

CAPITAL IMPROVEMENTS PLAN (CIP)

for

FY 2024 - FY 2029

An annual report of the
Capital Improvements Plan (CIP) Committee

Nancy Monaghan, Chair, Planning Board Representative
Cynthia Swank, Vice Chair, Citizen Member/Planning Board Nominee
Frank Ferraro, Budget Committee Representative
Chuck Gallant, Citizen Member/Select Board Nominee
Clifton Jones, Citizen Member/Budget Committee Nominee
Kathleen Kilgore, Library Trustees Representative
Jonathan Pinette, Select Board Representative
Danielle Strater, School Board Representative

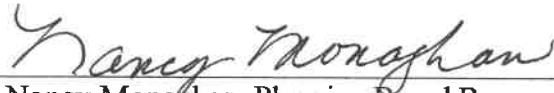
Michael J. Tully, Town Administrator and Staff Support

Assisted by

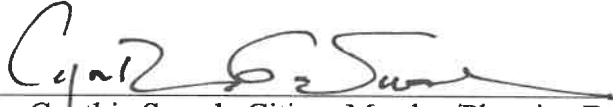
Municipal Department Heads and Staff
North Hampton School Board and Staff

This report was approved by the CIP committee on 9/16/2022

Signature Page



Nancy Monaghan, Planning Board Representative



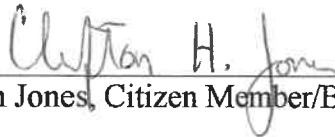
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Danielle Strater, School Board Representative

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Section 1 - Capital Improvements Plan FY2024-2029

Summary

The CIP Committee reviewed all Town capital proposals during meetings in July 2022 and prioritized nine projects for FY2024. The financial impact:

- **Total cost: \$875,000**
 (\$355,000 to be paid from capital reserve funds)
 (\$520,000 taxation on the 2023 warrant -
 \$465,000 Town; \$55,000 School)

The most expensive projects are the annual road maintenance for the Department of Public Works for \$285,000, and the refurbishment of Engine 1 in the Fire Department for \$250,000. (See Table 1 following this Summary section for the priority list of all nine projects.)

The following projects for FY2024 were presented to the Committee, and these are fully discussed under the individual department sections of this plan. Capital investments are necessary for the prudent management of all Town operations, for the preservation of public assets, protection of residents against spikes in spending when projects are delayed and stack up, and for the health and safety of Town residents and employees.

Fire & Rescue

- **\$250,000 to refurbish Engine 1**
- **\$ 75,000 to purchase new Command Car 2**

Police

- **\$55,000 for one new cruiser per the vehicle rotation plan**
- **\$18,000 for a digital speed trailer**

Department of Public Works

- **\$107,000 to purchase a new medium duty dump truck**
- **\$285,000 for the annual road maintenance plan**

Town

- **\$10,000 for potential capital equipment needed for the Rail Trail**

- **\$20,000 for Phase 2 of the Philbrick Pond marsh health project**

School

- **\$55,000 to repair/replace the rubber surface on the School playground**

Library

- **No projects requested.**

All Fire vehicles will be paid from the department's capital reserve fund with no taxation to residents. The annual police cruiser purchase is almost certain to require taxation as the Detail Fund that normally pays for cruisers is not likely to support the total cost. Many factors affect the balance in the Detail Fund, discussed in the Police section that follows.

In accordance with RSA 674:5, the CIP Committee is required to submit a six-year plan for capital improvements and has done so in this report. The capital projects for the subsequent five years beginning with FY2025 are shown in each department's narrative, in charts at the end of each department section and in the final table of this report. Because these projects are two to six years out and some will likely change for a variety of reasons, the Committee does not prioritize any projects beyond those in the upcoming fiscal year 2024.

All but one of the capital proposals on the March 2022 warrant for FY2023, which began July 1, 2022, were approved by voters and are in progress. Voters rejected the speed trailer for the Police Department by 40 votes, and it is again proposed for FY2024.

Town Facilities

The new \$4 million Library building approved by voters in March 2020 opened for business in October 2021. In March 2022 voters approved \$9.8 million for construction of a new Public Safety Building and \$1.6 million to renovate and add on to the former library building for Town Offices.

The Fire and Police Departments moved this summer to temporary quarters at 34 Lafayette Road (former Regal Limousine building) and will operate from that location until the new Public Safety Building is completed around the end of 2023.

Town Offices will move to the remodeled old library building by the end of 2022, and demolition of the existing Fire and Police stations will then begin.

See Appendix A for the full history of the Town Buildings. This history has been part of the Capital Improvements Plan report since 2013 and will be retired to the archives after this FY2024-2029 report is delivered to the Select Board.

Coastal Hazards/Climate Change

In June 2022, the North Hampton Planning Board and the Little Boar's Head Planning Board adopted a new chapter in the Master Plan - Coastal Hazards and Adaptation - after more than a year of research and work by a committee representing various boards and commissions, Town Officials and other entities. The CIP Committee is expected to (1) monitor the need for any capital projects in the coming years to deal with anticipated rising waters and (2) develop with the Town Administrator a list of Town infrastructure at risk – and costs to replace – in flooding conditions.

The Fire Department, Police Department and Department of Public Works do not anticipate any capital equipment needs relating to coast hazards/climate change over the six-year period covered by this report. The Fire Department acquired a boat - a crucial piece of equipment – and Mutual Aid agreements in place with neighboring towns will provide any other equipment needed.

DPW Director John Hubbard and Town Administrator Michael Tully have completed a first draft of infrastructure at risk, which includes roads and culverts most likely to be affected by storm flooding from the beach to Mill Road. That list was reviewed with the CIP Committee and will be further developed with cost estimates over the coming months and years. The draft list is attached as Exhibit 1. They have identified 17 vulnerable town roads (not including State roads Atlantic Avenue and Ocean Boulevard) and 56 vulnerable catch basins (including drop inlets). There are no buildings in the target area owned by the Town. They will continue to develop the list and define some costs at a later time. In a major disaster, FEMA funding would cover much of the cost. Vulnerable areas inland will also be charted.

An Ad Hoc Advisory Committee is being formed by the Rockingham Planning Commission to oversee the progress of Master Plan action steps. A member of the CIP Committee has volunteered to be part of that advisory group.

Table 1 FY 2024 Capital Improvements Prioritized List

KEY to Category columns:

U = Urgent to Protect Assets; **S = Public Health / Safety Need**; **P = Needed to Preserve Assets**

* DPW prioritizes entire 6 year period.

** Expect SAFE grant funding of \$20,000 for gym doors.

Function	Project	Dept priority*	CIP category	CIP priority	FY 2024 2023--2024	Funding source(s)
Fire	Replace Command Car 2	2	U	1	\$75,000	Cap. Reserve
Police	Cruiser	1	P	2	\$55,000	Warrant
Fire	Refurbish Engine 1	1	U	3	\$250,000	Cap. Reserve
School	School Maintenance: Exterior gym doors, playground rubber surface (partial)**			4	\$55,000	Warrant; L-T maintenance fund
DPW	Dump truck	1	P	5	\$107,000	Warrant; \$21,400 Year 1 Lease-purchase
Police	Speed trailer	2	U	6	\$18,000	Warrant; grant possibility
DPW	Road Maintenance	3	P	7	\$285,000	\$30,000 Cap. Reserve fund; warrant
Town Admin	Philbrick Pond marsh health			8	\$20,000	Warrant
Town Admin	Rail Trail	2		9	\$10,000	Warrant
Total					\$875,000	

Section 2 - Introduction to Capital Improvements Planning and Process

New Hampshire RSA 674:5-8, cited below, provides the legislative authorization and purpose for preparing a municipal Capital Improvements Plan (CIP). The prerequisites for a CIP are an approved Master Plan, which is the responsibility of the Planning Board, and a committee formed by the local legislative body authorization.

The primary statutes guiding the CIP process are:

RSA 674:5 Authorization. – In a municipality where the planning board has adopted a master plan, the local legislative body may authorize the planning board to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. As an alternative, the legislative body may authorize the governing body of a municipality to appoint a capital improvement program committee, which shall include at least one member of the planning board and may include but not be limited to other members of the planning board, the budget committee, or the town or city governing body, to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. The capital improvements program may encompass major projects being currently undertaken or future projects to be undertaken with federal, state, county and other public funds. The sole purpose and effect of the capital improvements program shall be to aid the mayor or selectmen and the budget committee in their consideration of the annual budget. Source. 1983, 447:1. 2002, 90:1, eff. July 2, 2002.

RSA 674:6 Purpose and Description. – The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls. Source. 1983, 447:1, eff. Jan. 1, 1984.

RSA 674:7 Preparation. –

I. In preparing the capital improvements program, the planning board or the capital improvement program committee shall confer, in a manner deemed appropriate by the board or the committee, with the mayor or the board of selectmen, or the chief fiscal officer, the budget committee, other municipal officials and agencies, the school board or boards, and shall review the recommendations of the master plan in relation to the proposed capital improvements program.

II. Whenever the planning board or the capital improvement program committee is authorized and directed to prepare a capital improvements program, every municipal department, authority or agency, and every affected school district board, department or agency, shall, upon request of the planning board or the capital improvement program committee, transmit to the board or committee a statement of all capital projects it proposes to undertake during the term of the program. The planning board or the capital improvement program committee shall study each proposed capital project, and shall advise and make recommendations to the department, authority, agency, or school district board, department or agency, concerning the relation of its project to the capital improvements program being prepared. Source. 1983, 447:1. 1995, 43:1. 2002, 90:2, eff. July 2, 2002.

RSA 674:8 Consideration by Mayor and Budget Committee. –

Whenever the planning board or the capital improvement program committee has prepared a capital improvements program under RSA 674:7, it shall submit its recommendations for the current year to the mayor or selectmen and the budget committee, if one exists, for consideration as part of the annual budget. Source. 1983, 447:1. 2002, 90:3, eff. July 2, 2002.

North Hampton first adopted a Master Plan in 1967. The first CIP Committee was created as a subcommittee of the Planning Board by a vote of the legislative body in March 1988. Subsequently, at the Town Meeting of 2010 the legislative body voted to create a Capital Improvements Plan (CIP) Committee that was independent of the Planning Board, and composed of one appointed member each from the Select Board, Budget Committee, Planning Board and School Board, and one at-large citizen member each is appointed by the Select Board, Planning Board and Budget Committee. The Town Administrator is the committee's adjutant. A

warrant article approved in 2015 added one Library Trustee as a statutory member of the CIP Committee.

Municipal department heads, Library Trustees and the North Hampton School Board submit requests on a common form with department or organizational priorities. All requests from these entities are reviewed, questioned, and discussed with the responsible individual. Then they are evaluated, categorized and prioritized. Each request is assigned a category using the following criteria (from most important to least important): public health or safety need ('S'), urgent to protect assets ('U'), needed to preserve assets ('P'). In some cases the committee recommends a change in the timing of a specific request.

