MAIN STREET  
 CONCORD, NH 03301



# CITY OF CONCORD

## REPORT TO MAYOR AND THE CITY COUNCIL

**FROM:** David Florence, Parking Manager  
Downtown Parking Committee

**DATE:** February 28, 2013

**SUBJECT:** Referral to Parking Committee – Whitney Road

### Recommendation

Review and accept this report regarding the creation of a “no parking zone” on Whitney Road.

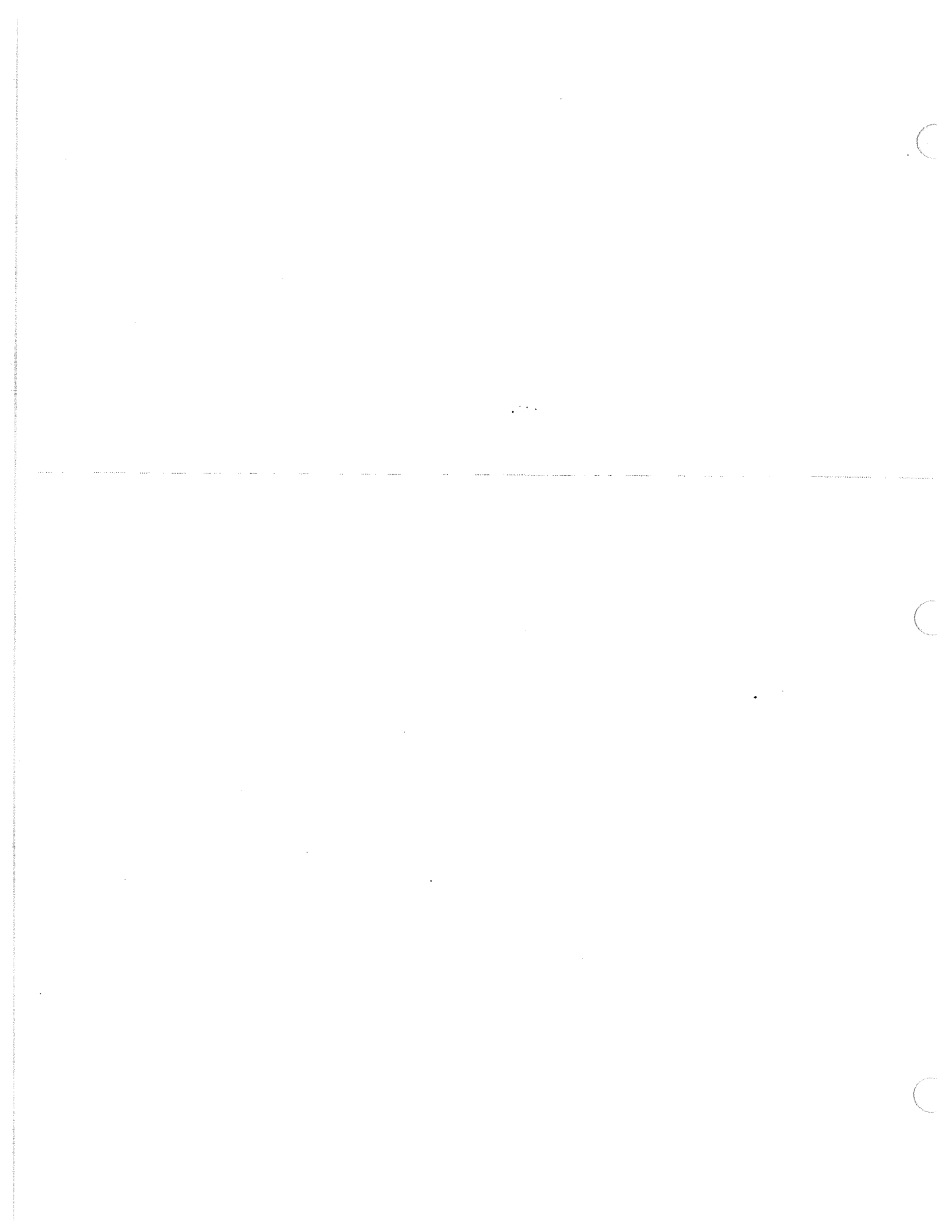
### Background

The Parking Committee received a referral from Mr. Richard Uchida on behalf of Interchange Development, LLC and Drake Petroleum Company, Inc requesting a no parking zone on Whitney Road. This request was part of a City of Concord Planning Board approval for the development of a convenience store and service station.

### Discussion

On January 28, 2013 the Parking Committee heard testimony from the City of Concord Traffic Engineer Rob Mack. Mr. Mack reviewed a Cite Plan for a convenience station on Whitney Road. The Planning Board has approved the plan, contingent to an ordinance change that would ban parking for 400 feet on both sides of Whitney Rd from the intersection of Route 4.

Mr. Mack indicated that the “no parking zone” would become effective upon construction. The Parking Committee unanimously recommended approval. This ordinance will be presented to the City Council by report from the Traffic Engineer.





3-17  
4-29(H)  
4-36

# CITY OF CONCORD

---

*In the year of our Lord two thousand and thirteen*

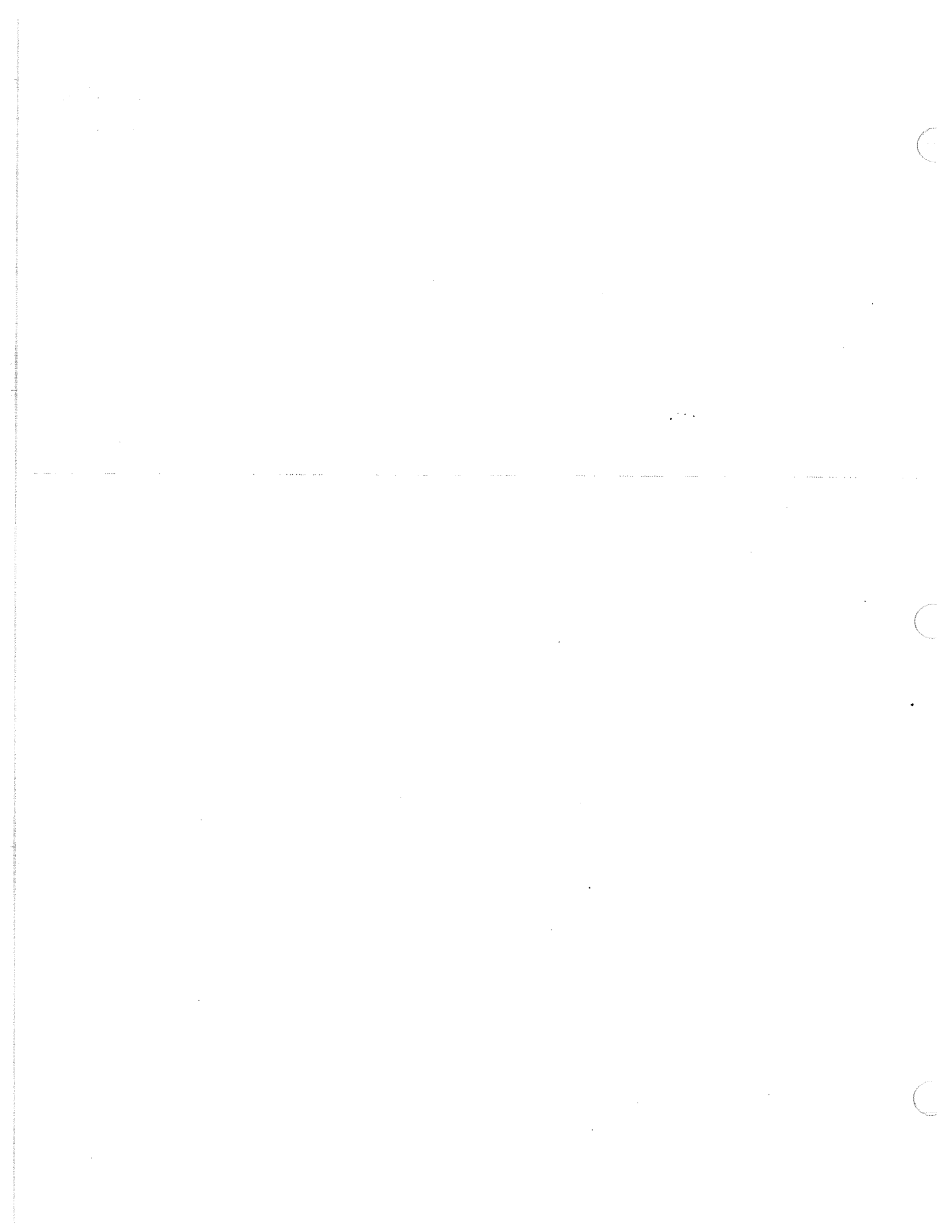
**AN ORDINANCE** amending the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I.

**The City of Concord ordains as follows:**

**SECTION I:** Amend the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 18, Parking; Article 18-1, Stopping, Standing, and Parking; Section 18-1-6, Parking Prohibited at All Times in Designated Places, Schedule I, by adding the following:

| Street         | Side Restricted | From            | To                              |
|----------------|-----------------|-----------------|---------------------------------|
| Bradley Street | Both            | Penacook Street | Northerly end of Bradley Street |

**SECTION II:** This ordinance shall take effect upon its passage.





# CITY OF CONCORD

TAA

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Robert J. Mack, PE, PTOE, Traffic Engineer

**DATE:** February 20, 2013

**SUBJECT:** Report from Engineering Services with a recommendation to amend the Code of Ordinances to prohibit parking and designate a one-way restriction along a portion of Bradley Street north of Penacook Street.

### Recommendation

Accept this report and set a public hearing to amend the Code of Ordinances to:

1. Prohibit parking along both sides of Bradley Street from Penacook Street northerly to the end of the street at Kimball Park; and
2. Create a one-way northbound traffic restriction along Bradley Street from the intersection with both the Boys & Girls Club and Rite Aid driveways northerly to the end of the street at Kimball Park.

### Background

The Boys & Girls Club of Concord plans to redevelop its site on Bradley Street to include a building expansion as well as improvements to parking and traffic circulation for users of both the club as well as Kimball Park. The proposed redevelopment plan includes the reconstruction of the cul-de-sac portion of Bradley Street northerly of Penacook Street to provide improved vehicle, bicycle and pedestrian access to the site and the park. On August 15, 2012, the Planning Board granted site plan approval with condition that City Council establishes a no-parking restriction along both sides of Bradley Street north of Penacook Street as well as restricts the northerly portion of Bradley Street to a one-way northbound direction adjacent to the Boys & Girls Club parking area. The proposed parking restriction was considered and endorsed by the Parking Committee on January 28, 2013.

### Discussion

A locus plan of streets surrounding the proposed Boys & Girls is attached and illustrates the limits of the proposed parking and one-way restrictions. Presently, the roughly 500-foot long segment of Bradley Street north of Penacook Street is a cul-de-sac street that provides access to a 13-space parking area adjacent to Kimball Park; access to a small parking lot

adjacent the Boys & Girls Club; access to a rear driveway to the Rite Aid site; and on-street parking for public use.

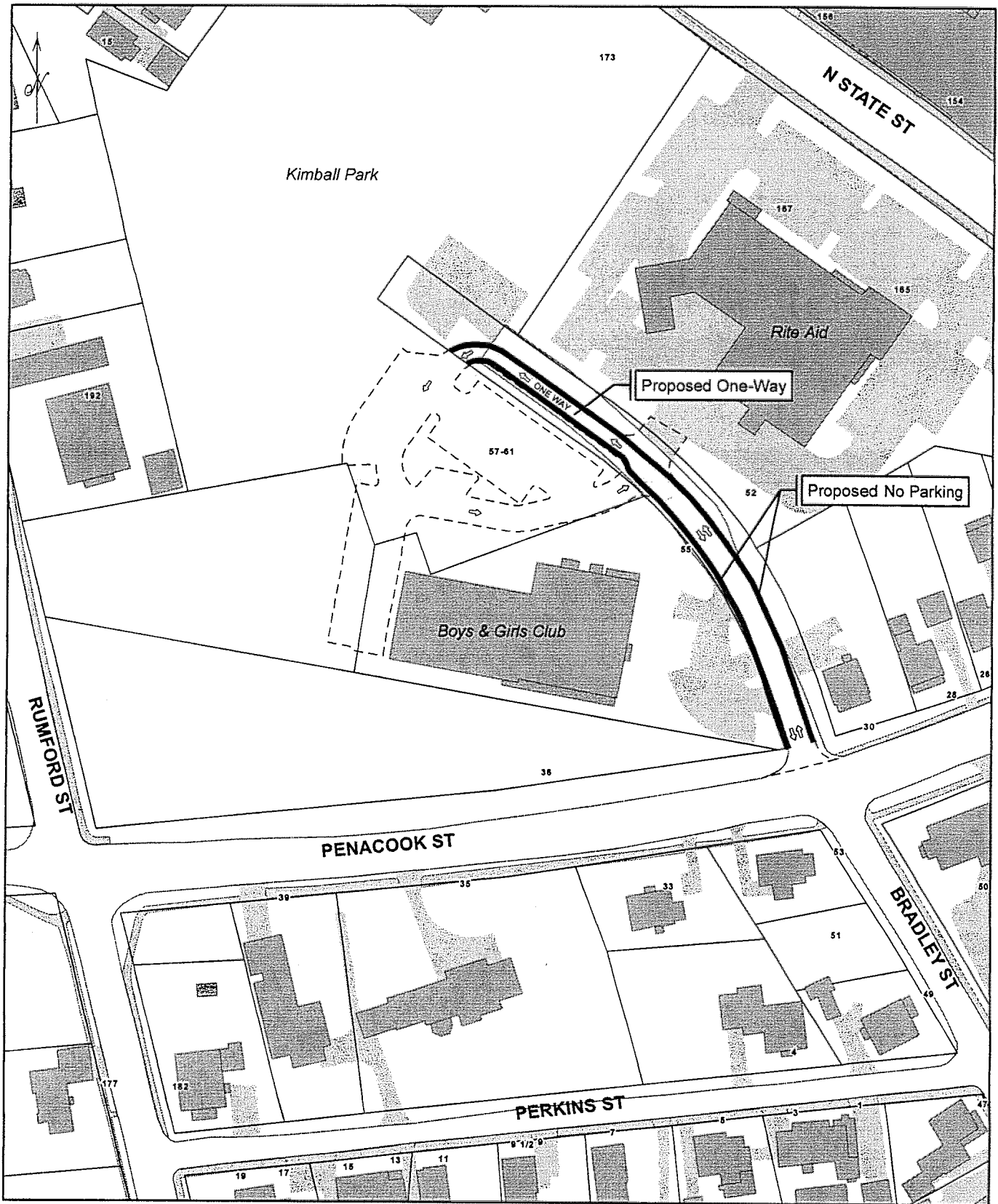
The proposed site redevelopment is illustrated on the attached site plan. Bradley Street will be reconstructed to provide a 22-foot wide two-way street from Penacook Street to the joint intersection of the proposed site parking exit drive and the rear access drive to Rite Aid. North of this point, Bradley Street becomes a 16-foot wide one-way road which develops a one-way counterclockwise circulation through the proposed parking area at the Boys & Girls Club. The proposed lane widths along Bradley Street do not accommodate parking. The proposed parking lot provides 45 spaces, 9 of which are dedicated to Kimball Park visitors, although it is anticipated that visitors to both the club and the park will share the entire lot. An 8-foot wide multi-use paved path will be constructed along the east side of Bradley Street and is wide enough to accommodate both bicycle and pedestrian travel, making Bradley Street 'complete street' compliant.

The Planning Board granted site plan approval on August 15, 2012 with conditions that City Council establishes a no-parking restriction along both sides of Bradley Street north of Penacook Street as well as restrict the northerly portion of Bradley Street to a one-way northbound direction adjacent to the Boys & Girls Club parking area. The proposed parking restriction was considered and endorsed by the Parking Committee on January 28, 2013. Installation of the requisite No Parking and One-Way signage is part of the development's approved off-site improvement plan and is of no cost to the City.

