

COMMITTEE ON INFRASTRUCTURE

AUGUST 24, 2016

A meeting of the Committee on Infrastructure was held Wednesday, August 24, 2016, at 7:01 p.m. in the Aldermanic Chamber.

Alderman-at-Large Mark S. Cookson, Chair, presided.

Members of Committee present: Alderman David Schoneman, Vice Chair
Alderman Tom Lopez

Members not in Attendance: Alderman Richard A. Dowd
Alderman Sean M. McGuinness

Also in Attendance: Mr. Tim Cummings, Economic Development Director

PUBLIC COMMENT

Mr. Jim Cutter, 86 Palm Street

Mr. Cutter read aloud a letter dated August 24, 2016; addressed to Alderman-at-Large Mark Cookson, Chairman of Infrastructure Committee and are attached to these minutes.

Mr. Paul Shea, 102 Tolles Street

I am also the Executive Director of the Great American Downtown in Nashua. Director Cummings from the Economic Development Department will be presenting information and a request relative to the expansion of the Nashua Heritage Rail Trail Community Garden which was built three years ago. We are seeking to expand the garden by 16 beds. I am here this evening in case the committee members should have any questions.

MOTION BY ALDERMAN COOKSON THAT THE RULES BE SO FAR SUSPENDED AS TO ALLOW FOR THE INTRODUCTION OF THREE COMMUNICATIONS RECEIVED AFTER THE AGENDA WAS PREPARED

MOTION CARRIED

From: Tim Cummings, Economic Development Division Director
Re: Courthouse Oval Project Status Update

From: Tim Cummings, Economic Development Division Director
Re: Request for Construction - Community Garden(s) on Corner of Pine Street & Heritage Rail Trail

From: Paul Shea, Executive Director
Re: Nashua Heritage Rail Trail Community Garden

DISCUSSION

Courthouse Oval Project Status Update

Director Cummings

Approximately six weeks ago we came before you seeking permission to close one of the legs within the oval behind us. Since that time and at the request of the committee we have been monitoring this project and I prepared a very brief memo highlighting essentially where we are to date with the project. One of the purposes for the project was to demonstrate how traffic around the courthouse oval could be handled in a way that doesn't use much pavement and in a way that would expand the development potential for the courthouse oval by essentially creating a larger building envelope site. This would be a potential future opportunity for development. This would also be a way for us to square off the neighborhood block and better integrate the established patterns surrounding the neighborhood and essentially reduce pedestrian crossings and conflict. With that said we went forward and closed off one of the legs and laid out some tables and chairs and decorated the site with art work. We put out some plantings. A lot of this labor and material was donated. Our first event is going on there this evening; it's an organized bicycle ride which was going to meet up at the site. There have been no issues to date that we are aware of and this has been deemed successful so far.

Alderman Lopez

I am in favor of the oval adjustment particularly because of the traffic calming nature of it. I have personally seen a much easier crossing of the oval for people who are on foot and I've had comments from the constituents who work across the street who originally reported that there were a lot of near misses happening. With regard to the oval, I am starting to see more and more community programming be conceived for it and I think that's great because this is a pretty new project.

Alderman Schoneman

I was wondering what the next phase is for that area and what the timeline is on that?

Director Cummings

So the curbside was for one year and we would be looking to continue with it as is. We will be monitoring it. Relative to taking the next step in terms of developing a patterned site for development, that would be from an economic development perspective the direction that we would be going. We would need to strengthen our partnership with the private sector entity; whether that's the current landowner or future landowner. I would not suspect that we would come forward and look to do anything until we actually had momentum in that regard. Right now, to answer your question, we are in a holding pattern.

Alderman Schoneman

Where is the anticipated development to be?

Director Cummings

I'm not sure but ideally it could be one of two options. We could talk about conceptually laying out a second building site on that asphalt and thinking of it as more of a second building envelope or, conversely, looking at assembling the land all together and creating one big development pad site. That would mean tearing down the courthouse oval. Those would be the two directions that you could really go.

Alderman Schoneman

As we look at traffic and things, it is good to have a sense of what people say and think about it but we are also able to get counts and it might be good at some stage just to look and see what the actual data is.

Director Cummings

Although it was not originally discussed with this topic in mind, it came up in a subsequent meeting and that was relative to a pedestrian accident that occurred on Water Street. I was at that meeting at the request of Alderman Lopez to discuss that and I wanted to update the committee that we have asked VHB to do an updating of the downtown circulation plan per the request of the sub-committee. I believe that will be executed upon approval of the escrows. We are ultimately looking to introduce some more traffic calming measures with that quantifiable data that you are looking for.

Alderman Lopez

I believe the accident was actually on Factory Street and it was in very close proximity to where the Governor's car was struck. I just think it speaks to the fact that the traffic calming in the oval is working but the streets around it; people are looking for new shortcuts and they are not paying as much attention to their environment as they could be.

Chairman Cookson

The Governor's vehicle was struck coming off of High Street, is that correct?

Director Cummings

That's my understanding.

Chairman Cookson

It was High Street into the Hellenic Circle; the oval.

Alderman Lopez

I believe it was further down.

Chairman Cookson

Director Cummings, one of the things that we had talked about was usage of the area and understanding that you are certainly not in control of the heat that we have experienced lately; I personally have not seen a lot of usage. I know that when you came to the last meeting you indicated that you would be observing it daily. Have you seen any usage of the area? How would you describe the usage of the area?

Director Cummings

My comment will be subjective. I would say that it has been minimal but I would suggest that I have seen people out there using the site once per week or once every two weeks. If fairness though, I've only seen that

during more traditional daytime hours so I can't really comment about weekend or off-peak times.

Chairman Cookson

I believe it was the Great American Downtown who provided some canopies to the area.

Mr. Shea

Yes, we put some canopies in the area that we use for the farmer's market while they were not in use. We had a torrential downpour one evening and one of the sides on the canopy caught some water and so it bent. We immediately took it out the next day. We won't be returning canopies to the area. They are not suitable for long-term use for that space but we thought we would give it a shot because the heat is definitely a factor in the usability of that space.

Alderman Schoneman

I am just curious, who is organizing the bike ride in that location?

Mr. Shea

That would be Basil Mansfield. He works for the Great American Downtown but he is doing this on his own. He is a bicycle enthusiast. He is a Marine Veteran from way back and he's been volunteering for us for a number of years. We actually just employed him over the course of the summer as the downtown steward and he also works as a crossing guard. He is very enthusiastic about the idea of improving conditions for bicycle riders. We are seeing an event that happens globally that is called a bike roll where people get together and form a large group and do a slow roll through town to increase awareness of complete streets and sharing the road campaign. The bike ride starts at 5:00 p.m. and I think he is going to start doing that on a monthly basis.

Chairman Cookson

Alderman Lopez, did you indicate that you have other interests in the area?