A capital asset as used in this CIP is one that is valued at an individual cost over \$10,000 with an estimated useful life in excess of two years. The time horizon for this plan is a minimum of six years; but in some places, if a requirement has been identified in a fiscal year beyond the scope of this plan, it has been so noted.

Each request is prioritized by the department heads within the fiscal year in which the request was made and for those fiscal years that it will require funding, such as a bond. Therefore, the number representing the priority of each project was considered in the context of the year of the funding request. This report covers the CIP discussions in the summer of 2022 for FY2024 through FY2029, with the priorities for FY2024 listed in Table 1, and the six-year projects shown in their entirety in Table 9.2.

Section 3 - Fire & Rescue Department Capital Requests

Summary

- Fire & Rescue has two capital projects for FY2024: Refurbishing Engine 1 for \$250,000 and replacing Command Car 2 for \$75,000. Both of these will be paid from the Department's Capital Reserve Fund, as will all equipment proposed in this six-year plan, with no taxation to residents.
- There are three other apparatus proposals in this six-year plan, totaling \$620,000.

One of the vehicles originally scheduled in FY2025 – a \$70,000 utility truck – has been removed from the Department's capital plan. The Department sought and received a grant to cover that equipment. In the past two years, Deputy Chief Cook has brought in \$250,000 in grant money that has paid for a variety of equipment with no cost to taxpayers.

Capital Reserve Funds balances as of 6/30/2022

Ambulance Equipment Fund	\$ 60,500
Vehicle/Apparatus Fund	\$ 1,067,596

All the revenue collected for ambulance fees goes into this capital reserve fund, with 15% allocated to the ambulance equipment fund (pays for medical equipment and supplies inside the ambulance and for fees charged for billing) and 85% to the vehicle/apparatus fund (pays for all new apparatus, vehicles and rescue supplies). The ambulance fees charged to each patient are in accord with those charged in surrounding communities, and each summer when the official cost-of-living increase for the Seacoast area is published, the ambulance fees are adjusted accordingly. Ambulance fees generates approximately \$190,000/year, and the reserve fund should be able to handle all equipment purchases from FY2024-FY2029. Annual revenue into the ambulance equipment fund is approximately \$30,000.

Six-year capital proposals

FY2024- Refurbish Engine 1 - \$250,000

The standard lifespan of fire engines is about 20 years. A new engine serves as the primary or first out engine for 10 years, then with some refurbishment can go for

another 10 years as the backup engine. One major concern to be dealt with during the refurbishment of Engine 1 is the pump, which has had some major issues recently. Engine 1 has served for 10 years in the primary position. Engine 2, serving a total 26 years, is being replaced per the March 2022 warrant approval, and this proposed refurbishment of Engine 1 will prepare it for secondary use for at least the next 10 years.

The new engine is on order and is expected to arrive in the fall of 2023. After outfitting, it should be in service within a month. At that time Engine 1 will go out for refurbishment, with Engine 2 remaining for that period (approximately two months) as the secondary engine. Once Engine 1 returns and becomes Engine 2, the retired Engine 2 will remain in the fleet to serve as a traffic blocking apparatus. The former ladder truck served that purpose but it was retired and sold after 36 years when it became clear that continuing costly repairs could not be justified. (The ladder was bought from the Boston Fire Department, which used it for 13 years, and it was in service in North Hampton for 23 years.)

FY2024 – Replace Command Car 2 - \$75,000

The existing 13-year-old Command Car was taken out of service in June 2020 because it was in such bad shape and was no longer prudent to spend money on repairs. The Police Department passed a retiring cruiser to the Fire Department to use temporarily. That car now has more than 120,000 miles, is not really suited to perform all the tasks a command car requires, and costly repairs are becoming frequent. Command Car 2 is used by the Deputy Chief as a command center for all types of incidents requiring Fire & Rescue presence. The department's two command vehicles are vital to the successful response of a chief officer to the scene of an incident and the efficient management of operations. The Chief and the Deputy Chief are required to be on call 24/7 to respond to one or multiple emergencies.

One of the difficulties affecting the lifespan of vehicles is the corrosion of the undercarriage caused by salt. The command car often has to navigate through floodwaters at the beach after storms, and is also subject to the annual winter road salt. If this command car is approved, Chief Jason Lajoie intends to have undercoating applied to help enhance the life expectancy of this vehicle.

FY2025 – Replace Forestry Truck and Pump - \$70,000

The department's forestry truck is a retrofitted vehicle passed down from the Department of Public Works in 2019. However, significant mechanical problems with this truck and the increasing need for water rescues are the reasons the Fire Department now proposes a new cab and chassis rather than continuing to use a

hand-me-down that doesn't quite fit the variety of rescue needs in our community. This vehicle is also used in Rye as part of our Mutual Aid agreement for their water rescues. The "skid" unit that carries much of the rescue gear can be transferred to the new vehicle. The vehicle carries 200 gallons of water and will also need a new pump.

FY2026 – Replace two-way portable radios, \$75,000

Radio communication is essential to the safety and reliability of the Fire Department. This proposal will replace all the older radios that are significantly outdated and unreliable, and for which parts and service will no longer be available.

FY2027 – Replace tanker truck, \$300,000

The tanker is vital for water supply at major fires, especially on the west side of town where there are no hydrants. It carries 3000 gallons of water and can connect to the engine immediately to ensure there's no shortage of water. This apparatus will be 24 years old in 2027, and replacement is recommended at 25 years. The equipment will be assessed for continuing use when the time draws nearer, and there is a chance it could be refurbished for about \$100,000 rather than replaced.

FY2028 – Replace Advanced Life Support Ambulance, \$250,000

The lifespan of an ambulance is eight to nine years, and our existing vehicle will be eight years old in FY2028. This vehicle receives significant use and it is imperative that it be reliable and carrying the most advanced life-saving equipment available. As we get closer to FY2028 a thorough assessment of the existing vehicle will be made to determine if it could serve another year to the upper limit of the vehicle's lifespan.

The Fire Department's Capital Reserve Account will have sufficient funds to purchase all the vehicles proposed in the next six years with no cost to residents.

See Table 3.1 for six year requests.

See Table 3.2 for vehicle mileage, hours and replacement schedule.

Table 3.1. Capital improvement projected requests

Project	Priority	Category	FY2024 2023-2024	FY 2025 2024-2025	FY 2026 2025-2026	FY 2027 2026-2027	FY 2028 2027-2028	FY 2029 2028-2029
Refurbish Engine 1 / Update Equipment	1	U	\$250,000					
Replace Command Vehicle (Car 2)	2	U	\$75,000					
Replace Forestry Truck & Pump	3	S		\$70,000				
Replace / Update Outdated Two-Way Radios	4	S			\$75,000			
Replace Tank 3	5	P				\$300,000		
Replace Ambulance 1	6	S					\$250,000	
TOTAL			\$325,000	\$70,000	\$75,000	\$300,000	\$250,000	\$0

Table 3.2. Vehicle and Apparatus Descriptions

Vehicle	Year	Make	Description	Miles	Pump Hours	Fuel	Est. cost/ Refurb cost	FY	Age When Replaced/ Refurbished
Forestry 1	2007	Ford	F550 w/ Skid	91,261	N/A	D	\$70,000	2025	18 Years
Car 2	2013	Ford	Explorer (ret.PD)	120,672	N/A	G	\$75,000	2024	11 Years
Car 1	2018	Chevy	Tahoe	21,577	N/A	G	\$75,000	2029	10 Years
Engine 2	1997	C States	Engine	38,561	5090	D	\$800,000	2023	26 Years
Ambulance 1	2021	Ford F350	Ambulance	11,845	N/A	G	\$250,000	2028	8 Years
Tanker 3	2002	International	Tanker	12,876	1340	D	\$300,000/ \$100,000	2027	25 Years
Utility	2011	Chevrolet	HD2500	43,375	N/A	D	\$65,000	2023	12 Years
Engine 1	2012	E-One	Engine	41,232	4086	D	\$250,000	2024	12 Years

Section 4 - Police Department Capital Requests

Summary

- The department has two capital proposals for FY2024: \$55,000 for a new cruiser, and \$18,000 for a new speed trailer.

Police Detail Capital Reserve Fund balance as of 6/30/2022

\$ 51,537

**-33,750 due to be paid for the new cruiser on order for this
year, approved in March 2022**

This capital reserve fund consists of revenue from police details, and it is used to buy police cruisers with no taxation to residents. Police details are requested and paid for by utility companies, contractors and businesses that need police to direct traffic at work sites and various events. It isn't likely that this fund will be sufficient to cover the cost of a new \$55,000 cruiser, so a warrant article for taxation in some amount will be required as it was for the FY2023 cruiser. The police officers are less interested in detail work than was once the case, and even though the detail fee was raised last year to \$90/hour, the overtime rate of \$50/hour under the union contract consumes more than half the revenue. In addition, our rate is higher than most neighboring towns. North Hampton is the only area town that has traditionally tried to cover the full cost of all new cruisers through the detail fund, which has had ups and downs over the years.

Capital proposals for FY2024-FY2029

FY2024 – Replace one cruiser, \$55,000.

The department's vehicle rotation schedule of one cruiser per year is designed to keep the newest, most reliable vehicles available for front-line patrol service, while the older cars are used by the Chief, Lieutenant and Detective for administrative needs and for detail work. In 2019 the department went to a five-year extended warranty for each new cruiser, which minimizes the risk of large repair costs as the cruisers age. The last cruiser without a five-year warranty will be rotated out of the fleet this year.

The cruisers have an expected life of about 100,000 miles before they are considered

not fit for emergency use. As cruisers rotate out of the department's fleet they are passed down to the Building Inspector and other town employees to use, and all are sold when they have reached the end of their useful lives. In the Fall of 2020, the Department gave a retiring SUV cruiser to the Fire Department after the unexpected loss of Fire & Rescue's Command Car 2 due to significant repairs needed that could not be justified on a 13-year-old vehicle.

(See Table 4.2 for mileage for each cruiser.)

FY2024 – New radar monitoring trailer, \$18,000



The department has one functioning speed monitoring trailer that is rotated around town as requested. A second speed trailer has been broken and out of service since the spring of 2022. This proposal is to purchase a new trailer with upgraded features that will allow the trailer to collect speed data and traffic count by time of day that can be used for deployment decisions, traffic analysis, and other road issues. This data is needed for a variety of reasons including any proposals to change speed limits or other traffic slowing measures.