RJM/rjm

Attachments: Proposed Parking Restriction Map  
Proposed Boys & Girls Club Site Plan

cc: Parking Committee  
John Duval, Police Chief  
Ed Roberge, City Engineer  
Laura Aibel, Associate Engineer  
Gloria McPhearson, City Planner  
Carlos Baia, Deputy City Manager – Development  
Richard Uchida, Hinkley Allen Snyder



# Bradley Street

**Proposed Parking and One-Way Restrictions**  
 City of Concord, New Hampshire  
 February 20, 2013

| Legend |                      |
|--------|----------------------|
|        | Proposed Restriction |
|        | Property Boundaries  |
|        | Buildings            |
|        | Driveways & Parking  |
|        | Sidewalk             |



NOT ISSUED FOR CONSTRUCTION

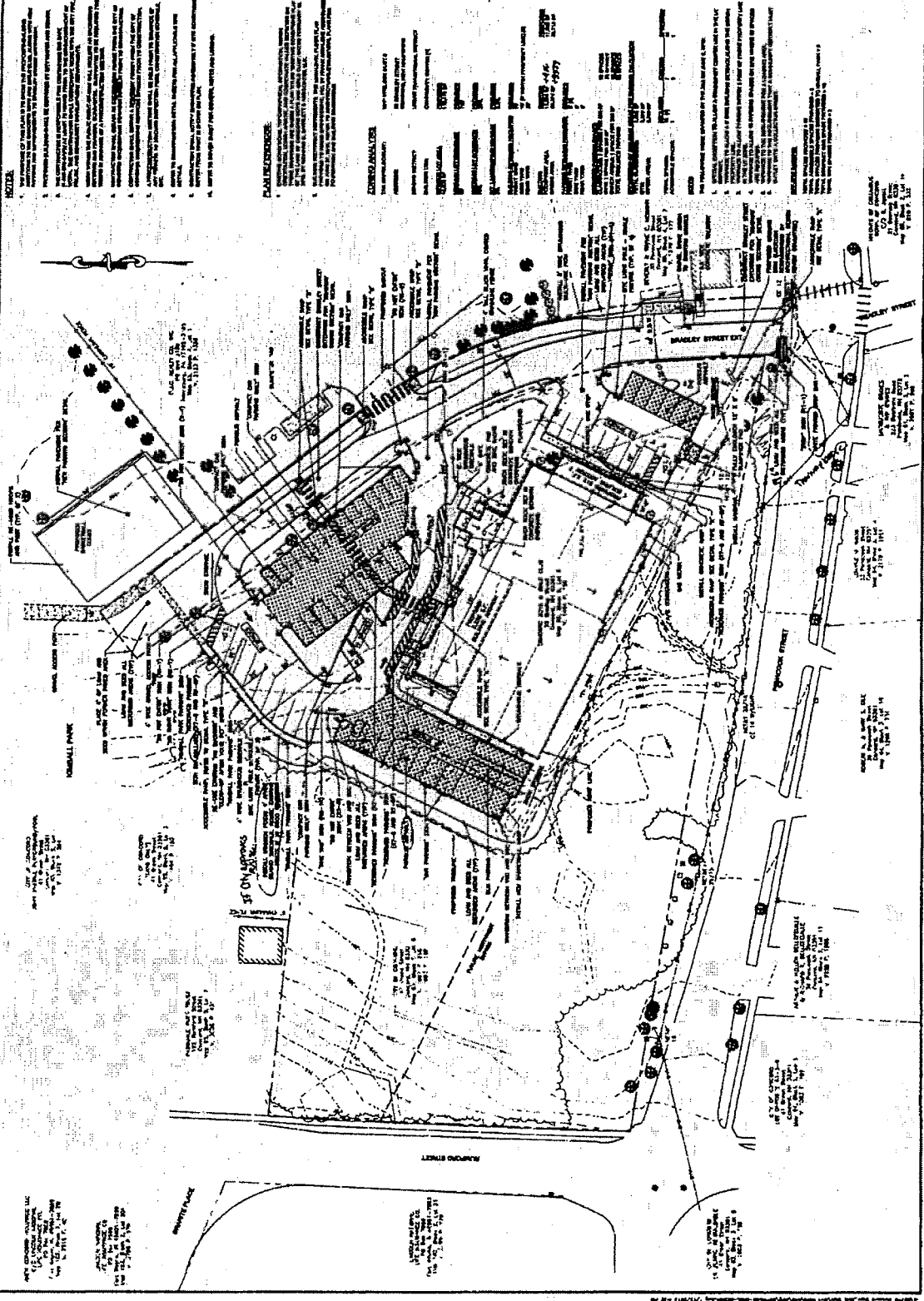
CONCORD BOYS AND GIRLS CLUB  
85 BRADLEY STREET  
CONCORD, NEW HAMPSHIRE

|     |      |                      |
|-----|------|----------------------|
| NO. | DATE | REVISIONS TO BE MADE |
| 1   |      |                      |
| 2   |      |                      |
| 3   |      |                      |
| 4   |      |                      |
| 5   |      |                      |
| 6   |      |                      |
| 7   |      |                      |
| 8   |      |                      |
| 9   |      |                      |
| 10  |      |                      |

DATE: JUNE 1976  
DESIGNED BY: JAMES R. BROWN  
DRAWN BY: JAMES R. BROWN  
CHECKED BY: JAMES R. BROWN  
APPROVED BY: JAMES R. BROWN  
CONCORD, NEW HAMPSHIRE  
SHEET TITLE: PROPOSED SITE PLAN

RECEIVED  
MAY 11 1976  
Planning Division  
CONCORD, NH

SHEET  
C-2  
OF 11



Concord Boys & Girls Club  
Brady Street  
Pl. No. 41997 12, 1976

3-18

4-29(I

4-37

# CITY OF CONCORD

---

*In the year of our Lord two thousand and thirteen*

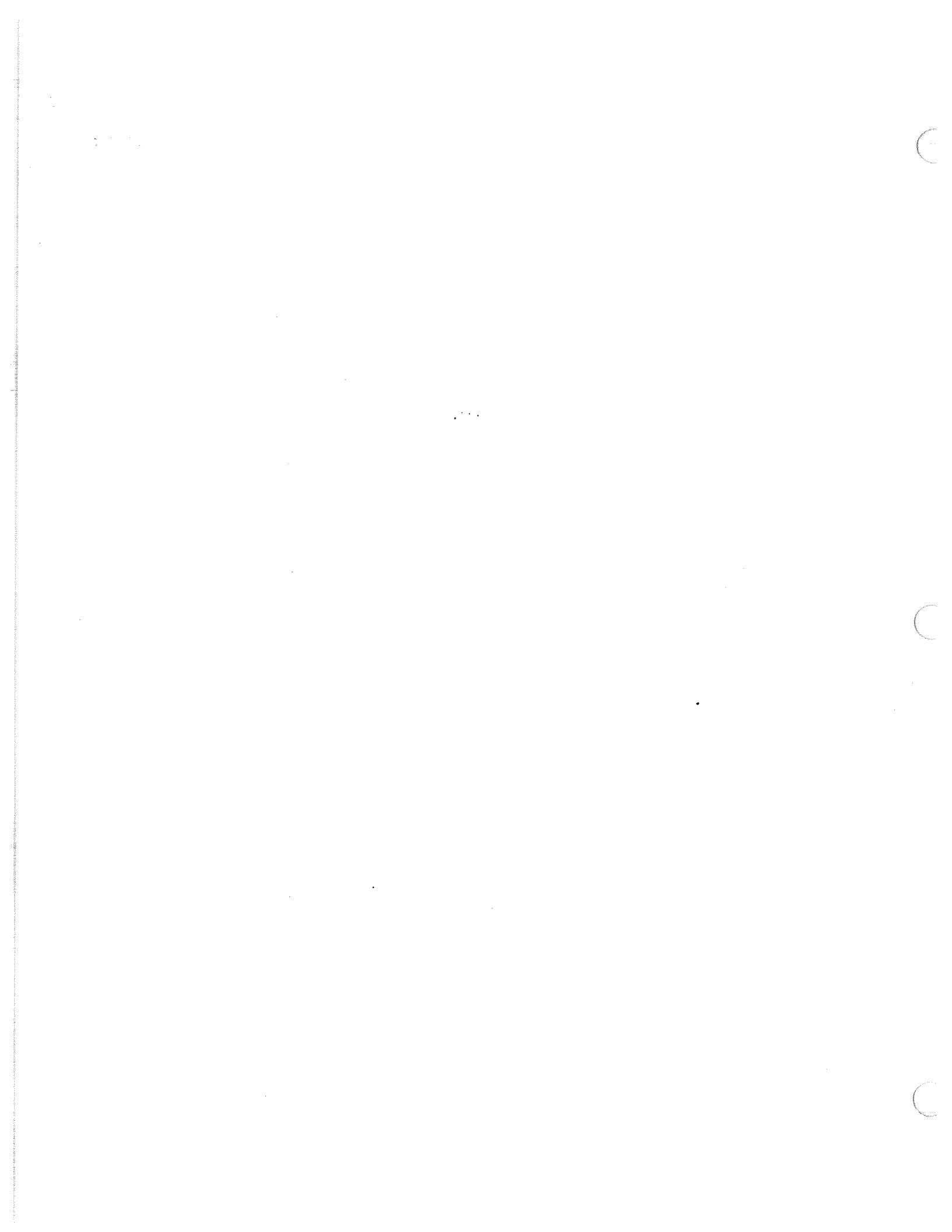
**AN ORDINANCE** amending the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Section 17-4-3, One-Way Streets, Schedule VI.

**The City of Concord ordains as follows:**

**SECTION I:** Amend the CODE OF ORDINANCES, Title II, Traffic Code; Chapter 17, Vehicles and Traffic; Section 17-4-3, One-Way Streets; Schedule VI, by adding the following:

| Street         | From                             | To                                  | Direction of Travel |
|----------------|----------------------------------|-------------------------------------|---------------------|
| Bradley Street | 270' north of<br>Penacook Street | Northerly end of<br>Penacook Street | North               |

**SECTION II:** This ordinance shall take effect upon its passage.





# CITY OF CONCORD

*In the year of our Lord two thousand and twelve*

**RESOLUTION** RESOLUTION APPROVING THE GRANTING OF A CONSERVATION EASEMENT TO THE SOCIETY FOR THE PROTECTION OF NEW HAMPSHIRE FORESTS (SPNHF) ON APPROXIMATELY 114 ACRES OF LAND SOUTHERLY AND EASTERLY OF GULLY HILL ROAD, AS APPROVED BY THE CONSERVATION COMMISSION.

*The City of Concord resolves as follows:*

**WHEREAS,** on April 12, 2004, the City adopted the provisions of RSA 36-A re-establishing the Concord Conservation Commission with the power to acquire in the name of the City, subject to the approval of the local governing body, by gift, purchase, grant, bequest, devise, lease, or otherwise, the fee in such land or water rights, or any lesser interest, development right, easement, covenant, or other contractual right including conveyances with conditions, limitations or reversions, as may be necessary to acquire, maintain, improve, protect, or limit the future use of or otherwise conserve and properly utilize open spaces and other land and water areas within the City; and

**WHEREAS,** between 2007 – 2010 the City acquired approximately 114 acres southerly of Gully Hill Road including parcels 110/6/9, 110/6/10, 110/6/11, 110/6/12, 114/1/8, 114/1/3, 114/1/6 and 110/6/14 for open space purposes, with funds available in the Conservation Trust Fund; and

**WHEREAS,** this land includes agricultural land of statewide and local importance and is also located within the floodplain of the Merrimack River; and

**WHEREAS,** the property is leased to local farmers and is currently in agricultural use, the lease revenues will be used to assist maintenance of the parcel, or otherwise be placed in the Conservation Fund; and

**WHEREAS,** the Master Plan 2030 includes the following goals: "To preserve prime and significant agricultural soils for agricultural uses, and to encourage the retention and diversification of agricultural uses within the City"; and

**WHEREAS,** the Conservation Commission, under the provision of RSA 36-A, conducted a public hearing after which the Conservation Commission members voted unanimously in the affirmative to recommend the conveyance of a conservation easement in the name of the City of Concord to the SPNHF on the above-cited parcels, as a means of ensuring the permanent protection and stewardship of said parcels; and for which the Conservation Commission intends to pay the standard SPNHF one-time stewardship fee for the acceptance and long-term monitoring of the conservation easement in the amount of \$10,000, from the Conservation Trust Fund property management account, as appropriated in the Fiscal Year 2012 budget;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Concord that:

- 1) This resolution shall be effective upon its passage.

C

C

C



# CITY OF CONCORD

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** CONCORD CONSERVATION COMMISSION

**DATE:** May 28, 2012

**SUBJECT:** Resolution approving the granting of a conservation easement to the Society for the Protection of New Hampshire Forests (SPNHF) on approximately 114 acres of land southerly and easterly of Gully Hill Road, as approved by the Conservation Commission.

### Recommendation

Authorize the City Manager to grant a conservation easement to the Society for the Protection of New Hampshire Forests (SPNHF) on approximately 114 acres of land southerly and easterly of Gully Hill Road.

### Background

In 2004, the Conservation Commission and the SPNHF began a dialogue about protecting the prime farmland south of Gully Hill Road which belonged to the Bartlett Family Trust, the Keith G. Richard Trust, and the Towle Special Trust. The preservation of the Bartlett dairy farm on Josiah Bartlett Road was also part of this discussion. SPNHF took the lead on discussions with the Bartletts about the family farm, while the Commission proceeded to contact the Bartletts, Keith Richard, and the Towles, regarding the possible acquisition of approximately 114 acres of land southerly of Gully Hill Road and northerly of Terrill Park. The land contains important agricultural soils, is located in the floodplain with extensive frontage along the Merrimack River and is within close proximity to downtown Concord. The Commission began negotiations with the property owners in 2007, and purchased the southerly 40 acres from Keith G. Richard Trust. Mr. Richard conditioned the sale of his land on a lease back to allow him to continue farming the property.

In 2007, the Towle Special Trust sold its property, which was an undivided half interest in the 29 acres at the northern edge of this area, to Jeffrey S. Larrabee, who approached the Commission in September 2008 about selling his interest in this parcel. In March of 2009, the City purchased the 29 acres from Mr. Larrabee and the Bartlett family, who each owned a half interest in the parcel. The tillable acreage was then leased back to the Bartlett family.

At that time the City also secured an option to purchase the balance of the Bartlett lands (45+/- acres) in the future. The Bartlett family is in its fourth generation of dairy farming in Concord on Josiah Bartlett

Road, and they also conditioned the future sale of the remaining 45 acres on the lease back of the agricultural land. In 2010, the City purchased the remaining 45 acres from the Bartlett family and entered into a long term lease with the Bartletts to allow them to continue farming the land.

The Conservation Commission held a public hearing on August 11, 2010, and voted unanimously to convey a conservation easement on the all of the city-owned open space land southerly of Gully Hill Road and to pay the stewardship fee of \$10,000 from funds available in the Conservation Trust Fund, to the SPNHF for the granting of the conservation easement. The \$10,000 stewardship fee and any closing costs would be paid for from the funds available on deposit in the Conservation Trust Funds, as appropriated for land protection projects in the fiscal year 2012 budget.

The City Council discussed the conveyance of the conservation easement during the public hearing in 2010 for the acquisition of the Bartlett property. The Council decided to authorize the purchase of the land but asked the Conservation Commission to work with SPNHF to develop a draft conservation easement that the Council would vote on at a later date.

### **Proposed Conservation Easement**

The City now owns all of the agricultural/floodplain land southerly of Gully Hill Road and northerly of Terrill Park. This land was identified in the Master Plan as a priority area for protection due to its prime agricultural soils, substantial wetlands, valuable wildlife habitat, location within the floodplain, and the potential for trails and access to the river for outdoor recreation. Because the property is such an important natural and recreational resource for the City, the Commission agreed that it would benefit from the added level of protection that conservation easement would offer.

The conservation easement would ensure that the prime agricultural soils as well as the natural and recreational resources are protected in perpetuity. SPNHF would assume the responsibility of the land stewardship for the property. If the easement is conveyed, the City would pay a one-time stewardship fee of \$10,000 to SPNHF as a contribution towards the stewardship responsibilities. These responsibilities include annual monitoring to make sure the property is being managed in a way that is consistent with the terms of the easement. Conservation easements have been conveyed to SPNHF on the City-owned agricultural lands off of West Portsmouth Street and Locke Road. A fact sheet published by SPNHF with answers to commonly asked questions and concerns regarding conservation easements has been included in this report for your review.