Alderman Lopez

There has been interest from Harbor Homes, they want to do yoga out there but the heat has gotten in the way. Then there is a Hugo Zombie Bike Ride and they want to use that as a staging area. It has a lot of potential for a lot of other similar programs because it's a quiet enough area where you could use a downtown race staging area without having to block off a major street. There's been a lot of excitement. For my part I've seen people out there in the morning but I really haven't seen anybody there from 10:00 a.m. to 4:00 p.m. because it's been very hot.

Alderman Schoneman

When will we expect the next update?

Chairman Cookson

VHB would be the next milestone to have some data to report back from.

Director Cummings

Absolutely, that would be more of a global conversation regarding the ancillary streets around the Courthouse Oval. That would probably be in the end of September or early October.

Chairman Cookson

My question with regard to that is are only opportunity for engagement with VHB to conduct this or are there things that the NRPC could do that could also compliment what VHB is doing for us.

Director Cummings

That's a great question, Mr. Chairman. They absolutely can supplement and compliment, in fact, I know that they have been working together regarding the traffic count data that would be used. The rationale was and what is my understanding was that the study was most recently done and the study articulated findings saying essentially wait until the parkway is completed and then we would like to update it so this is essentially an amendment to their current contract and that's how we were moving it forward.

Community Garden(s) on Corner of Pine Street & Heritage Rail Trail

Director Cummings

Essentially what the memo before you says is what I hope is an opportunity that the city will take advantage of where the Great American Downtown is seeking the ability to construct additional beds and expanding the community garden that is currently in place off of the Heritage Rail Trail, essentially at the corner of Pine and West Hollis Street. I would be more than happy to answer questions and we do have the Executive Director of the Great American Downtown, Paul Shea, with us this evening if there is something you would like him to address as well. It is somewhat of a time sensitive matter. My understanding is this would be all volunteer based and we would be looking to essentially have the United Way...I believe in my memo I outlined a September 14th date but as I am looking at the Great American Downtown's letter I think that they are suggesting September 16th.

Mr. Shea

Yours is actually correct.

Director Cummings

So the volunteerism would need to occur on September 14th to be able to do this and we are hoping that the committee will see fit to essentially approve the expansion of the community garden. With that being said, I do know that there are later stages in this entire program and I wanted to give you a quick preview of that. The idea and hope would be as we would enter into a lease agreement with the Great American Downtown for the expansion and the renewal of the current community garden program. That would be forthcoming once we actually get the lease developed.

Chairman Cookson

So the action that you would like us to take this evening is to...do you have interest in us making a motion to agree to the expansion of this? Do you have verbiage?

Director Cummings

I don't have verbiage but I think if the motion was read to say that the Great American Downtown has permission to expand the current community garden by twelve total lots...

Mr. Shea

A motion might read that the Great American Downtown to be granted permission for sixteen additional 4'x8' community garden beds within the space between Pine Street and Stephens Avenue and north of the Heritage Rail Trail area.

Chairman Cookson

Mr. Shea, you said between Stephens and Pine? Is it Everett and Pine?

Mr. Shea

(Inaudible)

Chairman Cookson

So it will be between Everett and Pine on the Nashua Heritage Rail Trail. The motion would be to grant you permission and then that would allow you to take advantage of the United Way Day of Caring which could provide you with labor to actually develop it and then at a later meeting we would actually take up the lease agreement between the city and the Great American Downtown. Does that summary provide you with enough information or are there additional questions?

MOTION BY ALDERMAN LOPEZ THAT THE GREAT AMERICAN DOWNTOWN SHALL BE GRANTED PERMISSION TO EXPAND THE COMMUNITY GARDEN WITH SIXTEEN 4' X 8' BEDS BETWEEN EVERETT AND PINE STREETS ON THE NASHUA HERITAGE RAIL TRAIL

ON THE QUESTION

Alderman Schoneman

This is a lease so as you said there is going to be legislation that is going to expand the lease later. This is city owned land and the potential for development in there has gone away it sounds like.

Director Cummings

That's correct.

Alderman Schoneman

So there's no competing use for this land whatsoever?

Director Cummings

That's correct.

Alderman Schoneman

Is the lease legislation going to be put through just as soon as possible?

Chairman Cookson

I believe so. The Mayor approached me at the last Board of Aldermen meeting and indicated that legal was working on it but it wasn't ready to be distributed prior to us taking up this opportunity, especially in the instance of time trying to get it moving forward so that again they can take advantage of the United Way Day of Caring scheduled for the 14th of September.

Alderman Schoneman

What is the United Way going to do to the land? I am just wondering because we don't have a lease and if there is anything that happens to prevent it; I don't envision anything to prevent it but if there is and we've done something to the land on this Day of Caring...what are we going to do to the land on the Day of Caring?

Chairman Cookson

Mr. Shea, I am assuming that these are raised beds?

Mr. Shea

Yes, they are raised beds and a minimal amount of fencing will be placed around them to obstruct them from passer byers from coming in. No construction or build-out of this community gardens expansion will go beyond the conditions of the established lease on the adjacent piece of property. We have some limitations in there regarding building structures. In that lease there is language that specifically reflects that the expansion is permitted to the west because at the time that the lease was established there were a number of parcels that were owned by the city as part of the Broad Street Parkway project and interest in developing the space between Everett and Pine Street to perhaps kind of a three-story mixed use facility. Now that those parcels have been auctioned off and converted to additional storage lot space for Gate City Fence that has been; that issue is no longer there. However, because of the language of the current lease we are here before you today because it specifies that the expansion area would be permitted to the west.

Chairman Cookson

This is actually to the east of the existing area, is that correct?

Mr. Shea

That's correct. What we are requesting is to the east. The language of the current existing lease reflects that expansion would be permitted to the west. There is a clause within that for expansion up to 50% of the area. This space would be essentially doubling the area that the garden occupies. We would not undertake any action that would be outside of the language of the current lease with exception to that expansion to the east which we are requesting.

Chairman Cookson

So you would be laying down timbers, staking them into the ground, raising fences and putting soil into the raised beds?

Mr. Shea

That is correct.

Chairman Cookson

Are there any other activities that you had planned for the United Way Day of Caring?

Mr. Shea

No and at some point we would extend the irrigation but that's not a pressing matter; these beds will not be planted until next season. We currently have an irrigation system with the established beds but we would not be undertaking that work until next spring.

Chairman Cookson

Is the irrigation system managed by the city?

Mr. Shea

The irrigation system is managed by...so I'll give you a little bit of background which is illuminated in the letter that I provided. Gate City Community Gardens is a New Hampshire non-profit organization which was established for the purpose of creating this community garden to provide a corporate entity to which this space would be leased. Gate City Community Gardens has been effectively dissolved and absorbed by the Great American Downtown as a program to reduce the overhead required to run the program by putting the insurance burdens on the Great American Downtown and to reduce the necessity for processing 513C paperwork which can be expensive to establish a new organization when we could exist under the umbrella of an organization with a mission that has some overlap. We have a well, we get a meter put into the meter pit each spring and it comes out each fall and we pay that water bill. The utilities for the site are privately administered.