While this speed trailer was rejected by voters in March 2022, Chief Kathryn Mone feels the trailers are an effective deterrent at a time when one of the most consistent complaints in North Hampton is about speeding. Given the slim margin of the loss for this equipment (40 votes) along with the age of the existing functioning trailer, Chief Mone said this equipment is vital to the department's ability to contend with speeding. The proposed trailer cannot collect personal data such as license plate numbers or photographs of drivers.

FY2025 - Replace one cruiser, \$55,000 (see cruiser explanation, above)

FY2026 – Replace one cruiser, 55,000 (see cruiser explanation, above)

FY2026 - Body-worn cameras, \$78,000.

Following a state directive in 2020 that all New Hampshire police departments should be equipped with body-worn cameras, larger communities have begun to purchase this equipment. However, for smaller towns, it is a hefty expenditure, and it is likely state funding will ultimately be available to communities such as North Hampton. In the meantime, Chief Mone will monitor what other departments are buying and the pros and cons they are finding. The new Public Safety Building will be outfitted with data ports sufficient to support downloading and storage needs of the images on these

cameras.

FY2027 – Replace one cruiser, \$55,000 (see cruiser explanation, above)

FY2028 – Replace one cruiser, \$55,000 (see cruiser explanation, above)

FY2029 – Replace one cruiser, \$55,000 (see cruiser explanation, above)

Table 4.1 shows capital requests from the Police Department for FY2024–FY2029. The bottom row shows the total cost of these requests by year.

See Table 4.2 for the cruiser mileage.

Table 4.1 Capital Requests

Project	Priority	Category	FY 2024 2023-2024	FY 2025 2024-2025	FY 2026 2026-2027	FY2027 2027-2028	FY2028 2028-2029	FY2029 2028-2029
Police Vehicle Replacement	1	U/S	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000
Replace Radar trailer	2	U/S	\$18,000					
Body Cameras	4	S			\$78,000			
TOTAL			\$73,000	\$55,000	\$133,000	\$55,000	\$55,000	\$55,000

Table 4.2 Cruiser Mileage

Actual Mileage July 2022						
Vehicle	Year	VIN	Description	Miles	Notes	
Cruiser #128	2017	6868	Patrol Supervisor Cruiser	56180	Become Unmarked car, new car becomes supervisor car	
Cruiser #2	2017	7463	Frontline Cruiser	39819	New Equipment purchases to make car functional as frontline	
Cruiser #3	2021	6417	Frontline Cruiser	37007	Remain frontline	
Cruiser #4	2021	6416	Frontline Cruiser	31860	remain frontline	
Unmarked SUV	2017	3088	Chief Cruiser	76000	Remain Chief's car	
Cruiser #1	2018	3921	Detail Cruiser	52649	Remain Detail Car	

Unmarked SUV	2014	8285	Unmarked SUV	92158	Remove from Fleet
Projected Mileage July 2023					
Vehicle	Year	VIN	Description	Miles	
Cruiser #5	2022	XX22	Patrol Supervisor Cruiser	7500	6 months at 15k/year
Car #2	2017	7463	Frontline Cruiser	57819	18,000 miles each frontline car
Unmarked	2017	6868	Unmarked	62007	12,000
Unmarked	2017	3088	Chief's Cruiser	88000	12,000
Cruiser #3	2021	6417	Frontline Cruiser	55007	18,000
Cruiser #1	2018	3921	Detail	62649	10,000 +significant idle hours
Cruiser #4	2021	6416	FrontLine Cruiser	49860	18,000
Projected July 2024					
Vehicle	Year	VIN	Description	Miles	
Cruiser #5	2022	XX22	Patrol Supervisor Cruiser	22500	15k/year for supervisor
Unmarked	2017	7463	Unmarked	75819	Becomes unmarked car
Unmarked	2017	6868	Chief Cruiser	74007	
Cruiser #2	2023	XX23	Frontline Cruiser	9000	new purchase 6 months at 18k/year
Cruiser #3	2021	6417	Frontline Cruiser	73007	
Cruiser #1	2018	3921	Detail	72649	

Cruiser #4	2021	6416	FrontLine Cruiser	67860
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Projected July 2025

Vehicle	Year	VIN	Description	Miles
Cruiser #5	2022	XX22	Patrol Supervisor	37500
Unmarked	2021	6417	Unmarked	85007
Unmarked	2017	6868	Chief Cruiser	86007
Cruiser #2	2023	XX23	Frontline Cruiser	27000
Cruiser#3	2024	XX24	Frontline Cruiser	9000
Cruiser #1	2018	3921	Detail	73649
Cruiser #4	2021	6416	FrontLine Cruiser	85860
				Next Replaced

Projected July 2026

Vehicle	Year	VIN	Description	Miles
Cruiser #5	2022	XX22	Patrol Supervisor	52500
Unmarked	2021	6417	Unmarked	97007
Unmarked	2017	6868	Chief Cruiser	98007
Cruiser #2	2023	XX23	Frontline Cruiser	45000
Cruiser#3	2024	XX24	Frontline Cruiser	27000
				Next Replaced

Cruiser #1	2018	3921	Detail	83649	
Cruiser #4	2025	XX25	FrontLine Cruiser	9000	New purchase 6 months at 18k/year

Projected July 2027					
Vehicle	Year	VIN	Description	Miles	
Cruiser #5	2022	XX22	Patrol Supervisor	67500	
Unmarked	2021	6417	Unmarked	109007	next replaced
Cruiser #2	2026	XX26	Frontline Cruiser	9000	new purchase 6 months at 18k
Unmarked	2023	XX23	Chief Cruiser	57000	
Cruiser#3	2024	XX24	Frontline Cruiser	45000	
Cruiser #1	2018	3921	Detail	93649	
Cruiser #4	2025	XX25	FrontLine Cruiser	27000	

Projected July 2028					
Vehicle	Year	VIN	Description	Miles	
Cruiser #5	2022	XX22	Patrol Supervisor	82500	
Unmarked	2018	3921	Unmarked	94649	detail car becomes unmarked (replaced next)
Cruiser #2	2026	XX26	Frontline Cruiser	27000	

Unmarked	2023	XX23	Chief Cruiser	69000	
Cruiser #3	2024	XX24	Detail	63000	Becomes Detail Car
Cruiser #1	2027	XX27	Frontline Cruiser	9000	
Cruiser #4	2025	XX25	FrontLine Cruiser	45000	

Projected July 2029					
Vehicle	Year	VIN	Description	Miles	Notes
Cruiser #5	2028	XX28	Patrol Supervisor	9000	
Unmarked	2022	XX22	Unmarked	97500	supervisor car becomes unmarked
Unmarked	2023	XX23	Chief Cruiser	81000	
Cruiser #2	2026	XX26	Frontline Cruiser	45000	
Cruiser#3	2024	XX24	Detail	73000	
Cruiser #1	2027	XX27	Frontline Cruiser	27000	
Cruiser #4	2021	6416	Frontline Cruiser	63000	

Section 5 – Public Works Department

Summary

- In this six-year plan there are six road repair projects, following the department's 15-year road maintenance plan. The first in FY2024 is for \$285,000. (Note: DPW Director John Hubbard has factored in rising costs of materials due to inflation, making the grand total for these road projects substantially higher than last year.)
- Also proposed for FY2024 is a medium duty dump truck for \$107,000. The only other vehicle in this proposal is another dump truck replacement in FY2027 for \$100,000.

Capital Reserve Fund

The Municipal Transportation Reserve Fund is used to offset some of the annual cost of road maintenance. A portion of all vehicle registration fees collected in North Hampton is allocated to this fund, and each year \$30,000 from the fund goes toward the road maintenance total, while the remaining cost is through warrant article taxation. In this six-year plan, \$180,000 of the total \$1.7 million cost of road maintenance will be paid from the capital reserves with no taxation to residents.

Director Hubbard instituted a 15-year road maintenance plan in 2012 in order to spread costs over each year. The road schedule is tentative based on any emergencies that might arise. The current plan will expire in 2027 at which time a new 15-year road maintenance plan will be completed.

Capital Proposals FY2024-2029

FY2024 - Annual Road Maintenance plan, \$285,000

This is for reclamation projects on Woodridge and Juniper, and overlays on North Road and Highlander. Anticipating the construction project to replace the bridge at North Road and Lafayette, Director Hubbard has held off on the North Road overlay but can no longer. He told the Committee he'll work with DOT when the bridge work is in progress, likely 2024, to have either DOT tie in to the new North Road paving or the Town to tie into Lafayette Road.

FY2024 – Replace the F650 Medium Duty Dump Truck, \$107,000

This is a heavy wear truck used daily by the Department for paving work and landscaping operations. In winter, this truck is a frontline vehicle used for plowing and road treatment. The existing truck will be eight years old when replaced in

2024.

This truck has required \$22,000 in repairs in the past three years, primarily on emissions. This 2012 model was the last before new emissions standards came into effect and upgrades have been required. Director Hubbard expects to replace this F650 model with a smaller, more efficient vehicle for the Town's purposes.

FY2025 – Annual Road Maintenance plan, \$270,000 to do a complete reclamation of South Road East, overlay South Road to I-95; reclamation of Garrett Road.

FY2026 – Annual Road Maintenance plan, \$255,00 for a reclamation project on North Road east of Route 1 and an overlay on Boutilier.

FY2027 – Replace F550 Medium Duty Dump Truck, \$100,000. This type of truck should be replaced every seven to 10 years, and this vehicle will be 14 years old when replaced in 2027. This equipment is used daily for DPW operations, for snowplowing and road treatment in winter and for all road operations in the summer. The proposed replacement vehicle, with stainless steel undercarriage, will be much more durable than the existing truck.

FY2027 - Annual Road Maintenance plan, \$285,000 to overlay Sea Road, Lovering, Appledore and Boulter's Cove.

FY2028 – Annual Road Maintenance plan, \$260,000, for overlays on New Road, Pine Road, Shepards Lane and Squier Drive. This fiscal year begins a new 15-year road plan, and Director Hubbard says because so many of the roads have been reclamation projects over these past years, that new plan should contain more overlay work.

FY2029 – Annual Road Maintenance plan, \$300,000 for Runnymede, Rockrimmon and Woodland Road south.

The annual road maintenance plan is traditionally the most expensive capital project for the Department of Public Works. The specific projects planned in each fiscal year and listed above are tentative and can change to go earlier or later depending on conditions and pressing needs. The 15-year maintenance plan is designed to keep costs for roadwork fairly even year to year by keeping up with all road repairs rather than having to face costs in the many hundreds of thousands of dollars in any given year to replace several badly-worn roads. The DPW annual operating budget includes a line item for the annual state block grant revenue

provided to North Hampton from the state gasoline tax. That amount varies from \$70,000 to \$90,000 annually, and is used for road work in addition to the annual road maintenance warrant articles listed above. This additional work includes drainage and a variety of other road repairs not otherwise covered by the warrant article funding.