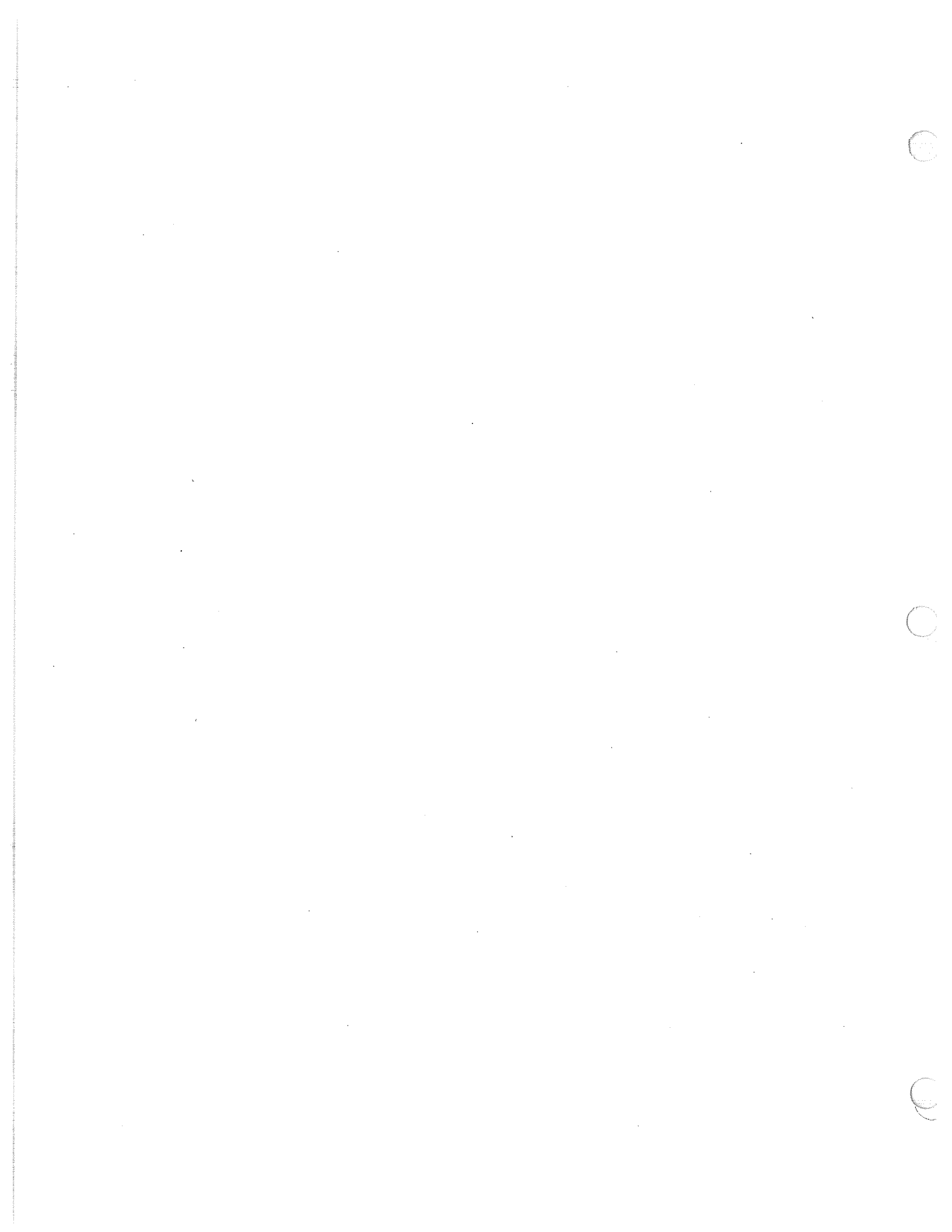
The Commission has worked with SPNHF to develop a proposed conservation easement for the property. The easement includes the standard language that prohibits development and further subdivision of the property and restricts the use of the land for industrial and commercial purposes. The easement would permit agricultural, forestry, and passive non-motorized recreational uses and other uses that would not be detrimental to the conservation purposes of the easement. The easement also includes specific language to addresses the following areas in more detail:

- **Public Events** - The City may hold public events on the property. The event could include the installation of temporary shelters, tents, staging, utilities such as electric power, and provide for the parking of vehicles and the installation of temporary sanitation facilities such as chemical toilets. The easement restricts the length of any one event to 10 days.


- Construction of Shared-Use Path - The City may construct and maintain a paved 12-foot wide shared use path together with a boardwalk and associated drainage improvements within the easement area. The easement would restrict the location of the trail to an area between 250 feet and 50 feet from top of the bank of the Merrimack River at the time of construction.
- Construction of Small Parking Area - The City may construct a small parking area (8,000 sq. ft. or less) to support the recreational users of the property.
- Construction of Recreational Amenities – Trails, kiosks, docks, boardwalks and bridges may all be constructed on the property.
- Buffer to the Merrimack River – The easement provides for a 75-foot protective buffer to the Merrimack River. The natural vegetation existing within 75 feet of the top of the bank along the Merrimack River will need to remain undisturbed. The vegetation within the buffer can be thinned or pruned to open up scenic view of the river or to manage the health of the vegetation. The buffer can also be disturbed to accommodate the construction and maintenance of recreational trails.
- Installation of Temporary Structures - Agricultural or forestry related structures and temporary structures related to special events may be located within an area that is outside of the 250-foot shoreland setback and the 50 foot buffer to jurisdictional wetland areas (See attached map). The City may also permit the installation of temporary agricultural structures such as hoop houses, provided that the total impervious surface does not exceed 100,000 sq. ft. and that the impervious coverings be installed no earlier than October 15 of each year and removed no later than June 1.
- Maintenance of Existing Roads - The City would be able to continue to maintain, repair, improve, and use all roads which exist on the property today. New roads would need to be located outside the 50-foot wetland buffer and the 75-foot vegetative buffer to the Merrimack River at the time of construction.

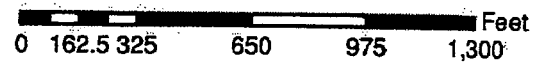
### **Summary**

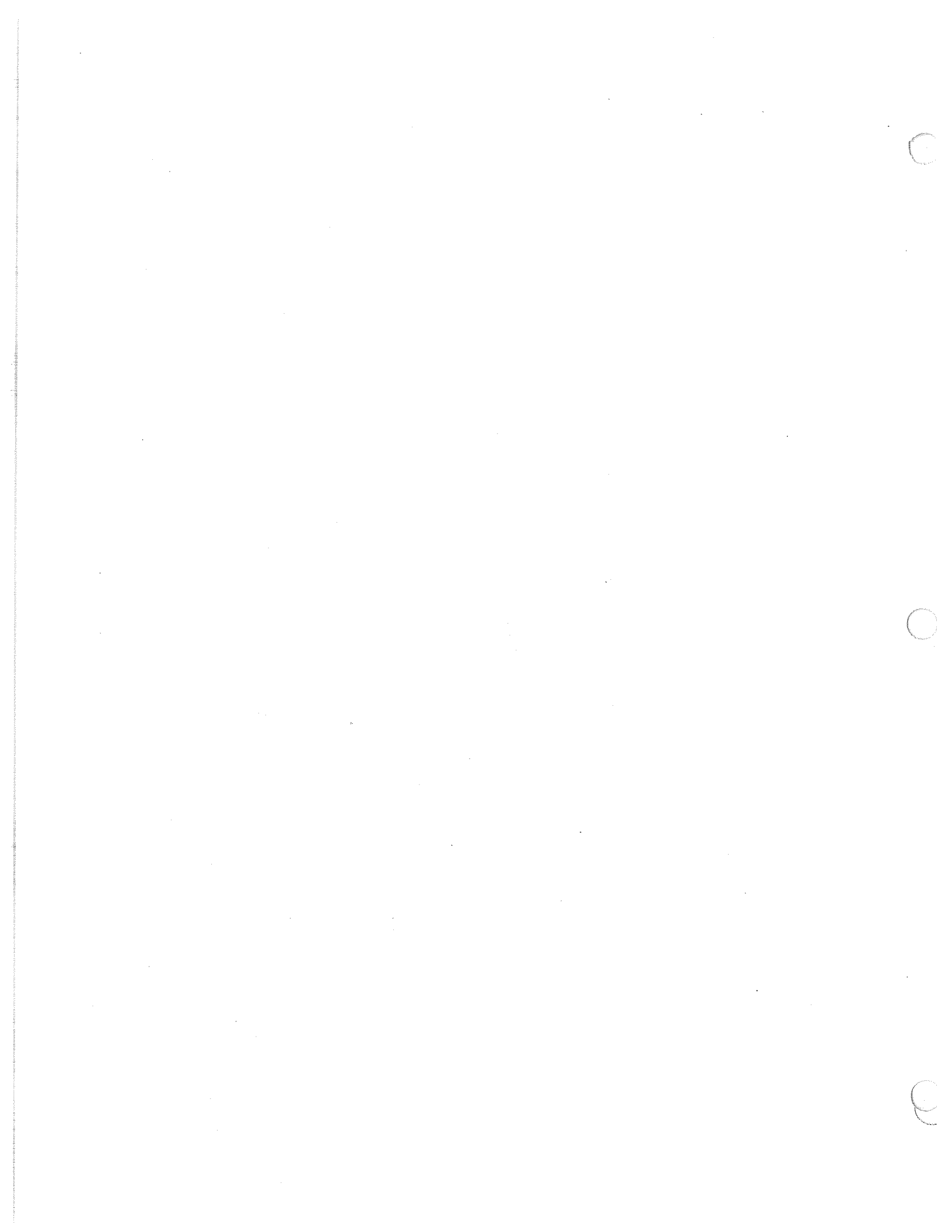
The recommendation is to authorize the City Manager to grant conservation easement to the Society for the Protection of New Hampshire Forests (SPNHF) on approximately 114 acres of land southerly and easterly of Gully Hill Road. The Conservation Commission will pay for the \$10,000 stewardship fee and any closing costs from the funds available on deposit in the Conservation Trust Funds, as appropriated for land protection projects in the fiscal year 2012 budget.



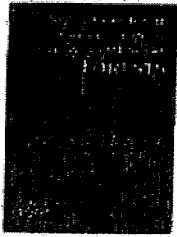


 Proposed Easement Area, 114 acres southerly of Gully Hill Road









# CONSERVATION EASEMENT

## QUESTIONS AND ANSWERS

*One of the best ways you, as landowner, can protect the important natural features of your land is to place a conservation easement on your property.*

*A conservation easement provides permanent protection from land use that could damage or destroy its scenic, recreational, ecological, and natural resources.*

*Each easement is drafted to reflect the natural resources of the land, the personal needs of the landowners, and the objectives of the organization or agency that holds the easement.*



### What is a conservation easement?

A conservation easement deed is a permanent, legally binding agreement between a landowner and a qualified conservation organization or public agency that restricts use of the land to protect its significant natural features. In New Hampshire this is authorized by RSA 477:45-47.

### Who owns the land when a conservation easement is placed on a property?

As a landowner, you continue to own and have the right to manage your land while giving up the right to engage in certain intensive uses of the property. You will continue to be responsible for paying the local property taxes on the parcel.

### Who can hold conservation easements?

According to New Hampshire state law, conservation easements can be held by a qualified non-profit conservation organizations or public agencies and municipalities able to ensure that the property is protected in perpetuity. Private groups such as the Forest Society, the NH Audubon Society, The Nature Conservancy, and local land trusts are equipped to receive and enforce conservation easements. Public agencies such as town conservation commissions, county conservation districts, the NH Department of Fish and Game and the NH Division of Forests and Lands also hold conservation easements.

### What uses are permitted on conservation easement land?

Typically, conservation easements held by the Forest Society allow the landowner to continue to use the land for agriculture, forestry, non-commercial outdoor recreation, wildlife habitat management and all other uses that are compatible with the conservation goals for the property and not specifically prohibited by the easement terms.

### What uses are prohibited on conservation easement land?

Conservation easements generally prohibit subdivision and development, commercial and industrial activities, except agriculture and forestry, mining and excavating, filling or disturbance of wetlands, and disposal of man-made waste or hazardous materials.

### Can landowners request specific permitted uses on the property?

When you work out the details of the easement with the easement holder, you should try to anticipate as many future needs and possibilities for the land as possible. Specific exceptions may allow an additional house lot on the property or the right to build and maintain roads and buildings. Sometimes landowners put conservation easements on only a portions of their property reserving full development options for the balance of their land.

### Does the easement grant any rights to the easement holder?

The conservation organization that holds the easement has the right to enter the property to monitor its condition and the obligation to enforce the easement, in court if necessary, to ensure that the terms are upheld and the natural resources are protected.

### What is an executory interest?

An executory interest is a secondary or backup easement in the land held by another conservation organization. The executory interest holder is responsible for ensuring that the primary easement holder monitors the property and enforces the terms of the easement. If the primary holder fails to enforce the easement for any reason, the backup holder can take enforcement action to restore the property and can even take over the easement from the grantee. As a landowner you may choose which organization is the primary easement holder and the executory interest holder.

*The Forest Society pioneered the use of conservation easements in New Hampshire in the early 1970's. Today the Forest Society is responsible for protecting more than one million acres throughout the state.*

*Our land agents are trained and experienced in crafting easements, in cooperation with landowners and their advisors. Please call us if you have any questions regarding conservation easements.*



#### **How are conservation easements monitored and enforced?**

The Forest Society knows that the best way to prevent problems over conservation easements is to maintain a positive relationship and good communication with the landowners. The conservation organization that holds the easement has the authority and obligation to ensure that the natural resources are protected in perpetuity. Easement holders are responsible for regularly inspecting the site to make sure the property is maintained in compliance with the easement. If activities on the land violate the agreement, the easement holder may take action to halt the damaging activity.

#### **Does granting a conservation easement give the public access to my property?**

No, generally donated conservation easements do not automatically give the public any rights to enter or use protected property. Most easements let the landowner decide to allow public access. However, if an easement is purchased, guaranteed public access for pedestrian recreation may be required.

#### **Do easements restrict my ability to sell, convey by will, or give my land in the future?**

No, you may sell or convey the land to a different owner at any time at any price. Conservation easements run with the land forever, so all future owners will be required to follow the easement terms.

#### **Will I be asked to donate Money?**

To help cover the costs of insuring your wishes for the future of your land, the Forest Society requests a donation to the Easement Stewardship Endowment. This money provides funds for monitoring the property and for any legal expenses that may be necessary to enforce the terms of the easement.

#### **What costs are involved with easements?**

Conservation easements may involve expenses for items such as legal fees, survey and appraisal costs or other professional services. The Forest Society may charge fees for the service of easement drafting and baseline documentation preparation.

#### **Are there financial benefits to donating a conservation easement?**

Yes, by donating a conservation easement you may benefit in several possible ways. Consult a qualified professional to find out how these possibilities apply in your personal situation.

#### **Federal income taxes:**

If you donate some or all of the value of the conservation easement to a qualified organization, you may be eligible to take a federal income tax deduction for the value of the charitable gift. To be deductible for federal income tax purposes the easement must meet certain standards established by the federal government.

#### **Federal Estate Taxes:**

When a conservation easement is placed on a property, it typically lowers the property's value for federal estate tax purposes and may decrease estate tax liability. Therefore, easements may help heirs avoid being forced to sell off land to pay estate taxes and enable land to stay in the family. Under certain situations, conservation easements can be granted after the death of the landowner and still provide estate tax benefits.

#### **Federal Gift Taxes:**

The IRS requires recipients to pay taxes on gifts over a certain value. If you want to give your land to your children without requiring them to pay taxes on your gift, you may need to give the land in installments to stay below the taxable value level. Conservation easements may help to reduce the value of your property, making it possible for you to give all of your land to your children more quickly.

#### **Local Property Taxes:**

Conservation easements usually reduce property value, which, in turn, may reduce property tax assessment. If your land is already enrolled in the Current Use Assessment Program, you would probably not see any further reduction in property taxes as the result of granting a conservation easement. If your land is not eligible for the Current Use Program because it is less than 10 acres, you may wish to apply for a Conservation Restriction Assessment and may see a reduction in your local property tax.

**CITY OF CONCORD**

*In year of our Lord two thousand thirteen*

**RESOLUTION** Amendment of the Official Map so as to establish the Mapped Lines of a Future Street for a new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue.

*The City of Concord resolves as follows:*

- WHEREAS,** pursuant to enabling statutes, the City has established an Official Map as well as adopted an ordinance creating a process for mapping the lines of future streets; and
- WHEREAS,** mapping the lines of future streets reserves a corridor for a street to be constructed at a future time by restricting the issuance of building permits for buildings or structures within the mapped lines of future streets; and
- WHEREAS,** the adopted Master Plan 2030 recommends the creation of a roadway network to serve the southern Opportunity Corridor. The Opportunity Corridor Study and the 2030 Master Plan includes an extension of Storrs Street from the Intersection of Theatre Street and Storrs Street southerly under the Manchester Street Bridge to Gas Street, and then southerly to Langdon Avenue; and
- WHEREAS,** the City of Concord contributed over 1 million dollars in 1997-8 to the I-93 Exit 13 NH Department of Transportation improvement project to widen the Manchester Street Bridge to accommodate this planned roadway; and
- WHEREAS,** the Planning Board held a public hearing on December 19, 2012, after notifying the affected property owners on the planned new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue and accepted testimony, and
- WHEREAS,** the future street is intended to be constructed as an urban street to support the redevelopment of the southern Opportunity Corridor.
- WHEREAS,** the Planning Board voted unanimously to forward a request to the City Council that the Board be authorized pursuant to Section 16-3-6, Mapping of Future Streets, of the Code of Ordinances, to prepare and certify a plan of the mapped lines of a future street for a new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue.

Resolution No.

# CITY OF CONCORD

*In year of our Lord two thousand thirteen*

**RESOLUTION** Relative to the Establishment of the Mapped Lines of a Future Street for a new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue.

Page 2

***NOW, THERFORE, BE IT RESOLVED by the City Council of Concord that:***

- 1.) The Planning Board be, and hereby is authorized to prepare and certify a plan of the mapped lines of a future street for a new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue.
- 2.) This resolution shall take effect upon its passage.