Alderman Lopez

The irrigation is an absolutely essential thing because the garden that is there right now has a spicket at each bed. I helped organize the original installation and it has done a lot for the Rail Trail in that particular area. It took an unused and unsupervised space and creating a garden out of it. It's a cost effective way for neighbors to grow their own food and it puts positive space use into an area that is not easily viewable from the street. The area that they are planning to expand into would make the gardens more visible from the street. It would make it easier for Palm Square apartment residents to get to, which is important if they have mobility issues as long they are building it the same way. The previous beds were built handicapped accessible.

Alderman Schoneman

Is there a cost associated with the current lease?

Mr. Shea

The lease is a nominal dollar and it's a dollar per every three years and then it is renewable every three years for up to five renewals total before it comes back before the Board.

Alderman Schoneman

Does Gate City Community Gardens or in this case Great American Downtown lease the lots to individual gardeners?

Mr. Shea

Yes, we lease the lots for an annual fee of \$35.00. We have a check box on our sign-up form for someone to check off if they have an inability to pay and we don't have any parameters on that. However, we do hope to cover the water bill and build some revenue over time to maintain the space.

Chairman Cookson

Is Great American Downtown a non-profit?

Mr. Shea

Yes, it is a non-profit. We are a 501C3 non-profit.

Chairman Cookson

Okay but you do or make some nominal amount by charging "x" amount of dollars to lease this space per year?

Mr. Shea

That is correct.

Chairman Cookson

You use it to cover your water bill. Are there any other expenses that are associated with the community garden?

Mr. Shea

Under the umbrella of the Gate City Community Gardens, Inc., it has carried an insurance policy which was \$325.00 annually as well as the water bill.

Chairman Cookson

Will Great American Downtown continue to carry that insurance policy?

Mr. Shea

Yes we do. The community garden; basically we bring in from twelve beds about \$420.00 annually and our insurance would be \$325.00 and then the water bill would be someone in the ballpark of \$150 - \$250 through the course of the season. The garden, as it was previously organized was losing operations so we would do some independent fundraising to make our numbers work. We've also raised some money to facilitate this future expansion. The garden itself previously operated at a loss. The Great American Downtown has a policy and we pay the minimum threshold for a policy cost and our coverage is much greater than we need and so even with this increased liability burden for the organization it does not increase the cost of our insurance policy and that's part of the benefit and impetus for the absorption of the program.

Alderman Schoneman

I think it's a great idea and I like it. My only concern is from a procedural standpoint and for timeliness I would like to move it forward for the volunteer day in September but inasmuch as this is not to be gardened until next year, I would ask that the Great American Downtown not lease any of the spaces until we know that the city has a lease to Great American Downtown for that land.

Mr. Shea

That is something that I would be very glad to agree to and I very much appreciate your enthusiasm for the project.

Alderman Schoneman

I would add that it is subject to final approval by the Board of Aldermen of an expansion of the lease.

Alderman Lopez

I am concerned that if we have the amendment the way it is we are basically making it dependent on the lease approval which I think it's understood that we don't have the authority to do that anyway in this committee. We are just approving the beds and then they have to ask for the lease approval separately.

Director Cummings

What is we were to suggest that I would commit to bring forward the lease at the next Board of Aldermen meeting so that way you have the lease in process.

Chairman Cookson

Well it would need to be introduced as a piece of legislation.

Director Cummings

We can do that for the next meeting. Then it would have to be referred to a sub-committee.

Chairman Cookson

We would have to see legislation at the next full Board of Aldermen.

Alderman Schoneman

My only thought is we don't have that authority for that legislation to expand the lease. We want to find a way to let them go ahead and do this work with the understanding that it is still subject to a lease to be done.

Mr. Shea

I feel that the sentiment that I am hearing is perhaps that you would like to have the motion made with the condition that the spaces not be sub-let to anyone or until the lease is finalized. Perhaps the motion would be for permission to build only but not to cultivate.

Alderman Schoneman

That sounds good. So we are not actually expanding the lease we are actually giving them permission to build.

Chairman Cookson

That's correct.

MOTION BY ALDERMAN COOKSON TO AMEND THAT THE GREAT AMERICAN DOWNTOWN SHALL BE GRANTED PERMISSION TO EXPAND THE COMMUNITY GARDEN WITH SIXTEEN 4' X 8' BEDS BUT NOT CULTIVATE UNTIL THE LEASE EXPANSION HAS BEEN APPROVED IN SPACE BETWEEN EVERETT AND PINE STREETS ON THE NASHUA HERITAGE RAIL TRAIL

MOTION CARRIED

MOTION BY ALDERMAN LOPEZ TO APPROVE THE AMENDED MOTION

MOTION CARRIED

Chairman Cookson

We will make sure that this is documented and we provide some sort of communication that says this body made a motion at this meeting this evening to approve the construction of sixteen 4' x 8' beds.

COMMUNICATIONS

From: Sarah Marchant, Community Development Division Director and
Madeleine Mineau, Waterways Manager
Re: Park & Ride at 25 Crown Street, Proposed Preferred Preliminary Design

MOTION BY ALDERMAN SCHONEMAN TO ACCEPT AND PLACE ON FILE

MOTION CARRIED

From: Madeleine Mineau, Waterways Manager
Re: R-16-056 Authorizing the City to Enter into a Licensing Agreement for a Public Boat Launch on the Nashua River

MOTION BY ALDERMAN SCHONEMAN TO ACCEPT AND PLACE ON FILE

MOTION CARRIED

DISCUSSION

Park & Ride at 25 Crown Street, Proposed Preferred Preliminary Design

Ms. Madeleine Mineau, Waterways Manager

With me today is Brian Colburn who is a project manager with McFarland Johnson who we have contracted with to do the engineering feasibility and design of the park & ride at 25 Crown Street.