Table 5.1 shows all the department's capital requests over the period FY2024-FY2029. The annual total cost of these requests is shown in the last row of the chart.

Table 5.2 provides the department's vehicle replacement schedule. As with the fire and police vehicles, it is important that these vehicles and equipment assets are managed in a cost-effective and prudent manner to ensure they are safe, fully functional, and reliable in case of emergencies, including weather events for which the town must be prepared. Tracking age and maintenance costs of each vehicle or piece of equipment is an important aspect in understanding how reliable they are and when replacement may be appropriate. It is prudent to replace unreliable or aging equipment before it fails at a time of need or in a situation that could result in injury to the operator or others.

Schedule 5.1
Public Works/Highway Department Capital Improvement Requests
Ranked by Year and Department Priority

KEY to Category column: U = Urgent to Protect Assets; S = Public Health / Safety Need; P = Needed to Preserve Assets

Project	Dept Priority	Category	FY 2024 2023-2024	FY 2025 2024-2025	FY 2026 2025-2026	FY 2027 2026-2027	FY 2028 2027-2028	FY 2029 2028-2029
Replace F650 Medium Duty Dump Truck w/ F600	1	P	\$107,000					
Road Improvement (Plan year 13)	3	P	\$285,000					
Road Improvement (Year 14)	4	P		\$300,000				
Road Improvement (Year 15)	5	P			\$285,000			
Replace F550 dump truck	2	P				\$100,000		
Road Improvement (Year 16)	6	P				\$282,000		
Road Improvement (Year 17)	7	P					\$260,000	
Road Improvement (Year 18)	8	P						\$300,000
Total			\$392,000	\$300,000	\$285,000	\$382,000	\$260,000	\$300,000

Table 5-2. HIGHWAY DEPARTMENT EQUIPMENT - Replacement Schedule

Year	Make	Description	Mileage/ Hours	Fuel	Est. Replace Cost	Vin. #	Replace Due Date
One Ton/ Medium Duty Trucks		Replace 10--12 Years					
2011	FORD	F350 4x4 Pickup #1	84,560 Mi	DS	\$90,000	1FT8X3BTX8EB90306	July 2021
2016	FORD	F350 4x4 Pickup	39050 Mi	DS	\$66,000	1FTRF3BT5GED28963	July 2037
2016	FORD	F550 Dump Truck	47,500 Mi	DS	\$103,000	1FDUF5HT6GED28964	July 2028
Medium/ Heavy Dump Truck		Replace 15-20 Years					
2012	FORD	F650 Dump #2	45050 Mi	DS	\$125,000	3FRNF6FC1CV271009	July 2023
2018	International	7400 SFA	5786 Mi	DS	\$270,000	1HTSDAAR8XH649091	July 2038
2014	International	7400 SFA	24320 Mi	DS	\$260,000	1HTWDAZR6EH782418	July 2034
Backhoe		Replace 25 Years					
2020	John Deere 410 L	Back Hoe # 5	127 Hrs	DS	\$175,000	1T0410LXKLF387138	July 2040
Loaders		Replace 25 Years					
2010	Case 621 E xt	Loader #7	2450 Hrs	DS	\$263,000	N9F206778	July 2035
Tractors		Replace 15-20 Years					
2004	John Deere 4610	Tractor & Attachments	2300 Hrs Stopped	DS	\$54,000	LV4610H360396	July 2022
Trailers		Replace 30+ Years					
2021	CAM Superline	Utility Trailer	-		\$8,000	4M8UZ10194D002284	July 2051
1988	Corey	Utility Trailer	-		\$3,000	1C92CL194JL308023	July 2018
Chipper		Replace 30 Years					
2007	Bandit	Model 1590	590 Hrs	DS	\$75,000	001666	July 2037
Zero Turn Mowers		Replace 5-7 Years					
2012	Husqvarna	23.5 Hp Mower Commercial	550 Hrs	Gas	\$12,400	120611B001058	July 2019

Section 6 - Town Administration Capital Requests

Summary

- Town Administration proposes two capital projects for FY2029: Continuation of the Philbrick Pond marsh health project and for capital equipment for the coming Rail Trail.

No capital projects are proposed for the new Public Safety Building or the renovation/new addition at the former library building for Town Offices. Furnishings and equipment were included in the cost estimates in the approved warrant articles.

Capital Reserve Funds balances as of 6/30/2022

Building Maintenance Fund	\$ 212,162
Town Buildings Fund	\$ 185,691
To be withdrawn for the renovation/addition at the new Town Offices building	\$ 150,000
Channel 22 Fund	\$ 163,573

Voter-approved warrant articles contribute annually to the Town's building maintenance fund to ensure there are sufficient funds to cover general building maintenance and emergency repairs. On average, the Town spends about \$100,000 a year on various repair projects for all Town buildings. A separate Town Buildings capital reserve fund holds revenue raised through warrant articles for the express purpose of building and/or renovation of the Town facilities. The Channel 22 capital reserve is funded by franchise fees from Comcast, which is required to return to the Town 5% of its gross annual revenue from North Hampton residents. This refund is paid quarterly and currently averages about \$120,000 annually. These funds pay for Channel 22 employees (75%) and for new technology (25%).

Capital Proposals FY2024-2029

FY2024 – Phase 2 of the Philbrick Pond marsh restoration project, \$20,000

The first phase of this project, to replace the cobble weir was completed earlier this year. The total cost, \$99,000, was funded by grants, and included \$24,000 of grant money that had been earmarked for Phase 2, money that was used when the cost came in higher than expected. While grants are again being sought for Phase 2, this

proposal is put forth to ensure there is some funding if grant money falls short. The cost of the project is not yet known as studies are still under way. The replacement of the cobble weir was the first step in restoring health to this important marsh. The cobble weir will allow sea water to flow out of the marsh more quickly, limiting the time it remains and stagnates as has been the case for some years.

FY2024 – Capital equipment for the Rail Trail, \$10,000

Given there are several unknowns about the Rail Trail and what needs the Town might have for capital equipment, Town Administrator Michael Tully has included this proposal as a place holder so that money will be available when details become known. Potential projects might include bicycle racks or a need to do some building work on the DOT shed at the Town line if and when DOT approves the Town’s request to use that as the trailhead area.

FY2025 - Replace the Channel 22 Tricaster, \$15,000. The tricaster is a computer that allows Channel 22 to produce television shows by providing camera switching, audio input, computer graphics and other sources of PC/video input. The current tricaster was purchased in 2014, and the average lifespan of this equipment is six years. This equipment should be replaced on a reasonable timetable to ensure continued operations of the Town’s programming, and the Channel 22 manager believes the current tricaster should function for a few more years.

Table 6.1 for Projected Capital Requests for next 6 years

Project	Priority	Category	FY 2024 2024-2029	FY2025 2024-2029	FY 2026 – FY2029
<i>Rail Trail Project</i>	1	U	\$10,000		None anticipated
<i>Tricaster Replacement</i>	2	U		\$15,000	
<i>Philbrick Pond Marsh Health</i>	3	S	\$20,000		
			\$30,000	\$15,000	

Section 7 - North Hampton School Capital Requests

Summary

The North Hampton School has two capital projects for FY2024, both included in one Annual Long Term Maintenance Warrant Article for \$55,000. This is the cost to repair/replace the rubber surface of the outdoor playground. There is a second project in the maintenance article, to replace the deteriorated gym doors for \$20,000 but the School anticipates grant money to fund that project.

Building Maintenance Expendable Trust Fund balance as of 6/30/2021

\$92,079 (Includes an approved withdrawal that came after 7/1/2022)

The School maintains an expendable trust fund to be used for emergency facility repairs as needed. Planned repairs, such as all of those in this six-year plan, are covered by the annual long-term building maintenance fund warrant article, which began in 2012 to provide funding for repairs and upkeep that sometimes went unattended because allocated funds in the annual operating budget were squeezed out by other priorities.

The target balance in the expendable trust is \$150,000 to ensure school operations are not halted when emergency facility needs strike.

Capital proposals FY2024-2029

The School works on a five-year capital project schedule, and this plan includes the School's requests for FY2024-2028. A list of future capital projects anticipated beyond FY2028 is included in FY2029 below, as are details of all issues covered by the annual long-term maintenance projects. Beyond the yearly long-term maintenance proposals, there is just one capital project in this plan, replacement of the gym roof in FY2025.

FY2024 - Annual long-term maintenance warrant article \$55,000. This is to repair and/or replace sections of the rubber playground surface. This will not be a full replacement of the entire surface which would cost \$150,000. The worst areas will be replaced and others will be repaired for a total \$55,000. Please note: This long-term maintenance warrant article also includes \$20,000 to replace the deteriorated gym door.

FY2025 – Annual long-term maintenance warrant article \$40,000. This is to replace the fire alarm panel. Although the panel was repaired in 2014 after it was damaged by a lightning strike, it will require a complete replacement in this timeframe.

FY2025 – Replace gym roof, \$115,000. This is the roof over the gym lobby entrance, kitchen, cafeteria and the main office. It is the last section of the 1995 school roof to be replaced. Over the years, the roof was replaced in sections to keep ahead of the potential for large and expensive swaths of repairs. Since 2008, the School has replaced roof portions in 2008, 2010, 2012, 2015, 2018 and 2020. (See roof schematic following this section.)

FY2026 – Annual long-term maintenance warrant article \$60,000. This is for door automation upgrade with programming for various scheduling and remote access. There is no central control to lock and unlock all the building doors automatically, and this upgrade will allow more rapid door control and accessibility.

FY2027 – Annual long-term maintenance warrant article \$60,000. This is for the first year of a two-year phased project to replace all the lights in the building with LEDs. Individual lights are upgraded to LEDs when replacement is necessary, but this project will upgrade the entire building to LEDs. Mr. Ferreira notes that the excellent return on LED replacement has changed recently with the soaring cost of the lighting materials. The former three-year return on investment in LEDs is now about six years.

FY2028 – Annual long-term maintenance warrant article \$175,000. This is to replace the rooftop HVAC unit over the gym. The existing unit will be 32 years old in FY2028. The new unit will also include cooling.

FY2029 Future – Future projects include replacement of the leach field, replacement of the exterior trim and fascia; and the possible installation of rooftop solar panels. Mr. Ferreira said the school officials have discussed solar more than once but there is little to no financial benefit to the school since tax-exempt entities such as the school don't get tax credits that make the return on investment attractive. Solar is a long-term discussion and may ultimately be more an environmental issue than a financial one.

Table 7.1 presents the School's anticipated capital projects for FY2024-FY2029. Annual total costs of the projects are shown in the bottom row of the schedule.