# CITY OF CONCORD

120

## REPORT TO THE MAYOR AND CITY COUNCIL

**FROM:** Stephen Henninger, Assistant City Planner

**DATE:** December 20, 2012

**SUBJECT:** Amendment to Mapped Lines of Future Streets – Storrs Street South

### Recommendation

The Planning Board, after holding a public hearing on December 19, 2012, voted unanimously to forward the proposed revision of mapped lines of future streets to the City Council. The Board is requesting that the City Council direct the Planning Board to certify the mapped line of a future street pursuant to Article 16-3-6 Mapping of Future Streets, of the Code of Ordinances, and RSA 674:11, Amendments to Official Map, for a new street from the intersection of Storrs and Theatre Streets southerly to Langdon Avenue.

Prior to directing the Planning Board to certify the mapped street, the City Council will need to hold its own public hearing, send notice of the hearing by certified mail "to all owners over whose lands the proposed streets will cross," and publish the hearing notice in the newspaper.

Please see the attached map showing the location of the proposed 50' wide mapped line of future streets extending from the intersection of Theatre Street and Storrs Street, southerly adjacent to the NH main line railroad line, underneath the Water Street Bridge to Gas Street, then southerly from Gas Street to Langdon Avenue.

### Background

This new road extending through the old Boston and Maine railroad yards southerly to the South Concord Industrial park has been planned for many decades. The yards and the South Concord Industrial park have languished as an underused and deteriorating brownfields site since prior to the 1960's.

The area has been begun a turnaround and several new developments have been completed including a new maintenance facility and headquarters for Concord Coach (an inter-city

bus company), Evolution Rock (a fitness center and climbing gym), and renovations to the J & S Leasing property.

The construction of Concord Steam Power Plant and cogeneration facility southerly of Langdon Avenue is planned for construction in 2013.

The City facilitated the extension of this new road in 1998-9 by increasing the length of the Water Street Bridge as part of the I-93 Exit 13 reconstruction project to allow for one bay under the bridge for the NH Main Line Railroad and one-bay for the Storrs Street extension at a cost of 1.3 million dollars.

The City has acquired the rights to develop Langdon Avenue as a public street from South Main Street to the NH Main Line Railroad (B & M Rail Line). A small amount of additional right-of-way in front of the Concord Coach facility still needs to be secured. A recent condominium subdivision of the J& S Property has preserved a corridor for the future road north from Langdon Avenue.

### **Master Plan**

The Planning Board in 1993, as part of the Year 2010 Master Plan Update, adopted a Future Transportation Plan showing the southerly extension of Storrs Street from Theatre Street (Chandler Street) to the vicinity of Allison Street and South Main Street.

In the "The South Concord Redevelopment Area Study – A Small Area Master Plan" adopted by the Planning Board in 1997, the current alignment shown on the attached plan was developed.

The Concord Opportunity Corridor Master Plan prepared in April of 2005 reaffirmed the location and alignment of the southerly extension of Storrs Street and the recommendations of the South Concord Redevelopment Area Study.

In the current Master Plan 2030, the Planning Board reaffirmed the location and purpose of the southerly extension of Storrs Street to facilitate the redevelopment within the southern segment of the Opportunity Corridor.

### **Analysis**

The proposed new mapped street has been referred for decades as the southerly extension of Storrs Street. Based on E-911 mapping and addressing conventions, when this street is developed a new street name will need to be selected. In this report we will continue to identify this proposed street as the southerly extension of Storrs Street.

The southern extension of Storrs Street has a well-defined beginning, middle and end. The starting point at the intersection of Storrs Street and Theatre Street is anchored at an existing four way intersection, falls between two large industrial scale buildings, and is the

ideal location from a grade standpoint to connect back to Storrs Street. The Merrimack River bluffs along South Main Street are on average about 26' above the grade of the plain below the bluff. Langdon Avenue is located at a low point in the bluffs and has 5-6% slopes on both approaches on South Main Street and on Langdon Avenue. Other connecting points between the two locations would require significant grade changes and impacts to existing buildings. Full access at Gas Street will be a design consideration given the available right-of-way for Gas Street, grade of Gas Street at South Main Street, and site distance at the South Main Street/Gas Street intersection. The underpass designed specifically for the future road under the Water Street Bridge is the only feasible location for the street between South Main Street and the NH Main Line Railroad. This section of the NH Main Line Railroad has been designated as one of five high speed rail corridors in the country with service proposed from Boston to Montreal. New at-grade rail crossings of this line are unlikely to be approved.

The corridor could be completed in two independent phases, one section from Theatre Street to Gas Street, and the second section from Gas Street to Langdon Avenue. Improvements to Langdon Avenue and the intersection of Langdon Avenue and South Main Street will be needed to support redevelopment in the southern section.

The following properties would be affected by the proposed mapped line of future streets.

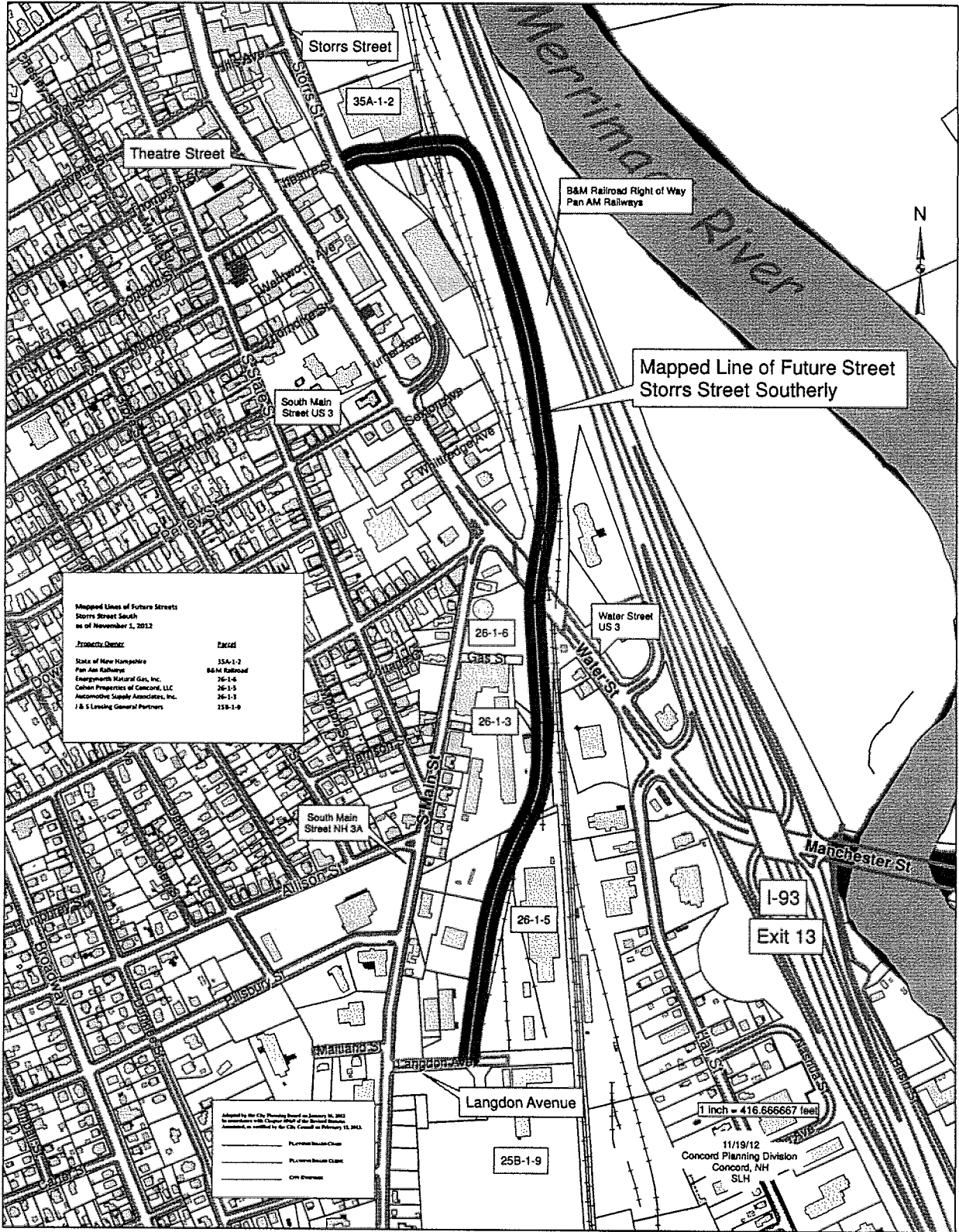
| <u>Property Owner</u>               | <u>Map/Lot Number</u> | <u>Address</u>      |
|-------------------------------------|-----------------------|---------------------|
| State of New Hampshire              | 35A-1-2               | 50 Storrs Street    |
| Pan Am Railroad                     | B & M Railroad        | Storrs Street       |
| Energynorth North Natural Gas, Inc. | 26-1-6                | Gas Street          |
| Cohen Properties of Concord, LLC    | 26-1-5                | Gas Street          |
| Automotive Supply Associates, Inc.  | 26-1-3                | 219-231- S. Main St |
| J & S Leasing General Partners      | 25B-1-19              | 287 South Main St.  |

There are no environmentally sensitive areas along the corridor.

For the extension of Storrs Street to be completed south of Gas Street a complete take would be required for parcel 26-1-5 owned by Cohen Properties of Concord, LLC. This 0.65 acre parcel has a total assessed value of \$87,600. No other building or structure is impacted.

The corridor is located in a Brownfield area; however recent development in this area has proceeded without major expenditures for the cleanup of either soil or ground water contamination. The Energynorth parcel (26-1-6) at Gas Street was the site of a coal-gasification plant and the source of coal tar contamination in the area. Liberty Gas, the successor to Energynorth, would be are responsible for any Brownfield remediation associated with this contamination which may be required due to construction of the new street.

# Storrs Street Southern Extension Mapped Line of Future Street



**Mapped Lines of Future Streets  
Storrs Street South  
as of November 1, 2012**

| Property Owner                     | Parcel  |
|------------------------------------|---------|
| State of New Hampshire             | 35A-1-2 |
| Pan Am Railroad                    | 26-1-5  |
| Essexport Natural Gas, Inc.        | 26-1-5  |
| Cohen Properties of Concord, LLC   | 26-1-5  |
| Automotive Supply Associates, Inc. | 26-1-3  |
| J & S Leasing General Partners     | 19B-1-9 |

Adopted by the City Planning Board on January 16, 2012  
in accordance with Chapter 281A of the Revised Statutes  
as amended, as certified by the City Council on February 13, 2012.

Platted Boundary Chain  
 Platted Boundary Chain  
 City Boundary

1 inch = 416.666667 feet

11/19/12  
Concord Planning Division  
Concord, NH  
SLH



April 2, 2013

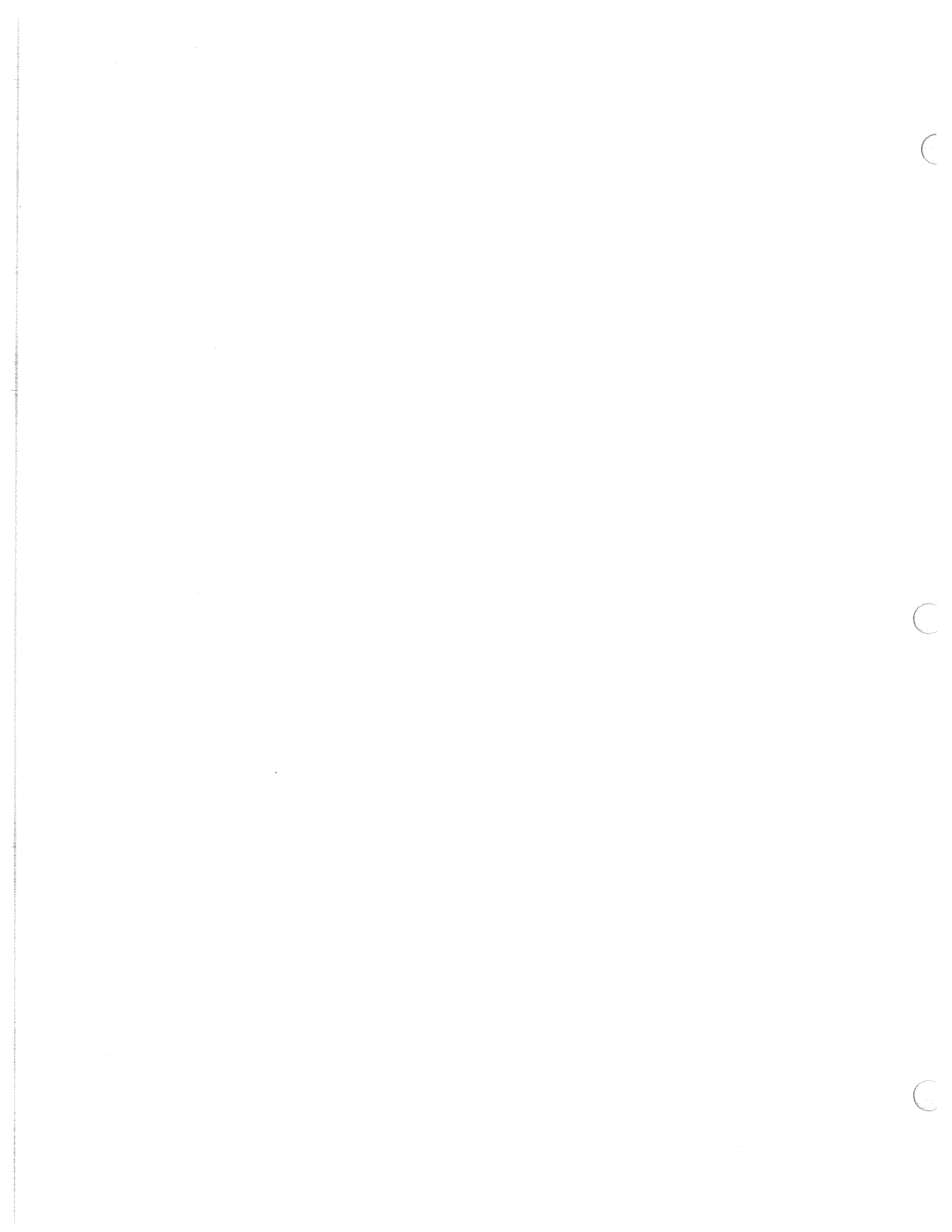
To whom it may concern,

This letter is in support of a more defined and stricter enforcement of panhandling laws in the City of Concord. The Eagle Square area in the past several years has experienced a significant uptick in loitering and panhandling activities. As a result, the downtown retail customer base has voiced their disappointment in the overall shopping environment. Our customers are reluctant to come downtown with their families for fear of being harassed for money as well as a concern for their own personal safety. This has had an adverse affect on retail sales up and down the Main Street district.

Office space holders, merchants and supporters of Main Street have had to put up with foul language, drug peddling, vandalism, and egress issues around their establishments. All parties concerned are looking for our city officials to adopt a more consistent approach to deter illegal activity in the downtown business district. Let us work together to make it a safe, friendly working and shopping experience for both local people and those that are visiting our great city of Concord.

Respectfully yours,

The Downtown Merchants



**Bonenfant, Janice**

**From:** Colin Van Ostern <colinvo@vanostern.com>  
**Sent:** Wednesday, March 06, 2013 12:59 PM  
**To:** \* City Clerk  
**Subject:** Exec Council Report - 3 commissioners

JA



Friends,

Below is a summary of today's Governor & Executive Council meeting.

The big news was on three Commissioners: The Council confirmed Governor Hassan's nominees for the Department of Resources & Economic Development (Jeff Rose) and Banking (Glenn Perlow); and she re-nominated Education Commissioner Virginia Barry to be considered on 3/20.

The meeting also considered several projects impacting residents across this district, including:

**(1) Projects impacting Merrimack Co & Central NH:** Approved a hearing on altering NH-140 in Belmont and aided the Concord Boys & Girls club in undergoing a building expansion and the Concord Hospital in refinance existing debt.

**(2) Projects impacting the Monadnock Region:** Authorized \$1 million in federal grants to support sewer improvements in Keene and to help develop affordable elderly housing in Marlborough. Also, retroactively approved a grant to Westmoreland to help pay for bank stabilization of Mill Brook at Rt 10.

**(3) Projects impacting Strafford Co:** Approved the final loan amount and rates to pay for the Wastewater Treatment Plan Headworks Project in Rochester, roughly \$200k under the original projection.

**(4) Nominations:** In addition to the Governor's nominations for Commissioner of Banking and Commissioner of Dept of Resources & Economic Development, also confirmed twelve other nominations (list below).

**(5) Other notable items and discussion:** A late item (not on the agenda) was passed to renovate a wing at the NH hospital and create 12 new beds for patients regularly on waiting lists and often stuck in ER's around the state in need of psychiatric or other care; and after significant discussion, the contract for lower-cost inmate calling equipment & services that had been tabled the prior meeting was passed.