Mr. Colburn

Some of the previous work and studies; the city purchased this property in 2012 with Congestion, Management and Air Quality funding through the New Hampshire Department of Transportation. That purchase was made because this site was identified as the preferred site for a future train station should rail ever extend up out of Massachusetts. Subsequent to that there was a site assessment performed and the city went ahead and completed all their environmental work through what is called the National Environmental Protection Act process. That is where the site is reviewed for wetlands, air quality, noise and things of that nature and comparing that to the construction of a 250 space park & ride/train station. That has all been completed as well as the hazardous material survey of the site. The funding is through the New Hampshire Department of Transportation Congestion Management Air Funding which is a federal program which is why a lot of these permits are required. What we are embarking on now is a three phase design process to get to actual construction drawings for the park & ride. We are currently in phase 1 which is the conceptual design where we are figuring out exactly what we are doing. Once that is approved by the city and the state, we will move into the final design which is the preparation and the construction drawings themselves, specifications and finally into construction. This is the project limits; the two parcels the city purchased adjacent to the railroad line, this is off of Crown Street; 25 Crown Street is the address. On the parcel is a building towards the north of the lot and that's where Makelt, Labs is. The other building which is much larger, about 50,000 square feet, is a former warehouse for a cabinet making company. That building is currently vacant. The phase one design process; we go through and kind of confirm some of the resource identification that's been done before. We have a public involvement piece to gain input on the project. We go through and develop alternatives and we looked at the large warehouse structure itself from a structural point of view. This conceptual design process will be summarized after this meeting in an engineering study that documents how the preferred alternative was selected. On July 20th we had a listening session at Makelt, Labs that was advertised to the city and advertised to all of the abutters of the parcel. We had fairly good attendance. We had a lot of people from Makelt, Labs itself and some of the abutters attended. Some of the things we heard that night from the public were making sure that the park & ride was done in coordination with Makelt, Labs, be mindful on any bus activity, interaction with pedestrians both associated with the park & ride itself and school children going to school off Gillis Street. To make sure it's not just a sea of pavement and has some green space, security and safety was mentioned a lot due to the remote nature of this site. There were some existing drainage issues noted and again, tying back to the bus, making sure we coordinate with Nashua Transit. Subsequent to this meeting we did meet with representatives from Nashua Transit and got their thoughts on what bus service would go to this site in the future and how they would like the bus to circulate through the lots. That's reflected in the alternatives that we developed. Then we have the alternatives. The first alternative we came up with was how big of a parking lot could we get if we kept the large warehouse building. At the public listening session one of the questions that was tossed out to the public was what could that building be used for. There were some fairly interesting ideas; a farmer's market, indoor entertainment space, drone flying but not real passionate use was identified. Due to some of the grading challenges of the site and the fact that access has to be maintained both at the basement level in the Makelt Labs building and this option of the basement level of the warehouse building, the parking lot couldn't butt right up against those buildings due to structural reasons. We have some green space against Makelt Labs and we've also left some space against the warehouse. This option resulted in 160 parking spaces and the cost would be \$1.3 million. I should mention that the construction budget for this project is \$1.7 million and that is 100% federal and state money, there is no city money involved. We are under budget but the

problem with this one is that we are under the 250 space parking lot that the city committed to when they accepted the CMAC funding. That's not to say that number couldn't be changed but it would take some effort and convincing of DOT and the Federal Highway Administration. All of these alternatives do take into account if future rail service was provided then the lot is set up to accommodate that. The other thing to note here is that we are providing a pedestrian connection from the parking lot up to Gillis Street and that was as a result of some of the input we heard at the public meeting where school children could use this lot as a cut through to get to school rather than walking up Arlington Street to the Dr. Crisp School. The second alternative was to see how big the lot needed to get to get to our target number of 250 spaces. This alternative is a little bit larger than that at 270 but you can see that it does eat into the warehouse building. We went inside that building today with our structural engineer and the building structurally is in fairly good shape. It's somewhat modern construction; late 60's and it has steel beams, concrete floors, cinder block walls which all appear to still be in pretty good shape. There is some settlement along the east side of the building but nothing that would deem that the building is unsafe to occupy. That being said about the warehouse building, without a defined use, it really becomes difficult to decide or to find a reason to keep it. All of the electrical and plumbing has been ripped out of the building so any potential use would mean that we have to bring everything up to code and the money that we have from DOT and Federal Highway cannot be used to do anything to the building but tear it down. In speaking with the Economic Development Director today, warehouse space isn't really viable in this location without the rail being very active. The site is pretty far away from the highway system and there are not a lot of viable uses that are identified.

Chairman Cookson

What is the ceiling height?

Mr. Colburn

The ceiling height is about 15' and it is two-stories.

Alderman Lopez

Is the second floor load bearing enough for it to be considered as a parking garage?

Mr. Colburn

That is something that we are going to look at. We did notice today that the floor is about 3" thick concrete. I've worked on a few parking garages and it seems a little bit thin but our structural engineer is going to check that. It appears wide enough to have some circulation and parking spaces in there but we will have to wait for the results.

Alderman Lopez

If it does look like it's viable as a potential parking structure would the federal money then be eligible to be used for that?

Mr. Colburn

That is a good question. At first glance, potentially, it could be since we do have an option at 168 we could propose getting up to the 250 by using the building.

Alderman Lopez

Would this be a possible addition to option 1 where you have some parking outside and some inside?

Mr. Colburn

Yes but I would caution that might put the project over budget.

Ms. Mineau

I was going to say that too so it would require additional funding to do a parking structure.

Mr. Colburn

At this point, any additional funding would have to come from the city.

Chairman Cookson

Alternative 2 that you have identified here which is the 270 parking spaces and your second bullet answers my question, that \$1.6 million price tag for this option has the warehouse demolished.

Mr. Colburn

Yes.

Chairman Cookson

So for an additional \$300,000 above alternative 1, you demolish and you reach the 250 parking space threshold.

Mr. Colburn

Correct. This alternative 2 was presented at the public alternatives workshop we had last week. The third option we looked at is since we are thinking about demolishing the warehouse building instead of putting it back as grass we paved it and made parking spaces. We were able to get up to 365 parking spaces. This put the cost of the project over the budget so this option really becomes what if the rail station does occur and the lot became utilized at 250 and you started to see it reaching capacity. This would be an option for expansion and you could gain another 100 spaces or so.

Chairman Cookson

If the rail station did occur it would be built on the west side of the tracks in this area that is being paved over right now so I am assuming that some of that parking would be removed in order to build a rail structure.

Mr. Colburn

Most rail stations today are really just platforms and pavilions.

Chairman Cookson

So is there enough room for a platform?

Mr. Colburn

Yes because the platform is built within the railroad right-of-way. We've kind of lined up all of the handicapped accessible parking to be where we would envision the platform to enter the parking lot.

Chairman Cookson

Do we have a minimum number of handicapped spots that we have to; is there a heuristic that we use that says we need this many handicapped spots for this many spaces?

Mr. Colburn

Yes, the city has it in their ordinance and its part of the American Disabilities Act.

Chairman Cookson

I didn't see any additional handicapped spaces between alternative 2 and 3 with the additional up to 365 parking spaces in this alternative. I am assuming there would be more handicapped spaces.

Mr. Colburn

There would probably be two to three more.

Chairman Cookson

What's the ratio?

Mr. Colburn

It's a graduating scale so when your lot is small there is a higher percentage and as it gets larger you get to a point where you are adding one in every fifty spaces.

Alderman Schoneman

Let's go back to the use of the park & ride facility and the bus stop. Who have we contracted with and where is the bus going to go?

Ms. Mineau

That would be the regular Nashua Transit System, the city bus. We would extend an existing route to go by there at that bus stop.

Alderman Schoneman

So it's not another bus to Boston?

Ms. Mineau

We have not had discussions with Boston Express right now but that could be a potential future use for this.

Alderman Schoneman

Where do people park & ride now on the city bus system?