Schedule 7.1
North Hampton School Capital Improvement Requests - Ranked by Year

KEY to Category column:

U = Urgent to Protect Assets; S = Public Health / Safety Need; P = Needed to Preserve Assets

All projects listed below except for the roof replacement will be in a given year's Long Term Maintenance Warrant Article.

Project	Category	FY 2024 2023-2024	FY 2025 2024-2025	FY 2026 2025-2026	FY 2027 2026-2027	FY 2028 2027-2028	FY2029 2028-2029
Recoat rubber playground surface*	S,P	\$55,000					
Replace gym exterior doors *	S, P	\$20,000					
Replace roof section	S, P		\$115,000				
Replace fire alarm panel	P		\$40,000				
Upgrade door automation system	P			\$60,000			
Interior LED lighting project (yr 1 to 2 year project)	P				\$60,000		
Interior LED lighting project (yr 2)	P					\$60,000	
Replace HVAC roof top unit for gym	P						\$175,000
TOTAL		\$75,000	\$155,000	\$60,000	\$60,000	\$60,000	\$175,000

* Expect SAFE grant to cover cost.

Section 8 – Library

Summary

The Library has no capital projects for the next six years, FY2024-2029. Last year the Library's submission included a FY2028 project to paint the exterior of the building for \$20,000.

Library Trustee Kathleen Kilgore reported the Trustees have determined the exterior will not need maintenance every seven or eight years as originally scheduled. The maintenance will be planned for every seven to ten years in the future.

Capital Reserve Fund balance as of 6/30/2022 \$8,012

This fund holds revenue from voter-approved warrant articles for the planning and construction of a new library or addition. It was established in 2006.

Section 9 - FY2024-FY2029 Schedule of All Capital Requests

Schedule 9.1 reflects this year's CIP Committee's prioritization of capital projects for FY2024 and likely funding sources.

Schedule 9.2 lists all capital requests received and assessed by the CIP Committee for subsequent FY2025-FY2029.

Schedule 9.1 Prioritized Capital Improvement Requests for FY2024 (2023-2024)

KEY to Category columns:

U = Urgent to Protect Assets; S = Public Health / Safety Need; P = Needed to Preserve Assets

Function	Project	Dept priority*	CIP category	CIP priority	FY 2024 2023--2024	Funding source(s)
Fire	Replace Command Car 2	2	U	1	\$75,000	Cap. Reserve
Police	Cruiser	1	P	2	\$55,000	Warrant
Fire	Refurbish Engine 1	1	U	3	\$250,000	Cap. Reserve
School	School Maintenance: Exterior gym doors, playground rubber surface (partial)**			4	\$55,000	Warrant; L-T maintenance fund
DPW	Dump truck	1	P	5	\$107,000	Warrant; \$21,400 Year 1 Lease-purchase
Police	Speed trailer	2	U	6	\$18,000	Warrant; grant possibility
DPW	Road Maintenance	3	P	7	\$285,000	\$30,000 Cap. Reserve fund; warrant
Town Admin	Philbrick Pond marsh health			8	\$20,000	Warrant
Town Admin	Rail Trail	2		9	\$10,000	Warrant
Total					\$875,000	

* DPW prioritizes entire 6 year period.

** Expect SAFE grant funding of \$20,000 for gym doors.

Schedule 9.2

Capital Improvement Requests for FY 2025 – FY 2029

KEY to Category column: U = Urgent to Protect Assets; S = Public Health / Safety Need; P = Needed to Preserve Assets

Function	Project	Dept priority	Dept Category	FY 2025 (2024-2025)	FY 2026 (2025-2026)	FY 2027 (2026-2027)	FY 2028 (2027-2028)	FY 2029 (2028-2029)
School	Replace roof section		S, P	\$115,000				
School	Replace fire alarm panel		P	\$40,000				
Town Admin	Tricaster Replacement	2	U	\$15,000				
Fire	Replace Forestry Truck & Pump	3	S	\$70,000				
Police	Police Vehicle Replacement	1	U/S	\$55,000				
DPW	Road Improvement (Year 14)	4	P	\$300,000				
School	Upgrade door automation system		P		\$60,000			
Fire	Replace / Update Outdated Two-Way Radios	4	S		\$75,000			
Police	Police Vehicle Replacement	1	U/S		\$55,000			
Police	Body Cameras	4	S		\$78,000			
DPW	Road Improvement (Year 15)	5	P		\$285,000			
School	Interior LED lighting project (yr 1 to 2 year project)	P				\$60,000		
Fire	Replace Tank 3	5	P			\$300,000		
Police	Police vehicle Replacement	1	U/S			\$55,000		
DPW	Road Improvement (Year 16)	6	P			\$282,000		
School	Interior LED lighting project (yr 2)		P				\$60,000	
Fire	Replace Ambulance 1	6	S				\$250,000	
Police	Police vehicle Replacement	1	U/S				\$55,000	
DPW	Road Improvement (Year 17)	7	P				\$260,000	
School	Replace HVAC roof top unit for gym		P					\$175,000
Police	Police vehicle Replacement	1	U/S					\$55,000
DPW	Road Improvement (Year 18)	8	P					\$300,000
TOTAL				\$595,000	\$553,000	\$697,000	\$625,000	\$530,000

Exhibit 1. Road Vulnerability

North Hampton Road Inventory

Town Maintained

Vulnerability List

Vulnerable roads in red on white, marked with asterix & larger font size

STREET	Length (ft)	Width (ft)	Area (sq yds)	Miles	Miles Vulnerable town roads
Alden Ave.	1056	30	3520	0.20	
*Appledore Ave.	2640	28	8213	0.50	0.50
Beaumonde Est.	2640	24	7040	0.50	
Birch Rd.	3168	20	7040	0.60	
*Bolters Cove	1056	30	3520	0.20	0.20
Boutilier	3168	20	7040	0.60	
*Bradley La.	3696	24	9856	0.70	0.70
Buckskin La.	3696	24	9856	0.70	
*Causeway Rd.	528	20	1173	0.10	0.10
Cedar Rd.	3168	22	7744	0.60	
*Chapel Rd.	4652	20	10338	0.88	0.88
Cherry Rd.	2112	20	4693	0.40	
*Cotton Farm Rd.	3168	24	8448	0.60	0.60
Dearborn Rd.	1056	16	1877	0.20	
Deer Run Rd.	3168	22	7744	0.60	
Elm Rd.	2112	18	4224	0.40	
Evergreen Dr.	2640	24	7040	0.50	
Fern Rd.	2640	20	5867	0.50	
Garrett Rd.	2640	20	5867	0.50	
Glendale Rd.	1056	30	3520	0.20	
Goss Rd.	5280	22	12907	1.00	
Grandview Terr.	1584	20	3520	0.30	
Hampshire	1056	30	3520	0.20	
Highlander	3696	22	9035	0.70	
Hillside	1056	30	3520	0.20	
Juniper Rd.	1584	30	5280	0.30	

Kimberly Dr.	1056	30	3520	0.20	
Lafayette Terr.	2112	20	4693	0.40	
Lovering Rd.	7920	22	19360	1.50	
*Maple Rd.	3168	20	7040	0.60	0.60
Meadowfox	1056	20	2347	0.20	
Mill Rd.	7920	22	19360	1.50	
New Rd.	2000	22	4889	0.38	
North Hill Rd.	420	24	1120	0.08	
North Rd. W.	6864	24	18304	1.30	
North Rd. E.	3696	24	9856	0.70	
*Old Locke Rd.	3168	20	7040	0.60	0.60
Park Cir.	1560	24	4160	0.30	
Pine Rd.	2655	22	6490	0.50	
*Pond Path	3696	22	9035	0.70	0.70
Red Fox Rd.	2112	22	5163	0.40	
*River Rd.	1584	20	3520	0.30	0.30
*Rockrimmon	3696	24	9856	0.70	0.70
*Runnymede	2640	20	5867	0.50	0.50
*Sea Rd.	1584	20	3520	0.30	0.30
Shepherds La.	2112	22	5163	0.40	
*Ship Rock	4224	22	10325	0.80	0.80
South Rd. W.	8448	24	22528	1.60	
South Rd. E.	1584	20	3520	0.30	
Spruce Meadow	2640	22	6453	0.50	
Squier Dr.	5280	24	14080	1.00	
Stevens Rd.	1584	30	5280	0.30	
Stevens Rd.	1056	30	3520	0.20	
Sylvan Rd.	1056	24	2816	0.20	
*Willow Ave.	3168	18	6336	0.60	0.60
Winterberry La.	3696	24	9856	0.70	
Woodknoll Dr.	2640	20	5867	0.50	
*Woodland Rd. N.	7392	22	18069	1.40	1.40
*Woodland Rd. S.	4224	22	10325	0.80	0.80
Woodridge Dr.	1056	30	3520	0.20	

Total Miles = 32.84 10.28

Exhibit 1. Catch Basin Vulnerability

TOWN OF NORTH HAMPTON

7/6/22

Townwide Catch Basin, Drop Inlet Inventory

Vulnerability List

Vulnerable catch basins in red on white, marked with asterix & larger font size

Street Name	Catch Basin	Drop Inlet	Vulnerable	Leaching Catch Basin	Total Structures
Alden Ave.	0				
*Appledore Ave.	1		X		1
Beaumonde	0				
Birch Rd.	0				
*Bolters Cove	2		X		2
Boutilier	9				
*Bradley La.	6		X		6
Buckskin La.	37				
Causeway Rd.	0				
Cedar Rd.	0			2	
*Chapel Rd.	6		X		6
Cherry Rd.	0				
Cotton Farm Rd.	0				
Dearborn Rd.	0				
Deer Run Rd.	3				
Elm Rd.	4				
Evergreen Dr.	1				
Fern Rd.	0				
Garrett Rd.	10	1			
Glendale Rd.	6				
Goss Rd.	20				
Grandview Terr.	1			1	
Hampshire Rd.	1				
Highlander Dr.	6				
Hillside Rd.	3				
Juniper Rd.	2				
Kimberly Dr.	1	1			
Lafayette Terr.	5				
Lovering Rd.	0				
Maple Rd.	0				
Meadow Fox	2				
Mill Rd.	0				
New Rd.	0			5	
North Rd. W.	0				
North Rd. E.	1				
Old Locke Rd.	0				
Park Cir.	8				

Pine Rd.	0		1				
*Pond Path	6		1		X		7
Red Fox Rd.	0						
*River Rd.	1				X		1
Rockrimmon Rd.	0						
*Runnymede	4				X		4
*Sea Rd.	0		1		X		1
Shepherds La.	0					3	
*Ship Rock Rd.	21				X		21
South Rd. W.	3		1				
South Rd. E.	1						
Spruce Meadows	1						
Squire Dr.	4						
Stevens Rd.	3						
Sylvan Rd.	4						
*Willow Ave.	2				X	4	6
Winterberry La.	0						
Woodknoll Dr.	3		1			3	
*Woodland Rd. N.	1				X		1
Woodland Rd. S.	0						
Woodridge La.	0						
Fire Dept.	1						
Town Hall	1						
School	13						

Total

204

7

18

56

Attachment A - Municipal Facilities History

Summary: Three consecutive Select Board warrant articles – in 2014, 2015 and 2016 – and three citizens' petitions in 2016 and 2017 failed to garner the required 60% yes vote for new municipal buildings. Each consecutive year since 2013 the Capital Improvements Plan Committee has made Town buildings the most important capital project. Here are the warrant articles that failed:

2014 - \$6.1 million – new Public Safety building on the Homestead property, new Library and Town Offices building on the site of the current fire and police stations.