Full details on all these items are included below. The next meeting is on March 20<sup>th</sup>. If you have any questions, please don't hesitate to let me know – and **if you prefer not to receive these updates, just drop me an email and let me know and I'll remove you from this list.**

Sincerely,

Colin

**FULL 2/6 AGENDA:** <http://www.sos.nh.gov/G&C/G&C%20Agenda%2003-06-13.htm>

(or follow the links below for documentation of each item)

### **1. DETAIL: CENTRAL NH PROJECTS**

Authorize the Bureau of Right of Way's petition for a hearing on an alteration to the NH 140 Intersection with South Road and Jamestown Road in the Town of Belmont. A Commission should be appointed to hold a hearing, and, if the necessity is found, to layout the new highway at this location, with a suggested budget of \$3,702.60.

Authorize to accept and place on file the Report and Findings of Councilor Colin Van Ostern with regard to the purchase of certain capital equipment and the refinancing of certain existing indebtedness in connection with Concord Hospital Inc., Concord, NH.

Authorize to accept and place on file the Report and Findings of Councilor Colin Van Ostern with regard to the financing of renovation and expansion in connection with the Boys and Girls Club of Greater Concord, Concord, NH.

### **2. DETAIL: MONADNOCK PROJECTS**

Authorize to award a grant to the City of Keene, NH, in the amount of \$500,000 to support sewer improvements for a failing sewer system serving 48 households. Effective upon G&C approval through December 31, 2014. **100% Federal Funds.**

Authorize to award a grant to the Town of Marlborough, NH, in the amount of \$492,500 to assist in site development of 24 units of affordable elderly housing. Effective upon G&C approval through June 30, 2014. **100% Federal Funds.**

Authorize the Division of Homeland Security and Emergency Management to enter into a **retroactive** grant agreement with the Town of Westmoreland for bank stabilization of Mill Brook at Route 10 for a total amount of \$10,665. Effective upon G&C approval through September 30, 2013. **100% Federal Funds.**

### **3. DETAIL: STRAFFORD COUNTY PROJECTS**

Authorize to approve a Supplemental Loan Agreement with the City of Rochester (originally approved by G&C on 5-25-11, item #62), which finalizes and lowers the original loan agreement by \$201,651.74 from \$1,600,000 to \$1,398,348.26. Effective upon G&C approval. **100% CWSRF Repayment Account Funds.**

### **4. DETAIL: APPOINTMENTS & NOMINATIONS:**

(\* = District 2 Resident)

I had the chance to interview both Mr. Rose and Mr. Perlow at length and held a public hearing for

Mr. Rose (audio available here: <http://1.usa.gov/XQpyfp>). I received over 100 calls, emails, and letters regarding Mr. Rose's nomination, including a healthy mix of both support and concern, and I am deeply grateful to everyone who contributed their questions and recommendations, both for and against.

CONFIRMED:

**Dept of Resources & Economic Development Commissioner:** Jeffrey Rose

**Banking Commissioner:** Glenn Perlow of Concord\*

**Board of Licensing for Alcohol & Other Drug Use Professionals:** Peter Dalpra of Penacook\*, Barry Timmerman

**Appellate Board:** Fred Keach of Concord\*

**Compensation Appeals Board:** Susan Jeffrey

**Current Use Advisory Board:** Chuck Souther of Concord\*

**Dept of Ed, Dir. Of Instruction:** Heather Gage

**Family Mediator Certification Board:** Robert Sturke of Concord\*

**Commission on Human Rights:** David Cole, Harvey Keye, James Martin

**Invasive Species Committee:** Donald Keirstead of Rollinsford\*

**Manufactured Housing Installations Standards Board:** Robert Cook

**Volunteer NH Board:** Annmarie Woods

NOMINATED FOR CONSIDERATION AT FUTURE MTG:

**Education Commissioner:** Virginia Barry

**NH Council on the Arts:** Billie Tooley, Portsmouth

**Board of Licensure of Interpreters for the Deaf & Hard of Hearing:** Glenys Crane-Emerson

**Speech-Language Pathology Governing Board:** Laura Darling

**Advsory Council on Unemployment Compensation:** Connie Roy-Czyzowki

**Board of Managers of the NH Veterans Homes:** Paul Lloyd

## **5. DETAIL: OTHER NOTABLE ITEMS AND DISCUSSION**

Authorize to enter into a contract with Inmate Calling Solutions LLC d/b/a IC Solutions, San Antonio, TX, for Inmate Telephone

Services, and Pay Telephone services to various state agencies. Effective upon G&C approval through May 31, 2016 with the option to extend for two years. No State funds will be expended for this contract.

###



---

Paid for by Van Ostern for New Hampshire, PO Box 193, Concord, NH 03302-0193, Colin Van Ostern, fiscal agent.

---

[Click here to unsubscribe](#)

**Bonenfant, Janice**

**From:** Colin Van Ostern <colinvo@vanostern.com>  
**Sent:** Thursday, March 21, 2013 10:22 AM  
**To:** \* City Clerk  
**Subject:** Exec Council Report - AG & more

TJA



Friends,

The big Council news this week was Attorney General Mike Delaney's decision not to seek another term; he will stay on board temporarily to help transition to a successor, not yet nominated.

Yesterday's meeting considered numerous projects impacting residents across this district, including:

**(1) Projects impacting Merrimack Co & Central NH:** Approved: hiring experts to evaluate PSNH's \$450mm Merrimack Station generator investment; antennas on Mt. Belknap; an environmental impact study of expanding Rt 106 near NH Motor Speedway; road & sidewalk improvement around Northfield schools; and more median barriers on I-89 between Exits 1-5.

**(2) Projects impacting the Monadnock Region:** Approved a loan to improve water systems in Alstead.

**(3) Projects impacting Strafford Co:** Approved: a UNH project to reduce winter salt runoff; a loan to Dover to increase water pressure in the north end; increasing the number of Strafford-area students with disabilities graduating from high school ready for college or careers; \$14k in federal Homeland Security funds for the town of Durham; and maximizing CCTV camera & controls at Exits 7 & 16 on the Spaulding Turnpike.

**(4) Other projects & policies with statewide impact:** Just two items of disagreement: first, the Council voted 4-1 to authorize \$11 million in tax-exempt bonds for a private waste management company (I voted No, concerned over their weak credit rating, lack of clear benefit to NH jobs, and because their application stated some of the tax-free funds would pay their state lobbyists). Secondly, the Council delayed a scheduled vote to launch online auctions for state surplus good. I love the idea of adding online auctions to the live biannual auctions at White Farm, but questioned why the fees collected would be twice as high online as in person.

Also, the Council finalized an April deadline for the report evaluating proposals to construct or operate NH prisons; OK'd planning for a state-federal partnership Health Exchange under the Affordable Care Act; accepted federal funds of \$10 MM for children's health insurance, \$888k to support homeless individuals in obtaining housing, and \$238k to promote NH-made agriculture products including allowing use of food stamps at farmers' markets; and strengthened state government planning for severe weather and impacts of climate change

**(5) Confirmations & Nominations:** Heard several nominations, to be voted on 4/3, including Emma

Rous of Durham to the State Board of Education; confirmed several positions including Virginia Barry as Commissioner of Education and Paul Lloyd of Concord onto the Board of Managers at NH Veterans Home.

Full details on all these items are included below. The next meeting is on April 3. If you have any questions, please don't hesitate to let me know – and **if you prefer not to receive these updates, just drop me an email and let me know and I'll remove you from this list.**

Sincerely,

---

Colin

**FULL 2/6 AGENDA:** <http://1.usa.gov/15dbKPU> (or follow the links below for documentation of each item)

### **1. DETAIL: CENTRAL NH PROJECTS**

Authorize to employ experts for assistance to complete participation in the NH Public Utilities Commission, Re Public Service Company of NH, Investigation of Scrubber Costs and Cost Recovery. (2)Further authorize to amend a contract with Exeter Associates Inc., (originally approved by G&C on 5-9-12, item #51), to complete participation in the NH Public Utilities Commission, Re Public Services Company of NH, Investigation of Scrubber Costs and Cost Recovery, by increasing the amount by \$39,500 from \$30,000 to \$69,500, and by extending the expiration day from June 30, 2013 to December 31, 2013. **Fiscal Committee approved.**

Authorize the Division of Forests and Lands to enter into a **retroactive** lease agreement with WBIN Media Company Inc., Portsmouth, NH, to lease space of certain areas at the summit of Belknap Mountain at Belknap Mountain State Forest. Effective March 1, 2013 through February 28, 2018, with the option to renew for three additional five year period. (2)Further authorize to accept a monthly fee of \$1,000 subject to a three percent annual adjustment to be paid by WBIN Media Company over the five year period.

Authorize to establish a Consultant to complete required environmental and ground survey as part of the corridor widening study. (2)Further authorize to transfer \$37,363 from Highway Surplus to fund increases in various accounting units. Effective upon G&C approval through June 30, 2013. **Fiscal Committee approved.**

Authorize the Bureau of Planning and Community Assistance to enter into an agreement with the Town of Northfield to provide funding and services under the Federal Safe Routes to School Program through a local project administration process, totaling \$13,685.70. **100% Federal Funds.**

Authorize the Bureau of Construction to amend a contract with Weaver Brothers Construction Inc., Concord, NH (originally approved by G&C on 10-17-12, item #98), for the installation of a median barrier at a number of locations on Interstate 89 from the Interstate 93 interchange in Bow to the exit 5 interchange in Hopkinton, by increasing the amount by \$275,000 from \$1,915,786.72 to \$2,190,786.72. Effective upon G&C approval. **100% Federal Funds.**

### **2. DETAIL: MONADNOCK PROJECTS**

Authorize a loan agreement with Well Hill Cooperative Inc., Alstead, NH, to finance water system improvements, in the amount of \$268,000. Effective upon G&C approval. **79% Federal, 21%**



## Capital Funds.

### 3. DETAIL: STRAFFORD COUNTY PROJECTS

Authorize to enter into a Cooperative Project Agreement with the University of NH, to complete the College & Reservoir Brook Watershed Management Plan Development Phase I: Salt Reduction Demonstration Project, in the amount of \$52,265. Effective upon G&C approval through December 31, 2014. **100% Federal Funds.**

Authorize a Supplemental Loan agreement with the City of Dover in the amount of \$4,000,000, which finalizes the loan amount used to finance the water system improvements project. Effective upon G&C approval. **79% Federal, 21% Capital (General) Funds.**

Authorize to enter into a **sole source** contract with Strafford Learning Center, Somersworth, NH, to develop and provide training and technical assistance to local education agencies in their region under the State Personnel Development Grant, in an amount not to exceed \$100,500. Effective upon G&C approval through June 30, 2014. **100% Federal Funds.**

Authorize the Division of Homeland Security and Emergency Management to enter into a grant agreement with the Town of Durham for the purchase of Firehouse Software and 9 iPads for a total amount of \$14,077. Effective upon G&C approval through September 30, 2013. **100% Federal Funds.**

Authorize the Bureau of Traffic to amend a contract with Transcore ITS LLC, New York, NY, (originally approved by G&C on 9-22-10, item #239), for the installation of a communications infrastructure and ITS technology along the I-95, Spaulding Turnpike, Route 101 and Route 4 corridors, by increasing the amount by \$246,859.32 from \$4,784,729.60 to \$5,031,588.92. Effective upon G&C approval through October 7, 2016. **52% Federal, 48% Turnpike Funds.**

### 4. DETAIL: OTHER PROJECTS & POLICIES WITH STATEWIDE IMPACT

Authorize to hold a Public Hearing with respect to the financing of an industrial facility by the Business Finance Authority for Casella Waste Systems, Inc. for projects located in Allenstown, Newport, Bethlehem and Salem, New Hampshire. Action will authorize a Resolution under RSA 162-I:9 to determine the financing will serve a public use, provide public benefit and is within the policy and authority of the Act.

Authorize the Bureau of Purchase and Property to enter into a contract with Auctions International Inc., Aurora, NY, free of charge to the State, for the administration of online auction services in the capacity of an intermediary and administrator for the sales and financial processing of surplus property. Effective upon G&C approval through January 31, 2016.

Authorize to **retroactively** amend a contract with MGT of America Inc., Tallahassee, FL (originally approved by G&C on 7-11-12, item #15), for the provision of consulting services for the evaluation and analysis of certain proposals received as a result of a series of three Request of Proposals for the construction and potential operation of prison facilities for the State, by extending the end date through April 30, 2013. No Additional

## Funding.

Authorize to accept and expend federal grant funds in the amount of \$409,690 for FY 2013 from the US Department of Health and Human Services for the purpose of planning, development and design of plan management tasks relating to a partnership health benefit exchange to preserve the state's insurance regulatory authority, to the greatest extent possible, for insurance plans sold on the exchange. (2) Further authorize to establish a Class 050 (Personal Service – Part Time Temporary) position for one Grants & Contracts Technician. (3) Further authorize to establish a Class 046 (Consultants) to enter into contracts for consulting services with various vendors. Effective upon G&C approval through June 30, 2013. **100% Federal Funds. Fiscal Committee approved.**

Authorize to enter into a contract with Public Consulting Group Inc., Boston, MA, for consulting services for the purpose of planning, development and design of plan management activities related to partnership health benefit exchange, in the amount of \$594,250. Effective upon G&C approval through February 28, 2014. **100% Federal Funds.**

Authorize to accept and expend additional Title XXI State Children's Health Insurance Program federal funds from the Centers for Medicare and Medicaid Services in the amount of \$9,745,766. Effective upon G&C approval through June 30, 2013. **Fiscal Committee approved.**

Authorize to accept and expend Emergency Solutions Grant federal funds from the US Department of Housing and Urban Development to provide services to homeless individuals throughout the State of NH in the amount of \$887,687. Effective upon G&C approval through June 30, 2013. **100% Federal Funds. Fiscal Committee approved.**

Authorize to enter into a memorandum of agreement with the NH Department of Environmental Services, Concord, NH, to support work to increase resiliency in State government relative to severe weather events and other natural trends that are adversely affecting the state, in the amount of \$240,000. Effective upon G&C approval through September 30, 2013. **100% Federal ARRA Funds.**

Authorize the Division of Agricultural Development to accept and expend grant funds from the US Department of Agriculture, Agricultural Marketing Service, in the amount of \$238,572. Effective upon G&C approval through June 30, 2013. **100% Federal Funds. Fiscal Committee approved.**

## **5. DETAIL: APPOINTMENTS & NOMINATIONS:**

(\* = District 2 Resident)

**CONFIRMED:**

**Education Commissioner:** Virginia Barry

**Board of Managers of the NH Veterans Homes:** Paul Lloyd\*

**NH Council on the Arts:** Billie Tooley

**Board of Licensure of Interpreters for the Deaf & Hard of Hearing:** Glenys Crane-Emerson

**Speech-Language Pathology Governing Board:** Laura Darling

**Advisory Council on Unemployment Compensation:** Connie Roy-Czyzowski

NOMINATED FOR CONSIDERATION AT FUTURE MTG:

