

**MINUTES
WORKSHOP
DOVER CITY COUNCIL
CITY COUNCIL CHAMBERS
WEDNESDAY
JUNE 30, 1999
7:00 P.M.**

Members Present: Councilor Berry, Councilor Schmidt, Councilor Johnson, Councilor Landry, Mayor Pro Tem Perry, Councilor Wilson, and Mayor Wil Boc.

Councilor Rawding and Councilor Reese absent.

The Mayor called the meeting to order on the Supplemental CIP, Train Station, Public Works Garage, and School requirements.

1. Discussion RE: Supplemental CIP

The Mayor turned over the meeting to Bruce Woodruff.

Bruce Woodruff introduced Bill Hunt, Chairman of the Train Committee.

Mr. Hunt gave a brief history of where the train in Dover began and the last train in the 1960s that went through. He stated in 1989 a group of people in Maine called Train Rides of the Northeast.

In 1990 – 1991, a petition for public support was carried out in the State of Maine with 9,000 signatures on the petition.

In 1993 – 1994, federal money was authorized to bring it about. During that same time period Dover formed a rail station committee. Two sites were looked at; Chestnut Street and State Route 155 near the Dover Madbury line.

It was determined the Chestnut Street site would be more suitable.

At that time, it looked like a short time before trains would arrive in Dover. However, a series of delays occurred over a period of four years; mostly in Maine. Construction is currently going on.

Trains should start in Maine in the fall of 2000.

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This brings us back to Dover and what are we going to do for a train station.

The committee met with the New Hampshire Department of Transportation (NHDOT) and the three (3) stopping places; Dover, Durham, and Exeter to form a plan for the sites.

Money that was appropriated in 1993 – 1994 is now not enough to build a station as proposed.

There is a building on site that is restorable that would make a very attractive train station.

Bruce Woodruff offered a video of what a train station can do for Main Street America. He stated the City Council is welcome to take turns signing it out.

Right now, we have a dilapidated depot building. It is estimated that 65% of the trips that would come through Dover are for the tourists. The Dover Train Station is not a commuter station. We only have enough money to build a platform, but not a whole station. They need \$170,000 to build.

There are alternative ways to pay for the bond or part of the bond (i.e., TIP money).

Across the street is a 40-space parking lot. We could charge the people to park and ride on the train and help pay on the bond. The Local Option Fee could be used. We could research regional funding.

Dover could explore state funding, and finally, private sector funding.

Bruce Woodruff introduced Nancy Mayville.

Nancy Mayville talked about different kinds of funding that is being used currently.

This project can qualify to improve air quality. This encourages people to ride share.

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Dover applied back in 1990 – 1992.

The total funds currently available are \$200,000, but Ms. Mayville stated she needs a matched amount from the City.

Ms. Mayville stated she has focused on schedules for actual rail service that is starting late next summer. She will oversee the design and construction. The construction must start by March 2000 or April 2000. There will be bids in January 2000.

Ms. Mayville stated she is looking for a final scope of the project. This is the City's project.

She stated the city needs to determine its priorities.

Of the \$300,000 – \$240,000 is 80% federal funds and \$ 60,000 - 20% will be the city match of the fund.

The total cost of the project is \$460,000 - \$470,000.

Originally, the Planning Committee is opening up another round of applications. She talks about CMAQ funds. (Congestion Mitigation and Air Quality).

Gordon Leedy, consultant with DOT – working for VHB Engineers.

Mr. Leedy talks about the Chestnut Street site. He had plans drawn out on an easel.

He stated a 200-foot platform is required for the project.

Mr. Leedy had charts of how the site currently appears. He stated they want to reserve parking places for mill renters and a spot on Chestnut for a future business while retaining 67 parking places for the train station. There will be four coaches in every train, the same street lighting fixtures as downtown and bike racks, as it will be connected to bike routes along with new sidewalks.

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There will be a place for police substation use and a commercial establishment in the building that will be compatible with the train station, a coffee shop or even a dry cleaner. That use has not been determined.

They want to use the existing foundation and raze the structure of the existing building and work from there. They are proposing a small restroom and a mini arcade in the waiting room area.

Mr. Leedy showed a tentative plan for inside and outside of the building.

The costs of the base project options are currently at \$316,000.
Reductions could be in the following:

Parking lot improvements \$23,000
Mini platform with handicap access
Landscaping \$ 23,000
Exterior renovating
\$155,000 platform

Wilson thanked Bill Hunt for his presentation. He stated he is skeptical, but he would like to support it. He stated we could do it in 2 steps. Councilor Wilson stated he just got back from an Amtrak trip. We would have less risk to the taxpayer and is it feasible to do it in 2 steps, why not? What is the justification to risk the entire project up front?