2015- \$7.3 million – new Public Safety building on the Homestead property, new Library on the site of the old fire station, renovate police station for Town Offices.

2016– Three separate articles:

\$7.9 million – Citizens' Petition: Public Safety Building on the Homestead property, new Library where the fire station is located, renovate the police station for Town Offices.

\$4.3 million – Town Warrant Article: Public Safety Building on the Homestead property, phase 1 only. Also a **Citizens' Petition:** Deed the Homestead property to the Library.

2017- \$7.9 million – Citizens' Petition: Public Safety Building on Lafayette Road.

In 2017 and again in 2018, the Select Board decided not to pursue any construction plan given residents' lack of interest in the cost. During that time the Board continued to investigate potential building sites on Lafayette Road for a Public Safety Building to house both fire and police but found none suitable, primarily due to the cost of land.

In 2019 the Library Trustees put forth a plan to remodel and expand the existing Library building. The Select Board opted to pursue an alternate plan to build a new Library on Town land just west of the Library known as the Homestead property, then repurpose the existing Library building for Town offices. Competing warrant articles were headed for the ballot at the March 2020 Town Meeting but action at the Deliberative Session in February eliminated funding for the Town's warrant article and amended the Library's article to put a new building on the Homestead property. At the 2020 Town Meeting, voters approved building a new \$4 million Library. Construction began five months later, and the grand opening was in October 2021.

In 2021 the Select Board moved forward with a plan to remodel the former Library for Town Offices, build a two-story addition and construct a new Public Safety Building where the police and fire stations exist. At the Town Meeting in March 2022, voters approved \$9.3 million for the Public Safety Building with the \$1.6 million cost of the remodeling/addition at the former Library to be covered by funds from the Unassigned Fund Balance, the American Rescue Plan and the Town's Buildings Capital Reserve Fund. Work began on the former Library in August, with construction on the Public Safety Building anticipated to begin late in the year and take approximately one year to complete.

History of Town Campus Planning

There have been several studies since the mid-1990s, and all are available on the town website and described in prior years' CIP reports. Since the March 2014 vote, three additional studies have been completed:

- Foley, Buhl, Roberts & Associates' Structural Report of the current fire station
- Bonnette Page & Stone & Associates' Estimate of Renovation Costs for the Public Safety buildings
- Foley, Buhl, Roberts & Associates' "Preliminary Structural Review and Assessment" of the Library

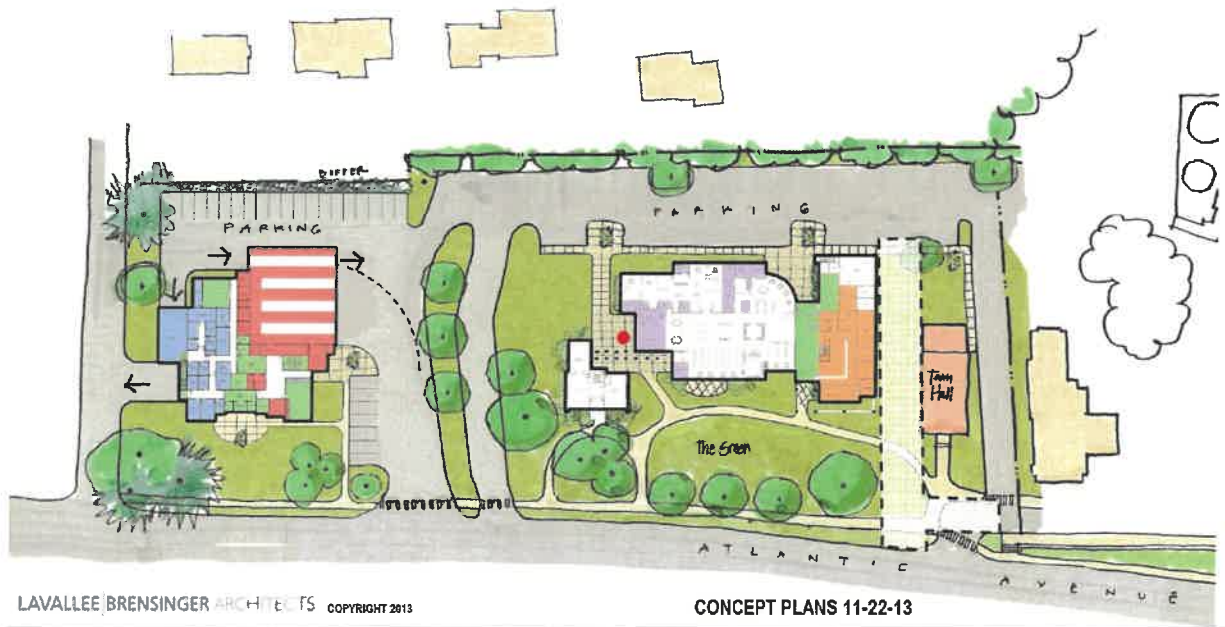
Here is a brief recap of the most recent studies regarding the municipal facilities.

- 2001: Architect Dennis Mires' analysis showed the stone building (Town Clerk's office) was overcrowded, Town Hall was in disrepair, the Library and Fire Department had aging, inadequate buildings, and the Highway Department buildings behind Fire and Police were especially deficient.
- 2001: Library Consultant Patience Jackson conducted a needs analysis for the library.
- 2002: Voters approved, by one vote, a temporary fix by renovating the second floor of the police station for town administration, and adding an elevator.
- 2003: Voters approved funds for construction of a highway department building, which was subsequently built on Airport Road.
- 2004: Voters approved buying the Homestead Property at the corner of Alden and Atlantic.
- 2004-05: Municipal Facilities Advisory Committee reviewed all buildings and proposed hiring architectural and engineering studies. Rejected by voters.
- 2006-13: A series of five (5) Warrant Articles appropriating \$50,000 each, four with matching funds from the Library Trustees (matching funds were not included in the article on the 2013 Warrant), and \$75,000 on the 2017 Warrant (also not requiring matching funds) for the planning and construction of a new Library or an addition. All the articles passed.
- 2008: Select Board commissioned a study of the Fire and Police departments' facilities and operations.
- 2008: Patience Jackson's library study was updated.
- 2011: Warrenstreet Architects hired to produce plans, two concepts presented, cost \$6.5 to \$7 million
- 2012: Consulting Engineer Victor Azzi reviewed all studies, recommended blending features from Warrenstreet's two concepts. *Note: The Select Board unanimously voted not to move the Town Hall as discussed in this analysis.*
- 2013: CIP Committee recommended undertaking a charrette, a technique used in planning that brings together municipal officials, residents and other stakeholders in any development process.

In 2013 the town engaged Plan NH, a non-profit organization composed of architects, engineers, landscape architects, historic preservation professionals, planners, and other real estate professionals who volunteer their services, to conduct a community design charrette encompassing the Town Campus area and extending eastward to the school. Their conceptual drawing became the basis for a proposed campus design.

The CIP Committee further recommended that the Select Board empower the Facilities Building Committee to develop a time-phased building and cost plan. The Facilities Building Committee would be separate from the library's Building Committee and comprised of members with a broad range of expertise and opinion within North Hampton. However, it would be advantageous to have both building committees share membership. It also was the CIP Committee's recommendation that implementation of the Municipal Facilities Master Plan be placed on the March 2014 warrant for approval by the legislative body and to begin work on the project as soon as possible.

The result of the committee's work in summer 2013 was a documented statement of space needs for Administration, Library, Police, and Fire & Rescue. The final design proposal was to place a 17,500sf Safety Complex on the Homestead property, raze the Fire Department building and build a 9,000sf Library attached to a renovated former police building (8,000sf) that would serve as town administration and include shared spaces with the Library. The existing Library would then be razed. Ricci Construction Company was hired as Construction Manager and provided a not-to-exceed cost guarantee of \$6.1 million.



This is the proposal placed before the voters on the Warrants for 2014 - 2016.

After the March 2014 vote, the Library Trustees created an online survey to get feedback from North Hampton residents in an attempt to understand why the warrant article failed. The Trustees, Select Board and Heritage Commission representatives at two public meetings discussed the results of the 247 survey responses, gave their individual interpretations, and made suggestions about how to address questions raised in the survey. The Select Board decided a structural analysis of the current fire station was necessary. The town hired Foley, Buhl, Roberts & Associates to complete that study, which was presented in May 2014. The study found significant structural compromise of the roof trusses and attachment points in the Fire Department. The Board also concluded that a determination whether the current public safety facilities could be renovated and at what cost should be undertaken. The Town hired BPS (Bonette, Page & Stone Corporation) to present a cost estimate for the

renovation of the existing public safety buildings. In June 2014, BPS estimated the cost of renovation at \$3.86 million, approximately \$200,000 more than it would cost to build a new, comparable Public Safety building as proposed on the 2014 Warrant.

The Select Board also pursued efforts to find a potential site on Route 1 near Atlantic Avenue on which to construct the public safety building. The Board looked at four potential sites, each of which would have added between \$400,000 and \$600,000 to the cost, just for land acquisition, as well as additional costs for site preparation. Moving the public safety complex to any of these sites would also mean taking valuable property off the tax rolls. After careful consideration of these extra cost factors, the Select Board decided to continue with the Plan NH town campus concept.

The 2015 warrant article for this project again did not pass by the required 60%, and the Select Board solicited volunteers from the public to serve on a new Municipal Facilities Committee. Names were pulled from a hat, and the Select Board appointed a committee that was charged with developing a plan for the campus that voters would approve. This committee recommended that the Library and not the Public Safety Building be built on the Homestead Property, that the old Library be renovated and used as town offices, and that the police and fire buildings be renovated. This plan is now known as the Chauncey Plan, as George Chauncey was chair of the committee that proposed it. Another Municipal Facilities Committee was then appointed by the Select Board, again made up of volunteers from the community and including two members from the Chauncey Committee, to review the Chauncey Plan and come up with cost estimates. Four of the six members of this committee were in the building design/construction business.