**State Board of Education:** Emma Rous, Durham\*

---

**NH Army National Guard:** Captain Tyler Chamberlin of Dover to the rank of Major\*

**Cannon Mountain Advisory Commission:** Karen K. Irwin, Hopkinton\*

**Dental Hygienists Cmte, Board of Dental Examiners:** Jodi Carnes, Rollinsford\*

**Edu & Training Ofcr, Div of Personnel, Dept of Admin Svs:** Mary (Kate) McGovern, Penacook\*

**State Committee on Aging:** Sherri W. Harden, Goffstown

**Community College System of NH:** Angela M. Roussel-Roberge, Mont Vernon

**Board of Managers of the NH Veterans Home:** Raymond J. Goulet, Manchester

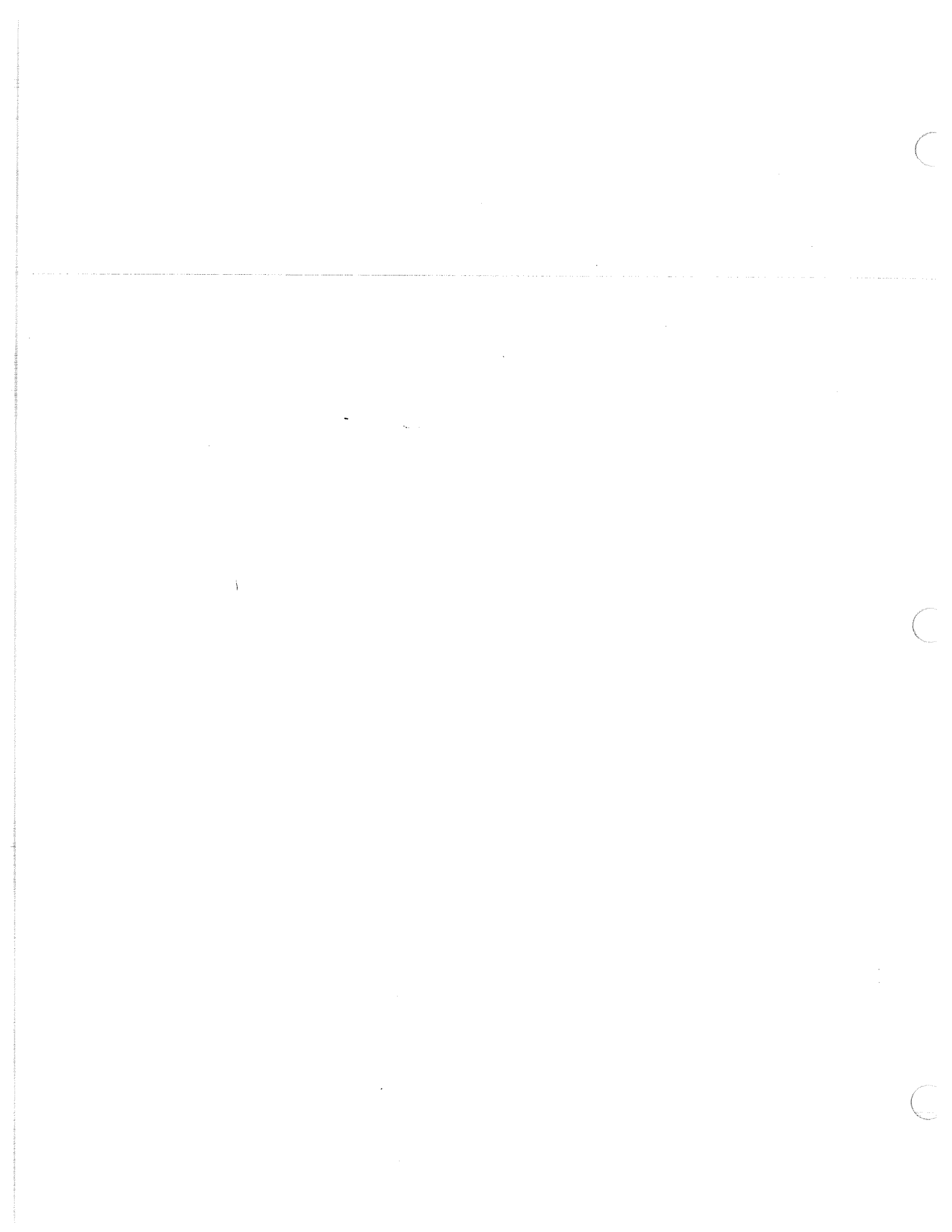
###



---

Paid for by Van Ostern for New Hampshire, PO Box 193, Concord, NH 03302-0193, Colin Van Ostern, fiscal agent.  
[Click here to unsubscribe](#)

---



4 Inf 2

TJA

**MINUTES**

Fiscal Policy Advisory Committee  
January 17, 2013 4:30-6:00 PM  
Second Floor Conference Room

**In Attendance:** Chairman – Councilor Allen Bennett; City Councilors – Keith Nyhan, Mark Coen, Candace White Bouchard; Mayor Jim Bouley; City Staff – Tom Aspell, City Manager; Brian LeBrun, Deputy City Manager-Finance; Carlos Baia, Deputy City Manager-Development; Katie Graff, Assistant Finance Director; Bob McManus, OMB Director; Carol Anderson, Senior Accountant; Jamie Babbidge, Budget Analyst; Scott McIntire and Maggie Dupuis from Melanson Heath and Co.

**Excused:** Councilors Fred Keach, Jan McClure, Dan St. Hilaire

- 1) **Approval of December 20, 2012 Meeting Minutes:** Chairman Bennett called the meeting to order at 4:30 PM and requested a motion to approve the minutes of the December 20, 2012 meeting. **Councilor Nyhan moved to accept the minutes, seconded by Councilor Coen. The minutes were unanimously approved as presented.**
  
- 2) **Consolidated Annual Financial Report (CAFR) Presentation** – Deputy City Manager LeBrun acknowledged Katie Graff and Carol Anderson from the Accounting office on their work in preparing the FY 2012 CAFR. Katie and her staff have done an excellent job. LeBrun introduced City Auditor Scott McIntire from Melanson Heath to discuss the CAFR and FY12 audit and financial results. Mr. McIntire discussed audit entries and stated that the audit itself progressed very efficiently and there were no significant audit entries needed nor were there any disagreements with City administration in applying Generally Accepted Accounting Principles (GAAP). He briefly discussed OPEB, their audit opinion and the actual audited numbers. Mr. McIntire noted that the City's unassigned fund balance as of June 30, 2012 was 17% of expenditures, which exceeds the current goal of 15%. He closed with discussing the management letter and fund balance policy, most notably discussing authorities with each level of fund balance and the priority spending of capital project funding sources. The committee asked several questions about the audit, OPEB, and the upcoming GASB 68 requirements, which Mr. McIntire addressed.
  
- 3) **Quarterly Financial Statements** – Deputy City Manager LeBrun presented the quarterly financial statements for the YTD ending December 31, 2012. He discussed the notable items in the summary memo.
  
- 4) **LGC Lawsuit Closeout** – City Manager Aspell reported that the lawsuit, that the City participated in with LGC and other communities, regarding the State's violation of Part I, Article 28-a of the New Hampshire Constitution, ended with an adverse result. With closure of the lawsuit, the City received a check in the amount of \$5,464.78 as a refund of the original \$10,000 that was contributed towards the cause.

**5) Fiscal Goals and Fund Balance Policy** – DCM LeBrun discussed the proposed changes to the Goals as reflected in the new proposed fund balance policy. This policy is being established due to discussions with City Auditors and subsequent Management Letter item 2 and in conjunction with GASB Statement # 54. The committee discussed the policy and **Councilor Nyhan moved to recommend the revised fiscal goals and new fund balance policy to the City Council for adoption, seconded by Councilor Coen. The motion was unanimously approved.**

**6) Adjournment - A motion was made by Councilor Bouchard to adjourn, seconded by Councilor Coen, and a unanimous vote brought the meeting to an end at 5:23 PM.**

Respectfully submitted,

Brian LeBrun  
Deputy City Manager – Finance



**CITY OF CONCORD**  
**NEW HAMPSHIRE**

City Hall • 41 Green Street • Concord, NH 03301 • tel. 603/225-8595 • fax 603/228-2701

**APPROVED**

4 Inf 3

TJA

**ECONOMIC DEVELOPMENT ADVISORY COUNCIL**  
**MINUTES**  
**FEBRUARY 1, 2013**  
**7:30 A.M.**

The meeting convened at 7:30 A.M. at City Council Chambers, 37 Green Street, Concord, NH. Refreshments were provided courtesy of Tim Bernier.

**PRESENT:** Tim Bernier, Christopher Carley, Byron Champlin, Mark Coen, Peter Cook, Larry Gloekler, Stephen Heavener, Brad Hosmer, John Hoyt, Jan McClure, William Norton, Keith Nyhan, Connie Rosemont, Dan St. Hilaire, Claudia Walker

**ABSENT:** Allen Bennett, Walter Chapin

**STAFF:** Carlos P. Baía, Deputy City Manager – Development  
Matt Walsh, Assistant for Special Projects

**1. MINUTES FROM THE JANUARY 4, 2013 MEETING**

Chris Carley suggested clarifying the last paragraph in the minutes relative to the proposed exclusions. Carlos Baía indicated that he would edit the text accordingly. Motion was made by Tim Bernier to approve the minutes as amended. Seconded by Byron Champlin. Motion passes unanimously.

**2. SBA PRESENTATION**

Amy Bassett, Deputy District Director for the Small Business Administration—New Hampshire District Office—made a presentation on SBA services.

Ms. Bassett noted that the SBA is an independent federal agency reporting to a cabinet-level administrator. The agency provides services to assist for-profit businesses. She cited the fact that SBA guaranteed 630 loans for \$130 million in New Hampshire in their last fiscal year.

Mr. Carley inquired as to what the “guarantee” means. Ms. Bassett explained that SBA will typically guarantee 50-90% of a loan made by a lender. Mr. Carley asked if the taxpayers would bear the financial burden if a loan fails. Ms. Bassett stated that the private lender would work with the borrower to secure as much of the loan repayment or collateral as possible. Any deficiency that would be left would be up to the SBA and bank to address.

Ms. Bassett noted that SBA is largely supported by loan fees. Mark Coen asked if the SBA’s role is to protect lenders. Bill Norton clarified that the SBA protects the lender by off-setting some of the risk. But for the participation of the SBA, the loan would not have been made and the business would not be able to access capital.

Ms. Bassett explained that the majority of SBA 7a loans in New Hampshire were for \$150,000 or less. The size of these loans reinforces the importance of the 7a program. Private lenders are not usually inclined to pursue small deals.

Keith Nyhan asked why more people don't use the SBA loan products. Ms. Bassett noted that some lenders don't want their customers to go through the added process or fees.

Ms. Bassett explained that the SBA 504 program is an economic development tool whereby a project of unlimited scope could be funded under a 50% private lender contribution; 40% SBA through a Certified Development Company (CDC); and 10% borrower. The SBA portion of the loan would have a fixed rate and term of 20 years (10 for machinery). She noted that the most recent rate for the SBA portion was 4.2%.

Ms. Bassett explained that the borrower portion may be larger if the business is new or the building being financed is special purpose.

Mr. Carley inquired as to where the 40% portion was funded from. Stephen Heavener explained that there is a secondary market where large investors purchase these debentures providing the capital for CDCs to make new loans.

Mr. Nyhan asked if the SBA markets its services to small businesses. Ms. Bassett stated that her staff tries to get out to make presentations such as this one to associations, expos, Rotary Clubs, etc. Mr. Nyhan suggested that the City have a link to SBA on its website.

Stephen Heavener suggested having him do a presentation on CRDC programs at an upcoming meeting.

Ms. Bassett explained that the SBA partners with the NH Small Business Development Centers, SCORE and the Center for Women's Business Advancement. These organizations receive money from SBA which they match with other grants to provide free counseling services to businesses.

### **3. LEAN PROCESS**

Mr. Baía explained that the Community Development Department will hold a LEAN event to examine the City's development review process. The event is tentatively scheduled for the week of June 10<sup>th</sup>-14<sup>th</sup>. He would like to invite a member of EDAC to participate as an outside observer of the city's development. Mr. Carley expressed an interest in participating. He invited anyone else on EDAC who might want to join the event to send an email to Mr. Baía and then he would consult to determine the course of action.

### **4. NH LISTENS**

Mr. Baía reminded the group that the NH Listens event would be held on Monday, February 4<sup>th</sup> at the Grappone Center.



## **5. OTHER BUSINESS**

Byron Champlin discussed the re-configured "brand" for Concord. The new tagline is "Connect. Create. Celebrate." He explained the genesis of the new line and he was seeking EDAC's support to move it forward to Council for its consideration and endorsement.

Jan McClure asked if there hadn't been some desire the last time this was discussed to have the proponents behind the brand circulate it amongst a variety of organizations in the community prior to going to Council. Mr. Champlin noted that it had already been approved by the Board of Directors of the Chamber of Commerce. He asked for guidance on who he should take it to. Ms. McClure felt that the businesses in Concord should have an opportunity to review it. Mr. Champlin indicated that by getting approval from the Chamber Board, he felt it already had been vetted by a significant swath of the business community.

Councilor Coen asked what was the goal of this request. Mr. Champlin stated that he would like the City to accept this tagline as a brand. Ms. Walker indicated that private businesses could also use the brand.

Mr. Carley suggested that EDAC may want to recommend that the City should adopt a brand and this is one option.

Mr. Bernier felt it was important to stay up to date. Branding allows for that. He noted that the Concord coaches, although emblematic of Concord's history, say "old and out-dated" to young people.

Mr. Coen asked what this branding campaign would cost the City. Mr. Champlin indicated that it would be at no cost.

Ms. McClure expressed that she wasn't sure if the brand proposal would necessitate a vote by Council or a simple acknowledgement. Mr. Carley stated that Council should recommend it if they want to do it.

Ms. Walker asked who the steward of the logo would be. Mr. Champlin explained that although not yet copyrighted, the steward of the logo would be Creative Concord although he would anticipate working closely with the City.

Tim Bernier moved to recommend that Council accept the brand. Bill Norton seconded the motion. Motion passed unanimously.

## **6. FUTURE MEETINGS**

Mr. Baía explained that he has a conflict in March and asked if the meeting could be postponed to March 8<sup>th</sup>. EDAC agreed. Claudia Walker offered to host the meeting. The location still needs to be confirmed.

Meeting adjourned at 8:50 a.m.  
*Respectfully submitted,*  
Carlos P. Baía



4 Inf 4

120

# Concord Public Library Trustee Meeting

March 4, 2013

DRAFT

Present: Jeremy Clemans, Megan De Vorse, Marilyn Fraser, Paula Miner, Mary Beth Robinson, Lisa Sands, Library Director Patricia Immen and City Treasurer Mike Jache.

The meeting was called to order by Chair Mary Beth Robinson at 7:03 p.m.

City Treasurer Mike Jache reviewed the trust funds that apply to the library. Overall, the trust funds performed well during calendar year 2012. After his report the City Treasurer left the meeting.

The minutes of the February 4, 2013 meeting were approved. Corrected minutes from March 7, 2011 and April 4, 2011 were approved.

## Library Director's Report:

- The Penacook Branch Library/Tannery project is progressing. The due date on the RFP for preliminary design was extended due to snow storms. Design teams are scheduled to be interviewed during the week of March 18 and a team is scheduled to be selected the week of March 25. If this project goes beyond preliminary design it is expected that there will be a private fundraising component, details of which have not yet been determined.
- The new administrative specialist has been hired to assist the Library Director.
- The Library Director reviewed recent changes made by the staff at the library and reviewed improvements that the staff wishes to make in FY 2014.
- New lighting is being added in the new book section of the main floor.
- The Library Director demonstrated the new city website and highlighted features on the library's section of the web site including the new method for accessing alerts from the library about programming.

Foundation Report: Mary Beth Robinson reported on the recent meeting of the Concord Public Library Foundation. Some members of the Foundation board expressed concern over the possible inclusion of a new library in a mixed use building on the site of the former NH Employment Security building, pointing out that it will be important that the design of the building highlights the library.

Library Advocacy: Lisa Sands is working on the library value calculator and the FY 2012 numbers involving library use in order to have information for the City Council. The City Council received the Trustees' letter regarding the CIP out-years, but no action was taken.

Old Business: Old business was covered in the Director's report.

New Business: The next meeting will be on April 1, 2013. David Gill, Director of City Parks and Recreation will come to the meeting.

The meeting adjourned at 8:30 p.m.

Respectfully submitted,  
Megan De Vorse





## Engineering Services Division

T/A

# Traffic Operations Committee

Meeting Minutes – February 19, 2013

Attendees: Rob Mack, PE, PTOE, Engineering Services  
 Ed Roberge, PE, Engineering Services  
 Steve Henninger, Planning Division  
 Jim Major, General Services  
 Greg Taylor, Police Department  
 Dave Florence, Police Department  
 Rick Wollert, Concord Fire Department  
 Terry Crotty, Concord School District

### A. Regular Discussion Items

- 1) Overview of city-wide accident data, including prior-month accident summary and discussion of select accident locations, circumstances and potential action.

DISCUSSION / ACTIONS: Traffic accident data for January 2013 was reviewed. There were 97 reportable accidents in January 2013. This compares with 101 and 146 reportable accidents in January 2012 and 2011, respectively. 16 accidents resulted in total of 19 people injured, 3 of which occurred on Loudon Road. There were no fatalities.

There was one accident involving a pedestrian: a pedestrian aged 38 years walking southbound on South Street and crossing Broadway in the crosswalk and being struck by a Broadway vehicle attempting to make a right turn onto South Street (minor injury, vehicle fled scene).

- 2) City Council meeting update.

DISCUSSION / ACTIONS: None

- 3) Transportation Policy Advisory Committee (TPAC) update.

DISCUSSION / ACTIONS: None

### B. On-going Discussion and Action Items.

- 1) Referral from City Council to consider establishing a No Parking/Standing/Stopping zone along Conant Drive between South Street and Rundlett Street to mitigate adverse effects of parking for traffic related to school drop-offs/pick-ups at the Abbott-Downing Elementary School. (Council: 10/9/12).

**DISCUSSION / ACTIONS:** Following TOC discussion last month, Terry Crotty described efforts by school staff to improve on-campus traffic management at the pick-up lane and parking areas. Staff is trying to actively control traffic flow with intent to direct entering traffic to go as far west as possible (into the campus) before parking or stopping with goal of maximizing storage of traffic on-campus. Notices had also been distributed to parents of the parking situation and the desire to avoid parking in the vicinity of the South/Conant intersection. The school is also considering adding lane markings to delineate two lanes instead of one on the short one-way driveway segment just in advance of the parking area with idea that if the pick-up lane is filled, that all other traffic will be directed to enter the parking area rather than queue in the one-way entrance driveway from South Street. TOC suggested an option to board children at the far (western) end of the pick-up lane rather than near the beginning of the lane at the first crosswalk for more efficient traffic management.