Ms. Mineau

There is park & ride that I think is mainly for commuter ride sharing by the highway but I don't think there is a large parking lot for the city bus.

Alderman Schoneman

Will other parking be allowed here besides park & ride?

Ms. Mineau

Well, we are certainly not going to ask people why they are parking there; it's going to be a public parking lot.

Alderman Schoneman

Is it free parking or metered parking?

Ms. Mineau

It's free parking.

Alderman Schoneman

It looks like a lot of spaces for city bus riders who I don't really know are park & ride users. They walk to the bus because they don't have a car I expect. So really it's about expansion later more than about the park & ride for current bus usage. Is there a time limit on using these funds?

Ms. Mineau

Yes and that's why we are building a park & ride that we are not sure is going to get a lot of use right away. Because we spent the grant funds to purchase the property DOT has told us that we have to construct this park & ride by 2017 or else we would have to pay back all of the grant funds that have been spent thus far.

Alderman Schoneman

Where any city funds expended to buy the property in the first place?

Ms. Mineau

No, it was all from this grant and the federal funds and the state match funds are from toll credits.

Alderman Schoneman

We talked about the possibility or what would happen if there were a cost overrun. So the budget that's allowed is \$1.7 million and this option 2 is \$1.6 million. Let's say we get into this and it escalates to \$1.9 million, what happens if we don't complete it? Would it meet the requirement to spend the money by 2017 and be free of our obligation to pay it back or do we have to complete it in order to not have to pay it back?

Mr. Colburn

So these are the first level estimates that we have done. These plans are at about 20% level design so as we advanced we are going to continue to look at our estimates again. If we see that estimate get close to the \$1.7 million then during design we will scale something back and work with DOT to do that. We would not want to get to \$1.7 million because it's an old building and we would like to have some contingency in the federal money and not rely on city funds for that.

Alderman Schoneman

So at this stage we are just getting an update and not being asked to approve it?

Ms. Mineau

We are giving you an update on the project and we welcome your suggestions and input while we are still in the preliminary design stage.

Alderman Schoneman

Is there lighting proposed?

Mr. Colburn

Yes. Just to summarize we did present these alternatives at a public meeting at Makelt Labs last week and the public preferred alternative 2. They preferred a lot of green space so we developed a revised alternative 2. Makelt Labs requested more green space behind their building and in the lot. That took up some parking spaces but we are still at 250 and the \$1.6 million with the warehouse gone. As we move forward we are going to work with the city and the community about maybe putting park benches in that area. We did quickly check to see if a regulation soccer field would fit but it's a little narrow for that. It will be a nice, flat area.

Chairman Cookson

So it will be flat grass versus a landscaped area?

Mr. Colburn

We could landscape it.

Chairman Cookson

But that wouldn't be federal funds.

Mr. Colburn

I think it would be it would fall within site restoration.

Alderman Lopez

I understand the Makers interest in the extra green space but I would like to at least find out what the viability of adding the garage parking. If we do move forward with the park & ride, why tear down a structure if we might ultimately have to put a structure back up. The existing structure might have a different use as well like a kiosk or a store. It would nice to have parking going up.

Chairman Cookson

Do you also do a forecast of utilization of this particular park & ride? Would you be able to estimate or is that part of the engineering responsibility? How do we understand if we build it, will people come and utilize it?

Mr. Colburn

We are currently not scoped to do a forecast. People coming into Hudson could use this. Those things are difficult to quantify but if you don't build it the way it's been laid out then you have to pay back the money you spent so far.

Alderman Lopez

I talked to the city about the Manchester bus connections coming to this area. I know there is an extension to the Manchester bus system which goes to Nashua called the Nashua Express and there is one that goes to Concord as well. That might be something people might be interested in doing but I'm not sure the route would work out because it's not close to Route 3 at all.

Chairman Cookson

I think everybody sees the downfall with this. This is solely about future rail and potentially having a station near the downtown and that's all this is. If you wanted to build a park & ride you would build it near a highway. I would really be surprised if we saw anybody coming from the Hudson area. I was on the Board when this passed and I thought it was a waste of money then and I think it's a waste of money now. I would not mind giving the money back to the state and federal government because I don't know what's going to happen with this and I just don't think it's the right location.

Alderman Schoneman

Is there an expiration of our obligation? What if we build this park & ride? Let's say rail doesn't happen, how long will it be until we can build something else on it?

Ms. Mineau

I don't know.

Mr. Colburn

We would have to ask the DOT.

Alderman Schoneman

There are a lot of things to overcome to make rail happen and one of those things is time, it could be 20 years from now. I would be curious to know what our obligation is.

Chairman Cookson

It may not even happen at this location.

Ms. Mineau

I can look into that and get back to you.

Alderman Lopez

Is this one of the few stretches of land that we had that was long enough for the handicapped access?

Chairman Cookson

Yes, it was one of the few. The other location was the old Dow Chemical site.

Alderman Schoneman

What was the amount paid?

Ms. Mineau

\$1.5 million is what was spent to purchase the property and then the environmental assessments were done so there is additional money beyond that.

Alderman Schoneman

I wonder what the market value of that land is.

Chairman Cookson

We could certainly make a request of our Economic Development Director to see if that might be some information that would be available in an upcoming memo or communication.

Director Cummings

I would be happy do that.

Alderman Lopez

I'm not a fan of wasting money for the sake of wasting money but I do like the idea of getting tax money back since we all pay federal taxes. I'd rather it be spent in New Hampshire, specifically Nashua than anywhere else. At the very least I would like to see the development happen and if the rail doesn't work out then we can sell it and it would just be a plus for the city.

Ms. Mineau

There could be some creative uses for the space while it is empty.

Mr. Colburn

We are hoping to submit our engineering report with the preferred alternative identified in mid-September. We really need to stick to that timeframe to adhere to the deadline. We need to be out to bid in March and we have quite a bit of work to do.

PETITIONS – None

UNFINISHED BUSINESS – None

NEW BUSINESS – RESOLUTIONS

R-16-056

Endorser: Mayor Jim Donchess
Alderman-at-Large Brian S. McCarthy
Alderman-at-Large Daniel T. Moriarty
Alderman-at-Large Michael B. O'Brien
Alderman Ken Siegel
Alderman Sean M. McGuinness
Alderman Mary Ann Melizzi-Golja
Alderman Richard A. Dowd
Alderman June M. Caron

**AUTHORIZING THE CITY TO ENTER INTO A LICENSE AGREEMENT FOR A PUBLIC BOAT
LAUNCH ON THE NASHUA RIVER**

MOTION BY ALDERMAN LOPEZ TO RECOMMEND FINAL PASSAGE

ON THE QUESTION

Ms. Mineau

As the Waterways Manager one of my responsibilities is to increase public access and recreation to our waterways and the section of the Nashua River which is located in between the two dams; Mine Falls Dam and Jackson Mills Dam are currently the only public access for boating are the concrete steps in front of Greeley House and that's only appropriate for a boat that you can carry and there is no parking there. The Millyard Technology Park has a boat ramp, it is private property, however we approached the owner and they already had allowed public access in some form. They required signing a waiver and registering and that could only be done at the property office during regular business hours which is limited. We worked with the owner to come up with this licensing agreement. It allows the city to give the public access to the property and boat launch specifically for boating purposes. The owner has gone ahead and striped the parking lot with a designated loading area for the launch and parking area for vehicles that have a trailer. We are going to set up a kiosk which we have already purchased using community development funds. There will be a map of the area and some information. They still want folks to sign a waiver and register but there will be two mailboxes, one you will pull out the registration and then fill it out and put it in the other one and I will collect those registration forms. That way I also have a way to contact users if people are not using it in the correct way. Before you this evening is the licensing agreement and I think it would be a great way to improve public access to the river without the city needing to acquire land and construct its own boat ramp.