This Municipal Facilities Committee, known as the Fifth Municipal Facilities Committee, worked most of the summer and into the fall of 2015, and their work quickly showed two things: (1) the fire station is in such bad shape it would be more cost effective to build a new one than to renovate the old one, and (2) the cost of the Chauncey Plan as recommended would be prohibitive. The Committee then looked at all possible options for building placement, with one caveat being that the plan be less costly and the other being that the proposed new library remain on the Homestead Property as recommended by the Chauncey Committee. One of the most costly pieces of any plan is the temporary relocation of either the Fire Department or the Police Department during construction, so the committee developed a plan to eliminate that need.

The Fifth Municipal Facilities Committee proposed building a new fire apparatus bay to the west of the existing fire building, then tearing down the existing building while the fire personnel relocated temporarily to the new bay area. A new structure, to be shared by fire and police would be built and attached to the existing police building, which would be renovated to house parts of the police functions as well as the town offices on the second floor, all with a central reception area. Police personnel would relocate temporarily to the old (vacated) library while renovations proceeded on their building. That old library would then be torn down.

On September 28, 2015, this committee presented costs for the Chauncey Plan (\$7.3 million), and its own proposal (\$6 million), a two-year project that keeps the library on the Homestead property as the Chauncey Committee recommended, utilizes new construction as well as renovation, and does not require costly relocation of police or fire personnel to a rented building off the campus. The committee also presented new costs for the previous proposal, with inflation, of \$6.3 million.

On October 5, 2015, the Select Board voted 2-1 to put a warrant article before the voters in 2016 to construct a new Library on the Homestead property as phase 1 of the municipal facilities project. The Board chose to adopt the Chauncey Plan, suggesting there would be three consecutive warrant articles and three years of construction/renovation to complete the municipal campus.

At the October 21, 2015 meeting, Select Board Chair Jim Maggiore proposed reordering the construction phases so that the Fire Department would go second after the Library. Selectman Rick Stanton offered a new motion to put construction of the Library on the Homestead property on the March 2016 ballot, and to designate the Fire Station as phase 2 of the municipal campus project for 2017-2018. The full details of the plan and the remaining phasing for renovation of the Police Department building and the existing Library were to be left for future consideration by another Select Board.

Two days later, at its October 23 meeting, the CIP Committee voted to recommend that the previous plan, the one put to voters in 2014 and 2015, be adopted. Committee members believed this was the most cost-effective and best use of the space, and it had been supported by the entire Select Board, the Library Trustees and a majority of voters. This plan would build the new Public Safety Building on the Homestead property, with no need to relocate the Fire Department personnel and equipment as is required in the Chauncey Plan. The guaranteed maximum cost of the plan was estimated at \$6.3 million. The Library Trustees supported this plan, saying they did not want the Library to be put on the Homestead property ahead of the Public Safety Building.

In all, there were three warrant articles on the ballot in March 2016:

- The Select Board's warrant article to build the Public Safety Building on the Homestead property, with the remainder of the building project to be determined at a later date;
- A citizens' petition – also supported by the Select Board - mirroring the 2015 warrant article to build the entire municipal campus in two phases starting with the Public Safety Building on the Homestead property;
- A citizens' petition calling for the Town to deed the Homestead property to the Library.

All three articles failed.

The CIP Committee is responsible for reviewing and recommending to the Budget Committee and the Select Board the town's capital improvement projects for the following six years. Due to the timing of the Select Board's vote in 2015, the Committee had not voted until the Select Board's plan was known. The Committee voted to recommend the former municipal plan to the Budget Committee.

The cost of the Chauncey Plan's entire municipal facilities campus, built over three years, was estimated to be as much as \$8.4 million, significantly higher than the \$6.1 million warrant article voted on in March 2015. The difference was due to inflation, individual Library and Town Offices buildings with no shared spaces, as well as the phasing of the project, which would cost more than if the project were done all at once.

See the FY2017 CIP report, Attachment C, for Lavallee Brensinger drawings of the Chauncey and

Fifth Municipal Facilities Committee's plans dating from Summer 2015. The Library's size and shape were yet to be determined in that plan. The Fire Department's driveway is not shown in the Chauncey Plan. There are no drawings for the Select Board's version of the Chauncey Plan.

After voters rejected the campus for the third time in March 2016, the Select Board decided to approach the building plan in phases, starting with its top priority, the Public Safety Building. Toward that end, the Select Board worked concurrently on three tracks:

- (1) Once again searching for buildable land on Route 1,
- (2) Revisiting the idea of remodeling the Fire Department in place, and
- (3) Building the Public Safety Building on the town campus.



This version was the proposed public safety building on the 2016 Warrant.

Michael Castagna, who served on the Chauncey Committee and the Fifth Municipal Facilities Committee, then approached the Select Board with the idea of having a developer (JDL Castle Corporation, based in North Carolina) do the project from beginning to end on land to be found on Route 1. Because JDL has a strong track record of doing such projects for all types of municipal buildings, and because the firm indicated it could do the project at a lower cost than had been projected in 2016, the Select Board voted to let the firm pursue possible locations and present a plan.

The first proposed site on Route 1 south of Atlantic Avenue was abandoned because the land is in conservation and it would have been too difficult, if not impossible, to take all the steps to allow a building on the site. JDL then entered negotiations for a second site on Route 1 north of Atlantic Avenue.

The Select Board on August 29, 2016 approved a Memorandum of Understanding with JDL and then on September 26 approved the northwest portion of Tax lot 13-68 for siting of the building. Under this agreement, the Town would not have incurred any cost until the project was approved by voters and the Safety Complex built.

Near the deadline for preparation of the CIP report in 2016, Mr. Castagna appeared before the committee and estimated the entire cost of that building, including land acquisition, would be 30 to 35 cents per thousand of property tax dollars, or about \$5.3 million, and such a proposal could go on the ballot in March 2017, requiring 60% approval by voters. See below and next page for a schematic of the building and siting on the property.

However, when the project was finally presented to the Select Board, the actual cost was \$7.9 million, and the Select Board voted unanimously not to proceed with the Castagna/JDL plan due to that cost. The Budget Committee also voted unanimously against this plan. Mr. Castagna brought a Citizen's Petition to the Town Meeting in March 2017, and that warrant article failed.





In 2017 the Select Board opted not to put forth any plan for construction and/or remodeling of any buildings, and there was no warrant article on the ballot in 2018. While the Library did include in its capital requests a new \$3.5 million building for FY2019, the CIP Committee chose not to include the project in its recommendations because the Library did not have a location for a new building and there were no final building drawings. There was a warrant article on the 2019 ballot to buy land across Atlantic Avenue from the Fire Department to use for possible expansion for Town Offices or some other use, but it was not approved. Originally it was proposed as a possible site for a new Library but the Library Trustees opposed.

In October 2017 the Library Trustees voted to move forward with putting an addition on the existing library, expanding the space from 5,000 to 10,000 square feet, and remodeling the existing structure. The Trustees believed that would be the least costly option to meet their needs and that it would be the most expeditious. Preliminary architectural drawings were completed, public listening sessions were held to get input from citizens, a construction consultant was hired, and a preliminary estimate was delivered to the Trustees in August 2018. That preliminary estimate of \$2.7 million was substantially more than the Trustees had expected, so they went back to the drawing board to review all their options and get more detailed information about costs.

In 2018, on the recommendation of CIP Committee, the Select Board put forth a warrant article for \$100,000 to establish a building/remodeling capital reserve fund to start saving for all the Town's building projects. This warrant article was approved by voters, and the same amount was approved in 2019. Also in 2019, voters approved \$100,000 for the Library's building fund, and a citizens' petition for \$325,000 for the Library was also approved.

The Trustees decided to move forward with the building/remodeling plan. Throughout 2018 and 2019, work continued to finalize the floor plan, design and firm costs. The Library proposed a FY2021 project with a guaranteed not-to-exceed cost of \$3.4 million, with a warrant article to be presented to the voters in March 2020 for \$2.4 million, the amount needed above the cash on hand to

complete the project. Although the Library plans to raise private funds, the Trustees want voters to approve the full amount needed to finish the project so as not to risk interruptions in construction if money runs out before donations can be collected. It is the Trustees' intent to pay down the \$2.4 million debt as donations are received.

On July 8, 2019, at the Select Board's town facilities workshop, Select Board Member Larry Miller said he believes the best option for the entire municipal complex is to build a new library on the Homestead property – the only available open land the Town owns by the municipal buildings – and move Town Administration to the existing Library, then expand police quarters to the second floor of the Police/Town Offices Building, and build/remodel the Fire Department in place. A joint meeting of the Select Board and the Library Trustees was set for July 22, 2019, to discuss whether the Trustees would want to consider the prospect of a new building on the Homestead.

At that meeting, Select Board Member Kathleen Kilgore, who is also a Library Trustee, recused herself as she is an abutter to the Homestead property. Trustees Susan Leonardi and Jacquie Brandt both indicated they are very far along on with their existing plan but wanted to explore some sort of "guarantee" regarding allowing the Library to build on the Homestead. Both Select Board Chair Jim Maggiore and Select Board Member Larry Miller said no Select Board can "guarantee" or promise a course of action that would bind a future Select Board.

On July 25, 2019, the Library Trustees met to discuss the Homestead option. Mrs. Kilgore again recused herself, and the Trustees decided 2-0-1, with Mrs. Kilgore abstaining, to continue with the plan to remodel/add on to the existing library. They said to build on the Homestead would cost more, and they believe their current plans are sound with strong public support.

The Select Board discussed the town facilities proposals at both its meetings in August. Select Board Member Larry Miller presented a proposal for "building one building" – a Library on the Homestead property. Mr. Miller's proposal included:

- Building a new Library on the Homestead property.
- Renovating the existing Library to house Town Administration.
- Expanding the Police Department into the second floor of its building – now occupied by Town Administration - to relieve overcrowding.
- And then the Fire Department could be rebuilt/renovated in place.

The plan was presented as "the best, fastest and most economical way to address the Town's inadequate public buildings." The cost estimates were provided by Mr. Miller, which he said were based on the Trustees' guaranteed estimates, Ricci Construction's estimate for the ADA requirements, and the Library's most recent quote to replace the HVAC system. *Note: The Miller plan estimates were updated and presented to the CIP Committee August 29, 2019 and are in Section 8: Library of the FY2021-2026 CIP report. The Trustees' contractor's estimates are also included in Section 8.*

Again on August 14, 2019, the Library Trustees discussed the Miller proposal and decided to stay with their own plan. On August 26, Mr. Miller asked that the Trustees and the Select Board hold a joint meeting, which was tentatively scheduled for September 23.