Rob Mack visited the area last Friday during the afternoon school dismissal period and noted that on-street parking issues had remained unchanged. About 12 vehicles were parked (and generally left unattended) along the shoulders on both sides of the street at the South/Conant intersection. The vehicles not only restricted sight lines for traffic exiting Conant Drive, but created safety conflicts with South Street traffic due to drivers opening car doors and loading children in the street-side doors and within the moving travel lanes. As observed since late last year, several vehicles continue to park on the north side of Conant Drive just west of South Street. These vehicles are left unattended for 10 to 15 minutes while the drivers walk to the school to return later with their student; these vehicles restricted westbound traffic flow unable to pass due to the extended line of eastbound traffic blocking the available street width. The Conant entry driveway was blocked at the parking lot lanes and the queue of standing traffic extended back to South Street on one occasion.

TOC felt that school staff efforts, alone, to better-manage on-campus traffic would likely not mitigate the prevalent practice of on-street parking near the South/Conant intersection. Some formal parking restriction to prevent ongoing safety and operational issues at this intersection, coupled with school efforts in better manage on-campus parking, appears to be an appropriate course of action. As such, TOC concurred with a recommendation to pursue restriction of parking in the vicinity of the South/Conant intersection. The recommendation is two-fold: extend the current No Parking/Standing/Stopping zone on South Street to a point south of the Conant Drive intersection in order to maintain intersection sight lines; and develop a No Parking/Standing/Stopping zone on the short segment of Conant Drive between South and Rundlett Streets in order to maintain two-way traffic flow there during peaks. The latter restriction should consider a time limit, perhaps during school peaks only, so that on-street parking generally remains available for the neighborhood at all other times. The TOC recommendation will be presented to the Parking Committee on February 25, 2013. If the Parking Committee also concurs, it is anticipated that nearby residents along South and Conant Streets will be given notice and invited to attend a March Parking Committee meeting to provide feedback prior to developing a potential Ordinance change.

## **C. New Discussion and Action Items**

### **1) Discussion of CIP 283 Pleasant/Warren/Fruit Intersection Improvements.**

**DISCUSSION / ACTIONS:** Rob Mack described the Pleasant/Warren/Fruit Intersection Improvement Project (CIP 283 FY2013) which includes traffic signal equipment upgrades and operational improvements. \$200,000 was budgeted in FY2013 for full traffic signal replacement including pedestrian crossings. Engineering Services has compiled survey base plans of the intersection area and analyzed 2035 design-year traffic projections which include effects of the future Langley Parkway North (Phase 3) as well as area

traffic growth at the hospital campus to the west and the NH State Office Park South. In addition to necessary signal updates, staff assessed additional improvements needed to make the project comply with the 'complete streets' aspect of the City's Comprehensive Transportation Policy, including pedestrian and bicycle accommodation. The current intersection configuration does not accommodate bicycles as there are narrow multiple-lane approaches without shoulders. Sidewalks on the intersection corners also require upgrading for pedestrians.

Upgraded traffic signalization would generally result in new equipment, but existing lane use and signal operation would continue. Additional intersection capacity cannot be achieved without substantial widening for additional approach lanes. The existing diagonal crosswalk would be retained as it is the primary crossing for walkers between the high school and the Memorial Field area. Additional improvements to provide a complete-street improvement include: revised approach-lane markings along all intersection approaches with slightly-narrowed travel lanes and provision of five-foot shoulders for bicycles; and reconstructed sidewalks, curb and ramps on intersection corners. All lane-marking changes can be accommodated on the existing paved width except the high school side of Warren Street which would need to be widened about five feet between N. Fruit Street and the turn-around driveway at the school main entrance. This widening would require some right-of-way from the school district and relocation of several significant utility poles. The overall project, with complete-street compliance, would cost more than the current budget for the signalization upgrade.

Another complete-street option includes removal of the traffic signal control and reconstruction of the intersection into a single-lane roundabout. The roundabout option would outperform the signalized option in terms of reducing vehicle and pedestrian delays and queues as well as allowing for additional future traffic growth. Some right-of-way would be needed from both the school district and the State's office park, although all road widening would be limited to the intersection proper; additional lane widening along Warren Street to the east is not necessary. It appears that adequate space can be made available to develop an appropriately-designed roundabout able to accommodate all travel users including large trucks. This option also costs in excess of the currently-budgeted amount for CIP283.

Each of the above complete-street improvements can address long-range needs of the corridor, particularly after completion of the Langley Parkway north extension. The new corridor will act to remove a substantial volume of traffic from the Pleasant-to-Warren travel direction, redefining the future needs of the intersection. In that regard, staff suggests reconsideration of the current FY2013 project to avoid construction of substantial signal equipment improvements when the long-range needs of the intersection suggest potentially revised intersection geometry. An option is to install minimal signal hardware improvements now for the short-term viability of existing signal operation, and defer a more comprehensive complete-street improvement for several years, preferably following the Langley Parkway project (currently scheduled for completion in FY2018). Minimal short-term signal improvements include replacement of the controller cabinet and signal control equipment. This can be reinstalled on the existing cabinet foundation, and could be reused/relocated later at this intersection or relocated to another signalized intersection in need of a control cabinet replacement. Other minor improvements could include upgrading several signal displays to conform to current standards and installing some temporary wiring runs to bypass several underground cables that cannot be serviced due to conduit failure.

TOC concurred with the need and appropriateness of the larger complete-street improvement and that it may be reasonable and cost-effective to defer this project to follow the completion of the Langley Parkway North project. The current CIP 283 project could provide minimal signal equipment improvements needed to maintain current signal operation over the coming several years, with objective that much of the new equipment installed could be relocated at a later date or reused at another city intersection. Installation of

large, permanent structures such as new signal pole and mast arm supports would not be included at this time.

It was noted that CIP 380 includes a proposed sidewalk/crosswalk improvement project on Warren Street near the high school. Proposed in FY2014, this would be a jointly-funded project with the Concord School District to construct two high-visibility pedestrian crosswalks on Warren Street (including bump-outs) at Westbourne Street and at the school main entrance walkway to the west. It would be cost effective to construct this project concurrently with a complete street upgrade of the Pleasant/Warren/Fruit intersection.

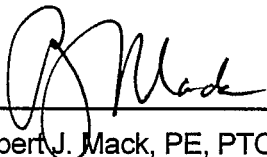
This project will also be discussed at TPAC's meeting on February 28, 2013.

#### **D. Open Discussion Items**

**1) Staff response to miscellaneous inquiries (refer to correspondence in agenda packet).**

DISCUSSION / ACTIONS: None.

Respectfully submitted,



---

Robert J. Mack, PE, PTOE, Traffic Engineer  
Chair, Traffic Operations Committee

***The next Traffic Operations Committee meeting will be held on  
Tuesday, March 19, 2013 @ 12:00 PM in the 2<sup>ND</sup> Floor Conference Room.***





# Engineering Services Division

TAT

## Traffic Operations Committee

Meeting Minutes – March 19, 2013

Attendees: Rob Mack, PE, PTOE, Engineering Services  
Steve Henninger, Planning Division  
Greg Taylor, Police Department  
Rick Wollert, Concord Fire Department

### A. Regular Discussion Items

- 1) Overview of city-wide accident data, including prior-month accident summary and discussion of select accident locations, circumstances and potential action.

DISCUSSION / ACTIONS: Traffic accident data for February 2013 was reviewed. There were 94 reportable accidents in February 2013. This compares with 121 and 132 reportable accidents in February 2012 and 2011, respectively. 17 accidents resulted in total of 22 people injured, 4 of which occurred on Loudon Road. There were no fatalities.

There were three accidents involving pedestrians: a pedestrian aged 51 years leaving the Wal-Mart store and crossing the main crosswalk in front of the store and walking into a vehicle stopped at the crosswalk (minor injury, pedestrian at fault for not paying attention); a pedestrian aged 52 years walking along Loudon Road against traffic in the travel lane due to snow on sidewalks and being struck by the mirror of a passing vehicle (minor injury, vehicle not identified); and a pedestrian aged 28 years in an altercation with another driver in the Fort Eddy Shaws parking lot and throwing himself on the hood of the moving car and falling to the ground (injury, pedestrian and driver both at fault and cited).

- 2) City Council meeting update.

DISCUSSION / ACTIONS: City Council accepted the TOC reports requesting parking restrictions on both Whitney Road and Bradley Street in follow-up to Planning Board actions. Public hearings on the requests are scheduled for April 8, 2013.

- 3) Transportation Policy Advisory Committee (TPAC) update.

DISCUSSION / ACTIONS: TPAC discussed potential improvements to the Pleasant/Warren/Fruit intersection (CIP 283) as being evaluated by Engineering.

## **B. On-going Discussion and Action Items.**

- 1) Referral from City Council to consider establishing a No Parking/Standing/Stopping zone along Conant Drive between South Street and Rundlett Street to mitigate adverse effects of parking for traffic related to school drop-offs/pick-ups at the Abbott-Downing Elementary School. (Council: 10/9/12).**

DISCUSSION / ACTIONS: At its February 19, 2013 meeting, TOC endorsed an extension of the current No Parking, Standing or Stopping zone on South Street southerly to beyond the Conant Drive intersection, and implementation of a No Parking, Standing or Stopping zone (school peak times only) along both sides of Conant Drive between South Street and Rundlett Street. Rob Mack reported that this TOC endorsement was presented to the Parking Committee at its February 25, 2013 meeting. The Parking Committee endorsed the option to extend the South Street parking restriction along both sides of the street to 100 feet south of the Conant Drive intersection. The Parking Committee also acknowledged the need to restrict parking along Conant Drive between South Street and Rundlett Street, but tabled action on the item pending a public information meeting to get feedback from local residents. At issue was whether to restrict parking along the short segment of Conant Drive between South Street and Rundlett Street (considered by the Parking Committee to be the minimum area of restriction), or whether it would be preferable to consider extending the potential restriction to include the length of Conant Drive, understanding that restriction parking in one location will act to divert on-street parkers to another area up the street. The issue of full-time restriction or time-limited restriction would also be discussed with residents.

The Parking Committee has scheduled a neighborhood meeting on March 25, 2013 at 6:00 PM at the Abbott-Downing School Café. Neighborhood input would be used to refine the committee's recommendation on area parking restrictions.

- 2) Request from Riverbend Community Mental Health, Inc. to establish an exclusive pedestrian crossing phase at the State/Pleasant signalized intersection. (Engineering: 10/9/12).**

DISCUSSION / ACTIONS: At issue is a request by Riverbend to consider revising the signalized pedestrian crossing at the intersection to provide exclusive WALK operation (all traffic stopped), versus the existing concurrent WALK operation (pedestrians cross with parallel traffic movement). This request was pursuant to a pedestrian accident at the intersection last fall involving a pedestrian in the crosswalk being struck by a turning vehicle. Riverbend noted that it has facilities adjacent to this intersection and that it is concerned for the safety of its consumers that use crosswalks at this intersection. This request was initially discussed by TOC at its October 16, 2012 meeting, with Mr. Alan Moses from Riverbend in attendance. TOC action was deferred at that time pending a more detailed engineering assessment of the intersection.

Rob Mack reported that Engineering Services had compiled intersection traffic and crash data and performed an assessment of intersection operation and safety. Peak period traffic data was compiled last December during the noon and afternoon commuter peak period, with the afternoon peak being the critical weekday period. Design-study findings developed over the winter for the Main Street Complete Street project were also incorporated into this assessment. A comparative assessment of converting the subject-intersection signal operation from concurrent to exclusive WALK operation was developed.

Regarding crash history at signalized pedestrian crossings city-wide, pedestrian-related crashes reported at intersection locations were reviewed from 2004 through 2012. During that nine-year period there were 25 pedestrian crashes reported at signalized intersections with pedestrian crossing signals. 13 occurred at

intersections where exclusive pedestrian WALK phasing was used, and 12 occurred at intersections where concurrent WALK signal phasing was used; a significant difference in crash history is not apparent.

TOC discussed the compact size of the State/Pleasant intersection and noted that if pedestrians were required to wait longer to cross the street due to operation of an exclusive crossing phase, an increasing number might elect to cross concurrent with traffic (against the DON'T WALK indication) at the first opportunity rather than wait for the light to cycle to the WALK indication. This is a commonly-observed occurrence in the downtown area and is a safety concern as these pedestrian crossings (albeit illegal) occur when traffic is generally not expecting to encounter pedestrians.

Consistency of signalized pedestrian crossing operation throughout the downtown area was also discussed. It was felt that the current mix of exclusive and concurrent operation among nearby signalized intersections was less-than-optimal insofar as creating varied driver/pedestrian expectations from intersection to intersection. Signals along the N. State Street corridor all operate with concurrent pedestrian crossings. Signals along Pleasant Street (exclusive of the State/Pleasant intersection) currently operate with exclusive pedestrian crossings. However, the adjacent Pleasant/Main intersection is planned to be reconfigured to a concurrent pedestrian crossing when rebuilt under the Main Street Complete Street project.

Engineering performed operational analyses of the State/Pleasant intersection assuming existing operation with concurrent pedestrian crossing as well as potential signalization with exclusive pedestrian crossing. The afternoon commuter peak period was analyzed for projected 2014 (near-current) and 2034 (design year) traffic conditions consistent with that developed for the Main Street redesign study. With concurrent pedestrian crossings, the intersection currently operates with computed average vehicle delay of about 25 seconds and 95<sup>th</sup> percentile traffic queues on approaches ranging from 148 to 272 feet. Revising the current operation to provide an exclusive pedestrian crossing doubles average vehicle delays to about 54 seconds and increases 95<sup>th</sup> percentile approach queues to 232 to 353 feet. In the 2034 future condition, the intersection operates with average delays of about 36 seconds with a concurrent crossing and very long delays of 114 seconds with an exclusive crossing. Computed future queuing with the exclusive crossing extends beyond both the Main/Pleasant and N. State/Warren intersections. Thus, with regard to traffic operation, the potential conversion to an exclusive pedestrian crossing operation results in substantially longer intersection delays and traffic queues which can exacerbate vehicle conflicts, parking maneuvers and pedestrian crossings near the intersection and at adjoining intersections.

TOC members noted concern for the mid-block crosswalk on Pleasant Street about 120 feet west of the subject intersection (at the South Congregational Church). While existing traffic queues from the signal can extend through this crosswalk, potential conversion to an exclusive crossing phase will increase the likelihood of traffic queues standing across the crosswalk, a safety concern for pedestrians crossing here.

Considering all of the above, TOC members did not feel that conversion of the subject intersection operation to include an exclusive pedestrian crossing operation was appropriate. Reasons noted include increased traffic delays and queuing extending further back to adjacent signals and midblock crosswalks, and potential pedestrian disregard for exclusive WALK phasing given increased crossing delay and the compact size of the intersection. Another concern for downtown-area safety was the provision of consistent pedestrian signal operation within the downtown core, especially among adjacent closely-spaced signals; concurrent pedestrian crossing is currently in operation along adjacent N. State Street corridor signalized intersections and is also planned for the adjacent Main/Pleasant intersection as part of the Main Street Complete Streets project.

Substantial improvements to signal equipment and pedestrian facilities at the State/Pleasant intersection are currently programmed in FY 2018 under CIP 283. Among the anticipated improvements are new signal pole locations, pedestrian countdown signals and improved accessibility on sidewalk corners. These programmed improvements will enhance pedestrian operation and safety at the intersection.

### **C. New Discussion and Action Items**

- 1) None.

### **D. Open Discussion Items**

- 1) Staff response to miscellaneous inquiries (refer to correspondence in agenda packet).

DISCUSSION / ACTIONS: None.

Respectfully submitted,



---

Robert J. Mack, PE, PTOE, Traffic Engineer  
Chair, Traffic Operations Committee

***The next Traffic Operations Committee meeting will be held on  
Tuesday, April 16, 2013 @ 12:00 PM in the 2<sup>ND</sup> Floor Conference Room.***

City of Concord  
Transportation Policy Advisory Committee

Meeting Minutes

Thursday, February 28, 2013 - 6:00pm to 8:30pm  
City Council Chambers

**1. Call to Order/Introductions**

Dick Lemieux called the meeting to order. Those in attendance included:

Committee Members Present:

Jennifer Kretovic (City Council)  
Dick Lemieux (Downtown - Chair)  
Tom Irwin (North/West Concord)  
Brent Todd (Penacook)  
Ursula Maldonado (At-Large)  
Craig Tufts, (Bike Community)  
Ed Roberge, City Engineer - Staff Representative

Committee Members Not Present:

Keith Nyhan, City Council  
Rob Werner, City Council  
Alex Vogt (Pedestrian Community)  
Jim Sudak (Concord Area Transit) (Public Transit)

Staff, Visitors and Guests Present:

Rob Mack, Traffic Engineer - Staff Representative

**2. Approval of December 20, 2012 and January 24, 2013 meeting minutes**

Following a brief discussion, Jennifer Kretovic made a motion to approve the minutes of the December 20<sup>th</sup> and January 24<sup>th</sup> TPAC meetings. The motion was seconded by Ursula Maldonado. The meeting minutes were unanimously approved.