Alderman Schoneman

I think it's a great idea. We have no way to actually police is someone is filling out those forms; we can just keep an eye on it.

Ms. Mineau

The owner has given us a one year trial period.

Alderman Lopez

I am in favor of this.

MOTION CARRIED

R-16-060

Endorser: Mayor Jim Donchess
Alderman-at-Large David W. Deane
Alderman Tom Lopez

**AUTHORIZING AN AMENDMENT TO DEED COVENANTS RELATIVE TO LAND SOLD TO
PROPERTY OWNERS ALONG RADCLIFF DRIVE AND SHORE DRIVE**

**MOTION BY ALDERMAN LOPEZ TO RECOMMEND TO TABLE AS ALDERMAN DEANE WAS NOT IN
ATTENDANCE**

MOTION CARRIED

NEW BUSINESS – ORDINANCES - None

GENERAL DISCUSSION - None

PUBLIC COMMENT

Mr. Shea

I just wanted to thank you for your accommodation with regard to the community garden extension. It's been such a great year working with the city and the Board of Aldermen to do all of the things that we do at the Great American Downtown. I thank you for your general support.

REMARKS BY THE ALDERMEN

Alderman Lopez

Right now there are bins throughout downtown stores for our program called "Suit Yourself." The idea is to collect professional work attire for people that don't have it who are job searching. This is being sponsored by the Continuum of Care, the Chamber of Commerce and the Great American Downtown. The Mayor's office also has a bin.

Alderman Schoneman

The boat access and the community gardens; these are the things to do that are a pleasure and they are great things for the city that don't cost us anything and things like this can have a great impact on the City of Nashua.

POSSIBLE NON-PUBLIC SESSION

ADJOURNMENT

**MOTION BY ALDERMAN LOPEZ TO ADJOURN
MOTION CARRIED**

The meeting was declared closed at 8:30 p.m.

Alderman Sean M. McGuinness
Committee Clerk

From: James B. and Mary E. Cutter 889-4246
86 Palm St., P.O. Box 69-Nashua, NH 03061.
Date: August 24, 2016
To: Alderman-At-Large Mark Cookson, Chair,
Infrastructure Committee.
Subject: Ignoring the laws.

Dear Alderman Cookson,

The actual dimension(confirmed by land survey) for 88 Palm St. has been 51' since 5/14/1886 when property lines on Palm St. were made perpendicular with Ash St. property lines. Leo Caron ignored it on the 1950 building permit and put 53.57' on the plat.

When, widow Genevieve Caron sold 88 Palm St. to the Gilbertsons in 1968 she showed them the 1950 building permit with 53.57' along Palm St. approved by the city building inspector.

Ever since the beginning of our lot in 12/3/1888, our 86 Palm St. property has had a 3' gap in the deed. And, 33' from north to south along Palm Street.

On 5/13/71. A building permit was given to Jim Gilbertson of 88 Palm St. that was added to the 1950 permit for Leo Caron giving Jim Gilbertson the impression the City thought he owned part of our driveway and clothesline area.

In March 1973, when our property was vacant due to Joe Desrosiers' passing. Jim Gilbertson installed a fence in our driveway to match the false actual dimension on his 1971 building permit.

He should not have installed the fence in the driveway because it is curtilage(RSA 627:9(I)) and part of the house. And, violates RSA 31:102, Obstructing Access to Highways that states, 'no person shall obstruct the passage of vehicles,' etc..

And, because the fence was installed beyond the boundary line RSA 635:2 states he is guilty of criminal trespasss.

The Gilbertsons have not honored the 1949 Plat ordinance, RSA 31:102, RSA 627:9(I) and RSA 635:2. Two of them: RSA 627:9(I) and RSA 635:2 are in the Criminal Code.

The laws have been ignored and we would like the above corrected so our driveway and clothesline area are returned.

Sincerely,





THE CITY OF NASHUA

Economic Development Division

"The Gate City"

To: M. Cookson, Alderman, Chair Infrastructure
From: Tim Cummings, Economic Development Division Director
Cc:
Date: August 16, 2016
Re: Courthouse Oval Project Status Update

Notification of the Courthouse Oval Project

I write to provide you an update on the progression of the project at the Courthouse Oval that was approved by the Board of Public Works on Tuesday, June 7, 2016 and a project briefing was also provided to Infrastructure Committee on June 22, 2016.

Project Scope

This project scope includes the encumbrance of a travel lane on the northern portion of the Courthouse Oval. The encumbrance eliminates a turn lane and diverts left turns an additional 60' north to the stop sign at the intersection of Walnut and Factory Street. The encumbrance blocks-off vehicular traffic from access in order to create an outdoor space for public use for the period of one year from the date of BPW approval.

Project Purpose

- One of the purposes of this project is to demonstrate how traffic around the Courthouse Oval could be handled in a way that doesn't use as much pavement, and in a way that would expand the development potential of the Courthouse Oval site.
- This will also be a way for us to pilot a squared-off neighborhood block that is better integrated with the established pattern of the surrounding neighborhood. Rob Parsons, who owns the Courthouse Oval building, supports the project and appeared at the BPW meeting to advocate for it.

Project Status Update

To date, there have been no distinguishable impacts on the volume or flow of vehicular traffic aside from intended outcomes.

Intended outcomes included: creating safer conditions for pedestrian crossing of traffic by reducing points of conflict, a reduction of speeds at the point where traffic flows merge (all cars must now stop for left on



THE CITY OF NASHUA

Economic Development Division

"The Gate City"

To: M. Cookson, Alderman, Chair Infrastructure
From: Tim Cummings, Economic Development Division Director
Cc:
Date: August 16, 2016
Re: Community Garden(s) on Corner of Pine Street & Heritage Rail Trail

Request for Discussion:

I am writing to request a discussion with you and the committee relative to the construction of additional community garden(s) near the current site. It would be our intention to outline a concept plan at your next meeting and if appropriate seek approval.

Approval of Construction of Additional Community Garden

It is our sincere hope that the Infrastructure Committee sees fit to approve the construction of additional community garden(s) prior to the United Way Day of Caring schedule September 14th.