On August 29, the CIP Committee met to review the Miller plan (it had reviewed the Trustees' plan July 19) and renewed its position that (1) replacement or renovation of Town Facilities is the top priority capital project for the Town and (2) the public safety buildings (Police and Fire) are the priority buildings. The Committee voted 6-1 with Library Trustee Representative Jacqueline Brandt voting no (member Cynthia Swank absent) - that the Miller plan is the most cost effective and fastest way to approach replacement of all town facilities. While Fire and Police are the priority projects, they cannot be dealt with until the Library issue is settled.

The Miller plan takes into consideration all the buildings, and the Trustees' plan deals only with the Library. The Trustees' plan doubles the space in the library but adds no new parking, relying on Town spots next door. The Miller plan adds 31-41 parking spaces on the Homestead, depending on the exact siting of the building on that lot. The Trustees' plan does not meet the Town Zoning Ordinance setback requirements (the Library is exempt from the ordinance) and builds up to the Homestead lot line on the west and to within seven feet of the handicap ramp of the Town Clerk's office at the southeast corner of the expansion. The Miller plan meets all Zoning Ordinance setback requirements. The Trustees' plan gives the library 886 square feet more than the Miller plan, and Mr. Miller said there is room in his plan to take the building up another 500 square feet to 11,000 square feet if desired, or 386 less than the Trustees' plan.

The Committee also agreed that if both plans – the Trustees' plan and the Miller plan – are on the March 2020 ballot, both will likely fail.

Due to the timing of the continuing discussions and the impending due date of the CIP Report for FY2021-2026, the Committee based all its recommendations on the facts before it as of August 29, 2019. On September 11 the Library Trustees decided not to meet with the Select Board on September 23 and reiterated their desire to continue forward with their own plan to add on to and remodel the existing Library building. The final CIP Report for FY2021-2026 was delivered to the Select Board October 1, 2019.

Discussions about the two Library plans continued on well into the fall of 2019, with the Select Board's plan proceeding to architectural drawings and bids. The final cost of this plan was \$2,723,907. This included \$100,000 in donations and \$348,908 from the Town's Undesignated Fund Balance, with a bond to be issued for \$2,275,000.

The Library's plan was a gross budget of \$3,354,000, which included \$750,000 in prior approved warrant articles and \$300,000 in donations, for a final bond cost of \$2,274,000. On January 13, 2020, the Select Board voted 2-0 (with Mrs. Kilgore recusing) to put the Select Board's plan on the Warrant in March. The Budget Committee also supported the Select Board's plan by a vote of 6-3. The Library Trustees' plan was put forth as a Citizens' Petition for the March ballot without Select Board or Budget Committee endorsement.

Some citizens spoke at Select Board meetings through the winter, asking that the Board and the Trustees find some road to compromise in order to eliminate having competing warrant articles on the ballot. Others said the Library had full authority over a new building and the Select Board should withdraw its plan. A few days before Deliberative Session, there were some background meetings to discuss such a compromise, but they were unsuccessful.

At the Deliberative Session February 1, 2020, a compromise was proposed from the floor. That compromise was to place the Library on the Homestead property, added \$500,000 to the cost and gave the Trustees the authority over the architect, the design and the builder. The compromise passed 108-10 and was approved at the March 10 Town Meeting by 63% of voters. (A super majority vote of 60% was required for passage.)

The increased cost of the library warrant article as amended at the Deliberative Session and approved at the Town Meeting pushed the Town's total warrant article appropriations above the statutory limit. That meant the total amount of all approved warrant articles would have to be reduced by \$305,226 to comply with RSA 32:18. And, the matter would be decided by the State Department of Revenue Administration. The Select Board recommend to DRA that the entire amount be taken from the Library and not from the remainder of the approved warrant articles. The DRA agreed but because of the way the warrant article was written and the legal basis of the capital reserve fund, the \$305,226 remains with the Library. The Library Trustees can use the money on the current building project or on any other project that falls within the legal definition of the building capital reserve fund.

In June the Library Trustees scheduled a courtesy session with the North Hampton Planning Board to review the final site plan for the Library on the Homestead. The Library as a public entity does not have to comply with the Town's zoning ordinance or any site plan regulations but with new municipal building projects, the Planning Board would normally hold a public hearing. At the meeting the Library plan showed the building facing east, not toward Atlantic Avenue, a parking lot for 19 vehicles on the north side of the building, and access to the building through the Town property now occupied by the existing Library and the Town Clerk/Tax Collector's Office.

With questions arising about that access, which in effect would take most of the west side of the existing library parking lot, and about what appeared to be the lack of adequate parking for the building, North Hampton architect Lauri Etela (who chaired the Fifth Municipal Building Committee reviewing options for the municipal complex) proposed that the Library be rotated to face Atlantic Avenue. He said that would allow parking in front of the building for 34 cars, closer parking for patrons especially handicapped visitors, and an access drive that would disturb just two or three parking spaces in the existing library lot.

The Library Trustees held a public hearing on June 25, at which several residents spoke in favor of the Etela plan. The Trustees said they would confer with their architect and the project professionals and consider all the information presented at that hearing. In July, the Trustees announced their professionals had reviewed both plans and determined the Library plan was a better, safer plan. The Fire Department, Police Department and the Department of Public Works had also reviewed and signed off on the Library's original plan and thus, the Trustees reported they would go forward with their original layout.

In August the Select Board voted 2-1 to grant the Library access to its new building from the Town's adjacent parking lot. Site work began shortly after that, the official groundbreaking ceremony was August 27, and construction was planned for completed in summer of 2021.

In late 2020, the Select Board put out a Request for Proposals bid notice for design and construction of the remainder of the Town Complex – the fire station, police station and old Library. Ricci Construction and TW Designs were selected in spring 2021 and tasked with evaluating how best to use the small amount of land available at the Town Complex to renovate or rebuild these buildings. The old Library, while structurally sound, is in need of all new mechanicals and would have to be somewhat reconfigured to be used as Town Offices. The building has undergone significant upgrades over the past few years including a new roof, new lighting and a new septic. (See Attachment B for various repairs and upgrades to these buildings.)

The fire station, built in 1968, is seriously compromised structurally with dangerously-bowed roof trusses and an exterior wall partially disconnected from the building. If renovated it would require all new mechanicals, although the HVAC was replaced in the past few years. The police station has serious HVAC, plumbing and septic issues and is not compliant with federal standards for prisoner custody (cells cannot be used) or for juvenile custody. Like the fire station, it is seriously overcrowded.

Some improvements were completed in the building: Insulation installed in the attic, exterior siding that was seriously damaged from years of ice buildup was replaced, and the locker room/rest room area was remodeled to give officers lockers and separate quarters for female officers.

In July, 2021, the Select Board held a meeting for the public to tour the police, fire and town offices spaces and to comment on the future of these two buildings. Approximately 40 people attended. (A list of the deficiencies presented by the Fire Chief and the Police chief are below.) No plan was presented because no design concept had been completed yet by the construction team. Previously, the construction team had inspected all three buildings to determine structural, mechanical and space issues, reviewed all past studies by various committees and consultants, and engaged in some space needs discussions with Town officials.

Later in the Fall at a public meeting the contractor and architect presented a draft design showing a two-story building in the same basic footprint as the existing stations, with Police on the west side and Fire on the east, with the fire bays moved to the east between the building and Town Hall. After many concerns were raised about the look of the fire bays with a flat roof, the architect presented a second design with a peaked roof and other more New England-type aspects.

By early January 2022, the official cost estimates were ready, and the Select Board opted to proceed with two warrant articles covering three buildings:

- A \$9.3 million Public Safety Building to be bonded, which would require a 60% vote at the March Town Meeting
- A \$1.6 million warrant article to remodel the former Library and construct a two-story addition primarily to be used for storage of Town records. This cost would be paid with money from the Unassigned Fund Balance, the American Rescue Act funds, and the Town's Buildings Capital Reserve Fund.

Both articles were approved by voters in March. The Town leased a building at 34 Lafayette Road to house the Fire and Police personnel and equipment during the approximately 18 months of demolition and construction. The Planning Board held a public hearing July 19, and work began on

the old Library and the new addition in August. When Town Offices move into that new space in November or December, demolition will begin.

The Public Safety Building is expected to be finished around the end of 2023.

Here is the list of deficiencies in the fire and police buildings as outlined by the Chiefs of each department at that July public meeting:

Fire Department:

- **Structural issues**

1. **Severe bowing of the roof trusses** has rendered the roof so compromised it cannot carry a snow load of more than 6" and must, by order of the Town's insurance company, be shoveled at that depth.
2. **The front exterior wall has separated from the building.**
3. **Apparatus bay doors are so low** employees have had to remove even small amounts of snow to eliminate any ice buildup since the ladder truck has clearance of just three-quarters of an inch.

- **Equipment and function issues:**

1. **Storage for IT equipment and spare gear is in the attic where employees have to balance on rafters to retrieve equipment.** Recently, one employee lost his footing and nearly fell through the ceiling.
2. **No decontamination room and just one shower.**
3. **No sleeping area for extra staff called in for extended emergencies,** requiring firefighters to rest inside the ambulance and other apparatus.
4. **No gender separation for female employees** (no separate locker room, bunk space or toilet). **There is just one usable toilet for every employee on duty.**
5. **No adequate storage for EMS supplies.** They are stored in the kitchen.
6. **No proper storage for breathing apparatus, no tool room**
7. **No gear room,** with gear being stored in the bay subjected to sunlight and ambient light which cause premature degradation and increased spending to replace gear
8. **No room for an air filling station** for air bottles, limiting the amount of training the staff can do and requiring excess time to be spent getting bottles refilled after a call
9. **No room for training in the crowded apparatus room,** limiting the skills training that can be conducted to ensure safety.

- **Workspace issues:**

1. **Inadequate office space for the Chief and Deputy Chief,** located in the apparatus bay in tiny rooms once used for tools and a kitchen space
2. **No space to review plan documents, no adequate space to meet with members of the public, no conference room space, no training room, no fitness room, no space to store an ice machine recently donated to the department for its emergency medical needs.**

Police Department

- **Mechanical issues:** Severe problems and malfunctions of HVAC, plumbing and septic

- **Noncompliance with federal regulations**
 1. **Holding cells cannot be used due to size and construction**, requiring two officers to drive anyone taken into custody to the Rockingham County Jail
 2. **No separate holding space for juveniles** as required
 3. **Inadequate evidence storage space**
 4. **Inadequate booking room**

- **Workspace issues**
 1. **Inadequate file storage.** Filing cabinets can barely be opened in the cramped filing room and file cabinets are lined up in the hallways
 2. **Inadequate gun cleaning and storage space:** Officers eat meals, file their reports and clean firearms in the same room
 3. **Inadequate space for interviewing witnesses, victims and suspects**
 4. **No training room or fitness area**
 5. **Lack of sufficient office space and privacy** for administrative and investigative staff.