**3. Presentations**

**a. CIP283 - Pleasant/Warren/Fruit Intersection Improvements - Rob Mack**

Rob Mack presented the Pleasant/Warren/Fruit Intersection Improvement Project (CIP 283 FY2013) which includes traffic signal equipment upgrades and operational improvements. \$200,000 was budgeted in FY2013 for full traffic signal replacement including pedestrian crossings. Engineering Services has compiled survey base plans of the intersection area and analyzed 2035 design-year traffic projections which include effects of the future Langley Parkway North (Phase 3) as well as area traffic growth at the hospital campus to the west and the NH State Office Park South. In addition to necessary signal updates, Rob Mack indicated that staff assessed additional improvements needed to make the project comply with the 'complete streets' aspect of the City's Comprehensive Transportation Policy, including pedestrian and bicycle accommodation. The current intersection configuration does not accommodate bicycles as there are

narrow multiple-lane approaches without shoulders. Sidewalks on the intersection corners also require upgrading for pedestrians.

Rob Mack indicated that upgraded traffic signalization would generally provide new equipment, but existing lane use and signal operation would continue and additional intersection capacity cannot be achieved without substantial widening for additional approach lanes. The existing diagonal crosswalk would be retained as it is the primary crossing for walkers between the high school and the Memorial Field area. Rob Mack suggested that additional improvements to provide a complete-street improvement would include revised approach-lane markings along all intersection approaches with slightly-narrowed travel lanes and provision of five-foot shoulders for bicycles; and reconstructed sidewalks, curb and ramps on intersection corners. All lane-marking changes can be accommodated on the existing paved width except the high school side of Warren Street which would need to be widened about five feet between N. Fruit Street and the turn-around driveway at the school main entrance. This widening would require some right-of-way from the school district and relocation of several significant utility poles. The overall project, with complete-street compliance, would cost more than the current budget for the signalization upgrade.

Rob Mack noted that another complete-street option includes removal of the traffic signal control and reconstruction of the intersection into a single-lane roundabout. The roundabout option would outperform the signalized option in terms of reducing vehicle and pedestrian delays and queues as well as allowing for additional future traffic growth. Some right-of-way would be needed from both the school district and the State's office park, although all road widening would be limited to the intersection proper; additional lane widening along Warren Street to the east is not necessary. It appears that adequate space can be made available to develop an appropriately-designed roundabout able to accommodate all travel users including large trucks. This option also costs in excess of the currently-budgeted amount for CIP283.

Rob Mack stated that each of the above complete-street improvements can address long-range needs of the corridor, particularly after completion of the Langley Parkway north extension. The new corridor will act to remove a substantial volume of traffic from the Pleasant-to-Warren travel direction, redefining the future needs of the intersection. In that regard, staff suggests reconsideration of the current FY2013 project to avoid construction of substantial signal equipment improvements when the long-range needs of the intersection suggest potentially revised intersection geometry. An option is to install minimal signal hardware improvements now for the short-term viability of existing signal operation, and defer a more comprehensive complete-street improvement for several years, preferably following the Langley Parkway project (currently scheduled for completion in FY2018). Minimal short-term signal improvements include replacement of the controller cabinet and signal control equipment.

Rob Mack indicated this can be reinstalled on the existing cabinet foundation, and could be reused/relocated later at this intersection or relocated to another signalized intersection in need of a control cabinet replacement. Other minor improvements could include upgrading several signal displays to conform to current standards and installing some temporary wiring runs to bypass several underground cables that cannot be serviced due to conduit failure.

After a brief discussion TPAC concurred with the need and appropriateness of the larger complete-street improvement and preferred deferring the signal improvement project to follow the completion of the Langley Parkway North project. The current CIP 283 signal project would provide minimal signal equipment improvements needed to maintain current signal operation over the coming several years, with objective that much of the new equipment installed could be relocated at a later date or reused at another city intersection. TPAC concurred that the roundabout alternative is preferred and should be further pursued when the Pleasant Street corridor improvements are considered.

**4. Public Comment**

There were no members of the public in attendance.

**5. Consent Reports**

**a. Approval of Subcommittee Minutes (Pedestrian, Bicycle, Public Transit, and Traffic Operations)**

The minutes of the January 15<sup>th</sup> Traffic Operations Committee (TOC) meeting were unanimously approved.

**6. TPAC Referrals from City Council, Staff and Chair**

**a. Referral from City Council to consider establishing a No Parking, Standing, Stopping zone along Conant Drive between South Street and Rundlett Street to mitigate adverse effects of parking for traffic related to school drop-offs/pick-ups at the Abbott-Downing Elementary School. (Council: 10/9/12, 12/20/12, 1/24/13).**

Rob Mack reported that this referral from Councilor Nyhan had been previously reviewed by the TOC and TPAC and that the matter continues to be monitored by staff and the school district. A meeting was recently coordinated by staff and the school district where vehicle drop-off/pick-up, bus stop locations, and crosswalk locations were reviewed.

Rob Mack noted that the TOC met in February and discussed this matter and agreed to refer the matter to the Parking Committee. At its February meeting, the Parking Committee agreed to recommend the extension of the no parking limits along South Street and tabled action on parking restrictions on Conant Drive until a neighborhood meeting could be convened. Staff will provide an update of actions at the March TPAC meeting.

- b. **Referral from City Council to consider removal and installation of STOP signs at Heather Lane intersections, including: installation of a STOP sign on the New Meadow Road eastbound approach to Heather Lane; installation of a STOP sign on the Gabby Lane eastbound approach to Heather Lane; and removal of the STOP sign on the Heather Lane northbound approach to Gabby Lane. (Council: 10/9/12, 12/20/12, 1/24/13).**

Rob Mack reported that staff will be coordinating a neighborhood meeting to be held at a future TPAC meeting – perhaps the March meeting. A draft invitation letter will be developed for TPAC review and the meeting will be noticed. Brent Todd suggested that TPAC members should take an opportunity to view the neighborhood and asked if the committee members wanted to schedule a time to visit. After brief discussion, the committee agreed to not schedule a formal visit but instead suggested that committee members visit the neighborhood to be familiar with the condition.

Staff will finalize an invitation letter and schedule the neighborhood meeting during an upcoming TPAC meeting.

## 7. Status report on subcommittees

- a. **Pedestrian Committee, Alex Vogt**

Given that Alex Vogt was not in attendance, there was no report given.

- b. **Bike Committee, Craig Tufts**

Craig Tufts reported that the Bike Committee did not meet in February. No report was given.

- c. **Public Transit Committee, Jennifer Kretovic**

Jennifer Kretovic reported that the Public Transit Committee met in February and without a quorum, did not act on any regular business. Jennifer Kretovic did report that route changes took effect on February 11<sup>th</sup> and that the Crosstown route is still underutilized. Jennifer Kretovic also reported that the committee reviewed a concern regarding a driver napping at a traffic signal on Main Street.

It was indicated that the State is likely changing the funding program for public transportation given pending Federal funding changes. The committee and CAT will monitor this closely. Annual budget proposals are not due until March 23<sup>rd</sup>. The committee is also looking at potential route changes if funding is drastically cut.

- d. **Traffic Operations Committee, Rob Mack**

Rob Mack reported that the Traffic Operations Committee met in February and discussed the Pleasant/Warren/Fruit intersection project (as noted above in presentations) and the Conant School Parking issue.



## 8. Staff Updates

### a. Downtown Complete Streets Improvement Project – TIGER 2012 (CIP460)

Ed Roberge provided a brief update on the Main Street project. At a public hearing on February 11<sup>th</sup>, City Council accepted a staff and project design team report outlining the Main Street layout and the closure of Phenix Avenue to vehicular traffic. The action was not specific on streetscape details and project amenities but did endorse the two-lane section and intersection improvements. Council also confirmed that a roundabout will not be considered at the intersection of Main Street and Pleasant Street.

TPAC requested details of the snow melt system and although the status of the Concord Steam project is not known at this time, staff has been reassured that the project will be approved and that construction is expected to begin in 2013. Ed Roberge indicated that the new steam plant would be required in order to construct a sustainable snow melt system otherwise any other energy driven system would not likely be reasonable in terms of capital and operating cost.

### b. Sewalls Falls Bridge Replacement Project (CIP22)

Ed Roberge reported that at its meeting on February 12<sup>th</sup>, City Council accepted the staff report recommending that the bridge replacement option be selected and authorized staff to complete the necessary permitting to complete the cultural and environmental permitting process. Final environmental documentation is underway and planning study approval is expected by NHDOT in early spring 2013. It is expected that final design will be underway by May 2013.

## 9. Old Business

There was no old business to consider.

## 10. New business

### a. Review of Membership Terms with April 2013 Expiration

#### i. Lemieux, Todd, Irwin, Maldonado, and Sudak

Ed Roberge indicated that the terms of Dick Lemieux, Brent Todd, Tom Irwin, Ursula Maldonado, and Jim Sudak are all due to expire on April 30<sup>th</sup>. In that, Dick Lemieux asked if each member was still interested in serving on TPAC. All with the exception of Jim Sudak responded in the affirmative. Ed Roberge thanked and expressed appreciation to those that serve and indicated their continued interest to serve will be forwarded to the City Clerk for Council action. Ed Roberge also indicated that he will contact Jim Sudak to see if he is still interested in serving.

### b. Complete Streets Policy

Tom Irwin indicated that in recent discussions, a policy on the design of intersections to include roundabout analysis should be considered. Tom Irwin noted that a number of municipalities that have complete streets policies also have policy on considering roundabouts for intersections.

Tom Irwin also suggested that perhaps TPAC could review such a policy with the Energy Committee and issue a joint policy statement on a roundabout analysis requirement.

Dick Lemieux supported that thought and suggested TPAC review its policy at its next meeting and look at possible revisions. Staff indicated that the policy will be made available to committee members for review.

**c. Potential Transit Funding through HB617**

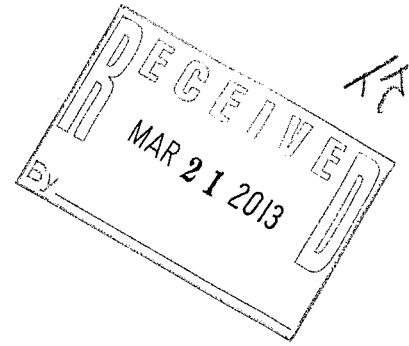
Tom Irwin indicated that he is part of a coalition proposing an amendment to HB617 (proposed gas tax bill) to earmark a part of the revenues generated by the gas tax increase for transportation demand management. The amendment is specific to road based transportation generally including transit. The group called "Transport NH" has developed a web site where folks can review their mission statement and actions.

**11. Adjourn**

With no other items to discuss; Ursula Maldonado made a motion to adjourn the meeting. The motion was seconded by Brent Todd. The motion carried unanimously and the meeting adjourned.



4 Inf7



March 18, 2013

*Via UPS overnight*

The Honorable James Bouley  
Office of the Mayor  
City of Concord  
41 Green Street  
Concord, NH 03301

**RE: Price Adjustment Information – Installation & Equipment**

Dear Mayor Bouley:

In keeping with our commitment to provide you with regular updates, I am writing to inform you that due to changes in business costs the following installation and equipment prices\* will decrease effective May 1, 2013:

|  |
|--|
| <b>Installation:</b>   |
| Installation of each Additional Outlet (Initial Installation) from \$14.15 to \$13.35. |
| Activation of each Additional Outlet (Initial Installation) from \$7.75 to \$5.60.     |
| Relocate Additional Outlet (Initial Installation) from \$13.60 to \$13.35.             |
| Connection of VCR/DVD (Initial Installation) from \$8.55 to \$7.90.                    |
| Connection of VCR/DVD (After Initial Installation) from \$19.10 to \$16.35.            |
| Hourly Service Charge (For custom installation work) from \$33.60 to \$33.20.          |
| In-Home Service Visit from \$33.55 to \$32.10.   |
| <b>Equipment:</b>  |
| Remote control from \$0.20 to \$0.18.  |
| CableCARD (second card in same device) from \$1.15 to \$1.00.                          |

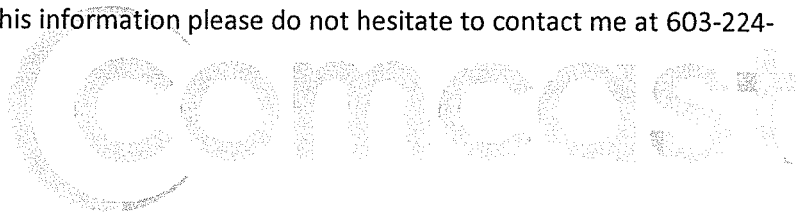
Customers are being noticed, in advance, of this information via bill message.

Should have any questions regarding this information please do not hesitate to contact me at 603-224-1871, ext. 202.

Sincerely,

*Bryan Christiansen*

Bryan Christiansen, Sr. Manager  
Government & Regulatory Affairs



\*Prices shown are for residential services only and do not include federal, state and local taxes, franchise fees or other related costs. Prices are subject to change.



March 18, 2013

The Honorable James Bouley  
Office of the Mayor  
City of Concord  
41 Green Street  
Concord, NH 03301

**Re: Grandfathered Cable Packages**

Dear Mayor Bouley:

As part of our initiative to standardize programming packages, I am writing to inform you of changes Comcast will be making to grandfathered<sup>1</sup> former AT&T cable packages. These changes will effect a minimal number (less than 1%) of our customers.

Comcast is committed to offering the best value in home entertainment and providing a wide variety of programming choices to our customers. To help achieve that result, customers in these grandfathered packages will be transitioned to the corresponding Comcast package with the same price point as their grandfathered package.

We will be notifying each effected customer of the specific changes impacting their Comcast service by letter beginning March 22<sup>nd</sup> for changes which will occur beginning April 22<sup>nd</sup>. Customers will see additional channels such as BBC World, Centric, Cooking Channel, DIY (Do It Yourself), Ovation, Reelz, RLTV and more! TCM (Turner Classic Movies) is not available in their new package.

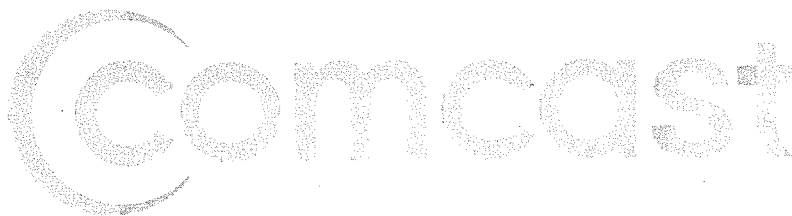
A toll free customer service number has been set up specifically for this initiative. Should residents contact you with questions please do not hesitate to direct them to this number, 1-888-267-0350, or they can visit us online at [www.comcast.com](http://www.comcast.com).

Should you have any questions about this initiative or about our services in general, please do not hesitate to contact me at 603-224-1871, ext. 202.

Sincerely,

*Bryan Christiansen*

Sr. Manager  
Government & Regulatory Affairs



---

<sup>1</sup> Grandfathered is a package that has not been offered for new subscription within the past several years.

MICHAEL J. MARTIN  
Superintendent of Schools

CHRISTINE M. BARRY  
Assistant Superintendent

## School Administrative Unit No. 46

Andover-Merrimack Valley  
105 Community Drive  
Penacook, New Hampshire 03303

ROBIN HEINS  
Business Administrator

KATHLEEN BOUCHER  
Human Resources Manager

4 Infs

TAA

RECEIVED

MAR 15 2013

CITY CLERK'S OFFICE  
CONCORD, NH

March 12, 2013

Dear Selectmen and City Councilors,

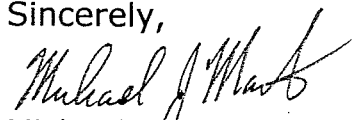
I am following-up on some feedback we received at the Merrimack Valley Annual Meeting held on Thursday, March 7, 2013.

- Annual Reports – The release date of our annual reports is two weeks before the annual meeting. Copies will be delivered to town offices and various locations within each community.
- Voting Cards – For the 2014 Annual Meeting, special voting cards will be made for that particular meeting and colors will be alternated yearly.
- Communication – The board will continue to post information on the school district website. The website is in the process of being upgraded.

We look forward to resuming semi-annual meetings with you and will be in touch soon to work on a proposed meeting date.

Please feel free to contact either your community's board member and/or the superintendent's office if we can be of assistance.

Sincerely,



Michael J. Martin  
Superintendent of Schools

MJM/dm