Thank you for your kind attention to this request and please do not hesitate to contact me if I can be of any assistance.



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Nashua Police Department

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Nashua Fire Department

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DesignWares

Phillip Scontsas
Scontsas Fine Jewelry

Greg Stevens
Stella Blu

Cheryl Lindner
Nashua Silver Knights

Betsy Levesque
Berkshire Hathaway Homeservices

Ward 4 Alderman Tom Lopez
Nashua Soup Kitchen & Shelter

James Vayo
City of Nashua, Downtown
Specialist

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August 23, 2016

Tim Cummings
229 Main Street
Nashua, NH 03060

Dear Director Cummings,

I am reaching out to you today with regard to the Nashua Heritage Rail Trail Community Garden, located at approximately 0 Stevens Street along the Nashua Heritage Rail Trail.

The community garden has seen full use for the past three years, with very minimal outreach required to attract new gardeners. The garden has become a welcome anchor for positive social activity and stewardship in the neighborhood.

It is our belief that there is ample latent demand which can be met in part with expansion of the garden space available. It is our desire to expand the number of community garden beds from 12 total, to 28 total, with the addition of 16 new 4"x8" beds directly to the east of where garden beds are presently located.

It is my hope to receive permission to lay the groundwork for this expansion on September 16, 2016 with the assistance of a team of volunteers furnished by the United Way as part of their annual Day of Caring, with a lease for the expansion area to follow sometime later this fall.

Background:

-Presently Gate City Community Gardens Inc, a NH non profit corporation, has had a lease for the garden space along the rail trail.

-Gate City Community Gardens has been absorbed by and to become a program of Great American Downtown in an effort to reduce program overhead, and leverage GAD's 501c3 status to facilitate this program.

-It is my understanding that the prospect of extending the lease beyond the language with which it is currently established will require approval of the BOA.

Great American Downtown, Inc is a 501(c)(3) Nonprofit Organization, donations to which are tax deductible to the fullest extent allowed by law. Our mission is centered around promoting and building upon the economic and cultural vibrancy of Downtown Nashua through creative marketing and great community events.



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Ward 4 Alderman Tom Lopez
Nashua Soup Kitchen & Shelter

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City of Nashua, Downtown
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-It is requested that the beginning stages of the expansion be reviewed by the relative committees and/or departments, and permitted prior to September 16th if possible.

-It is requested that the lease be transferred to Great American Downtown. Additionally, we would like to have the lease area expanded to include the space along the North side of the trail, between Pine and Everett Street. This location was previously off the table, as there was development potential for adjacent city owned parcels, which have since been auctioned to Gate City Fence for an extension of their yard - removing the prohibitive factor. The purpose of this extension will be to add 16 additional beds to the programming for this stretch of the rail trail.

I have attached an overlay which demonstrates the current garden area, and the desired expansion area.

Please let me know if there is any information I can provide to further facilitate this.

Warm regards,
Paul Shea, Executive Director
Great American Downtown Inc
Hunt Memorial Building
6 Main Street
Nashua, NH 03064
603.508.0687 m
PaulWShea@DowntownNashua.org

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Expansion Area

Current Garden

Nashua Heritage Rail Trail

Nashua Heritage Rail Trail

Nashua Heritage Rail Trail

W Hollis St

Pine St

Pine St

Wilder St

W Hollis St

Stevens Ave

Evans Ave

Everett St

Palm Square

Baptist o

Nashua Senior Center

Travel Auto Repair



Community Garden



City of Nashua

Community Development Division

City Hall, 229 Main Street, PO Box 2019
Nashua, New Hampshire 03061-2019
www.nashuanh.gov

Community Development	589-3095
Planning and Zoning	589-3090
Building Safety	589-3080
Code Enforcement	589-3100
Urban Programs	589-3085
Conservation Commission	589-3105
Transportation	880-0100
FAX	589-3119

August 18th, 2016

Memo to the Committee on Infrastructure

From: Sarah Marchant, Community Development Division Director and Madeleine Mineau, Waterways Manager

Park and Ride at 25 Crown Street, proposed preferred preliminary design

The City of Nashua was awarded a NH Department of Transportation (NH DOT) Congestion Mitigation Air Quality (CWAQ) grant to design and construct a new Park and Ride facility located at 25 Crown Street. This Park and Ride facility will allow for ride sharing and would provide parking for a future passenger rail station. The property at 25 Crown Street was purchased by the City in 2012 using funds from this grant for the purpose of developing this Park and Ride facility. Recently, the City contracted with McFarland Johnson Inc. to provide engineering services for the feasibility and preliminary design of the Park and Ride at 25 Crown Street.

A public listening session and site tour was held on July 20th where City staff and consultants shared information about the planned project and requested public input. Several abutters, Make It Labs members, and other interested persons participated. Using public input from this meeting McFarland Johnson prepared three alternative layouts for the proposed park and ride. The three alternatives were presented at a second public meeting on August 16th. At this meeting Alternative 2 was unanimously selected as the preferred layout by participants. That proposed configuration is included with this memo. At the next meeting of the Infrastructure Committee consultants from McFarland Johnson as well as City staff will be present to present information about the planned park and ride and welcome any questions or suggestions the committee may have at this time.

The next phase of the project will be to move forward with completing the engineering study before proceeding to final design phase.



 **McFarland Johnson**

**CROWN STREET - PARK & RIDE CONSTRUCTION PROJECT
NASHUA, NH
ALTERNATIVE 2**



Board of Aldermen Committee on Infrastructure

Crown Street Park & Ride Construction Project

August 24, 2016



McFarland Johnson



Project Background

- Previous Studies/Work
 - City Purchased Property in 2012
 - Environmental Site Assessment
 - Completed NEPA Process
 - Hazardous Materials Survey
- Funding
 - NHDOT Congestion Mitigation and Air Quality Funding
- Three Phase Design Process
 - Phase I – Conceptual Design
 - Phase II – Final Design
 - Phase III – Construction





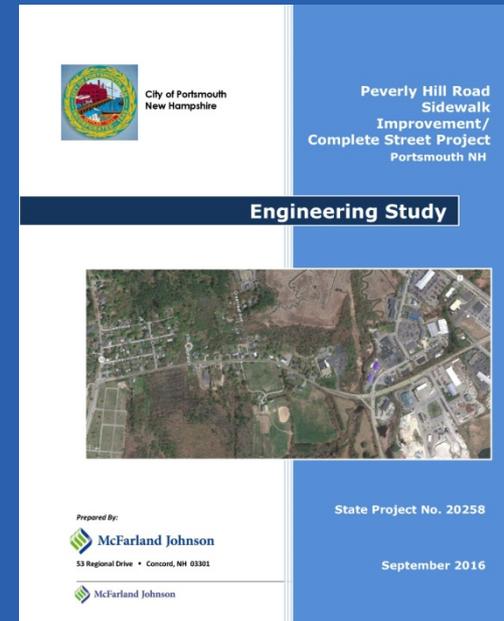
Project Limits





Design Process

- Phase 1 - Conceptual Design
 - Resource Identification
 - Public Involvement
 - Alternative Development
 - Existing Structure Review
 - Engineering Study
 - Selection of Preferred Alternative