The Mayor interjected if we don't build a place for people to come, they won't. The Mayor stated he feels we should do it and do it right.

Mr. Woodruff answers regarding the police station building – 65% of the people will be travelers, not commuters or business people. If you want people to use Dover as their destination, it becomes a gateway to Dover. He stated he hopes some of those people will stop in Dover and spend their money on their way to their destination.

Landry comments, do we have any control over Gilford's "mess" near the station?

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Mr. Hunt stated, part of the project includes a fence to prohibit pedestrians from crossing the tracks.

Landry asked who would own the building and the land underneath?

Steve Stancel stated the City would have a 20-year lease from the owner. Stancel stated details of the lease will be swapping 67 parking spaces in the mill for the School Street lots.

Landry asked are there any environmental concerns noted at the site?

Nancy Mayville stated they had not found any, they will be working with the surface only.

Landry asked about the \$300,000 with \$240,000 from the federal government, is this prior to the \$170,000 amount?

Ms. Mayville stated yes prior to that amount.

Landry feels people on the Intermodel Committee have worked very hard. He feels it may take a few years to get it developed and up and moving. Landry feels a restaurant makes sense, not a dry cleaner. Landry feels this ties in with the Main Street Program and feels this is an exciting project he will support.

Johnson sees little point to phasing it in in 2 steps. An attractive station gives people incentive to attract people to Dover. He has enjoyed riding trains over the years.

Schmidt stated anyone coming through with out it being complete might view Dover as a "HOLE". He asked about the lease options.

Stancel stated 20 years, then every 10 years with an option.

Schmidt asked if and when we get to the end of the 20 year period, will the owner of the property will be holding all the cards if this project flies?

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Stancel stated there is a possibility of using eminent domain.

Schmidt stated he has always loved trains. He went on about air quality and how cars are smelly and pollute the air. He feels trains will be a very good investment for the City of Dover.

Perry asked about the cost of \$316,000. He feels the project can work for \$300,000. Will they pay rent and can we insist on it to pay the bond?

Stancel stated this is a possibility.

Perry asked about ticket sales; will they be established by Gilford and the State of Maine or the ticketing authority?

Mr. Hunt stated the ticket price would be set by the State of Maine. He went on to say, the State of Maine has taken the view that New Hampshire did not really support this program.

The Planning Department has also received letters of interest from people that want to run a business at the station.

Perry asked regarding the lease agreement is it 20 years? Will we have trouble with the federal government with the length of agreement?

Ms. Mayville stated the federal government is looking for long term and 20 years is considered long term.

Perry asked how much is the State of New Hampshire paying?

Ms. Mayville stated the (NH DOT) are design consulting and site reviewing.

Perry asked how much are we paying the state.

Ms. Mayville stated \$80,000 administrative costs, engineering costs, etc.

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Perry asks Steve Stancel about CDBG monies, we do need to bond it now, but we will be looking at alternative funding so we can upgrade the building.

Perry asked are we talking about the purchase of the property. Purchase instead of leasing from the owner.

Stancel stated the owner is not interested in this, but that was a year or two ago.

Perry asked why not bring it up now? Stancel says that is a possibility.

Wilson senses a mood of the council of fully funding this request. The person who owns the land; will he also own the building?

Stancel stated we would not be paying rent for the building. The people who own the mill now will own the new building. Wilson stated, we will give a private person a \$400,000 building and no money will be exchanged in the 20-year lease.

Stancel stated we would own the improvements.

Ms. Mayville stated the City would own the improvements to the building. If we want to go through with it we can take it by eminent domain, but it will increase the cost of the project to fair market value.

Wilson stated this option has not been studied in detail.

Ms. Mayville stated if federal funds are used, a private individual is not going to be able to make money off of this building.

Schmidt would feel more comfortable if we had inquired about owning it.

The Mayor thanked everyone for coming out and talking about the train project.

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Pete Lavoie sets up for the Public Works facility discussion.

While we wait, Wilson asks about the horse trough that has no water in it.

Department of Public Works – Pete Lavoie introduced Barry Kimball of the McGuire Group who stated they would be removing Police Impound and the Recycling Center from the facility.

Mr. Lavoie stated cold storage has been removed and they have cut 60 feet off of the building.