Listening Session – July 20th

- Coordination with Make It Labs Building
- Bus Activities / Interaction with Pedestrians
- History in the Area
- Provide Green Space / Trees
- Cut Through for School Children
- Security / Safety
- Existing Drainage Issues on Site
- Coordination with Nashua Transit





Alternative 1

- 160 Parking Spaces
- Warehouse Remains
- Cost - \$1.3 Million



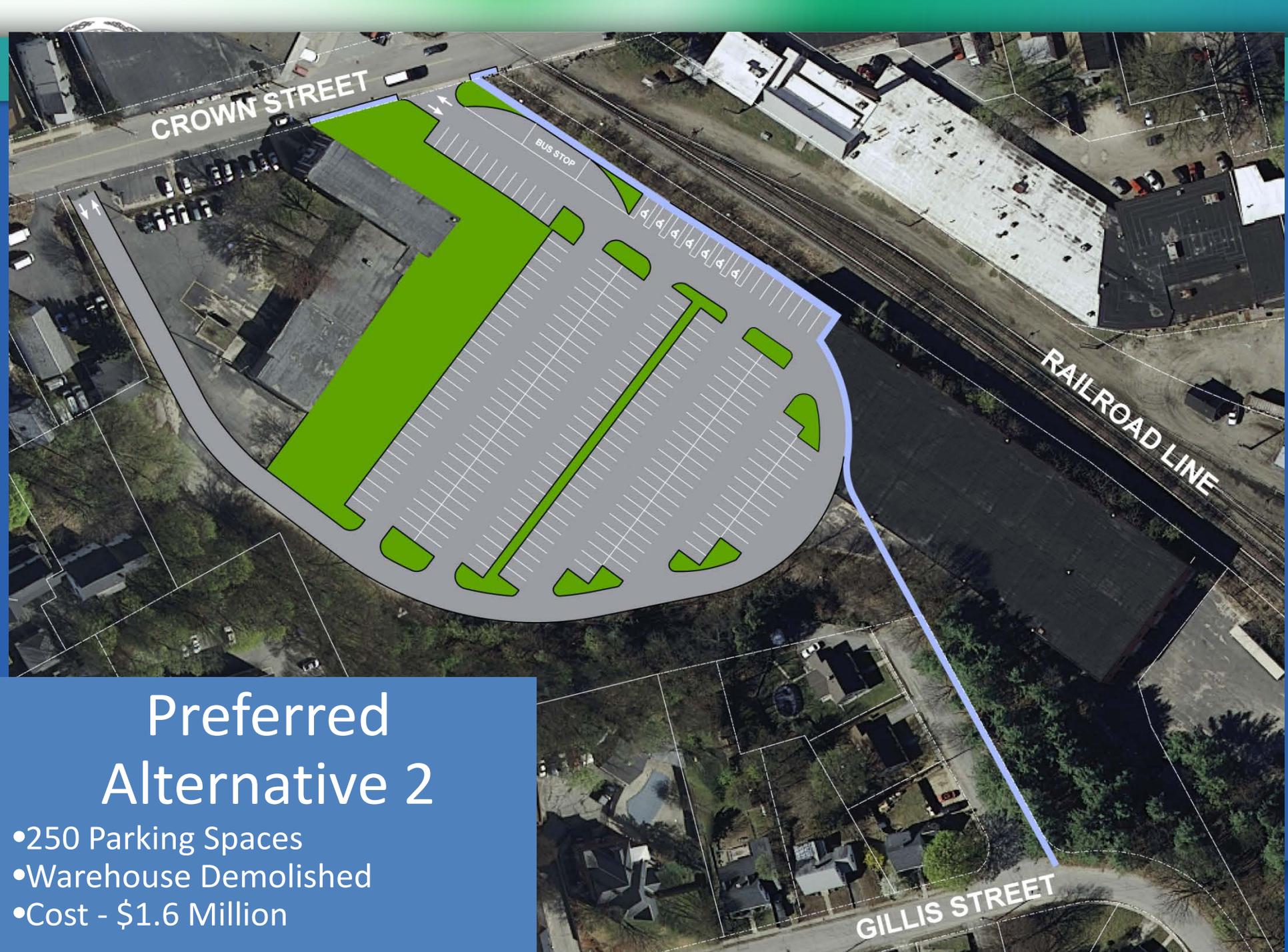
Alternative 2

- 270 Parking Spaces
- Warehouse Demolished
- Cost - \$1.6 Million



Alternative 3

- 365 Parking Spaces
- Warehouse Demolished
- Cost - \$1.9 Million



CROWN STREET

BUS STOP

RAILROAD LINE

GILLIS STREET

Preferred Alternative 2

- 250 Parking Spaces
- Warehouse Demolished
- Cost - \$1.6 Million



Schedule

- Public Information Meeting - July 20th
- Preparation of Alternatives Plans - July 2016
- Alternatives Workshop – August 16th
- Select Preferred Alternative and Present to BoA Infrastructure Committee– August 24th
- Submit Engineering Report to NHDOT for Approval – September 2016
- Begin Phase II – Final Design – Fall / Winter 2016
- Begin Construction – Spring 2017





Comments / Questions





Contact Information

Madeleine Mineau, Ph. D.
City of Nashua
(603) 589-3092
mineaum@nashuanh.gov

Brian Colburn
McFarland Johnson
(603) 225-2978
bcolburn@mjinc.com

Alternatives Workshop – August 16th





City of Nashua

Community Development Division

City Hall, 229 Main Street, PO Box 2019
Nashua, New Hampshire 03061-2019
www.nashuanh.gov

Community Development	589-3095
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August 18th, 2016

Memo to the Committee on Infrastructure

From: Madeleine Mineau, Waterways Manager

R-16-056 Authorizing the City to enter into a licensing agreement for a public boat launch on the Nashua River.

In an effort to increase and facilitate public access to the Nashua River for boating recreation, the City is proposing to enter into a licensing agreement with the owners of the boat launch located at the Millyard Technology Park. Some public use of this boat ramp is currently allowed, after users complete a registration and waiver form with the private property owner.

The proposed licensing agreement will make public use easier, as the City will install a kiosk on-site to allow for users to complete the registration form any time. The kiosk has already been purchased using FY16 Community Development funds and installation will be done by Parks Department personnel. A dedicated parking area has been stripped with ample parking for boat launch users by the private property owner who will ensure maintenance of the boat launch area.

This boat launch gives access to a 4 mile stretch of the Nashua River between the Jackson Mills and Mine Falls dams. Downstream of the boat launch is the urban downtown area and upstream the River winds its way through Mine Falls Park.