Currently, at River Street we have a 40°-45° warm storage area for several vehicles, but 25 units are still kept outside. The wash bay has been moved to outside the building. The pressure washer has been eliminated. Stumping, hauling gravel, and inside work to help conserve costs will be done city people.

Mr. Kimball mentions they met with the abutters. They were concerned with the recycling center being outside.

The overall building has been reduced 27%. It will be a more efficient layout. It is only 15% larger than what we currently have. Construction costs are now at \$3.2 million.

Perry asked if it was slightly larger than the combined public works area we now have? Will the director's office also be in the new building?

Mr. Kimball stated it was decided the director's office will be left in City Hall, but the engineering office will be left in the new building. They will take about 700 square feet. Perry asked what is the logic for removing the Police Impound and Recycling?

Mike Joyal clarified by stating possibly the Police could move into the Lowell Street building after revamping it. Recycling could be on Mast Road next to Pruven Concrete.

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Perry stated on Mast Road are there any problems with the water table on Mast Road and Severino plans to put in a large berm.

Mr. Kimball stated ECOTEC of NW America has a facility in Finland that will speak at the Solid Waste Advisory Committee.

The Mayor wants the recycling to be at the new place. Maybe we could exchange warm vehicle storage for the recycling spot.

Wilson stated the cost of moving the recycling center, the police impound, are additional expenses. These expenses are not going away. We will have to spend this money sooner or later. He does not understand how we can know detailed future plan of the Dover Middle School and what is going in that building. He is disappointed with the MacGuire Group.

Mr. Kimball of the MacGuire Group defends his site plan.

Wilson is referring to the C&J site. C&J is too small and the buildings have no practical use for this type of facility.

Wilson put MacGuire Group through their paces asking numerous questions.

The City Manager stated he got a proposal for space needs assessment to put the engineering department in the Dover Middle School, but this has not been determined.

Wilson wants a pole barn to be used for 10 months of the year.

Landry states the RFP included Police and Recycling Center but he's a long way from being able to bond any amount of money. He needs an entire picture. Does 23% reduction include pulling out the recycling and impound?

Landry stated he originally was for this project, now he is disappointed at where we are. The price per square foot seems to be in line – however, the taxpayers have not been considered as the plan got through the council. Landry stated he doesn't want to split up the whole facility – he also does not like the site.

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Landry stated as far as questions on no recycling and no impounding, how many acres do we now need for this project – 11 acres.

Mr. Kimball of the MacGuire Group, states we need 12 acres to accommodate for the facility. C&J has only about a 6 or 7 acre site.

Mr. Kimball states, yes, in terms of the facility we already utilize 37,000 square feet. There will be 42,000 square feet in the new building and are we going to lease out our equipment, etc.

Landry stated the other comment he has is the Police Impoundment and the cost. He stated he doesn't feel our people will be moving the recycling center. Landry stated he does not feel they will have the time. It is now \$3.2 million and he doesn't feel we are there yet.

The Mayor states it seems clear we need more information from the City Manager regarding the Dover Middle School use.

Wilson wants to consider dividing the question.

The Mayor clarifies we will be dividing the question in July!

Mike Joyal states he understands they do need more information and the council is allowed to divide the question.

The Mayor thanked Pete Lavoie and Mr. Kimball.

School CIP Issues

Stephania Pearce stated the good news is they need less money than they originally had planned for.

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The track is about one-half way done, so it is imperative that the \$120,000 is appropriated for the track.

DoverNet was decreased by \$45,000.

Alternative School was also decreased.

Ms. Pearce stated she hopes some 2,000 square feet of space will be available for 25 students and 5 staff at the Alternative School at Dover Middle School.

This has already been funded by resolution.

Berry questions Ken Latchaw regarding DoverNet. How did we drop this by \$40,000? What was in the operating budget?

Mr. Latchaw stated there was money to rebuild the original 80 computers.

Mr. Latchaw stated if they are funded in the CIP, we won't need to rebuild the old computers, if we are getting new computers.

Berry asked does the exterior work at Dover High School and kalwall need to be redone?

This will be a 2 years program to do the exterior of Dover High School. We would like to go forward with this.

Tom Forbes stated the Dover High School needs to be made more secure with doors and panels, etc. "you could throw a cat through now".

Landry comments regarding projects. He appreciates this and will support.

Council discussed the scheduling of adopting the Supplemental CIP. It was decided they would split the questions and have the Public hearing on July 14, 1999 and adopt it on July 28 at a special meeting.

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2. Other Business

3. Adjournment

Motion to adjourn.
All in favor.

Judy Gaouette
CITY CLERK